

PBOT

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PedPDX: Portland's Citywide Pedestrian Plan Community Advisory Committee

Wednesday, November 28th, 2018 5:30-7:30 PM
Portland City Hall, Rose Room (1221 SW 4th Ave)

I. Introductions: 5:30-5:45

Francesca Patricolo, PBOT

Francesca opens the meeting. She shares that this will be the last meeting of the year and the second to last before PBOT brings the plan to City Council in the spring of 2019.

Meeting attendees go around the table and introduce themselves. They share where they're coming from this evening and share something they're thankful for. Francesca acknowledges the CAC's effort and support throughout the PedPDX planning process.

II. Project Status & Schedule Overview (5:45-6:05)

Michelle Marx, PBOT

Michelle reviews the overall project status and highlights key updates and revisions that resulted from the public engagement process (i.e. safety prioritization criteria revisions to better reflect existing conditions in SW Portland). Specifically, this revision created more geographic diversity in terms of safety prioritization across the city. Focusing on crash history left SW Portland out of the prioritized network, but expanding/emphasizing risk-based factors helped highlight streets in SW.

Francesca recaps specific prioritization methodology options that were considered and what feedback the CAC provided at the last meeting. She also adds how the revised methodology captures these streets but is also consistently applied throughout the city.



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- **PUBLIC COMMENT:** The PedPDX CAC is visited by a representative from the Sullivan’s Gulch Neighborhood Association (SGNA) who wishes to provide a public comment towards the beginning of the meeting. SGNA are updating their neighborhood plan and would like for an opportunity for the City to acknowledge the plan they developed. The policies used in the plan will draw from existing plans and policies. Speaker notes that the neighborhood plan under development will specify much finer transportation and land use elements than previous planning efforts. He claims that Sullivan’s Gulch is arguably the most walkable neighborhood in the city of Portland. He continues by identifying three key challenges to mobility in Sullivan’s Gulch which include crossing safety, sidewalk quality, and pedestrian scale lighting.

Francesca makes two announcements: 1) Winter weather event this Saturday at the PBOT maintenance facility (2929 N Kerby Ave); 2) Also – she shares information about Leaf Day in Portland – now it’s free!

CAC Member shares a story about dangerous conditions for people crossing in Southwest Portland and thanks PBOT staff for their efforts in this area.

Michelle reviews project timeline between now and council adoption in May. Final CAC meeting in February will be a walkthrough of the draft, an opportunity to provide input for public involvement strategies, and a chance to recognize/celebrate everyone’s service.

- **Q:** Will there be a potential for community workshops for people to review the draft of the plan?
- **R:** When we meet again in February, we’ll get your feedback on our public involvement plan.

III. Prioritized needs map & list (6:05 – 6:15)

Michelle Marx, PBOT

An updated prioritized map and list was shared via email and posted on the website this week. Recently the PedPDX staff applied the prioritization to the existing needs analysis. This effectively marries the needs analysis and the prioritization. Michelle highlights key takeaways including prioritized sidewalk gaps, crossing gaps, and deficient crossings.

- **Q:** Are all the flashing beacons also audible?
- **R:** I don’t know the answer to that, but I’ve been working with our street signals team in order to get a better understanding of federal requirements for crossings. My understanding that audible crossings are the standard in the new MUTCD guidebook.

What will we do with these priorities? Michelle shares that PBOT will update the PedPDX Implementation Plan every two years to make sure we are being responsive to changing conditions throughout the city. She adds that it's important to know that prioritization tier is not the only element considered in decision making and deciding what gets built first. One strategy is being opportunistic with ongoing projects to build things as quickly as possible (i.e. a paving project or another ongoing planning effort).

- **Q:** When PedPDX is leveraging and attaching on to another project – is that beneficial for that project as well?
- **R:** One way that this plan will get implemented is in spot improvements. The other is through the Transportation System Plan (TSP) – a lot of TSP projects have pedestrian elements. TSP projects are prioritized in 1-10 year bands. As funding is available and grant opportunities come up, PedPDX will influence how those projects are chosen for development/implementation. If there's a sidewalk infill project and we can add crossings that's great. However, if it's a paving project that we're adding crossings in it might cause some 'grumbling'.
- **Q:** Is there a system to review crossing (infill) implementation?
- **R:** I'm going to be tracking this. Once PedPDX is adopted, I'll be revamping the PBOT pedestrian plan website to track progress about what's being built.
- **Q:** Is it possible for these recommendations to interface with other area and implementation plans such as Southwest in Motion?
- **R:** As we're implementing PedPDX, I'm going to be consulting with Safe Routes to School, Vision Zero, etc. to make sure we're coordinating efforts and resources.
- **Q:** When you put all this stuff together, I would love for people to be able to see maps and have it easy to locate.

IV. Walking While Black Focus Group Summary (6:15 - 6:25)

Francesca Patricolo, PBOT

Francesca provides a brief overview of the Walking While Black focus group report. She provides context about how initial outreach efforts did not accurately reflect the geographic and racial diversity of the City of Portland. She highlights specifically the gap between Black survey respondents and the Black population of the City of Portland as a whole. She also notes recent reports and a legacy of institutional racism in Portland. The feedback that PBOT heard was powerful and is captured in the report. Key takeaways include the importance of street lighting and the negative racialized experiences of walking in public space.

V. PedPDX Disability Workshop Summary (6:25 - 6:35)

Francesca Patricolo, PBOT

Francesca defers to Beth & David, CAC members who helped organize the event.

Beth talks about key themes from the workshop, including topics related to the intersectionality of disability and equity. David shares that it was a very enlightening meeting to hear the perspectives and concerns of people with disabilities in Portland. He shares that many participants had similar concerns, but had unique reasons.

Francesca adds a couple of key points about 'what we heard'. Some things were already in the PedPDX Toolbox, but had different rationales. Some things were added that were great ideas including an online tracking system to report challenges in the right-of-way.

- **Q:** Is there a summary for that meeting?
- **R:** Yes, there is a list of key takeaways.

VI. PedPDX Toolbox | Review of Toolbox structure and strategies (6:35 - 7:00)

Jean Crowther, Alta Planning & Design

Michelle frames where the PedPDX Toolbox ideas came from. Defers to Jean from Alta Planning and Design to lead this section of the presentation. Jean reviews where the Toolbox lives within the PedPDX planning process and provides an overview of the structure of the document.

Jean details the key 13 strategies included in the Toolbox and makes connections to the *walking priorities survey* as the basis for the development of the lists of strategies.

Jean asks for questions about the structure of the Toolbox:

- **Q:** For the 13 strategies, the first four is called 'accessing the network'. But it's all about crossing - what about providing basic walking infrastructure like sidewalks. That's the network. Neighbors in my community frequently talk about the need for sidewalks. Although this might be just nomenclature, it's hard to think about a great walking experience without a sidewalk.
- **R (Jean):** We want to frame it in a way that people actually experience the network. Language is important and you're giving me things to think about already.
- **Q:** Accessing the network is sounds like accessing a wi-fi network. You access the network as soon as you walk outside your door. It's a question of whether the network is ready for you.

- **Q:** Are the strategies going to be applied to the tiered network or the whole network?
- **R:** Whole network. A lot of these action items are changes to infrastructure, but others are programmatic that will be applied citywide.

VII. PedPDX Toolbox | Review of Toolbox actions (7:00 – 8:00*)

Michelle Marx, PBOT

Michelle explains that due to time limitations and the number of items that need to be covered, she will quickly review each of the actions and people can write comments on the handout. There is not time to review all sixty outcomes as a roundtable discussion. Feedback can be recorded on the paper or sent to Michelle digitally. Francesca will follow up with a digital version of the Draft Toolbox actions. Michelle walks through each of the Toolbox Actions.

- Question clarifying how retroactive intersection clearance guidelines will be applied. Michelle responds that the network will be evaluated where this can and should be done ahead of new capital projects.
- Question clarifying high visibility crosswalk striping design. Francesca cleverly responds by referencing the cover of the Beatles album Abbey Road.
- Question about eliminating vertical obstructions (specifically street trees) at crossings, including mid-block crossings. How many trees would be removed? Response is that this regulation will not impact many trees as this is an existing regulation and just adds mid-block crossings to the list.
- Question clarifying the design of raised crossings at non-arterials. Concerns about ADA are acknowledged and will be addressed in implementation.