

City of Portland
Pedestrian Advisory Committee Meeting



Tuesday, December 10, 2024
6:00 – 8:00 PM
 Hybrid Meeting

PAC Attendance:

| | |
|--------------------------------------|-----------------------|
| Tabitha Boschetti <i>Co-chair</i> | X |
| Jason Castaldi | X |
| Oliver Crawford | X |
| Devin Harkness | |
| Lindsay Huber | X |
| Tiel Jackson <i>Co-chair</i> | excused absence |
| Robin McAlpine | X |
| Jana Olsen | excused absence |
| Mark Raggett | X |
| Sarah Risser | excused absence |
| Josh Roll | X |
| Rebecca Sanders | |
| Jonathan Seibert | X (1/2 of meeting) |
| Mary Lee Turner | excused absence |

BAC Attendance:

| | |
|-----------------------------------|-----------------|
| Ally Holmqvist | X |
| Alon Raab | X |
| Brian Larrow | X |
| Caitlin Clark | X |
| Cameron Bennett | X |
| Carol Hasenberg | excused absence |
| David Stein | X |
| David Weymann | X |
| Emilia Day | X |
| Gianna Bortoli | X |
| Jessica Tran | X |
| Jim Middaugh <i>Chair</i> | X |
| Joseph Perez <i>Vice Chair</i> | X |
| Katherine Sheie | excused absence |
| Max Woodbury | excused absence |
| Raquel Stewart | X |
| Sabrina Freewynn | X |
| Sebastian Bishop | X |
| Scott Kelly | X |
| Zoë Saccio | X |

PBOT Staff:

- Gena Gastaldi
- Denver Igarta
- Roger Geller
- Sean Doyle
- Keili Tucker
- Scott Cohen
- Kristin Hull
- Mark Lear

6:00-6:10 – Committee introductions (10 min)

6:10-6:20 – Updates and announcements (10 min)

- Fatal Crash Report: 7 people have been killed in traffic crashes since the last BAC meeting on November 13.
- Committee Member Hot Topics
 - o David Stein (BAC; comment): I've been listening to Vision Zero (VZ) reports for a long time and there was a press conference last week about traffic fatalities with PBOT and the police. We don't seem to have a clue to what's required to achieve zero deaths or serious injuries. PBOT & police are asking for more money. This is three years after the police voluntarily disbanded their traffic enforcement team and now they act like they don't know why there is so much reckless driving, light running, speeding, etc. At the site of a recent crash on outer Division street, PBOT had spent \$11 million on improvements including a median island. But PBOT removed some of that median because business owners were upset over restrictions in vehicle access. PBOT made it less safe to accommodate drivers. We've been working on VA for nine years and we're in a worse place than we were. It doesn't seem like there is any plan beyond "maybe next time we'll get it right." Been on committee for 7 year and it's frustrating. PBOT Director Williams, Public Works Deputy City Administrator Dhanapal—our leadership is not stepping up to be a champion for safety. If we're going to do press conferences, let's do them right. Police tried to say speed wasn't a factor; everything they said was incorrect. They always work to absolve the driver. I hope the fatal crash reports next year aren't as long.
 - o Joe Perez (BAC; announcement): Public comment opportunity to [provide feedback](#) on Oregon Metro's transportation planning process. The Federal Highway Administration and Federal Transit Administration will be conducting a certification review of Metro's transportation planning process. Comments are due Dec. 13.
 - o David Weymann (BAC; comment): Death is a low bar. There are lots of people who get injured and it doesn't take much to permanently change a life. We're all here because we feel passionate about it.
 - o Joe Perez (BAC; announcement): Metro is [soliciting comments](#) on the comprehensive climate action plan, including which proposed climate actions you feel are the most crucial to include in the plan.
 - o Mike Serritella (PBOT staff): The North Portland in Motion plan went to council and received unanimous support. Thank you to Lindsay/Tabitha and the PAC for their letter of support and thank you to Ally for their testimony and the BAC for their letter of support.
 - o Mike Serritella (PBOT staff): The Broadway Pave & Paint project is launching an open house next week. There will be a mailing and gov delivery email announcing it. Please share the open house with your friends and colleagues. Also flagging this as a possible topic for the committees' January sessions. Mike will work with the committee liaison & committee chairs about January.

6:20-7:00 – Fixing our Streets (40 min)

Mark Lear, Shoshana Cohen (PBOT)

PBOT staff to present projects being considered for first two years of funding by FOS and PCEF.

- See presentation & project list for detail.
 - o FOS 3 is the third round of the voter approved gas tax.

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- PCEF (Portland Clean Energy Fund) has allocated quick build funding to PBOT, which allowed the bureau to continue the program after budget cuts, but the projects funded are now being aligned with PCEF funding requirements.
- Share additional feedback with keili.tucker@portlandoregon.gov
- Question (Robin; PAC): Why are three of the recommended projects from the “Safety on Busy Streets” bucket (slide 18) split among districts 2, 3, 4, but not 1 (East Portland)?
 - Answer (Kristin): Funding per district per bucket has to be evenly distributed and some of the projects recommended for D1 are higher cost. Funding those projects means there is less money available for other investments in D1.
- Question (Emilia; BAC): Do we have a visual glossary of terms? It would be helpful to have a symbol next to terms like “pedestrian island” so I know what you’re talking about.
 - Kristin Hull: Lets follow-up to see how we can better communicate that. Might be able to pull together some recent projects and what they costs.
 - Gena: Each of these projects are a snowflake. 70th & Glisan. Not just crosswalk. Center median, all 4 curb ramps, replacing stormwater drains, driveway.
- Question (Brian; BAC): Is the “NE Broadway: 11th to 22nd” project the pave and paint project?
 - Answer: Yes, though the investment listed is the difference between the simple paving and painting (which is funded) and the enhancements that include new crossings island, signal and signage updates, etc.
- Question (Scott; BAC): One thing that hasn’t come up is maintenance. My understanding is that PCEF could be used for maintenance, like sweeping?
 - Answer (Kristin): PCEF has allocated specific funding for bike lane sweeping, but it’s part of a different pot of money.
 - Action Item: Send email with amount of funding for bike lane sweeping.
- Question (David S; BAC): For projects listed, what’s the best way to engage?
 - Answer (Kristin): If it’s bike specific, chat with Roger. For pedestrian or transit projects, contact Gena.
 - Action Item: Follow up about who the contact for the Broadway Pave & Paint is.
- Question (David S; BAC): What kind of collaboration was there across this PCEF funding and FOS and other funding buckets to make sure some parts of city that are not eligible for PCEF don’t stagnate.
 - Answer (Mark): FOS investments are limited based on what voters were told. As a ballot initiative, it needed to have support from across the city. With PCEF, we tried to be responsive to needs while balancing funding requirements.
 - Answer (Denver): Southwest In Motion (SWIM): One thing we were able to line up was pedestrian crossings from the plan. We have done most high priority crossings in SWIM at this point. We have some flexibility to identify the right locations for the next round of investment.
- Comment (Joe; BAC): When you return, please show prior FOS projects and their costs.
- Question (Robin; PAC): As someone who lives in D1, I had some things come up when I saw D1 was excluded from some of those projects. Hearing explanation was helpful, but can we put that on paper or somehow get some reassuring that we’re not just forgotten?
 - Answer (Kristin): We will work on how we’re displaying/sharing this information. It can be easy to miss the reasoning behind the decisions based on how we have it shown now.
 - Answer (Gena): There are also really wide arterials in D1, more so than other districts and they require more expensive infrastructure. Often that doesn’t fit in price range for Quick Build projects. If we can do road reorganizations that reduce the width by a lane or two then crossings would be less expensive and we can do more.
- Question (Ally; BAC): We heard about the PCEF commitment to equity. What about other projects?
 - Answer (Mark): When submitting projects, we really tried to stress to the program leads to be constantly thinking equity. One example is in deciding between two paving projects. One was an investment that would require fixing corners that had decent ramps—they weren’t perfect, but were workable. Another was a project where we have a high percent of disabled kids and a number of corners that don’t have ramps at all. We went with the latter.

- Question (Robin; PAC): You mentioned working on daylighting/vision clearance at corners. How?
 - Answer (Mark): Portland has a long history of allowing parking right up to corner. We can't snap our fingers and fix the problem. We have set aside some money so planners can help define the strategy to prioritize daylighting. And as we're working capital projects, we can fund parking setbacks.
 - Answer (Gena): Signage. No parking signs will be added within 20-ft of an intersection. That funding is in these lists because of the PAC's advocacy.
- Comment (Robin; PAC): Why is Floyd Light Middle School not on the project list? There are no sidewalks along 108th and people in wheelchairs have to use the street. It's a lot of immigrant children and nothing gets done for that school.
- Question (Brian; BAC): Does Oregon have a statutory limit on parking near intersections? I know in California it's 20 feet.
 - Answer (Gena): It depends on the context but it's either 20' or 50'
- Comment (Brian): I'm excited about the 11th and 12th bike lanes. Short distance, but it will be transformational.

7:00-7:05 – Committees split for individual discussions (5 min)

The BAC continued in Room 201, while the PAC will relocated to Room 218.

PAC

7:05-7:55 – Committee business (50 min)

- Select a new PAC Co-chair
 - Mark was nominated by Rebecca via email. Seven members of the PAC were present, representing a quorum of the 14 members.
 - Robin made a motion to vote for Mark as Co-chair. Oliver seconded
 - Motion carried with unanimous support (Tabitha, Robin, Oliver, Lindsay, Josh, Mark, Jay)
- Update on committee letters
 - The NoPIM and 82nd letters were submitted with the plans to council. There is still no response to the letter on the Earthquake Ready Burnside Bridge but have been told the Director is working on it.
 - Question (Robin): What was it we asked about in the letter about 82nd?
 - Tabitha: There is still some prioritization that needs to be done with sidewalk infill. With the current council & government transition, there's been some pressure to get plans in front of this council. We wanted to highlight that that prioritization still needs to happen and the PAC wants to provide input. Essentially parts of plan aren't fully baked and wanted to give voice to that concern.
 - Question (Robin): How do you widen sidewalks?
 - Gena: We will have to buy property. There are places where buildings are built right up to sidewalk that we can't address but if the site redevelops, they will have to meet the new requirements. In places where there's a parking lot or yard and we can buy a few feet, then we can acquire property to widen sidewalk and plant trees. Gena is managing that process.
 - Public Comment: Lived in two neighborhoods that have had partially finished projects. Currently near 44th and Stark where they have added curb ramps, but there's no safe way to cross the street (unmarked). Drivers don't recognize the crossing and the speeds make it really dangerous. If there is some infrastructure is in place, is there funding to help finish these out?
 - Gena: In Oregon, every intersection is a legal crossing whether it's marked or not. PedPDX also identifies crossing gaps and has factors we use to prioritize crossings and you can see how that location scores.
- 2025 goal setting & January retreat

- Tabitha: Aiming for next month to talk about proactive goals for the committee and what might help us get more out of our involvement. Are there topics that people want to discuss or focus on?
- Gena: It can be held at the same time as our regular PAC meeting. I've discussed facilitating that meeting with Francesca Jones, who led the modal committee evaluation and is very into public engagement. But it's your committee and I'm here to help facilitate what you want out of this time.
- Tabitha: The BAC is very engaged with the clear decrease in bicycle use. The PAC's goal is less clear and the thinking is more multimodal.
 - Mark: I think that speaks to the need for more pedestrian data. How can we light that fire and get similarly invested? How can we spend money to collect more data?
- Tabitha: The BAC is talking about history of the committee and some background/context, as well as more proactive agenda setting. My thought is to focus on proactive agenda setting. Do people have thoughts about prioritization?
- Tabitha: We will tell Mike no about coming to the January meeting.
- Josh: I have a couple comments, but will also add that I would vote one more for in-person meetings.
 - I love the idea of more pedestrian counts. I find it remarkable that we still don't systematically count people walking and biking. There are multiple technical and financial challenges. I wish the federal government required us to count pedestrians and bikes. I don't think we would count cars like we do if the federal government didn't require it. I work for ODOT for my day job. Have done some work moving forward push buttons at traffic signals to act as a pedestrian counter. Not possible everywhere, but initial results seem promising.
 - 2) Might be good to get a presentation about some of the factors in crashes. Would like to move to a risk-based response rather than crash-based. Not everyone reports crashes. A lot of ODOT funding is dependent on crashes in a particular location; if two locations are geometrically identical, but one had a crash in the last 5 years and the other didn't, the state treats the one with the crash as more dangerous.
 - 3) Are there other people we would like to come in and present about state of practice in other parts of the state or county? We have access to PBOT staff. We also have PSU up the road. Our own Rebecca Sanders is another resource.
 - 4) I'm interested in standing up a program in the city where citizens like us who don't work for PBOT can get a permit to put low cost, high-impact traffic calming on residential, low speed/low volume roads. On neighborhood streets, through a permitting process, can residents be allowed to put in some planter boxes and help mitigate problems we don't have funding to deal with (small residential streets are a low priority for the city). I will share presentation the presentation he and another PAC member put together a few years ago about what a neighborhood safer streets program might look like.
- Tabitha: What information would be more useful to us? What outcomes do we want to focus on? How do we want to conduct our business—do we need subcommittees, or want to do something outside our monthly meetings?
 - Mark: Observationally, how we use the two hours is important. To Josh's point, is it presentations, data...but how do we best advise the organization?
 - If we're going to do crash fatalities each month, can we come up with a way to be more actionable and proactive? It's a tough way to start a meeting. Can we do something at an intersection where there was a crash?
 - Robin: who paints the bike white and puts them out?
 - Sarah Risser visits crash sites and has put out ghost bikes. Sometimes an organization or loved ones.
 - Denver: We had a modal committee eval process that happened about a year ago. We spoke with committee members, alumni, staff and it turned up a lot of things you all have just said around being heard, being effective, time well spent. It would be good to see some of that

- brought into the retreat. What do you want to prioritize with the recommendations that came out of that?
- Denver: There are also a lot of small things that help can. Example is more information and direction to presenters about what their ask is at the end. There are things we can incorporate to make the existing structure better. Bigger structural changes have been put on hold until we know with new form of government what is happening. But even questions like should we meet in person are important to talk about.
 - Denver: I also oversee staff on the freight committee, which is a bit different. They do more site visits. The bike committee does rides. Ped committee does walks on occasion.
 - Action Item: Share final modal committee evaluation report with committee
 - Denver: Gena also talked about what we've done for the last year tracking letters. They used to go to the commissioner-in-charge and it was up to them to respond. But now we are trying to be more proactive in seeking responses to letters from bureau directors.
 - Tabitha: Maybe we need to track the big projects more
 - Mark: Spend more time looking at maps and priorities. What are we going to do different now that we've been doing VZ for 10 years. Bikes are fired up because long term decline. But we don't know what the pedestrian situation is. What about 82nd? What are some ideas to try?
 - Robin: one idea could be to have a point person or subcommittee to follow major projects. They can keep the pulse on what's happening with a project and report back.
 - Mark: it's all matter of time.
 - Tabitha: Oregon Walks' plans and projects team used to have a similar model with a point person following projects.
 - Josh: When city went through review and didn't make any recommendations, that was disappointing to a lot of people. Putting process on hold makes sense with change in direction. Is there anything planned for going through another process or figure out if any of them have a vision for how this plays out.
 - Denver: no staff work is being done on that currently. There are recommendations in the final report and there is space for the committee to advise one what changes you'd like to see.
 - Tabitha: There's also the issue of this committee advising PBOT and council. Might also include police or stormwater. Are there more discussions/presentations we should be receiving from BES, or Water, etc.? How do we advise the city overall, and not just PBOT.
 - Gena is a resource to help facilitate presentations from other bureaus and organizations. For example, [Trees in the Curb Zone](#) is being funded by BES.
 - Robin likes meeting in person. She didn't want to come today, but she gets more out of it coming in person. Mark agreed.
 - Tabitha: There are more side conversations. She had a conversation with Joe Perez from the BAC as the committees split. Hybrid is here to stay.
 - Mark: can we do meetings at a community center or other locations? Maybe a rotating meeting.
 - Mark: It would be helpful to have summary slides for presentation and how they specifically address PAC priorities.
 - Tabitha: We need more pointed questions from staff to be able to provide helpful feedback. There were two presentations this fall that tried to do that more which was helpful and appreciated.

BAC

7:05-7:55 – Committee business (50 min)

Following are notes from the BAC-only portion of the meeting:

- Request to have Broadway Paint and Pave project come to the committee in January.

- Retreat Planning: In addition to Jim and Sabrina, Joe Perez, Scott Kelly, David Weymann and Cameron Bennett volunteered to help with the organizing.
- Joe will continue to work to convene a meeting with local bicycle advocacy organizations; potentially resulting in a joint meeting with the BAC. Potential organizations to engage with include: Community Cycling Center, BikeLoudPDX, Oregon Micromobility Network, The Street Trust, Andando en Bici y Caminando (ABC "Biking and Walking")
- Joe has also been crafting a letter regarding the city (PBOT budget)
- Discussion about vegetation trimming noting an apparent disconnect between PBOT maintenance and what needs to be done.
- Suggestion about engaging with the Portland Police Bureau to discuss enforcement of traffic laws
- Retreat discussion:
 - Sabrina discussed a general outline for the day (as shown below); morning will be dedicated to knowledge-building.
 - Principal focus of the day will be on what the BAC can do to get more people biking
 - What do biking improvements look like?
 - Why do people bike for transportation?

7:55-8:00 – Public Comment

Eric Wilhelm discussed the difficulties he experiences biking east from Beaverton along the Beaverton-Hillsdale Highway. He mentioned issues with inlets (especially at Shattuck), vegetation and large vehicles cutting into the bike lane. He advocated for advisory bicycle lanes without centerlines.

Nic Cota asked for an update on the misapplication of shared lane markings (sharrows) on NE Delaware.

Roger responded that PBOT has recognized the error and intends to correct all misapplied markings. The agency is currently negotiating with the contractor about price.

David Stein and Cameron Bennett both mentioned the poor conditions of temporary patching associated with capital projects. They mentioned that even permanent patches have not been great.

8:10 – Adjourn