City of Portland
Pedestrian Advisory Committee

July 16, 2019
6:00 – 8:30 PM
City Hall, Pettygrove 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: Bryan Poole (PBOT), Leeor Schweitzer (PBOT), David Binnig

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

No public comment.

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

The committee discussed several opportunities for other members to facilitate upcoming PAC meetings. If interested, members should contact the current committee chairs.

Michelle Marx of PBOT updated the PAC on the committee's letter on N Lombard. Hope this is a positive example of influence PAC can have. Commissioner Eudaly asked for a briefing on the PAC's concerns regarding opening the inner legs of the Greeley/Peninsular crossing, with which she concurred. Consequently, PBOT asked ODOT to evaluate a few additional crossing locations at Lombard/Washburne and Lombard/Newman. At high-priority crossing gaps, PBOT will provide funding for marking if ODOT gives permission. ODOT has performed its own crossing analysis and did not find enough pedestrian demand; therefore, they will not mark these crossings on their own. Commissioner Eudaly is drafting a letter to ODOT requesting that they mark all legs at the Greeley/Peninsular intersection and the two additional crossings, with these two taking the highest priority as they are sizeable pedestrian gaps.

A PAC member asked what ODOT meant when they said there was not enough pedestrian demand at Washburne and Newman. Michelle Marx responded that ODOT found that too few pedestrians were crossing for their criteria; the City has pushed the envelope on these standards more than ODOT has.

A PAC Member added that ODOT has new urban design guidelines coming out soon, which should provide new direction for urban facilities. The member floated the possibility of asking ODOT to reconsider their position given these new standards. Another member noted that the project area looks to partially overlap with the Columbia/Lombard Corridor Plan.

Michelle Marx announced an update to the Vision Zero action plan, which incorporates new actions, as well as the brand-new PBOT Strategic Plan, which establishes the bureau's workplan for the next 2 years. The plan is organized according to safety, maintenance, and mobility objectives, each with a list of initiatives.

Last month, PAC members were asked to email if they could not attend the August meeting or if they were interested in a potential walking tour. Michelle Marx will reach out to other PBOT staff to see who might be available to facilitate an August walking tour.
A PAC member noted that last year's summer walking tour was too long and at too quick a pace, especially given the weather that day. PBOT staff will make the walking tour more doable this year. Another option would be a PAC visit to PBOT Maintenance Operations at N Kerby.

The PAC announced that Jim Fairchild accepted a new evening job and will resign from the committee.

Michelle Marx mentioned that there will be online trainings from the Office of Community and Civic Life in the near future, but they are not ready just yet. The Committee will revisit this item

when the trainings are ready.

A PAC member reminded the committee of the outstanding opportunity for a member to sit on the Bureau and Budget Advisory Committee (BBAC), which would entail attending one meeting a month from 4-6 on a Thursday. Members noted the value of having a pedestrian advocate serving on the BBAC.

Michelle Marx mentioned available continuing education opportunities through PSU, which provides a transportation class that is still available.

A PAC member mentioned that the Bicycle Advisory Committee (BAC) has elected a new chair and vice chair.

A few PAC members will be attending the upcoming Rail~Volution conference in Vancouver, B.C. TriMet and Alta submitted a proposal idea for a workshop with wooden mockups of platform stations, incorporating different groups representing the variety of community stakeholders.

On July 23, the City of Portland is hosting a Central City in Motion open house from 5-7 at the White Stag Block to provide information and collect feedback about projects in the central city entering the design and construction phases.

6:30-7:35: Columbia/Lombard Corridor Plan (65 min)
Bryan Poole, PBOT

Bryan Poole of PBOT presented to the PAC on the Columbia/Lombard Corridor Plan, primarily highlighting the existing conditions and public involvement.

The project includes N Columbia Blvd. and N Lombard St. from I-205 to N Interstate Ave. An additional segment from N Interstate Ave. to N Woolsey Ave. was contracted to PBOT by ODOT. Poole explained that PBOT is considering a road diet and is looking to study the feasibility of extending that road diet to N Denver Ave. The plan is also looking at pedestrian crossings along the corridor, incorporating a half-mile buffer to think about alternative routes.

Poole mentioned that the corridor is not functioning for freight, transit, and active transportation, including aging infrastructure, gaps and deficiencies in the multimodal network, growing congestion, inhibited freight movement, and major safety issues. The plan will address these issues comprehensively to improve safety, freight mobility and access, multimodal access, and funding.

Explaining that the Columbia/Lombard Corridor Plan is a planning-level, longer-term project, Poole explained that PBOT is developing a prioritized list of projects for future funding consideration and incorporation into the Transportation System Plan (TSP). PBOT is hoping to adopt the final plan about 1 year from now. Poole showed the parks, natural amenities, jobs, and services people need to access along the project corridor, explaining that the corridor primarily splits employers north of Columbia Blvd. and residents south of Lombard St. Jobs north of Columbia are typically well-paying opportunities for people with less than a college degree, which the City is working to protect. The area possesses lower education rates and higher poverty rates than the city averages. However, Poole added, many area residents say they

cannot access jobs to the north, as they are not easily accessible without a car. People commute from all over the city to access these jobs, largely via car. As such, the plan is looking to improve transit access along the corridor.

Poole explained the existing safety concerns in the project area. 2012-2016 data identifies 4 fatal crashes, 12 serious injury crashes, and 13 bike/pedestrian crashes on Columbia. Half of these occurred at intersections, but all fatal crashes occurred along street segments. Along Lombard, there were 6 fatal crashes, 15 serious injury crashes, 48 bike/pedestrian crashes, with 3 fatalities this year alone.

As for public involvement, Poole explained that PBOT just ended its community survey, gathering feedback from 750+ respondents with more than 1500 comments on the online map. PBOT canvassed the area for feedback from local businesses, organizations and institutions and is continuing to present to neighborhood associations and other stakeholder groups. Three locations with the most comments stood out as areas of particular concern:

- NE 11th Ave. and Columbia Blvd.;
- NE 33rd Dr. and Columbia Blvd.;
- NE Lombard St. between Interstate Ave. and I-5.

A PAC member asked whether the survey was conducted in multiple languages. Poole responded that it was conducted in Spanish as well, though there were not many Spanish responses, even though PBOT conducted a lot of targeted outreach. People from outside the area were also underrepresented. The PAC member proposed putting in kiosks where customers coming in from different areas could fill out the survey.

Poole asked the committee for any other issues they felt were not captured by what he had shared. A PAC member brought up the pedestrian gap at 82nd between Killingsworth & Columbia, where people get off the bus and go to their places of employment. Another member brought up the presence of bushes and other obstacles around transit stops. Another PAC member commented that the intersection at N Argyle & Denver feels unsafe, as it is a freight route with a MAX stop, housing under construction, and a lot of pedestrian traffic that are endangered when large trucks make turns. A PAC member added that they see many people making dangerous crossings near Killingsworth/Lombard.

Another member brought up the challenges of turning onto Lombard from the adjacent residential areas and would be in favor of fewer access points, and the points that remain being better controlled and signalized.

Poole noted that the area will always be challenging to improve because of the railroad to the north, but people want it to feel more like part of the neighborhood.

A PAC member noted that anything to slow speeds would be helpful as many drivers go up to 60 mph. They proposed clearer delineation between Columbia and Lombard, with Columbia primarily serving freight and high-speed traffic and Lombard serving more as a neighborhood street. PAC members were in favor of improving predictability across the corridor.

Another PAC member stated that the City needs to decide what they want the streets to be. City standards are 800 ft between crossings where this area is close to a mile between crossings. Even though the area does not have a lot of businesses, it does not support opportunities for

businesses while the streets remain as they are. The member added that this land is critical to the city economy, and it cannot afford to lose these places of employment. The streetscape must work for freight and companies dependent upon industrial zoning and function.

Poole added that different segments of the street will behave in different ways, given how neighborhood characteristics change along the corridor.

A PAC member asked whether this project presents an opportunity to improve rail crossings on Columbia, as the neighbors are often annoyed by the regular sound of train horns. Poole responded that this is part of a set of projects ODOT is working on.

Another PAC member asked about the possibility of influencing the software that drivers use to determine their route. Poole answered that there is relatively low compliance on registering freight trips, and this is a good question for the PBOT Freight Coordinator. Michelle Marx said she would follow up.

The project's next steps include working with a consultant to produce a quantitative needs analysis for all modes to develop a comprehensive project list and gathering input from technical and stakeholder advisory groups to develop prioritization criteria. The proposed projects and prioritization strategy will be shared with the public in the fall.

7:35-8:20: "Safer Outer Stark" (45 min)
Bryan Poole, PBOT; Leeor Schweitzer, PBOT

Bryan Poole and Leeor Schweitzer presented on PBOT's Safer Outer Stark plan to improve the three-mile section of SE Stark St. between 108th and 162nd. He explained that this effort started as a Vision Zero project as it is a high crash corridor, and it has since become a bigger project than just a collection of spot safety improvements. The project area includes SE 122nd and Stark, the number one highest crash intersection in Portland.

Poole shared that the project has $20M in funding, $10M of which are Build Portland funds that are reserved for repaving and maintenance efforts. The other $10M are reserved for safety improvements. In addition, the project just received $500K in the adopted budget for lighting improvements along the SE Stark corridor. The project will hopefully go to the public in the fall.

Poole noted that the area is primarily residential, and the objectives are to reduce deadly and serious crashes, reduce speeding, provide safe crossings, support future enhanced transit, and repave Stark.

The current streetscape has a curb-to-curb width of 64' to 66', with outside lanes measuring 17' across. The corridor had 3 fatalities from 2012-2016 but 7 fatalities in 2017-2018 alone. In one small section of the street, there were 4 ped fatalities 2017-2018. These crashes predominantly involved cars going head-on as pedestrians were trying to cross the street. Speed was a factor in pedestrian crashes at a rate 3 times higher than the citywide average.

In addition, Poole described the lighting deficiencies along the corridor: the overwhelming majority of crashes happened during light conditions, but the majority of pedestrian crashes

occurred in dark or low-light conditions. Poole added that Stark has lighting only on one side of the street, and it is hard to see pedestrians in dark. As such, lighting is consistently a high-priority issue in public outreach for both movement safety and personal safety.

As for street layout, Poole mentioned that almost three quarters of Vision Zero-focused crashes occurred at intersections, as well as almost two thirds of all crashes. Many pedestrian crashes happen due to pedestrians crossing at poor times or disregarding traffic signals.

A PAC member asked why there is a difference between the project area vs SE 117th. Poole responded that SE Stark is a major north/south arterial street, which is why it has increased concerns and issues.

Another PAC member mentioned that this may be a good opportunity to employ a pedestrian phase with no car movements. A member asked how long the Rapid Flashing Beacons along the corridor take; Schweitzer answered that the beacons are immediate, but drivers must yield. They do not necessarily stop as they would at a red light. A member added that they feel the Rapid Flashing Beacons are potentially worse than nothing as they lend pedestrians a false sense of security. Schweitzer responded that data shows these beacons increase yield rates, but PBOT is cautious about installing beacons on 5-lane streets as some drivers will stop while others blast through the intersection regardless.

A PAC member asked how the Rapid Flashing Beacons are positioned. Schweitzer responded that the current design standards are moving toward mounting the beacons on a mast arm, but it might be worth fully signalizing the intersection at that point. PBOT is looking to bring crossings here to the city's PedPDX standards. Schweitzer mentioned issues with obstacles in the sidewalk, including utilities, signs, mailboxes, and other users. Schweitzer further noted that there are not many transit delay issues in the area, and parking volumes are average. He added that PBOT has a wide slate of intersection countermeasures, and there are many options to improve safety and access.

As for next steps, Schweitzer explained that the results of the East Portland Arterial Streets Strategy (EPASS) will help determine options for the SE Stark corridor, and PBOT is currently reviewing public input and cost effectiveness measures. Possibilities will be shared with the public in the fall.

A PAC member commented that they wanted to see something sooner at the 3 highest-priority intersections given the numbers of crashes and fatalities, perhaps involving lighting, signalization, enforcement, or some combination thereof. The committee expressed strong interest in seeing the project again later in the year. Schweitzer responded that some speed readers were put up in the corridor, but they did not have much of an effect in reducing speeding.

Another PAC member asked about options for lighting the north side of the street. Poole responded that they are currently working with Lighting to evaluate options. One such option is using existing poles to improve lighting, but the best case scenario is new poles. However, Schweitzer noted, there is a cost difference between those options. PBOT will evaluate trade-offs and bring the corridor up an adequate standard as it looks at different ways of funding the

lighting improvements. Schweitzer added that some of the biggest existing challenge were wiring and regulations, as moving wires can be very expensive.

A PAC member asked whether widening sidewalks along SE Stark would expand them into the 17' travel lanes. Poole responded that it depends; bikes and transit stops both want that space, and PBOT will analyze the trade-offs there.

A member inquired whether the $10M in funding from Build Portland was only for paving. Poole answered that the funding in question could only be used for maintenance efforts, including signal rebuilds and bringing curb ramps up to ADA standards. Poole added that one of the reasons this project was competitive was PBOT pledging $10M to match the maintenance funding.

8:20-8:30: Public Comment (10 min)
A PAC Member shared an example of a pedestrian safety campaign they saw in San Francisco's Chinatown, a very walkable area with a large senior population. Banners on streetposts in multiple languages encouraged driver awareness; the member praised the effort's cost-effectiveness and specific geographic and demographic focuses.

Another member asked why locations like SE 160th have Rapid Flashing Beacons only on one side of the intersection. Schweitzer answered that it is a limitation of the flashing beacon; the second crossing is not marked because PBOT wants pedestrians to cross only where the exists as the beacon is not a stop indication. PBOT wants to make sure the beacons are coupled with the crossings themselves.

Meeting adjourned.