

City of Portland
Pedestrian Advisory Committee



June 18, 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, Akerah Mackey

Special Guests and Speakers: Zef Wagner (PBOT), April Bertelsen (PBOT), Steven Szigethy

Community members:

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

Public comment/questions for committee: No Public Comment

6:10-6:40: Hot Topics/Project Status and Updates/Announcements/Committee Business (30 min)

- PedPDX: During Hot Topic's PBOT's Pedestrian coordinator briefed PAC on the recent developments for the PedPDX Plan. After two years of study and collaboration with the community, the Portland Bureau of Transportation (PBOT) presented the PedPDX plan in front of City Council on 6/5/2019 for a second reading, and the plan was adopted. Next steps for PedPDX include finalizing the data within the plan, as well as creating an implementation strategy. The committee held a brief Q&A before proceeding to the next agenda item:

What does implementation look like?

PBOT will be reviewing all of our prioritized projects from the plan and making a delivery timeline. Then the Bureau we will move forward on the 67 action items outlined in the plan.

Does this plan require PBOT to update any City Code?

No, but an update for our existing the design guide will be needed, and this work will start in early July.

Is the plan ready to be shared with the public?

Yes, once PBOT ensures our data and management flow is properly formatted and organized.

Mayor Ted Wheeler said that the outreach done on this plan was very thorough can you tell us more about the process?

A key piece of the PedPDX public involvement strategy was a community-wide "Walking Priorities Survey" asking Portlanders to share their priorities for making Portland a more walkable city. Community responses to the public survey helped the project team understand the types of improvements that are most important to help address barriers to walking in Portland, as well as the general locations where these improvements are most important to residents. The Walking Priorities Survey was posted online for approximately 17 weeks, spanning the summer season from June 8, 2017 to October 2, 2017. It was available online and in paper form in English, Spanish, Chinese, Vietnamese, and Russian -the top languages spoken citywide. Staff worked with Spanish, Chinese, Vietnamese, and Russian Community Engagement Liaisons (CEs), who helped advertise the online survey opportunity among these language-specific audiences, and gathered translated paper "hard-copy" survey responses.

Additionally, out of the 5,405 total respondents to the PedPDX Citywide Walking Priorities Survey, 2% identified as African or African American. However, they represent 5.7% of Portland's overall population. In recognition of the low recorded response rate from African and African American Portlanders in the Walking Priorities Survey, the project team hosted two focus groups to more intentionally elevate the voice of Black

Portlanders in PedPDX. Facilitators provided a space for Black Portlanders to speak candidly about their Walking While Black experience in Portland.

Why did council request a second reading?

The commissioner wanted more time with the document before passing it.

Was there anything you wish was in the plan that was not included?

PBOT's Pedestrian Coordinator wanted the vision clearance guidelines to apply to all intersections not just controlled intersection.

- **Rescheduling Commissioner Eudaly**
PBOT's Pedestrian coordinator is working on rescheduling Commissioner Eudaly, however, there is no update currently.
- **Lombard letter to ODOT (Brian Landoe)**
The committee also discussed and approved the Lombard letter to ODOT. The committee reviewed the Lombard Letter and voted to send the letter to ODOT expressing their concerns unanimously. There will be an additional reading before the letter is submitted to Lombard Multi-Modal Safety Committee next week.
- **Meeting facilitation opportunities for members**
The co-chairs encouraged all members to facilitate a meeting. The chairs want to use this facilitation to ease the transition period and get members up to speed faster. To facilitate a meeting or get more information please email one of the co-chairs or Michelle Marx. The chairs also reminded PAC that PBOT will also be moving forward with a new recruitment process at the end of this year and that recruitment process will start in October. And this opportunity would be great for anyone who is interested in becoming a new chair of the committee.
- **July/August meeting (discuss potential "PBOT 101" session in lieu of annual Summer walking trip)**

PAC discussed their July/August meeting and the potential for this meeting to be a "PBOT 101" session in lieu of annual summer walking trip. PAC has already confirmed Bryan Poole from PPP coming talk about the Outer East Stark project and Columbia Lombard project in August. However, the committee discusses ideas for their August meeting to also include either a walking tour, PBOT 101 training, or a visit to Maintenance Operations. The overall goal of the August meeting regardless of the activity is to allow for the committee to get more insight on how projects work within PBOT. But there is also upcoming "Continuing Ed" opportunities for PAC members such as:

 - PSU Transportation class
 - TREC Friday Seminars
 - Upcoming online trainings from Office of Civic Life

- **BBAC representation (Elaine)**
The Bureau and Budget Advisory Committee (BBAC) will need a new PAC representative as the current representative will reach her term limit very. BBAC's main role is to inform PBOT's annual transportation budget. To do this work they review program priorities and capital project lists. Provide input on the strategy for incorporating equity into PBOT's work and direction on the inclusion of communities have been traditionally underserved by PBOT. And Provide guidance to City Council on the effective use of resources as it relates to the overall budget. The main role of PAC's member is to approach the work from a pedestrian lens.
- **Briefing on "Northwest in Motion" (Zef Wagner) – 10 minutes**

Zef Wagner brought a briefing on "Northwest in Motion" to the committee for a of the plan. Northwest in Motion will help make Portland's Northwest District safer and more convenient for walking, biking, and taking public transit. It will develop a list of specific projects that we can build in and around the neighborhood over the next five years. Wagner, however focused on the challenge of working in the NW due to the narrow streets and limited parking, but mostly due to its high levels of modal sharing. The NW the highest rate of walking at 20%. However, PBOT is still hoping to make this great walking and biking area even better by increasing transit access and adding more greenways. Wagner also added that the NW is not the highest priorities for the city and the funding for this development will come from SDC for NW and parking district revenue. PBOT is not diverting funds from high need projects, but rather using funds that are reserved for NW Portland to make these improvements. After his briefing the committee asked if:

Does the city have info on what the cost is for monthly parking in these neighborhoods for buildings?

Yes, however we are pushing buildings to unbundle their parking and we are incentivizing bikeways, transit, and walking.

Has parking charges increased?

We are starting to see more no parking buildings coming in.

Will the project have better lighting, there was no mention of this during the open house?

Yes, we often forget to go in detail about lighting due to the fact increased pedestrian lighting has become the PBOT standard and can be assumed to be included in every design.

Wagner requested a letter from the PAC committee before the end of July to include in their public comment.

6:40– 7:30: East Portland Arterial Streets Strategy (EPASS) (50 min)

Steve Szigethy (PBOT)

The East Portland Arterial Streets Strategy will develop a design concept for every city street with four or more lanes east of 82nd Avenue, based on safety analysis, traffic modeling and community input. Projects already under design or construction are also incorporated into EPASS. EPASS also will recommend several new, community-supported projects for potential inclusion in future funding efforts.

PBOT has at least 15 projects in planning, design or construction on the major streets in East Portland. Our Vision Zero commitment will continue to direct funds and safety improvements to the High Crash Corridors and intersections of East Portland. EPASS will ensure that we are planning and designing our projects using the latest best practices in arterial design and safety, and with consideration of impacts and benefits to the whole transportation network.

EPASS will:

- Develop design concepts for all roadways on the EPASS network (or share concepts that have already been developed as part of other projects)
- Engage the public to: verify community values heard in other recent outreach efforts understand opinions on design tools and tradeoffs
- Use travel modeling to understand potential traffic impacts (delay, diversion)
- Identify predicted crash reduction and multimodal completeness benefits
- Develop/refine projects for upcoming funding measures
- Communicate a cohesive strategy to the public

Additional information is available on the [project website](#). The presentation was followed by a 15-minute Q&A:

How should we change the design of East Portland arterial streets to make them safer and more comfortable for walking, using mobility devices, and accessing transit? Are round-a-bouts incorporated into this project, if at all?

Typically, it's not as beneficial on these arterial 4+ lanes to add round-a-bouts.

Why can't we have 3-d crosswalks?

PBOT Traffic engineers are currently not approving these types of cross-walks. However, we are moving towards using more transversal cross-walks with high visibility.

Why are we not pushing bike lanes more?

We are not getting enough support for bike infrastructure. We hear an overwhelming amount of opposition, especially in places like east Portland.

How will PedPDX be integrated into this plan?

Well, this work is a perfect reflection of PedPDX. It reflects our desire for lighting, relocation of utility lines, and talking about getting clearer on when/why we use rapid-

flash crosswalks rather than simple stop signal. PedPDX is setting the standard for the work this project aims to implement.

At the close of the presentation the committee championed the more aggressive approach to utilities. The committee also wants more reader boards and messaging. The scooters are getting bigger in east Portland we want to leverage this for more bike lanes.

Key questions/issues for the PAC: Project briefing for PAC awareness and suggestions for improving walking conditions (particularly along sidewalk corridors).

7:30-8:20: 122nd Avenue Plan and Project: Safety, Access and Transit (50 min)
April Bertelsen (PBOT)

In 2018, April presented an update on the development of the 122nd Ave Plan and proposed projects to advance, in response to community and technical input. PBOT is recommending a scope for a project on 122nd Ave to begin in 2020 with Fixing Our Streets funding. During this presentation April stressed the importance of getting 122nd off the high crash corridor list and improving the speed of transit on this corridor by holding those goals as key features of this project. The team is currently considering removing one lane on 122nd and introducing a bus only lane or a wider bike lane. And in addition, to these innovate designs PBOT also is submitting a Regional Flexible Fund grant application for additional improvements in 2022-2024. Both include improvements to the pedestrian environment along 122nd Ave.

The key questions/issues considered by PAC during this presentation were: Does the PAC support the improvements advancing in 2020? And does the PAC support the improvements included in the 2022-2024 Regional Flexible Fund grant application? The committee decided that they do support the improvements and will support the Regional Flexible Fund grant application. The committee will work on a letter expressing their full support by next month.

8:20-8:30: Public Comment (10 min)

No Public Comment

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