

City of Portland  
**Pedestrian Advisory Committee**



**October 18, 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](https://zoom.us/webinar/register/WN_AqQQPv8TRXq_mTySFg1Y8g)

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

- Downtown resident: I heard a rumor that some funding for Vision Zero was cut and I'm not sure why that would be the case given recent events.
  - *Response: To our knowledge, funding has not been reduced for Vision Zero.*

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

- Vision Zero update
  - There have been seven (7) traffic deaths on Portland's Streets since the August meeting (September's meeting was the walking tour).
- Hot topics from Committee members
  - Update on Powell Blvd Jurisdictional Transfer in light of Sarah Pliner's death on Powell on October 4. Commissioner Hardesty has released a statement (Oct. 6) renewing calls for a future jurisdictional transfer. ODOT Director Kris Strickler released a statement (Oct. 10) directing staff to "evaluate possible options to quickly transform Powell into a safer roadway," and announcing "a community forum on Oct. 20 at 6 p.m. at Cleveland High School. Representatives from the Portland Bureau of Transportation, ODOT, Portland Public Schools and TriMet will be there."
  - The Street Trust is also hosting an [informational webinar](#) on Wednesday 10/19 about jurisdictional transfers and orphan highways.
  - PAC recruitment drive is starting to fill a few vacant spots on the committee. Since the PAC has already done a recruitment drive this year, seats will be filled from existing applications. PAC members are asked to email Gena Gastaldi by the end of the month if interested in being on the selection committee reviewing those applications. Ideally the selection committee will meet in mid-November to identify top candidates and then send out notices by the end of November/early December.
  - Bureau and Budget Advisory Committee liaison, Josh Roll, reminds the committee of his role and asks if there are issues people would like brought before the BBAC.

**6:20-7:05 – Modal Committee Evaluation** (45 min)

*Francesca Jones (PBOT)*

Francesca presented on the status of the Modal Committee Evaluation, with time for Q&A from PAC members. Francesca also told the PAC members about an upcoming Modal Committee Evaluation

Workshop, scheduled for October 25<sup>th</sup> at the Portland Building. Link to presentation: [PowerPoint Presentation \(portland.gov\)](#)

- PBOT has 5 modal coordinators (pedestrian, bike, freight, transit, and accessibility) and there are 3 modal advisory committees (pedestrian, bike, and freight) and a lot has changed in the past few decades since they were established.
- The evaluation process started with listening to the committees and staff identify issues and engaging with other city committees on their process. Next we will be exploring benefits and trade offs to potential changes. The last step will be a complete report to the transportation commissioner.
- What we heard:
  - Unclear change and expectations of engagement
  - Lack of communication between committees limits problem solving
  - Unknown impact and limited connection to elected officials that the committees serve.
  - Committees are not representative and there are perceptions of inconsistent influence among committees.
- Questions and Comments
  - PAC member: The committee needs a goal statement that links committee input to project outcomes—are committees the right place to get that input, maybe we don't need modal committees or we need something more cross topical.
  - PAC member: I feel powerless on the PAC and would be more effective in an advocacy space outside of the PAC. I will not stay on for another term without structural changes.
  - PAC member: Meaningful engagement is great, but I'm here for meaningful change. Engagement is high-quality and interactions productive, but there is little follow up to know whether feedback is incorporated or not.
  - PAC member: I didn't hear anything about the structural changes to onboarding. Currently members spend a lot of time just getting up to speed. The more time we can effectively contribute during our two-year term, that could address some of the lack of power we perceive.
  - PAC member: It seems that the Bicycle Advisory Committee has more influence than the PAC. This presentation is the exception to the norm, with a short presentation and lots of time to talk rather than very dense presentation with little time for conversation.
  - PAC member: I'm surprised by feedback shared from city staff. That committees don't feel heard, and staff feel attacked, is disappointing. It's important for us to know if we're being set up for failure because we don't know how to give constructive feedback and personally set up for failure because we're led to believe our feedback is helpful. So how can committee members give helpful feedback, which might help people decide that this isn't something they would like to do/is the best space for them to engage.
    - Having certainty about what kinds of projects and programs come before the committee to ask the committees and when to present in the planning process to be most helpful could help address some of those concerns.
  - Public Comment: Citizens have not been heard and have not been consulted, particularly in East County. I am very upset and glad that PBOT is open to hearing us.
  - PAC member: virtual committee process has been great for improving representation from around the city compared to an in-person, downtown meeting.

**7:05-7:50 – E-Scooter Program (45 min)**

*Jacob Sherman (PBOT)*

Jacob Sherman, PBOT's E-Scooter Program Manager, updated the PAC on the status of the e-scooter RFP. There was time for discussion about PAC member concerns, as well as time for a Q&A.

- RFP was released in June, closed in August. Received 6 proposals. There are 3 goals for the program: reducing VMT, promoting safety and consumer protections, and reducing racial disparities & advancing transportation justice.
- Changes coming to a long-term, permanent program.
  - Revenue sharing agreement with the city to operate.
  - Lock-to requirement similar to Biketown (scooters will have to be physically locked to a bike rack) and expansion of bike rack installations.
  - Improving and incorporating technology like speed governors and geofencing and in-app rider education and quizzes for users on proper use. New users will be limited to lower speeds on their first few trips.
  - Fewer operators (2-3) compared to the 6 in the pilot.
  - More scooters citywide and more equitable distribution of scooters throughout city, potentially with a cap on central city deployment and coverage requirements for other areas of the city.
  - Better integration with existing programs and options, like transportation wallet, Biketown, and Trimet.
  - Equitable hiring and workforce development.
  - Improving the complaint process and integrating it with 311.
    - Fill out form on [escooterpdx.com](https://escooterpdx.com) OR call 311 to report improperly parked or damaged scooters and sidewalk riding. Reports should identify the e-scooter company and provide pictures if possible. Ticket goes to 311 and the implicated e-scooter company to resolve.
- Opportunities with long-term program
  - Creates more leverage and stability with partners.
  - Improve experience with fewer apps and increases accountability.
  - Provides more transportation options.
- Challenges
  - Competes with Biketown.
  - Will result in operators leaving Portland given 6 proposals to RFP.
- Visit [Procure.portlandoregon.gov/bso](https://Procure.portlandoregon.gov/bso) to follow the procurement process.
- Questions and Comments:
  - PAC member: During the September walking tour, we encountered some disrespectful scooter riders. What can be done about that?
    - Scooter violations are considered moving violations that the Portland Police Bureau (PPB) has authority over. Call the non-emergency number to report unsafe behavior.
  - PAC member: How does fewer companies improve accountability if they can just pull out of the program, giving them the leverage?
    - We want to get down to two (or three) companies. Moving to one would only happen if it would come with *substantial* benefits, but we are keeping our options open to get the best program possible.
  - PAC member: Can you elaborate on the geofencing and its use?
    - Geofencing is a technology can prevent or limit people from parking or operating the scooters in particular areas. It will be used around certain areas where lower speeds are desirable (Waterfront park, Eastbank Esplanade, and some other areas) and to potentially limit parking in particular locations.

- PAC member: I'm a big fan of e-scooters. We need to be increasing access and improving infrastructure. It gets people out of cars! Cars are killing pedestrians, not e-scooters.
- PAC member: Could we have e-scooter riders have to watch a video to get a permit before they can use scooter?
  - Licensing is typically done by the state, not the city. Most people learned about scooters through the phone apps and the pilot now requires rules of the road to be in the app when riders try to ride. In the future, would like to incorporate quizzes so first-time users/visitors won't just *see* rules but will have to *know* them.
- PAC member: Do we have data on the magnitude of the danger of e-scooters?
  - Based on the year of data we do have (collection was disrupted by the pandemic), there have been 0 fatalities from scooters. Most injuries weren't crashes but users falling and hurting themselves.
- PAC member: What is PBOT doing to cars to match what e-scooter companies are doing with scooters (speed governors, geofencing, quiz requirements, etc.). There is a climate crisis and infinitely more deaths from cars than scooters.
  - Some examples of broader work PBOT is doing: Rose lanes, Pricing Options for Equitable Mobility (POEM) process, expanding bike infrastructure, the quick build program. But other PBOT staff would have a better understanding of broader Bureau work.
- PAC member: Is the scooter program integrated with these other efforts to improve transportation options?
  - Yes. Have a new dashboard with data: <https://public.ridereport.com/pdx>. Integrating bike racks into the planning because of the lock-to requirement.
- PAC member: Referring to the earlier presentation, what feedback do you want from the PAC; what issues are you dealing with regarding pedestrians
  - This presentation is a report back on what we've heard and how it's been impactful/shaped the pilots and future of program.
  - Where would be the places to focus on using tech to reduce speeds/control use and in an equitable manner?
- Are you going to do surveys like that last time asking about what mode people would have used if scooter wasn't available? The survey was impactful showing about a quarter of the users would have driven if they didn't have the scooter.
  - We have limited capacity to conduct such surveys, but there might be academic partners that could help conduct those.

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

- Downtown resident: There have been serious incidents with e-scooters. An elderly lady was hit at 10pm and had to go to the hospital, but the rider took off. I wrote to the [police] precinct to get records and find who did it but records were never obtained. We have the technology to use geofencing to keep e-scooters off sidewalks and that must be considered. The PAC should just be focused on pedestrians, not climate or cars. And it's not the responsibility of the companies to go out and map the sidewalks because the city should provide a shapefile.
- Downtown resident: I like the progress being made.