

City of Portland  
**Pedestrian Advisory Committee**



**October 15, 2019**  
**6:00 – 8:30 PM**  
**City Hall, Pettygrove Room**

<b>Committee Members:</b>	<b>Alternate Members:</b>
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 Mark Person

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

*Staff Present: Michelle Marx, Owen Slyman*

*Special Guests and Speakers: Mark Lear (PBOT), Karla Kingsley (PBOT)*

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

A citizen presented their input and recommendations for Streets 2035. Their first point was to improve the spacing guidelines for street trees and high-visibility crosswalks; on the latter point, they noted that 2 feet of the desired 12-foot total width are taken up by the width of the crosswalk stripes running perpendicular to traffic, making the total crossing width only 10 feet. Finally, they discussed the possibility for more pedestrian-friendly driveway-style street entries, potentially using ADA truncated domes to better delineate the sidewalk from the roadway.

Michelle Marx noted that the PedPDX plan includes provisions to look at and develop design details, like those the presenter mentioned.

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

The PAC unanimously voted in favor of sending a response to the citizen who wrote to the committee last month about the problems they faced sharing the sidewalk with skateboarders. The PAC also voted unanimously in favor of sending a copy to Commissioner Eudaly.

Michelle Marx presented the revised committee bylaws to the PAC. New provisions stipulate that all city committees will have term limits not to exceed 8 years of consecutive service. The PAC will continue to have staggered terms, shifting from 4-year terms to 2-year terms as there will no longer be any alternate members. The PAC will start new member recruitment next month as 4 current members' terms are expiring; the committee aims to reach a total membership of 15, with no alternate members. There will be a standardized application between all city advisory boards, but the PAC may still establish its own unique review criteria and evaluate applications through a 3-member subcommittee. 3 current PAC members expressed interest in serving on the subcommittee.

A PAC Member mentioned that Car2Go is leaving Portland soon, as well as a few other cities. They added that in Portland, 105,000 people used the service, and they expect to see more people driving or purchasing vehicles to make up for those trips.

Another member expressed that the PAC was not clear enough on discussing emissions during one of last month's presentations and should be more explicit about reducing vehicle miles travelled (VMT). Mark Lear discussed existing PBOT congestion pricing efforts and Metro's efforts to reduce VMT. The PAC member added that they strongly support "rose lane" transit priority projects as a method of VMT reduction.

Another PAC member discussed TriMet's red transit priority lane projects, slated for the end of the month or early November. The three pilot locations are SW Main St., a portion of NE Grand Ave. by the I-84 onramp at NE Everett St., and NE MLK in the Lloyd District. Another PAC member asked how noticeable the red paint would be at night; the first member responded that it would look quite different from an unpainted lane, even when dark out.

**6:30-7:25: Fixing Our Streets 2 (55 min)**

*Mark Lear, PBOT*

Mark Lear from PBOT presented on the status of the Fixing Our Streets 2 (FOS2) measure. The PBOT group working on the measure is currently reviewing the process, draft proposal, and refinement/outreach strategies. Lear noted that PBOT's PedPDX and Vision Zero efforts, among others, fed into and provided guidance for the FOS2 proposal. Lear estimated the proposal to be at 80% completion, and the proposal will likely return to the PAC in November or December seeking a letter of support.

Lear added that the goals of FOS2 remain the same as the original Fixing Our Streets measure: basic maintenance and safety, which are highly valued by Portlanders but harder to use regional and federal funding for. The story so far has been "good news, bad news," according to Lear. The good news is that PBOT has completed 100 miles of preventative maintenance annually as well as many lane miles of paving rehabilitation, much of which has come from Build Portland grant funding from old urban renewal areas and tax increment districts. High-crash network investments have gone up, speeds have been reduced on 70% of city streets, including 76 miles of non-residential streets, and over 2000 street signs have been installed. The bad news: there is still a great need for maintenance work in order to avoid costly major maintenance and reconstruction projects, pedestrian deaths are still far too high, and there exist too many dangerous-by-design streets concentrated particularly in areas with higher equity concerns.

To prepare, PBOT is looking to improve outcomes with the guidance of recent planning work. Lear noted particular goals, including quicker delivery of small-scale capital projects, clearer reporting without confusion between "Safety" and "Maintenance," and adequate funding for critical ADA project elements. The current FOS2 recommendation splits efforts into 3 areas: paving, new safety, and safety/maintenance.

Lear elaborated that the paving category includes pavement sealing and paving overlay and should result in more miles of preventative maintenance, a reduced maintenance backlog, and increased safety and equity opportunities. A PAC member asked whether they could expect all greenways to be paved, to which Lear responded that some greenways will, but there are some that are low-volume and in bad shape. Another member asked whether any paving was focused primarily on car-centric streets; Lear noted that part of FOS2 will focus on high-crash network streets.

As for the new safety project category, Lear noted that this funding includes Tier 1 crossings, sidewalks, street lights, Safe Routes to School investments, Neighborhood Greenway retrofits, and bikeway network completion. A PAC member asked about the total number of streetlights and miles of sidewalks; Lear said he had no solid number off the top of his head and would follow up.

Another PAC member asked whether there was any money allocated toward street cleaning for bike lanes and/or sidewalks, which Lear said was hard to say at the moment. A member inquired how detailed the proposal would be when it goes to voters; Lear responded that this measure is structured more as a prioritized ranking of resources and projects rather than a specific list of projects to allow for a little more flexibility. The current recommendation uses an FOS oversight committee to establish the ranking system. A member added that as Safe Routes to School-related work includes street lights, sidewalks, and crossing improvements, that particular pot of money facilitates pedestrian improvements as well. Michelle Marx noted that the group will be making sure FOS2 improvements are ticking PedPDX boxes and vice versa. A PAC member asked how adding street lighting would affect city light levels; Marx responded that light levels will still meet current goals even with added lighting.

The final category, basic safety and maintenance, includes signal improvements, traffic calming, safer intersections, ADA facilities, pothole and base repair, gravel street maintenance, and multimodal enhancements. Lear explained what he referred to as a closed loop around adding enhancements to projects as there were not enough constraints in the past, remedying which involves a continued conversation about what the advisory committees value and prioritize. A PAC member raised the possibility of creating a mechanism for cost- and responsibility-sharing between homeowners and the city; Lear responded that this idea mostly exists in the Local Improvement District (LID) program, which faces equity issues as some communities are better able to organize and pay for those improvements. However, Lear added, there are ways the city works around that like subsidizing an LID, for example.

A PAC member who was part of the City Club advisory on Fixing Our Streets 1 explained that the City Club largely viewed the gas tax as a bridge to something more permanent in 15-20 years. FOS2 has a larger revenue projection than FOS1, and the member asked if there was a clear path forward on long-term funding as the funding source, a gas tax, is opposed to climate and mode-shift goals. Lear added that PBOT is continuing to have pricing conversations on things like parking, TNCs, congestion, and more. The PAC member followed up by asking if PBOT was sticking to a 10-cent gas tax or changing that amount; Lear responded that PBOT is looking to see if the public would be open to an increased fee before the measure goes to ballot, as well as gauging the level of public support for a permanent gas tax. A member asked about the equity implications of raising the gas tax; Lear said that PBOT has performed some equity analysis on that topic in the past.

#### **7:25-8:20: Regional Flexible Funds and Regional Investment Measure (55 min)**

*Karla Kingsley & Mark Lear, PBOT*

Karla Kingsley from PBOT joined Mark Lear to discuss Metro's Regional Flexible Funds as well as its Regional Transportation Funding Measure. At the moment, Lear explained, the City of Portland has the 4 highest-ranking projects on Metro's technical score scale and is looking to pick one not to prioritize moving forward, most likely one that could be covered through another funding source or project.

A PAC member asked if would be possible to change the amount of funding requested per project. Lear responded that the amount of funding requested could change, but that may impact the

technical scores of each project; the cleanest way moving forward would be to pick one project to deprioritize rather than taking a little from each.

Kingsley then presented on the 2020 Regional Transportation Funding Measure, a Metro-led effort to put forth a ballot measure dedicated to transportation in the region. The measure would prioritize safety and congestion improvements, including high-crash corridor investments, regional equity issues, access to transit, and emission reduction. The overall process steps the Transportation Task Force have followed are (in order): identifying priority corridors, outcomes, programs, and projects, identifying the revenue mechanism, instituting accountability and oversight, and producing final recommendation. The Transportation Task Force created the process alongside Local Investment Teams (LITs), representatives from each region who toured their area. In Multnomah County specifically, the Local Investment Team prioritized equity, transit, and safety improvements, particularly in East Multnomah County.

The Multnomah County LIT identified a number of investments for each major corridor, which Kingsley presented to the PAC. Along 162<sup>nd</sup> Ave., investments under consideration were mostly light-touch transit enhancements, complete sidewalks, and bike lanes. On 122<sup>nd</sup>, investments prioritize increasing safety, improving walking and biking access, providing Enhanced Transit Corridor improvements, and reconfiguring the intersection at 122<sup>nd</sup> and Sandy. At 82<sup>nd</sup>, the LIT prioritized similar safety and transportation improvements, including a MAX station platform extension and state of good repair/deferred maintenance work. A PAC member asked if this corridor includes the Columbia Corridor plan, to which Kingsley responded it does not. PBOT and ODOT are considering the possibility for jurisdictional transfer for streets like 82<sup>nd</sup> that are currently ODOT highway facilities but function as city streets.

Central City improvements included the Central City in Motion plan, a study for an underground MAX tunnel between Lloyd and Goose Hollow, Ross Island Bridgehead-Naito Parkway connection improvements, and major system gaps in walking and biking infrastructure. Burnside improvements include safety investments and pedestrian crossings, enhanced transit and streetscape investments, the Earthquake Ready Burnside Bridge project, and safety and access improvements in Gresham.

The Powell corridor was identified as a particularly high-need ODOT facility, with investments targeting Inner Powell. The Albina corridor includes transit service, safety improvements, racial equity advancements, and climate goals and is moving separately from the I-5 Rose Quarter project. A PAC member added that they saw the I-5 Rose Quarter project was estimated to slow transit times and thus would like to see transit improvements in the area.

Another PAC member asked whether Lombard was part of the jurisdictional transfer conversation. Kingsley answered that it is not part of the measure, but it is part of a larger conversation on ODOT-owned highway facilities that currently function as city streets.

A member mentioned work on an Albina Vision trail, one that would provide access to housing and employment in the Albina area.

Lear described the measure as transformational, in that it allocates a percentage of corridor investments would be tied to programs and efforts like Safe Routes to School, student fare affordability, transit vehicle electrification, and multifamily housing. Kingsley added that the overall size of the measure isn't concrete yet; the Transportation Task Force will examine potential funding mechanisms this Winter, but the measure is unlikely to include all the identified investments in Tier 1 corridors.

Kingsley mentioned that the next Transportation Task Force meeting will be held Wednesday, 10/30 and will be open to the public; there will also be a County Forum on Thursday, 10/24 regarding Orchards of 82<sup>nd</sup> Ave. apartments. Kingsley added that later this year, there will be an opportunity for the PAC to submit a letter to City Council regarding the committee's position on the regional transportation funding measure.

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

*None.*

***Meeting adjourned.***

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