

City of Portland  
**Pedestrian Advisory Committee**



**February 18th, 2020**

**6:00 – 8:30 PM**

**City Hall, Pettygrove Room**

<b>Committee Members:</b>	<b>Alternate Members:</b>
Brian Landoe* Patricia Jewett* Evelyn Ferreira* Matthew Hall* Kenzie Woods* Josh Channell* Tiel Jackson* Josh Roll* Ashley Schofield+ Kevin Glenn* Zoe Klingmann*	

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

*Staff Present: Gena Gastaldi, Owen Slyman*

*Special Guests and Speakers: Fiona Cundy (TriMet), Scott Robertson (TriMet), Patrick Sweeney (PBOT), Michael Magee (PBOT), Tom Bennett (PBOT)*

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

*None.*

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

The PAC began the meeting with a Vision Zero update, sharing recent traffic fatalities in Goose Hollow, SE Portland, and on Lombard St. A committee mentioned that the PAC had wanted to create a quarterly press release in response to Vision Zero incidents, and the committee decided to create their first quarterly report in March.

PBOT's Fixing Our Streets 2 measure has been referred to voters, and the Rose Lane Project report was adopted by City Council on February 13<sup>th</sup>.

A PAC member mentioned it may be difficult for people to get to and from City Hall for PAC meetings and asked if it would be possible to hold committee meetings elsewhere on occasion. The member also asked that it be made clear that people can call into PAC meetings.

**6:30-7:05: PBOT Maintenance Overview (35 min)**

*Michael Magee (PBOT), Tom Bennett (PBOT)*

Tom Bennett from PBOT Maintenance Operations presented on the Maintenance Bureau's sidewalk and curb ramp operations. Maintenance Operations constructs or repairs 600 curb ramps annually to meet ADA standards, as well as a variety of small capital improvement projects through PBOT plans and programs like Fixing Our Streets and Safe Routes to School.

Bennett shared Maintenance Operations' process for curb ramp construction, including field layouts and striping, sawcutting and excavating, forming and pouring concrete, inspecting for ADA compliance, and restoring the work site. An attendee asked why some curb ramps were oriented diagonally, wondering if they would mistakenly route people into the center of the street. Bennett answered that the standards practice is to install two ramps per corner, but corners restricted by geometry, space, or other physical constraints may have a single diagonal ramp instead. However, Bennett added, the orientation of the yellow truncated domes is not meant to guide direction, and ramps include joint lines to denote the outer limits of the crossing. He noted that at signalized intersections, push buttons are always oriented perpendicular to the direction of travel.

Another PAC member asked how ramp prioritization works; Bennett responded that prioritization is selected for Maintenance Operations by PBOT Planning.

A member asked how often striped crosswalks are added to diagonal crossings. Bennett answered that PBOT traffic engineering does not tend to put striped crosswalks on low-volume residential intersections.

Bennett mentioned that Maintenance Operations is also working to improve temporary pedestrian access routes at work sites to be more accessible and better-protected; he added that his group has an order out for more equipment in order to make improved temporary access routes more widespread.

A committee member asked if trip-and-fall fixes are complaint-driven, which Bennett confirmed are reported via online portal.

Another member mentioned they had heard ADA compliance standards were very stringent and asked how frequently newly-constructed ramps must be immediately rebuilt for failing to meet the standards. Bennett answered that since he started with Maintenance Operations last year, they had not ripped out any corners and had only needed to re-do half of one ramp.

Michael Magee, who leads the traffic signs and markings group within Maintenance Operations, presented on striping and crosswalks. Magee mentioned that his 30-person team performs both routine maintenance and new installations of paint, markings, and signage. He added that the amount of symbology and paint present today, including green bike markings and crosswalks, must be refreshed every four years and must be distinct enough to prevent sign fatigue and remain effective.

Magee showed a picture of a ladder bar-style crosswalk, which has lines running both parallel and perpendicular to the crossing direction. The ladder bar style is the new City standard. A PAC member mentioned that they found ladder bar crossings that were narrower than they previously were, providing the intersection NE MLK Jr. Blvd and Alberta St. as an example. Magee mentioned that that would be a question for PBOT engineering, but that narrowing crosswalks is not a goal.

Another PAC member asked if Magee had noticed any retention problems among PBOT maintenance staff. Magee responded that the construction sector is very active at the moment, so jobs in private construction companies are highly sought after, but he mentioned that in his experience, people tend to stay within the maintenance division. He added that 30% of the Maintenance Operations workforce will be eligible for retirement in the next five years, so the division is very actively recruiting new employees.

A member asked how lifted sidewalk panels, tree roots, and other sidewalk hazards are prioritized. Magee responded that hazards are brought to Maintenance Operations' attention through the sidewalk inspection group and online trip-and-fall reporting, adding that adjacent property owners must fix sidewalks when reported.

Another member mentioned that the new and different kinds of signage are not always clear and asked how people can stay oriented with new paint, signs, and road markings. Magee responded that the Bureau tries to publicize new markings and signs, as with the recent Rose Lane project, but he recognized that not everyone sees that outreach and encourages people to bring up specific examples of confusing markings or signs.

A member mentioned they had noticed water pooling at a few curb ramps along Fessenden and asked how they should go about reporting that. Magee answered that he cannot speak to who constructed those ramps, but they should be reported as hazards online.

**7:05-8:20: Southwest Corridor Conceptual Design Report (75 min)**

*Fiona Cundy (TriMet), Scott Robertson (TriMet), Patrick Sweeney (PBOT)*

Fiona Cundy and Scott Robertson from TriMet presented on the conceptual design report for the Southwest Corridor Light Rail Project with Patrick Sweeney from PBOT. Sweeney began by explaining the roles of each organization involved: Metro is leading the environmental review process, while TriMet is leading design and engineering efforts. Portland is a major partner in the project; PBOT is working with TriMet as the project moves forward. Sweeney mentioned that in June 2018, the project team had presented to the PAC and BAC, at which point they received suggestions to fix Naito Parkway for bikes, regardless of rail alignment, concerns about Barbur roadway width, and support for protected bike lanes. In November 2018, the locally-preferred alternative was adopted by the Metro Council. Currently, the project is in a conceptual design state, heading toward the final Environmental Impact Statement.

Sweeney added that the Southwest Corridor project is part of Metro's Regional Funding Measure on the November 2020 ballot, and should that measure pass, the project's design and engineering are slated to begin in late 2021. He noted the project team's work to assess the equitable impacts on people who live in the affected corridors, leading to a Bureau of Planning Services and Portland Housing Bureau effort to protect affordable housing in the area and invest in more in a phased approach, so that people are able to live in the project area when it is completed. Sweeney noted an open house on Wednesday, February 25<sup>th</sup> from 6-8pm at the Portland State University conference center.

Cundy and Robertson shared details from the conceptual design report with the PAC. The document is a visual representation of streetscape segments, intersection improvements, and other project element designs. Cundy mentioned that the project is responding to the region's population growth, congestion, economic disparity, and climate impacts. The SW Corridor route is planned as an 11-mile extension of the Green Line to the Bridgeport transit center; TriMet expects the line to carry 37,500 trips per day. A PAC member asked how this number compares to current TriMet lines; Robertson answered that the Blue Line is by far the most-used line, with around 40-50 thousand daily trips.

Cundy mentioned that the project incorporates multi-modal enhancements, including 10 miles of sidewalks, 6 miles of bike facilities, 1.6 miles of transit-only lanes, and a maximum of 2000 park-and-ride spaces. To access the planned stations, people are willing to walk ½ mile and bike 3 miles, in TriMet's estimations. TriMet is also looking at bus transfers and evaluating the bus system as a whole for potential changes, but Cundy mentioned these changes would not be discussed in-depth until approximately 2026. She explained that park-and-ride spaces have been a particularly contentious

subject; TriMet conducted outreach in Spring 2019 and asked the community for feedback on parking sizing, spacing, and location.

A PAC member asked if TriMet had a sense of the park-and-ride portion of the budget. Robertson answered that TriMet developed a primer on park-and-rides, finding that structured spaces cost approximately \$52K each, and surface spaces cost about \$20K per stall. He mentioned that the entire park-and-ride primer is available [online](#). Cundy added that the project has pledged 950 units of affordable housing and will bring \$1.3 billion of federal funds and 20,000 jobs to the regional economy. TriMet estimates the total cost at approximately \$2.8 billion. She also discussed the project's climate improvements, improving natural areas and water quality in the project area.

The connection to downtown Portland is currently planned as an elevated structure. At Marquam hill, there are two potential connector types as determined by the Green Ribbon Committee: an inclined elevator or a bridge and normal elevator.

Cundy mentioned that to meet PedPDX standards, this project would introduce many new crossings across Barbur, as well as improving the bicycling experience with six miles of new bike facilities, four miles of which are planned to be raised and protected. The project team developed three types of protected intersections to implement along the corridor, based on curb radii, right of way availability, safety and comfort, traffic, network connections, and pedestrian demand.

A PAC member said they had a hard time visualizing where everything will fit on Barbur, finding the roadway to be already narrow especially by the Fred Meyer on SW Custer. Robertson answered that the typical cross section on Barbur is about 114 feet wide in total, adding that though the team is working to minimize property acquisition, the project will involve purchasing some properties. The member asked when those real estate transactions might happen; Robertson answered that they can legally start purchasing properties in the fall, but they would not actually pay any money until Metro's transportation bond measure passes. He added that the project team has started to talk with business and property owners, having so far reached about 1/3 of properties. He hopes to have talked to all properties by this summer for a relocation management plan. TriMet estimates about 400 total affected properties, with about 200 full property purchases.

A member commented that they found the texture of green bike lanes to be hard on bike tires; Robertson responded that this would be a good topic for when the project team visits the advisory committees again for specifics.

Cundy showed a list of unfunded station access projects, mentioning that the project team is working to identify additional funding sources for them. She added that having people help prioritize these projects will be very helpful, and leftover money can go toward them. She noted that they have a lot of nexus with Southwest in Motion projects.

The project team is looking to complete a local funding package to submit to the FTA, which is currently at around 15 percent and will be at 90 percent in around 2022. Opening day is planned for September 2027.

A PAC member expressed concern that pedestrian infrastructure may be pushed to the side, asking about the process moving forward for design decisions and community engagement. Cundy answered that the sidewalks shown in the conceptual design report will not disappear, as jurisdictional transfer with the City of Portland mandates them. She mentioned that the project team is sharing the document now and will be incorporating feedback in May before releasing the final document. All project partners will review the 30, 60, and 90 percent drawings that will also be publicly available, and the project team and Portland City Council are both accepting letters of testimony from advisory committees. Cundy mentioned that Portland City Council's timeline is late March, but there is no specific date yet.

An attendee asked whether transit platforms would be raised such that trains would not have to lower ramps for access. Cundy answered that the project team met with a TriMet advisory group dedicated to answering accessibility questions. The attendee also mentioned it would be helpful to have an audible guide for Hop card pads, as they can be hard to find for people who are visually impaired.

A member mentioned that bicycle-pedestrian interactions need attention, citing the Eastbank Esplanade as an example where lack of separation can create conflict. They also mentioned a desire to see art incorporated into project designs. Robertson answered that art has been incorporated into the project budget; this was mandated on the Orange Line by the federal government, but that mandate has since been taken away. Still, Robertson mentioned, the team is committed to incorporating art into project elements.

Another member said that much of the project seems to be dependent upon Metro's transportation bond measure, asking what would happen should the measure not pass. Robertson responded that the project team has been operating under the assumption that it will pass and moving forward, but that in May to November, there will be some discussion of contingency plans.

A member asked whether speed limits will be reduced along Barbur Blvd as part of the project; Cundy responded that the project team has heard interest in reducing speed limits from PBOT, and this would be part of the discussion.

Another member asked how TriMet weighs park-and-ride as a method of increasing transit ridership against other station access projects and tools. Cundy answered that the project team has seen that across the board, Portlanders do not want park-and-rides while people south of Portland do; she added that the current approach is to provide more parking where there is less bus service, but TriMet is not set on that right now. A member asked whether park-and-rides would be managed as permitted spots or if they would come with fees. Robertson answered that the system provides for free

parking right now, and paid parking would be a larger discussion than this project alone would tackle as TriMet has not quite figured out how to manage paid parking yet.

The PAC moved to write a letter in support of the project, focused on pedestrian improvements, safety, and a more pleasant walking experience. The committee voted in favor of the letter, with one member abstaining.

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

*None.*

***Meeting adjourned.***

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