

City of Portland
Pedestrian Advisory Committee



November 19, 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 Mark Person

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

Staff Present: Michelle Marx, Katie MacDougall

Special Guests and Speakers: April Bertelsen (PBOT), Matt Berkow (PBOT)

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)

Following the normal PAC meeting, a subcommittee will convene to develop criteria for recruiting new members and reviewing recruitment advertisement. A committee member noted that they felt PAC membership tends to skew younger and more able-bodied.

Michelle Marx noted that the vast majority of frontage improvements are coming from private developers. The updated Pedestrian Design Guide will articulate requirements for designs at corners and intersections. Much of the work in this design guide feeds into the Streets 2035 goals. Marx asked whether the PAC would entertain the notion of forming a subcommittee centered around the technical aspects of the Pedestrian Design Guide that would meet every other month. Committee members voted in favor of forming a subcommittee.

A PAC member brought up a concern that new crosswalks are two feet narrower. Marx noted that a PBOT traffic design crew is working on installing a new, better crosswalk.

Marx also noted that the PAC's letter regarding Lombard was very influential, and that the Commissioner's office asked that ODOT respond.

6:30-7:25: Rose Lane Project (55 min)

April Bertelsen, PBOT

April Bertelsen, PBOT Transit Coordinator, presented on the Rose Lane project. The Rose Lane project will identify a bundle of pilot projects that can be deployed quickly to help create a "Rose Lane Network Vision" and a Rose Lane visual identity (i.e. red paint). PBOT's vision is that the Rose Lane will be faster, more frequent, and full. The Rose Lane project will address climate change and resiliency, advance racial equity and transportation justice, make more efficient use of public right-of-way, and increase transit ridership. PBOT also includes performance metrics to estimate outcomes like changes in transit travel time between key places and access to jobs.

A PAC member asked Bertelsen to clarify the frequency of transit lines such as express lines. Bertelsen explained that adding a queue jump or changing traffic signal timing may help.

Another PAC member expressed concern that Rose Lanes might consolidate bus lines onto a few streets, especially on streets that only have one bus line, thereby reducing access. Another member supported the visual identity of the red bus lanes, explaining that the bus-only lanes can be confusing, especially downtown. A red bus-only lane will help drivers know which streets they can use.

A member questioned how PBOT measures access to jobs (e.g. the inclusion of domestic workers). They recommended connecting business districts as well as comparing transit times to drive times, which could provide a good measure of equity.

Two PAC members commented that the Rose Lane project is one of the most exciting they've heard PBOT take on.

A member of the public asked where the funding will be coming from. Bertelsen explained that PBOT is currently looking into funding sources and mentioned that TriMet is funding some improvements as well.

7:25-8:20: Streets 2035 (55 min)

Matt Berkow, PBOT

Matt Berkow from PBOT spoke about PBOT's plans for Streets 2035, which prioritizes limited space in the right-of-way. Berkow noted this is a growing issue as population increases while roadway space does not, adding that PBOT uses context to make design decisions for civic and commercial corridors. There are various road and sidewalk widths, utility infrastructure in the right of way, stormwater management, and trees that compete for space. Completing multimodal networks, curb extension and design, placement of trees, and projects that move the curb have all been identified as pedestrian issues.

A PAC member asked how PBOT ensures it is planting the right type of tree with the right amount of space. Michelle Marx responded that PBOT design teams are aware and continuing to work on proper tree planting.

Another PAC member noted that goals such as "reduce interagency negotiation" makes it sound as though the city still has a way to go in communicating between bureaus before they can begin to tackle Streets 2035. Berkow clarified that there are teams within each bureau that understand how to work through these interagency issues.

A member asked how car-free streets fit into this project. Michelle Marx clarified that Berkow is developing the baseline response for developing streets, and that car-free streets don't fit into this baseline because they depend heavily upon context and community use. The member noted they would like to see more emphasis on car-free streets or more multi-modal streets.

Another PAC member expressed curiosity about the project scope, namely buried utility lines, and asked whether PBOT is changing the way that things are designed. They added that one problem can lead to another, such as buried utility lines causing problems for trees.

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

A member of the public, a 50-year resident of SE Portland, asked how the City values trees in urban design, especially in terms of property values and noise reduction. They are concerned that

the agencies with power are not the agencies that care the most about protecting trees. Berkow responded that there are competing interests on this front.

The member of the public expressed concern that Urban Forestry is included at the last minute when new construction is underway, and that trees do not seem to be a priority in new construction. They asked what happened to the transportation hierarchy. Berkow responded that PBOT is aware of these concerns and that the modal hierarchy is implemented in capital projects.

The member of the public added that they are excited about the discussion of trees, mentioning three new developments in NE Portland with 100' of frontage without trees. They also emphasized the need for traffic calming, narrowing of the roadway, and streetlights, the lack of which makes streets more dangerous.

Meeting adjourned.

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