

City of Portland

Pedestrian Advisory Committee

Meeting Notes



Tuesday, April 18, 2023

6:00 – 8:00 PM

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

- Comment: Looking forward to Lisa's presentation, becoming more aware of what it's like to be a disabled person.

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

- Vision Zero moment
 - No comment
- Co-chair vote
 - No one volunteered to become co-chair
- PAC representative on PBOT director interview panel
 - Michelle DuBerry
- Need to figure out automated closed captioning

6:30-7:05 – Streets 2035 (35 min)

Matt Berkow (PBOT)

- See presentation for full details

Committee comments and questions

- Comment: Looks like a great tool, excited to play around with it
- Is there a plan to evaluate the effectiveness of the website as a tool or monitor usage? How will you measure people referring to it and using it to solve problems?
 - Answer: Great idea to monitor traffic to the site; will have to follow up on if we can distinguish between internal and external users. As we have new road projects coming up, it's Matt's job to make sure the tool is being used by project managers, planners, development review, and others.

- Is there an ability to give input or comments still?
 - Answer: We welcome feedback. Email streets2035@portlandoregon.gov
- Who was this created for? Large portion of the population who isn't tech savvy and will be out of the loop.
 - Answer: The development pages are for the public so that information is easy to find and organized. The tools is primarily for staff but is also accessible transparent for the public if they want to see how decisions are made and/or hold us accountable.
- Does the development improvement page allow someone to click on a street and see current or proposed developments?
 - Answer: No it does not but we could investigate ways to link to that information
- What goes into street classifications and how can those be changed?
 - Answer: Street classifications have been in the TSP for a long time, but those are not solely based on width but are more about the function, width, and adjacent land uses. Classifications can be changed as part of a TSP update which is a formal process. Transportation plans will sometimes propose classification changes that are incorporated in future TSP updates.
- Who makes the final decision when there are trade offs? A four lane streets with a center turn lane is shown but we know those are the most dangerous streets for pedestrians
 - Answer: Matt isn't a capital project manager, so he may not be the best person to answer. Ultimately our senior leadership must sign off on designs, based on analysis and engagement. This tool helps us to look holistically at the trade-offs. This is ultimately about showing our work and being transparent with our decision making. With Development in particular, it hasn't always been clear how decisions are made and different policies interact. We hope that bringing this info together will help to make clear and consistent decisions; so that developers interacting with the city aren't getting caught between bureaus.
- Can we look at a street with we know is coming up for a project, what are the conflict points for 82nd?
 - Answer: The committee walked thru 82nd near Glisan to see what the trade-offs look like. It was helpful to walk through the map and see an example.

7:05-7:30 – ADA Title II Transition Plan Annual Report (25 min)

Lisa Strader (PBOT)

- About 1 in 4 adults in the US have some disability; the share is the same in Oregon
- Transition plan is a requirement of ADA Title II that governs public agencies that identifies how PBOT will make its assets accessible to everyone.

- 2022 Annual Report was released March 31, 2023:
<https://www.portland.gov/transportation/planning/adatransitionplan/documents/ada-transition-plan-annual-report-2022/download>
- See presentation for details.

Committee comments/questions:

- Is the goal for sidewalk remediation in the future schedule aspirational? You said the program is understaffed and underfunded.
 - Answer: PBOT likely won't be able to make the progress it wants to. Most of the remediation that was done this year was funded with loan program that allows lower income homeowners to finance the cost of repairs. That program is not fully funded and may not be available to a community member who needs it in the future without changes.
- PBOT staff and PPS staff, students, and parents met to experience and discuss intersection and crossings to better serve people with disabilities. Have you done outreach to other schools?
 - Answer: Not at this time, but that's a good suggestion. The ADA Coordinator can reach out to see if school officials might be interested in organizing a site visit or some other interaction.

7:30-7:55 – Hollywood Transit Hub (25 min)

Catherine Sherraden and Fiona Lyon (TriMet)

Committee comments and questions

- Comment: Wayfinding for bus stops will be very important, especially for people transferring from the MAX. Having to cross Halsey to transfer is not ideal for safety, especially given the angled crosswalks from the plaza to 42nd.
 - Response: There will be extensive wayfinding along with new transit trackers at the base of the ramp/stairs and at both bus stops (off Halsey and 42nd). We've also received feedback requesting audible information at stops and are working to see if that's possible. TriMet is also working on wayfinding for the temporary conditions before project completion.
- How is TriMet addressing bike/ped separation, specifically on ramp and stairs, but in the plaza as a whole)?
 - There will be no explicit bike and pedestrian separation. There is no current separation, and there won't be enough space in the new design to span the 17' drop from bridge to plaza and provide separation. The existing bridge to the MAX station will be unchanged (it's an ODOT facility). Having both ramps and stairs will provide some natural separation, but it will be a mixing zone

from Halsey to the bridge. Stripping a space for bikes could be counterproductive, giving people biking a false sense that they can speed through the plaza.

- What outreach have you done and what feedback have you gotten on the mural?
 - Answer: TriMet has been working closely with the original artist; she is both supportive and part of the project team. She's helping to integrate new art that draws on the original mural and incorporating elements into finishes and colors. The mural was always planned as a temporary installation, knowing the plan to redo this plaza was in the works.
- What elements will the new marked crossings at 41st Ave include?
 - Answer: The intersection will be signalized, including pedestrian push buttons. Crossings were not included in the original design but were added after hearing from the community that there was a real need.
- How will tactile guidance be incorporated into the design?
 - Answer: There will be warning surfaces as one approaches the street. There is also an edge space along the side of the plaza that will have a different material. The plaza will be scored concrete. There isn't space for other tactile elements.