

City of Portland
Pedestrian Advisory Committee



April 16, 2019

6:00 – 8:30 PM

City Hall, Lovejoy Room

Committee Members:	Alternate Members:
Brenda Martin + Elaine O'Keefe * Brian Landoe * Patricia Jewett * Evelyn Ferreira * Matthew Hall * Kenzie Woods * Josh Channell * Tiel Jackson * Josh Roll Marcella Crowson * Ashley Schofield + Kevin Glenn * Zoe Klingmann *	Don Baack Kelly Reid James (Jim) Fairchild * Mark Person

* Indicates committee members in attendance // + Indicates committee member excused

Staff Present: Michelle Marx, Owen Slyman

Special Guests and Speakers: Michelle Marx (PBOT), Nick Falbo (PBOT)

Community members:

6:00-6:10: Public Comment (10 min)

- Public comment/questions for committee: No public comments were given today.

6:10-6:30: Hot Topics/Project Status and Updates/Announcements/Committee Business (20 min)

The PAC welcomes a new full member, Jim Fairchild.

The May meeting of the PAC will be a joint meeting with the Bicycle Advisory Committee. Commissioner Eudaly will present to and solicit comments from the PAC.

The Division Transit project is funded and will be constructed soon. The Outer Division Multimodal Safety Project is coming up.

As for working on advisory letters: PBOT communications staff the and city attorney will figure out workable solutions for collaborating on letters between meetings. The committee can use Google Docs to collaborate on letters, as long as the link to the document is publicly viewable (not editable), as all deliberation must be viewable to the public. Otherwise, committee members may work on a letter individually and then provide it to the full committee for deliberation at the next PAC meeting. Members of the public may comment on these document

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drafts at PAC meetings. The committee is also considering using a running Google Doc to keep track of upcoming events or other relevant information.

The committee discussed the upcoming second E-Scooter pilot, spanning one year and without limit on the numbers of companies or scooters.

6:30– 7:50: PedPDX (80 min)

Michelle Marx (PBOT)

PedPDX is Portland’s citywide pedestrian plan. It prioritizes sidewalk and crossing improvements and other investments to make walking safer and more comfortable across the city. The plan identifies the key strategies and tools we will use to make Portland a great walking city for everyone. Michelle will walk the PAC through the public review draft and solicit feedback on the pedestrian classifications, the prioritization, and the implementation “toolbox.” Michelle will bring print copies of the Plan for PAC members. The full draft plan as well as scrollable maps are also available online on the [project website](#) for advance review.

Key questions/issues for the PAC:

Soliciting PAC feedback on the PedPDX classifications, prioritization, and toolbox (PAC input and other public feedback will be integrated into the Plan for Council adoption), as well as a letter of support in advance of the June 5 Council date.

There have been eight PedPDX open houses in the last few weeks, with generally positive reception. Public comments and an online survey will go into the final document, which will then go to council on June 5th.

The plan consists of three major pieces. First is the Pedestrian Priority Network, comprising all streets in Portland with a pedestrian classification. Streets on this network are eligible to receive investment as part of PedPDX. The second piece is the PedPDX Prioritization Framework, which identifies every missing sidewalk and crosswalk gap in the city and includes a process detailing when to address each gap. The final piece is the PedPDX Implementation Toolbox, detailing the design, policy, and program changes that make up the PedPDX plan.

PedPDX’s major goals are that the city’s pedestrian infrastructure is equitable, safe, secure, comfortable, and inviting, encouraging healthy people and a healthy environment. Infrastructure should prioritize historic underinvestment while connecting to daily needs, working to accomplish the city’s Vision Zero goals, and providing a safe, enjoyable experience for pedestrians.

PedPDX Chapter 3 discusses the methods by which PBOT judges walkability. This includes factors like pedestrian activity and walk-to-work rates below city goals. As part of the PedPDX Toolbox, PBOT will develop a more robust program for collecting pedestrian volume data.

In terms of pedestrian safety, PBOT uses data from consultants to analyze both past crashes and those that are likely to occur in the future. PedPDX prioritizes proactive investment before crashes happen, rather than after. Pedestrians are disproportionately affected by traffic crashes, representing roughly 9% of all trips taken but 31% of traffic deaths. Furthermore, people walking in Portland are 10 times more likely than drivers to sustain serious or fatal injuries, and approximately 20% of pedestrian crashes result in a fatality or serious injury. The committee noted that the move toward larger vehicles has impacted the fatality rate as well, and that people walking to transit stops may not be appropriately represented in the data.

PBOT analysis yielded that fewer people walk in dark months, but more crashes involving pedestrians occur in these months. Over 40% of crashes involving pedestrians occur at signalized intersections; a signal alone is not enough to provide a safe crossing. Further, the majority of these crashes occur when the pedestrian has a walk indicator. As such, PBOT is looking for new ways to separate the pedestrian walk phase from the vehicle phase, part of which includes pedestrian safety education as detailed in the PedPDX Toolbox. The majority of pedestrian-involving crashes occur at 3-4 lane arterials, even though 2-lane streets represent 96% of all Portland roadways. 5-lane arterials are the number one priority under PedPDX.

PedPDX details the state of the network, as well. In the past 20 years, the City of Portland has replaced 250 miles of sidewalks and 2500 crosswalks. However, there are strong geographic patterns of missing sidewalks in North Portland and East Portland. 32% of arterials and collectors are missing walkways on both sides of the roadway, even without including residential streets. Approximately 350 miles of sidewalk are missing on arterial and collector streets in general, as well as 3500 crosswalk gaps. As such, PedPDX includes new spacing guidelines for crossings: Marked crosswalks every 530 ft (about every other block within a heavy-use pedestrian district); every 800 ft (outside of pedestrian districts); and within 100 ft of every transit stop. This 100-foot requirement comes from a test on outer Division, where 100 feet provided some flexibility for the crossing depending on local context.

Some concerns were raised with cross walks at transit stops -- the 17 Line at N Broadway and Benton, for example. Some discussed the possibility to incorporate better structure around such transit stops, as well as the issue of moving stops closer to corners. PBOT is consulting the bicycle design guidelines as well to ensure they are compatible with transit guidelines. If there are not sidewalks on either side of the street, a marked crossing may still be installed in some circumstances.

To collect street data, PBOT received 5405 survey responses asking Portlanders to detail the most important places for pedestrian improvement, using a 1- to 6-point scale. Four classifications of pedestrian areas were developed, in order of demand. First, of highest demand, are Pedestrian Districts: places where the City is directing growth and investment, as well as ¼ mile walksheds to major transit stations. Next are Major City Walkways, described as “corridors” and “main streets” as well as frequent transit streets and high-demand regional trails. Third are City Walkways, including non-frequent transit streets, moderate-demand rails, and all other arterials and collectors. Finally, Neighborhood Walkways come fourth, including Safe Routes to School along local streets, neighborhood greenways, and neighborhood trails. PBOT consulted neighborhood groups to vet the PedPDX maps and classifications.

Respondents’ priorities were closely aligned with one another, grouped around the three major categories of equity, safety, and demand. Equity means directing limited resources directed to the greatest needs first, aligning spending with adopted City goals and objectives, and providing improvements in an informed manner (not a complaint-based system). This is in line with the standardized [Equity Matrix](#) from PBOT, based on race and income factors. Safety combines risk factors and collision factors. Demand incorporates the pedestrian classifications detailed earlier. Areas are given scores of 1-10 in each of the three categories, up to a maximum of 30 points. Areas are then grouped into tiers based on their aggregate scores, with Tier 1 being the absolute highest priority and 5 the lowest.

PBOT notes that PedPDX is intended to be dynamic plan, reapplying equity and demand data every couple years. Furthermore, while the plan is a structure, feasibility, project readiness, and the money available also dictate project priorities. The committee asked how the pedestrian districts are defined; PBOT has defined these districts by lining up transportation planning with land use plans and notes that some districts are a bit more aspirational in nature. As data collection improves, better counts of actual pedestrian volume can be used. Enforcement of these guidelines is discussed in the PedPDX toolbox. The committee asked about state-owned streets; PBOT notes that the work was funded with a TGM grant, and an ODOT representative was included in deliberation. The committee noted that Central Eastside may be missing part of the picture as the houseless population is missing in census data. Central Eastside also has large pedestrian demand spikes around the Moda Center, as well as walking groups or clubs that do not live in the areas they walk in.

The committee then discussed the PedPDX Toolbox, which incorporates 13 strategies to meet plans and goals. Each strategy has a series of actions associated with it. These strategies include:

1. Addressing gaps in Ped Priority Network;
2. Improving visibility of pedestrians at crossings;
3. Reducing turning movements at intersections;
4. Improving pedestrian safety and comfort at crossings;
5. Seeking cost-effective and creative solutions;

6. Providing adequate street lighting for pedestrians;
7. Managing vehicle speeds and improving driver awareness;
8. Constructing and maintaining obstruction-free sidewalks;
9. Proactively leveraging, managing, designing for, and setting policies for new and emerging technologies;
10. Providing opportunities for an interesting and enjoyable pedestrian experience;
11. Working with developers, residents, and property owners to provide pedestrian improvements;
12. Addressing public safety and security concerns for people walking on city sidewalks;
13. Using education and outreach to help Portlanders keep themselves safe while walking.

The committee asked if there were steps to educate people on the diverse array of street markings, signage, and signals. This is an opportunity PBOT is looking into. The committee also noted the inclusion of community-funded improvements in the Toolbox, suggesting no-interest loans as a method of making this more equitable.

Finally, PBOT noted that the deadline for feedback is May 2, 2019, before the plan goes to council. The plan's timeline is approximately 5-6 years.

7:50-8:30: Southwest in Motion (40 min)

Nick Falbo (PBOT)

Southwest In Motion (SWIM) is a short-term prioritization, refinement, and implementation strategy for planned active transportation investments in Southwest Portland. The final plan will identify a realistic short-term action plan that provides basic walking and bicycling connectivity where they are needed most. The Plan includes

- Identification of priority short term walking and biking projects, such as bike lanes, sidewalks, shoulders, and neighborhood greenways.
- List of short-term crossing enhancements, including enhanced and new crosswalk designs.
- Identification of other potential road safety enhancements, including walkable shoulders and traffic calming.

Nick Falbo will walk the PAC through the SWIM public review draft. Additional advance information about SWIM is available on the [project website](#).

Key questions/issues for the PAC:

Requesting PAC feedback on the low-cost, alternative walkway strategies suggested by SWIM for SW Portland.

Southwest in Motion is a public draft plan that uses community feedback to identify needed walking and bicycling investments that builds upon past plans. The plan incorporates PedPDX's network classifications, alternative pedestrian walkways, and sidewalk gap prioritization. The plan is available on the website until May 24, 2019, for public comment; the plan then goes to council on June 18.

PBOT notes that Southwest Portland has reached "peak car" with driving rates remaining relatively flat through the years. At the same time, electric micromobility rates have been rising, along with transit, walking, and non-electric bicycling rates. Similarly, the population is growing in centers and corridors. In terms of light rail access, PBOT noted the potential to transform how people get around, but for this to happen, there must be better access to stations and neighborhood centers.

In conducting public involvement, PBOT used feedback from a stakeholder working group, community focus groups, online mapping tools, and an open house. In response to community advocacy, the plan combined many walk and bike projects. PBOT is partnering with the Bureau of Environmental Services for the development of stormwater infrastructure and safer shoulders, as well as Portland Parks and Recreation, Washington County, and Portland Fire and Rescue for the purposes of collector traffic calming. As for community partnerships, Southwest in Motion works with Portland in the Streets and Portland Pathways (formerly the Urban Trails Program). PBOT noted that the plan is not entirely funded, but it makes use of FOS money, among other sources. PBOT is looking to Metro Regional Flex Funding as well as the Metro 2020 Transportation Measure for further funding sources. In the short term, the committee asked how effective safer shoulder development is. PBOT responded that the data shows a high degree

of effectiveness, especially given that many streets in Southwest currently have nothing. PBOT also noted the potential to look into advisory shoulders as an experimental method of automobile speed mitigation.

The committee noted the need for investment at Hoot Owl Corner, with a school and large Jewish community that brings lot of people together, as well as the need for expanded access to public transit stations. Finally, PBOT noted that for traffic calming, one option includes installing traffic diverters, which would largely depend upon neighborhood support.

Meeting adjourned.