

City of Portland  
**Pedestrian Advisory Committee Meeting**



**Tuesday, September 19, 2023**  
**6:00 – 8:00 PM on Zoom**

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

- No public comment

**6:10-6:20 – Introductions/Announcements/Hot Topics** (10 min)

- PAC co-chairs & staff liaison have discussed having less agenda driven meetings on a quarterly basis to allow deeper discussion about core issues.
- Implementation could start in the new year as new committee members are onboarded. The format would likely be in-person (hybrid)—it's easier to get to know people in-person and the summer walking tour showed the value of congregating in-person, given some people's communication styles/preferences.
- PAC recruitment: A full recruitment drive will kick-off this fall. November/December timeframe for selecting new members from applications. If current PAC members would like to renew their term on the committee, please email Gena with a written confirmation. PAC members serve 2-year terms and can renew up to 4 times.

**6:20-6:50 – Vision Zero Update** (30 min)

*PBOT staff from the Vision Zero program will be present, if PAC members have any questions or comments.*

- 13 people were killed since the last PAC meeting on July 11, including one on the morning of Sept 19. There were no fatal crashes in August.
- Dana Dickman, Traffic Safety Section Manager, commented on how the bureau is using its limited resources to have an impact—where the Bureau can invest in changing our roadways, safety has improved.
- PAC questions/comments:
  - Question: Dana mentioned limited resources a couple times. Is that related to PBOT's ongoing budget issues?
    - This goes beyond PBOT's acute budget issues. The scale of investment that is needed is huge. We have done some major road redesigns that bring large levels of investment to a corridor to improve safety, but those projects only address one corridor at a time. We have dozens of corridors that need major investment.
  - Question: Most people seem to be killed in vehicles or motorcycles. Should we be focusing across all road users when we reflect on people killed or just

pedestrians? On Marine Drive it's a speeding problem, which is dangerous to everyone, but mostly people driving that seem to be dying. How do other committees respond?

- Tabitha (PAC Co-Chair): Peds are the most vulnerable users of the road, but having a larger look at the scale of the issue can be helpful.
- Gena (PBOT): The freight committee does not reflect on fatalities; The BAC does reflect on the full list of fatalities regardless of mode. But it's up to the committee how you want to use this time.
- Comment: At the July meeting, when Commissioner Mapps attended, I felt unsettled by how deferential committee members were to him and how little he was challenged. This may not be the place for accountability of elected officials, but days after visiting the committee Jennie Diaz was killed standing on the side of the road. We were commiserating with the commissioner about how dangerous our roads are, but he has actual power that we don't. It's enraging. Safety might be improving in pockets, but the scale of the problem is so overwhelming.
  - Response: Committee members have resigned because they feel like we aren't doing anything. It's an ongoing problem.
  - Dana Dickman (PBOT): We want you to hold us and our elected officials accountable. It wasn't a commissioner or bureau who committed to vision zero. It was the city, but we don't have a city working to eliminate fatalities. We have a tiny team with a small dwindling budget. The bureau has a limited realm of influence: we are able to change roads. We need you (the committee) to continue to raise these issues; we need your voices. Keep pushing back.
  - Kristin Hull (BOT): One thing this committee does well is ask hard questions in a supportive way. Holding us accountable doesn't mean you have to yell at us, and hopefully we can meet you in an open and honest way. But it's important to have your voices that remind us of the importance of this work.
- Comment: I was taken aback by the cancelling of the August meeting. There was a press conference about safety where elected officials didn't answer anything and the police commissioner admitted they reduced enforcement as a political ploy to get funding back. It just seems like nothing is happening.
- Comment: The commissioner talks about safety, but now is moving to remove safety infrastructure downtown. They say one thing and then do the opposite. It's a lot of talk about safety but action against safety.
- Question: I have heard from folks at the Governors Highway Safety Association that FHWA has money but not enough people are applying for implementation grants. They want pilot projects.
  - Kristin Hull (PBOT): We did not apply in the last round of the Safe Streets and Roads for All grant program. I will be talking about grants more later in the meeting.

## **6:50-7:15 – Crossing Gaps- planning and implementation (25 min)**

*Gena Gastaldi (PBOT)*

*PBOT Pedestrian Coordinator will provide an update on process for addressing crossing gaps.*

- See presentation for details.
- To fill gaps, we are establishing a framework with simple, moderate, complex crossings based on the context.
  - Simple crossings involve ADA ramps, stripping, and signage.
  - Moderate can also include changing street cross sections with paint, adding median islands or curb extensions, adding warning signage.
  - Complex can also include signals like RRFBs (half or full), large medians, curb extensions.
- Committee member homework: review spreadsheet of complex crossing locations. Please review and add local context (e.g., the school kids tend to cross a block away in the afternoon, so that might be a better location). Share your feedback with us and we will incorporate that into the initial planning/engineering we're doing to enable us to apply for grant funding.
- Questions
  - In the complex crossing example, what would it take to make the full mast arm RRFB a half signal?
    - It's a T intersection and primarily serving high school and transit, so the unique context here influenced the design, and it was built to meet ODOT standards. PBOT will be building a lot of half crossings in future projects.
  - Are salaries incorporated as part of project implementation?
    - Cost of projects includes the time of people constructing it.

## **7:15-7:50 – PBOT Grant Updates (35 min)**

*Kristin Hull, Zef Wagner, Mike Serritella (PBOT)*

*PBOT staff will provide an overview of recent awarded grants as well the applications for the 82nd Ave Cully/Sumner and N/NE Broadway Main Street Neighborhood Access and Equity (NAE) Grants. The NAE program emphasized assisting economically disadvantaged or underserved communities.*

- See presentation for details.
- Questions on 82nd:
  - It looks like the project area ends at Killingsworth/Lombard. There are some significant sidewalk gaps along those streets, primarily to east of 82nd. Is there any planning to address those?
    - Yes. In initial scoping we started looking at Lombard. It was not included in this grant because that it is in a more industrial area whereas the grant is more about connecting residential areas.
    - As you get north of Webster Street, it's a complex ODOT intersection and Lombard is a state highway. Addressing the deficiencies will be very high cost, we won't have as much control over the design, and we didn't have time to work with ODOT to figure out what they would agree to improve in a grant. A future transit project could allow us to bring orders of

magnitude more funding to the area if this stretch of road is included as part of the route. We really want to improve that area as well.

- Is a bus lane being considered?
  - Yes, but as part of a different but complementary planning process being led by Metro.
- Questions on Broadway/Weidler
  - Can you say more about PPS Prophet Site Redevelopment (PPS administrative headquarters)?
    - That's a site Albina Vision Trust has been looking at as a phase 1 redevelopment opportunity to bring in housing, but also maybe community/education spaces. There is some initial site planning happening now to see what that might look like with PPS. PPS has agreed to give AVT first right of refusal for this site if PPS sells it.
  - How dependent is this plan on the I5RQ project?
    - When we designed this project, ODOT was not looking at additional construction in the rose quarter. We designed it to be as flexible as possible, so it's not dependent on I5RQ, but is designed to complement it. The bulk of this money will be spent on either side of the highway project area from the Broadway bridge to Wielder and then from 1st to 7th.

#### **7:55-8:00 – Public Comment** (5 min)

- Yaakov Bressler: As a new attendee and recent transplant from NY, I feel encouraged by the optimism seen in the face of this huge problem of ped deaths. I'll be back. Maybe our short-term goal is to keep talking about it. I'm with you.
- Kristin Hull (PBOT): PBOT Director Williams will be attending the PAC meeting next month. That would be a good time to bring up some of the issues discussed today. The director values frank and honest discussion.