

**City of Portland
Pedestrian Advisory Committee
April 19, 2022
6:00 – 8:00 PM**

Meeting Minutes

6:00-6:10 PM – Public Comment (10 minutes)

- None

6:10-6:40 PM – Hot Topics/Updates and Announcements/Committee Business (30 minutes)

Michelle Marx, PBOT Pedestrian Coordinator

- Chair elections
 - Tiel Jackson and Rebecca Sanders were elected as co-chairs.
- Reminder: Joint PAC/BAC meeting in May
- Interim PBOT Pedestrian Coordinator
 - Michelle Marx will be stepping down as the PBOT Pedestrian Coordinator as she will be moving to Austin, Texas to pursue a new role. Gena Gastaldi will be replacing her as the interim PBOT Pedestrian Coordinator.
- Vision Zero update
 - Michelle Marx was unable to get updated crash statistics for April.
- June Vision Zero PAC Meeting
 - The Vision Zero team will join the June Pedestrian Advisory Committee meeting to gather feedback on the strategies, initiatives, and enforcement actions for the updated plan.
- Hot topics from Committee members
 - None

6:40-7:15 PM – Fixing Our Streets (35 minutes)

Nicole Peirce, PBOT Project Manager

- Nicole Peirce gave an overview of the Fixing Our Streets (FOS) program
 - In May 2016, Portland voters approved a \$0.10 per gallon fuel tax, and in May 2020, voters approved the four-year renewal of the gas tax.
 - The 2020 to 2040 FOS program will provide \$74 million in street repair and traffic safety projects.
 - There are \$4 million available for additional safety enhancements for bicycles, pedestrians, or transit.
- Project updates
 - Projects constructed in 2021 were smaller projects that did not require much upfront design work, or projects that could be combined with other projects already in design.
 - Five paving projects were completed in 2021 (two on Busy Streets, and three on Neighborhood Streets).

- The North Ida Avenue (from Lombard to Smith) paving project will finish this year.
 - Safety enhancement funds were used to fill in a short segment of sidewalk at Sky Street. High visibility crosswalks and lighting were added. Firetruck-friendly speed bumps were added.
- The NE 138th Place (from Halsey to Sacramento) project also filled in a short stretch of missing sidewalk and added a high visibility crosswalk with a paint and post curb extension and lighting.
- The SE 162nd (from Powell to Division) project already had another safety project in the works, so FOS work was added to the existing project. That project was slated to construct three crossings but did not have funding for lighting. Safety enhancement funds were used to fund the lighting. Construction should start this summer.
- The five signal and beacon projects will not be constructed this year, but some may be constructed in 2023.
- In 2022, only one sidewalk project, SE Mill Street (from 135th to 139th) will be constructed.
- Safe Routes to School projects for Centennial, Reynolds, David Douglas, and Parkrose will not be constructed by 2023 or 2024. Public schools have a long list of smaller projects that will be delivered.
- Lighting projects are focused on busy arterials. In 2022, lighting will be added to both sides of NE Glisan (from 102nd to 162nd).
- Neighborhood greenway projects will be constructed in 2023 or 2024. Design has been delayed due to staffing issues.
- FOS will help fund some Northwest in Motion and Southwest in Motion projects. In 2021, two Northwest in Motion crossings projects with paint and post curb extensions were completed.
- Basic safety improvement projects include speed bumps and signal modifications. Traffic calming, mostly speed bumps, will be added to eight existing greenways.
- Discussion
 - Will electric vehicles reduce the FOS budget at all? PBOT is looking for different funding sources for the future, but through the 2024 cycle, that consideration is already built into the financing models. The pandemic may make the expected funding fall \$500,000 short.
 - Are the cutouts in speed bumps for emergency vehicles or bikes? Cutouts are for emergency vehicles and not for bikes. They are only on secondary response routes (primary response routes are not allowed to have speed bumps at all).
 - Why are there no greenway projects in 2022? Resource and staffing issue. Everything on the list will hopefully be completed by 2024.
 - The pavement on Division (from 82nd to 205) is in poor condition.
 - One member would like for PBOT to look at the school crossing on 25th to Beaverton Hillsdale. Cars do not stop for the children needing to cross the street and crossing guards have almost gotten hit. Nicole Peirce recommended this member go to report the concern to PBOT directly with detailed information and possible solutions.
 - One member expressed confusion about the Safe Routes to School projects planned near King Elementary School and whether the projects on the list have been completed.

Nicole Peirce said one project near the school will grind out the center lane and add parking to slow traffic down.

- Are there paving projects scheduled for 122nd? Yes, there will be a road diet from five to three lanes, and bike lanes, lighting, median islands, and crossings will be added from Stark to Powell.
- How are projects prioritized? Nicole Peirce said she can follow up with Mark Lear to ask about how the funding is divided and the rationale behind those decisions.
- The Safe Routes to School project at Schafer Street is in design but has not been completed. Michelle Marx will help the new chairs map out future agenda items, which will include conversations with the Safe Routes to School team at the request of one of the committee members to discuss how projects are prioritized.
- PBOT may move away from paint and post curb extensions because of maintenance issues, but there was discussion on what else could be used as temporary curb extensions. One member suggested using steel poles or planters for curb extensions, which will be discussed with the city traffic engineer. Another member shared that 2-3 inch high and 2-3-inch-wide cement curbing with posts on top have been effective curb extensions.

7:15-7:50 – 2040 Freight (35 minutes)

Francesca Jones, PBOT Transportation Planner

- Project manager, Francesca Jones, provided an overview of the 2040 Freight Plan. The team is hoping to bring the plan to City Council later this year. She asked the committee for their feedback about which goal areas are the most important for the plan and why – especially from the perspective of pedestrians and freight. The topic areas were Resilience, Safety, Mobility, Access, Economic vitality, Racial equity, Environment, and Maintenance.
- Discussion
 - What scope does the City or PBOT have to encourage the development of more electric vehicle freight as opposed to fossil fuel freight within the city? One member recognized that the City may not have much say since the freight community is largely private. Francesca Jones feels hopeful about the future of electric freight in Portland. She added that the State has more jurisdiction over freight and that the City can share their wants and desires.
 - Freight driving over newly paved roads can cause some damage.
 - With the large increase in e-commerce, there is incentive for delivery drivers to drive faster. The pay for delivery drivers may be directly impacted by how quickly they deliver things. Has the City discussed any policies that would ensure that these drivers drive more safely, especially on neighborhood roads? PBOT will look into speeds of delivery trucks. Similarly, a couple members shared that they have gotten in trouble with private companies for obeying the law if it kept them from completing their jobs efficiently. Companies need to be penalized or held accountable for having requirements that require unsafe behavior. For instance, the freight company should be responsible for paying speeding tickets, but this may not be enough to discourage unsafe driving. A safe systems approach should be adopted.

- Racial equity should be incorporated throughout decision making, rather than as a trade-off.
- The City should support local industries and provide avenues that reinforce local production and the consumption of goods in order to cut down carbon emissions, increase economic vitality, and increase jobs. One suggestion was for the City to incentivize freight companies to specialize in local deliveries within a certain radius.
- There is intersectionality among the different priorities. You cannot improve safety without including mobility, access, and maintenance, but this is based on safety as being a change in behavior and not a narrower, engineering-based view of safety. Need to be clear about what definition of safety is being used when discussing it.
- Are there areas of contention between the different priorities, or would prioritizing one area restrict other areas? None of the priorities will be lost. The discussion was intended to help PBOT determine what to do first, second, and so on in order to meet community expectations.
- Safety is a core concern for the committee.
- Next steps will include a review of strategies and actions. Francesca Jones will return with drafts of the plan.

7:50-8:00 PM – Public Comment (10 minute)

- None