

City of Portland
**Joint Pedestrian & Bicycle
Advisory Committee Meeting**



March 14, 2023

6:00 – 8:30 PM

Members of the public may register in advance for this webinar at:
https://us06web.zoom.us/webinar/register/WN_HiYWUbr5R9amHlixtt7SRg

Please note this joint meeting is scheduled during the recurring bicycle advisory committee meeting time and uses the regular bicycle meeting link.

6:00-6:05 Welcome

There was a very full agenda. Members of the public and BAC/PAC members were invited to ask questions/provide additional comments on presentations by posting on a Jamboard, Google's virtual whiteboard. Public link: <https://jamboard.google.com/d/1wCVsMthA0uapCn7f1JVqU-0PJo8LKmTSNtucF7RjKc4/viewer?f=8>.

6:05 Public Comment

No public comments. A member of the public did inform committee staff that one of the links for the meeting was not working and some people were likely having issues getting in. Staff identified and fixed the link.

6:05-6:30 – Hot Topics/ Updates and Announcements/Committee Business (20 min)

- Since last BAC meeting, have had 4 fatalities, not counting the one on Tuesday, March 14 along Marine Dr. A committee member noted there seem to have been more crashes on Marine Dr. this year than in past years.
- The BAC hosts a monthly bicycle ride and encourages people to attend for a fun time. The bike rides are posted as meetings are on the [Bicycle Advisory Committee website](#).
- [Ride every Wednesday](#)—a weekly pop-up downtown where people biking, walking, and riding transit into town can get free rewards—got a review from a committee member. "It's great."

6:30-7:00 – Update on SE Powell Blvd (30 min)

Zef Wagner, Anthony Buczek (PBOT)

A PBOT planner and engineer provided an update on the collaborative efforts with ODOT to improve safety on SE Powell Blvd at 26th Ave and other locations along Powell. This briefing covered recently completed improvements at SE 26th Ave & Powell Blvd near Cleveland High School, as well as mid- to long-term safety improvements all along the corridor. Staff also discussed the process underway for developing a cost of jurisdictional transfer for Powell to make sure PBOT and ODOT have agreement on what would be needed for a legislative transfer to occur.

- Short term improvements for Powell & 26th are largely complete, which include bike boxes, school speed zones (on Powell & 26th), new high viz crosswalks and bike conflict markers (dashed green lines through intersections), pedestrian head starts, narrowed travel lanes, and tightened turn radius at SE corner, among other improvements.
- “Bikes may use ped signal” signs are another critical fix that is coming soon.
- Mid to longer term improvements include:
 - Evaluating freight classifications of streets in the area and truck (re)routing options.
 - Developing a cost for jurisdictional transfer of Powell from ODOT to PBOT. PBOT has previously rejected an estimate from ODOT that was too low to support needed improvements and deferred maintenance. There is movement in the legislature around this transfer, so having a cost estimate soon will be important.
 - Evaluating the potential to reduce number of lanes along Powell.
- See presentation for additional details.
- Questions/Comments:
 - Committee member: Has there been any investigation of grade separation of crossing in southeast?
 - Answer: PBOT has not heard back from USDOT about a planning grant that would include the rail crossings at SE 8th, 11th, 12th.
 - Committee member comment: The only reason we’re talking about these improvements and transferring jurisdiction is because Sarah Pliner was killed last year and killings like this are not an isolated incident. ODOT doesn’t seem competent to design safe facilities. PBOT partnering with ODOT seems like letting them off the hook.
 - Reply: PBOT is pushing ODOT as hard as it can, including to use their own policies in the Blueprint for Urban Design. They have been more accepting of PBOT designs recently; could perhaps be the beginning of a larger shift.
 - Committee member comment: Debris in bike lanes is a major issue, especially in such narrow, 3-foot bike lanes.
 - Reply: Lanes are swept, but it takes time. With such narrow lanes, it adds credence to elevated bike lanes. More sweeping is needed, particularly with the storms this year.
 - Committee member comment: As a blind person, I cannot see the maps, though this presentation (and many of the safety features) are designed for sighted people. Debris on sidewalks is also a major issue for people walking. People lose their eyesight as they age, and many stop walking or walk less because of dangerous streets. Sidewalk level bike lanes present another obstacle. Consistency is so important for navigating spaces safely for people with visual impairments.
 - Reply: Changes are intended to improve visibility for drivers so they can better see pedestrians and people biking. PBOT has also been experimenting with strips of truncated domes to delineate safe spaces for pedestrians with sidewalk level bike facilities.
 - What power do we have to make ODOT a better partner?
 - There is no good answer. A transfer does not/should not need to occur for the road to be safer. ODOT has tools to address safety problems. However, advocacy from the community pushing ODOT to do better is important. PBOT has a large maintenance backlog and taking on more roads with a jurisdictional transfer won’t improve those roads unless it comes with enough money to make improvements.

- State Senator Kathleen Taylor has formed a committee to look at Inner Powell. Part of that will be evaluating financial needs.

7:00-7:25 – RTP Update discussion time (20 min)

Eric Hesse, Zef Wagner (PBOT)

At the February modal committee meetings, PBOT staff presented about our engagement in Metro's Regional Transportation Plan (RTP) process then followed up, providing committee members with [the list of projects](#) we needed to submit in order to meet Metro's initial process deadline.

- See presentation for details.
- Within the next month there should be some regional analysis from Metro that combines all the disparate project submittals from jurisdictions into a cohesive set of projects.
- Metro will also be doing engagement this spring on the region-wide list, you can learn more here: <https://www.oregonmetro.gov/public-projects/2023-regional-transportation-plan/projects>
- Questions:
 - Why are some projects moving from the Tier 2 list to the Strategic list?
 - For some projects, there are other routes/projects that meet similar needs. There is also much more constrained funding for this RTP update (due to inflation, rising labor costs, stricter federal requirements, etc.) and PBOT's analysis found these projects weren't as high priority as some other projects.
 - Are there projects in the RTP along outer Marine Drive, given all the fatal crashes along the road?
 - There is a project in RTP proposal that is west of 33rd. This is a higher cost project addressing a major freight corridor. On Marine Drive east of 33rd where the road narrows and is less heavily trafficked, projects would be lower cost like rumble strips. Most crashes are lane departures given lack of curbs, roadside levees, and minimal development along the corridor.
 - How does continuity fit into this set of projects?
 - Metro has done some regional analysis to identify network gaps. PBOT's list tries to elevate projects from adopted plans that previously identified local network gaps and needs.
 - Does Marine Dr have the traffic volumes to justify the lane configuration?
 - It is a very important freight corridor west of I-205, and is just two lanes east of I-205. Future projects may examine alternatives like freight-only lanes that could allow for a new arrangement in the right-of-way.

7:25-7:45 – Freight Plan Update (15 min)

Francesca Jones, Gabriela Giron, Sean Doyle (PBOT)

The [2040 Portland Freight Plan](#) (2040Freight) is an update of the City's 2006 Freight Master Plan that will guide PBOT to support safe, equitable, efficient, and sustainable urban freight over the next 20 years. After tremendous community, stakeholder, and collaborative agency partner engagement, there is a Public Review Draft of the plan out for your full review and feedback. The project team reviewed key elements of the plan and important feedback points.

- See presentation for details.
- Committee question: How does this relate to the previous discussions about Powell, if at all?
 - The Plan does look at some classification changes and we might be able to change some classifications in the long-term to encourage freight use along Holgate. However, Union Pacific's shipping container unloading place is separated from the Annex where

trucks pick up the containers to deliver them to their destination. Trucks using Holgate, 26th, and Lafayette is the only reasonable route right now. We're in conversations with Union Pacific about potential ways to address this issue, though this is separate from the 2040Freight Plan.

7:45-7:55- Modal Committee Evaluation, additional detail (20 min)

Francesca Jones (PBOT)

In 2022, modal committee members (bicycle, freight, and pedestrian), alumni, and staff began participating in an effort to look deeper at what's working and what should change across the modal committee system as a whole and at what could be possible for making lasting and impactful changes for the future of our engagement with local transportation advocates. The project team will share what was learned in the public/ all modal committee workshop and transportation justice focus groups that took place at the end of last year, asking for suggestions of edits, clarifications, and additions to the summaries, as well as general perspectives on timing and what's next.

- The modal committee eval began in July 2022 and the committees have been repeatedly informed and given feedback.
- Process began by listening to what committee members and former members and staff had to say. From that, a joint problem statement was developed. Peer cities were also interviewed to learn about alternative ways of organizing committees. (There is no perfect answer, and every place is using different structures. There is a slight trend towards CS committees, but those are all structured differently.)
- It has always been PBOT's intent not to have recommendations in the final report, but would provide the report to the commissioner and let council make a decision about how to proceed.

**Due to time constraints, this presentation was cut short. Francesca will return to the April BAC and PAC meetings in April to do the planned presentation and committee discussion See presentation slides for details.*

7:55-8:30 - Building a Better 82nd Ave (35 min)

Julia Reed, Mike Serritella (PBOT), and Zachary Lauritzen (Oregon Walks)

PBOT planner Mike Serritella will provided an overview of the [Building a Better 82nd Ave](#) program including funded near-term investments in the works for 82nd Avenue and ongoing planning efforts to further invest in the corridor. This presentation included a look at the [Critical Fixes](#) projects including new street lighting, new and upgraded pedestrian and bike-friendly crossings of 82nd Ave, sidewalk and ADA improvements, tree-lined medians, and other investments to improve safety of all roadway users.

- See presentation for details.
- Committee questions/comments:
 - Comment: Trees are great, but they can conflict with lighting. Trees are also not the only option for greenery; shrubbery is better than concrete. PBOT should consider other landscaping where trees won't work and pay attention to lighting when installing trees.
 - What kind of diversion is expected from drivers moving off 82nd?
 - Most diversion during this critical fixes phase will be from the median that might require some people to go around/take a different route. PBOT is doing some analysis, but it is likely a small amount of traffic that would be diverted.
 - How will the curb ramps be installed?

- All corners will have curb ramps that are perpendicular to the crosswalk (i.e. two crosswalks per corner rather than a shared one in the corner of the intersection). The median will double as a pedestrian refuge area at crossings over 82nd. Ped buttons will have vibration and sound to assist people who are visually impaired and/or hard of hearing, as is PBOT standard.
- Is there a way to engage youth to answer questions like how to best use spaces available? They often have the best answers and are the future users of the street.
 - The project team is working with the local high school and have some workshops with elementary schools along the corridor.
- Comment: I tend to want to separate cars and bikes as much as possible. Would it be more important to get a transit line down 82nd and a parallel biking greenway, at least in the core between Halsey and Division. Burnside is also a major avenue for bikers and the crossing at 82nd is *very* poor. Crossings at Glisan & Stark run right into I-205 intersections, making Burnside preferable for biking.
 - Reply: Yes, there are plans to improve/expand the 70s and 80s greenways so there is generally a bike corridor within a quarter mile of 82nd. And the Burnside crossing will also be improved, along with many others.