

City of Portland
Pedestrian Advisory Committee
Meeting Minutes



December 20, 2022

6:00 – 8:00 PM

Members of the public may register in advance for this webinar at:
https://us06web.zoom.us/webinar/register/WN_1vpSQDZ0TnWhwv22ojxFFg

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

- interested in the Vision Zero report, as 2022 has been a particularly dangerous year for pedestrians.

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

- Interest in hearing from VZ team
 - o Interested in hearing about lowering speed limited, unified PBOT response to crashes
 - o The pressure of speeds (particularly freight)
 - o Is the city incentivizing WFH and promoting remote work?
 - o Drivers seem more aggressive than pre pandemic
 - o Lane reconfigurations and safety outcomes
- Interest in hearing an update on the modal committee evaluation

6:20-7:05 – PBOT's 5-year paving list (45 min)

Zef Wagner (PBOT)

PBOT planner Zef Wagner will present to the committee PBOT's proposed five-year paving list. Discussion will focus on good candidates for pedestrian infrastructure and other improvements, potential treatments on those corridors, and options for funding those improvements.

- Funding- there is money somewhere. Need for pedestrian advocacy in the budget process.
 - o It's a systemic problem because we don't charge the appropriate amount for driving
 - o PAC member on the BBAC; we'll never get to where we need to go without more revenue. We have good revenue options and ideas, but we're a self funded Bureau and we don't get General Fund, we're funded mainly by parking and gas tax. Need to make this an issue that more Commissioners care about and more people understand. It's a political challenge more than a technical challenge.
- Frustrating to see crosswalks being striped as the minimum treatment. Stripes don't protect pedestrians and give people a false sense of security when crossing. There are a lot of pedestrians who don't use crosswalks and that's one thing.

- How are they meeting the challenge at NE 33rd and Prescott and at NE 33rd and Going. I just don't want to see safety sacrificed at the lack of funding
 - o 33rd at Going - the crosswalk there feels much safer than the one at Prescott, because cars can't turn as much.
- How is the HCN considered for prioritization? Baked into the PedPDX prioritization.
- Is there a place to plug into this work? In the past this has been ad hoc, but we're being more intentional now that we have a 5 year list.
- These are good opportunities for setting up the road for future investments, like ped islands.
- Is there a plan for including vegetation in medians? Only when appropriate like in 50-100 foot medians. Looking at opportunities for trees and shrubs and how to maintain those.
 - o Bunchgrass and other grasses that don't have deep roots.
- Members could form a subcommittee to rank the list or group can give general feedback; if you feel like the program is underfunded, then say that.
- FOS3 is a good opportunity to advocate for additional funding, especially for pedestrians. Recruiting for the FOS Oversight Committee now: <https://www.governmentjobs.com/careers/portlandor>
- At MLK and Cook there's a ped crossing, but it's not visible. It's on the deficient crossing. PBOT got a federal grant and there are several crossing upgrades coming to deficient crossings.
- Would like to hear from PBOT leadership a safety presentation and a sustainability presentation. Where is the vision and the leadership on these topics of safety, sustainability, and safety? How do we change the funding structure, instead of thinking outside the box on WHAT IS THE PLAN. If the plan is just not upsetting drivers, then we're screwed. No matter where we look our leaders are not meeting the moment. It's infuriating and heartbreaking.
 - o Remind those in power that we can do the gas tax again, and that we've done it before and we can do it again.
- What about funding from electrification?
 - o We're not replacing the gas tax with electric vehicle tax, so we are losing revenue with the electrification. The ODOT VMT fee is a pilot.

7:05-7:30 – I5-RQ Supplemental Environmental Assessment (SEA): Committee discussion (25 min)

Committee discussion about developing and submitting comments as part of the formal comment period on the I-5 Rose Quarter project's SEA.

- The new off ramps being proposed land in a ped heavy area (moda)
- The public comment period during the holidays feels like it's dissuading
- Value statement for pedestrians
- This is a highway project and is this where we would be putting our funding and staff capacity if this was coming from a pedestrian-centered strategy.
- Feels like ODOT is being deceitful and who is being held accountable. We need a name (or names) of who to address it to.
- Tabitha and Michelle will draft the letter. Tiel and Rebecca will review. Committee to vote to approve Tabitha and Michelle to write and co-chairs to review to approve.

7:30-7:40 – Public Comment (10 min)

- None