

City of Portland
Pedestrian Advisory Committee



August 16, 2022

6:00 – 8:00 PM

Members of the public may register in advance for this webinar at:
https://zoom.us/webinar/register/WN_AqQQPv8TRXq_mTySFg1Y8g

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

- None

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

- Vision Zero update
 - There have been two more traffic deaths on Portland's streets since the last meeting.
- Hot topics from Committee members
 - Michelle DuBarry has been in conversations with the National Vision Zero Network about the Day of Remembrance (11/20) and there is interest in collaborating on a local event. Contact her if interested in planning/participating in an event.
 - The e-scooter RFP closed on August 4, 2022. PBOT received six proposals that are being reviewed and scored by the scoring committee, PBOT staff, subject matter experts, community stakeholders, etc. More updates will be available in October.
- Later summer/fall meeting walk
 - PAC members were given two options for walking tours which have traditionally been done during the September PAV meeting. A downtown walking tour of public plazas or a North Portland walking tour related to the North Portland in Motion plan.
 - PAC members will vote on the two options via a poll to be distributed after the meeting. The walk will be in-person—if accommodations or assistance are needed, contact Gena Gastaldi.

6:20-6:35 – Request for PAC/BAC Letters of Support (15 min)

Zef Wagner (PBOT)

PBOT staff will briefly present on two federal grant applications and request letters of support from the PAC and the BAC. The projects are Burgard Bridge Replacement and the Central Eastside Railroad Crossing Elimination Study planning grant.

- Burgard Bridge would be a good candidate for federal funding via the Bridge Investment Program. Applications are due Sept 8. Preliminary plans call for the addition of sidewalks on both sides of the bridge and a sidewalk level two-way bikeway.
- The Central Eastside grant request is for a \$1 million planning grant as part of the federal Railroad Crossing Elimination Program. Planning will include evaluating options for additional grade separation or crossing improvements for roads and railroad tracks on the central eastside, what modes might be allowed on any new structures, and operational strategies.
- Questions:
 - What will the railroad crossing entail?
 - The study will identify potential crossing improvements, closures, or grade-separation that could be competitive for future federal capital grants. TriMet had proposed a transit/bike/ped bridge over SE 7th as part of the Division Transit Project,

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but the cost was too high. That is an example of the kind of solutions the planning grant would allow PBOT to explore in more detail.

- What are you looking for from the PAC?
 - Letters of support from committees can be very influential in grant making and PBOT is requesting such a letter from the PAC (and the BAC, Bicycle Advisory Committee) for each project. Templates will be provided to make the drafting easier.
- Deborah Small made a motion to create letters of support. The motion passed unanimously.
 - Tiel Jackson will take the lead on the Burgard Bridge Letter.
 - Tabitha Boschettie will take the lead on the Central Eastside Letter; Yevgeniy Blashisen will support.
 - A brief PAC meeting will be scheduled in the next two weeks for the purpose of voting on the letters before the Sept. 8 grant application deadline.

6:35-7:05 – Lower SE Rising Plan (30 min)

Bryan Poole (PBOT)

The Lower Southeast Rising Plan is a joint project between the Bureau of Planning and Sustainability (BPS) and Portland Bureau of Transportation (PBOT) assessing land use and transportation issues in the Brentwood-Darlington and surrounding neighborhoods. Bryan Poole, PBOT Project Manager, will provide information about the project, summarize community feedback, and ask committee members for questions and feedback.

- Origin of the plan was a PSU graduate project—Brentwood-Darlington Say Our Name!—that sparked a lot of community interest.
- PBOT/BPS have identified a lack of defined centers and corridors south of Woodstock and East of Lents along with other infrastructure gaps in the area.
- The goals are to (1) increase commercial opportunities, (2) increase housing affordability and choice, (3) expand active & green transportation options, and (4) improve public amenities and anti-displacement strategies. The community has seen four high-level scenarios for land use and transportation improvements and received over 500 responses on a survey. 91% of respondents lived or worked in the project area.
- See presentation for more details and some survey results.
- Questions:
 - What have the conversations been like around improving the bicycle network along SE 52nd Ave given it's such an important north/south corridor?
 - The project team has heard that 52nd is an important connection, but people aren't comfortable using it. The next step in the planning process will be developing more specific street cross sections. Improving bicycle facilities may come with trade-offs, like removing some on-street parking.
 - Are intersections being prioritized for improvement?
 - Naming specific intersections for projects will be the next step based on the feedback the project team has received.
 - Anti-displacement strategies are critical for small businesses as well as residents. Were local businesses included in the survey, or otherwise consulted about the plans? Have any promising strategies been identified?
 - Interviews have been conducted with some businesses along with other conversations, but not all businesses have been directly engaged. Communicating with home-based businesses is a focus given their prevalence in the area. The business community will be more involved as the project moves forward and more specific land use/zoning changes are proposed and evaluated.
 - It's too early in the planning process to have identified exact anti-displacement strategies. However, there are fewer renters and a larger share of single-detached homeowners in the project area than the city at large. Feedback has revealed a desire for more housing options that could address displacement to a limited extent.

- Will more speed cameras for automated traffic enforcement be deployed, particularly along Foster? The speed limit has been reduced, but people are still speeding.
 - There are plans to deploy more such cameras, but there are restraints due to materials and the ability to review all traffic citations that have limited deployment.

7:05-7:50 – North Portland in Motion (45 min)

Mike Serritella (PBOT)

North Portland in Motion kicked off in the summer of 2021 with a goal of engaging deeply with people who live, work, learn, and play in the North Portland peninsula to understand community priorities around transportation. Guided by community perspectives, PBOT aims to identify near-term investments in projects and supportive programs to improve access to community destinations and support more walking, biking, and public transit use in the North Portland peninsula over the next 5-10 years. PBOT Planner, Mike Serritella, will provide an overview of the project including themes from community engagement and an overview project and programs ideas to support pedestrian access and safety.

- See presentation for details on goals, timeline, engagement, and project ideas.
- More than 80% of survey responses were from non-Hispanic white people while the area is less than 70% white. Focus groups were organized with community groups and lower-income residents to get additional perspectives from a more diverse people.
- Questions:
 - What have conversations been like with ODOT about pedestrian infrastructure improvements on N Lombard St (a state highway that runs through the middle of the project area)? The question came from the mother of a toddler who was hit and killed by a driver at the intersection of Lombard St and Interstate Ave 10 years ago; infrastructure improvements/changes have been lacking since the child was killed.
 - PBOT is working to improve some crossings along Lombard as part of the greenway network build-out/implementation. While the project team is not aware of any planned projects at Lombard & Interstate, ODOT has recently released their Blueprint for Urban Design (2020) that establishes standards for streets in urban areas that are context based, an updated approach. In the interim, the project team will push for extending a Lombard repaving project further east to Interstate Ave to implement some intersection changes in the near-term.
 - A number of crosswalks on Lombard have suddenly been closed; it feels like ODOT has given up on the street. Is there a way to push back on these closures?
 - There is space in the North Portland in Motion plan to talk about Lombard, though PBOT's ability to affect change is limited. PBOT is working to identify funding for a pedestrian crossing at Lombard & Delaware Ave.
 - Are there any prospects for devolving Lombard to local control, as was done with 82nd Ave?
 - The first step is to let ODOT try and fix these problems. The city should not have to take ownership for the street to be a safe place to walk or bike.

Miscellaneous announcements

- The Division Transit Project opens on 9/18 and there is an opening celebration on 9/17 that the public is invited to. Live music, free rides, and other local vendors will be set up along the route.
- An online open house for Building a Better 82nd has launched, including a survey to provide feedback.

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

- A member of the public asked if the September walking tour/PAC meeting open to the general public. It likely is, though PBOT's interim Pedestrian Coordinator, Gena Gastaldi, will confirm that that has been the case in past years.