

City of Portland  
**Pedestrian Advisory Committee**



**May 19th, 2020**  
**6:00 – 8:30 PM**

<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* Matthew Cramer* Hanna Osman* Mark Raggett* Rebecca Sanders* Autumn Schaefer*	

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

*Staff Present: Francesca Patricolo, Michelle Marx, Owen Slyman*

*Special Guests and Speakers: Nick Falbo (PBOT), Scott Cohen (PBOT), Michelle Marx (PBOT)*

**6:00-6:05: How to use Zoom for Public Meetings (5 min)**

**6:05-6:10: Public Comment (5 min)**

*None.*

**6:10-6:35: Hot Topics/Project Status and Updates/Announcements/Committee Business (25 min)**

New PAC members introduced themselves.

A member mentioned that the Portland Promenades project just launched, which advocates for closing streets down to create public space in business districts. The program is looking for people to perform business outreach to gauge interest; more information can be found at [www.portlandpromenades.com](http://www.portlandpromenades.com). The member also mentioned Healthy Hawthorne, a project that calls for adding bike lanes and removing a lane of traffic on Hawthorne St.

A member asked whether the letter the PAC drafted regarding the SW Corridor project was submitted. Michelle Marx answered that it was both approved and submitted to the TriMet project manager.

A member mentioned that PAC members should send Michelle Marx comments for other topics they would like to see on future agendas.

Marx mentioned that PBOT is in the process of updating the 1998 Pedestrian Design Guide, which will be a key tool for operationalizing PedPDX actions. Currently, the project team is updating the Sidewalk Corridor section of the design guide. The effort involves a revamped public involvement strategy, which will establish a stakeholder focus group, including members of the development community, the urban forestry committee, and representatives from TriMet and ODOT. Marx is extending the opportunity to serve on the focus group to new PAC members, who should contact her if interested.

Marx added that the PAC is due for co-chair nominations. Interested members are instructed to nominate themselves or another member to Marx. A member asked how long PAC members typically serve as chairs; she responded that it is a two-year position.

**6:35-7:05: Committee Onboarding Materials (35 min)**

*Michelle Marx, PBOT Pedestrian Coordinator*

Michelle Marx shared the updated committee bylaws with the PAC. A new provision limits advisory committee members to eight years total.

Francesca Patricolo presented to the PAC on how a project becomes a project at PBOT. She explained that PBOT's Transportation System Plan (TSP), a list of projects and citywide programs, goals, and policies, guides the bureau's maintenance, development, implementation, and prioritization

strategies.

In addition to the TSP, PBOT's 2035 Comprehensive Plan plans for absorbing growth in neighborhood centers and the corridors that connect them. Patricolo added that projects and policy recommendations developed from deep-dive plans source the content that then gets compiled into TSP. All of these deep-dive plans, including the Climate Action Plan, Bike Plan, and Freight Plan, among others, go through the community engagement process, as does the TSP.

Patricolo mentioned that PBOT measures seven outcomes for policies, programs, and projects based on existing plans and council direction: safety, economics, health, the environment, equity, cost, and access. The TSP Major Projects List is designed to fill the transportation system's needs. Of the Major Projects List, PBOT has identified 254 projects with a reasonable chance of finding funding by 2035 and a further 77 that fall outside that parameter. PBOT is developing an online map through which people can browse the Major Project List.

Marx added that all of the projects from area plans and modal plans are folded into the TSP. They then go through a prioritization process, where they are classified as 1-10 year or 11-20 year priorities, before being further filtered. Projects are funded through a variety of sources, including Metro, ODOT, and Build Portland funding, among others. All funding sources have their own requirements and restrictions as to how they can be used.

Projects move through selection, development, design/engineering, construction, and maintenance stages in that order, and Marx mentioned that PAC feedback mostly comes into play in the early phases, particularly project development. Pedestrian projects with budgets over \$500K come from the Transportation System Plan and are incorporated into a variety of guiding plans. Other TSP programs provide pedestrian improvements under \$500K.

Marx explained that 32 percent of busy arterial and collector streets are missing sidewalks on both sides, approximately 350 miles in total. In addition, there are approximately 3500 marked crossings missing on arterial and collector streets. PBOT conducted specific targeted outreach to black Portlanders and Portlanders with disabilities to hear about specific barriers to walking. This outreach informed a data-based analysis to identify investment priorities for sidewalks and crossings. Marx urged new members to acquaint themselves with PedPDX actions to get a current snapshot of where the plan is.

A member asked what data sources PBOT used for the disability community, particularly the blind community. Marx answered that the bureau used census data and recognized that there is a deficit when it comes to that data. She added that the team worked with the Office of Equity and Human Rights to make sure PBOT was using appropriate data. Marx mentioned that OEHR has been working to obtain grant funding to collect more localized disability information. The PedPDX team supplemented the census data with disability focus groups to make sure action items were included.

**7:05-7:10: Break (10 min)**

**7:10-7:50: PBOT COVID-19 Response (40 min)**

*Nick Falbo, PBOT Senior Planner*

*Scott Cohen, Neighborhood Greenways Program Coordinator*

*Michelle Marx, PBOT Pedestrian Coordinator*

Nick Falbo presented to the PAC on PBOT's COVID-19 response, including the Safe Streets Initiative. Falbo explained that the response is primarily based on matching the priorities of what people need to the actions PBOT can take, recognizing the rapidly-changing conditions all over the country. Currently, the City's response is focused on staying home, saving lives, and supporting physical distancing. Looking forward, the response will focus on economic recovery, investment, and recovering to a better future centered on equity and supporting people in their time of need.

Falbo mentioned that PBOT has worked with community groups, supporting open streets through parks, lowering costs of shared micro-mobility, lowering parking costs for essential workers, and prioritizing essential assets and quick projects. He added that disparate economic and health impacts will be felt by vulnerable communities, and there will be real and perceived concerns about health and safety on the transit system. There will be a continued need for physical distancing on streets not built for it. In the meantime, PBOT is especially encouraging active transportation and telework, focusing on supporting healthy main streets.

Scott Cohen mentioned that tools like speed bumps, diverters, pavement markings, and signage have helped people keep streets safe and accessible to walk or bike on. Cohen added that PBOT will be expanding the number of locations with signage and information that encourage going slowly and sharing the roadway with others.

In addition, Cohen mentioned that PBOT's Sunday Parkways program has moved online, focusing on things like Zumba classes, concerts, and other activities to promote health and safety.

A PAC member commented that Wi-Fi access is not distributed equally or equitably across Portland, which will be an essential part of the City's push to support teleworking. They added that Wi-Fi should be managed as a public good. The member also asked whether PBOT has considered managing sidewalk movement through temporary or permanent markings. Cohen responded that those were good suggestions, and that PBOT is looking at movement management on sidewalks and bus stops, encouraging people to wait in curb zones to keep sidewalks clear.

Another member asked whether PBOT is in a position to work with the state government to support government employees teleworking more frequently. Falbo answered that he could not speak directly to PBOT's internal plans, but he would not be surprised if the bureau implements fuller support. Cohen added that teleworking will be a robust part of the transportation demand management action plan.

Another member asked whether phase two of PBOT's COVID relief includes future greenways, as it could be an opportunity to develop more greenways in east Portland. Cohen answered that the bureau is looking at what it can do. Treatments for existing neighborhood greenways were rolled out quickly as they already have many of the essential elements, where streets like Stark and Division would take a higher level of engineering and could not happen overnight.

A member commented that Seattle has been successful in partnering with businesses to encourage working from home, wondering if Portland could adopt a similar strategy. They also asked if PBOT was looking at making car-free streets permanent fixtures. Cohen responded that some main streets can maybe be reused for community purposes; there may be opportunities to make them more permanently car-free.

Another member mentioned that many cities are quickly acting to address the need for pedestrian space, adding that Portland should be further ahead of the curve in developing business districts as walkable, car-free spaces, especially as summer is around the corner.

A member commented they have been hearing from other cities that quick implementation of street and sidewalk changes can erode trust with communities. They asked how outreach has been working during the COVID era, and how it has been balanced with the need for rapid implementation. Falbo responded that there is definitely a tension between moving with urgency and taking time to make sure the bureau is doing the right thing. He added that early in the crisis, PBOT was hearing it was not the right time to make major changes. The bureau was initially focused more on urgent needs like food availability and access for students. Falbo added that as PBOT is able to pivot, focus has shifted more toward supporting communities with conversations and equitable engagement. PBOT has maintained strong connections with the City's Emergency Coordination Center, where many community-based organizations interface with the City. Falbo closed by explaining PBOT is adapting as things progress and is committed to maintaining strong community relationships.

Michelle Marx mentioned that PAC members should send co-chair nominations to her as well as letting her know if they are interested in the Pedestrian Design Guide update focus group.

**7:50-8:00: Public Comment** (10 min)

None.

***Meeting adjourned.***

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