City of Portland

Pedestrian Advisory Committee

March 19, 2019

6:00 – 8:30 PM

City Hall, Pettygrove Room

Committee Members:	Alternate Members:
Brenda Martin* Elaine O'Keefe* Brian Landoe* Mark Person + Patricia Jewett * Evelyn Ferreira + Matthew Hall * Kenzie Woods * Josh Channell * Tiel Jackson + Josh Roll * Ashley Schofield + Kevin Glenn* Zoe Klingmann * Marcella Crowson *	Don Baack Kelly Reid James (Jim) Fairchild *

** Indicates committee members in attendance // + Indicates committee member excused*
Staff Present: Michelle Marx, Kerry Aszklar
Special Guests and Speakers: Jennifer Bachman (ODOT); David Backes (PBOT), Mark Lear, (PBOT), Shelli Romero (ODOT)
Community members: Doug Klotz, Marian Rhys.

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

- Public comment/questions for committee
  - No public comments were made.

6:10-6:30: Hot Topics/Project Status and Updates/Announcements/Committee Business (20 min)

- Code of conduct
  - Michelle went over the PAC Code of Conduct.

- Resignation and new member appointment
  - Elka stepped down as a PAC Member; The Co-Chairs appointed Kevin as a permanent member to fill the vacancy.
  - Due to schedule conflicts, Mark would like to step down as a permanent member and be a PAC Alternate. The Co-Chairs will appoint another Alternate to take Mark's spot.

- Upcoming PAC agendas

- April's PAC meeting includes PedPDX, Portland's Citywide Pedestrian Plan, and possibly the Division Transit (but that presentation may be moved to June to present jointly with the Division Multimodal Project). Michelle noted that the June meeting may be a joint meeting with the Bicycle Advisory Committee, in which case it will shift to the second Tuesday of the month (the BAC's scheduled meeting time). May's PAC meeting will include a visit from Commissioner Eudaly, rescheduled from February, as well as the East Portland Arterial Streets Strategy, managed by PBOT Project Manager Steve Szigethy.

- PedPDX Update
  - Michelle updated the PAC on PedPDX View and Review Parties open houses. Next PAC meeting will go over PedPDX in detail with the PAC. Michelle reminds PAC that PedPDX is open to public comment through May 3, and will likely to go to Council in June.

- 82nd Avenue and NE 102nd Avenue
  - Josh C. updates the PAC on the 82nd Ave. Project, a joint project with the Bureau of Planning and Sustainability. PAC wants to hear more from PBOT Project Manager, April Bertelsen.
  - Josh C. presents a drafted letter in support of the NE 102nd Ave Safety Project. The PAC voted unanimously to submit the letter to the PBOT project manager for inclusion in the project record.

- Update on Gideon Overcrossing
  - Brenda provided an update on the Gideon Overcrossing. The location of the bridge has been decided at SE 13th /SE 14th.

- Other hot topics
  - No other topics were brought up.

6:30– 7:10: N Lombard Multimodal Safety Project (40 min)
Jennifer Bachman (ODOT); David Backes (PBOT)
ODOT is beginning a major public outreach push for the Lombard Multimodal Safety project that will reduce Lombard from 4 lanes (2 lanes in each direction with parking on one side) to 3 lanes (1 lane in each direction with a center turn lane and bike lanes). The intent of the project is to improve safety for all users on this High Crash Corridor between N Fiske Ave and N Wilbur Ave. The project also includes many pedestrian improvements throughout the corridor such as new crossings, audible pedestrian signals and ADA ramps. ODOT Project Manager Jen Bachman will provide an overview of the project and solicit PAC feedback on the pedestrian elements.

Additionally, the City of Portland is pursuing streetscape and pedestrian enhancements along the N Lombard Corridor, both along the St. Johns Main Street (N St. Louis to N Richmond), and between N Drummond and N Mississippi. PBOT Project Manager David Backes will provide an overview of both of these projects. Additional project information is available at https://www.portlandoregon.gov/transportation/77938 and https://www.portlandoregon.gov/transportation/article/650420

Key questions/issues for the PAC:
Requesting PAC feedback regarding pedestrian design elements and letter to ODOT leadership in support of the Lombard Multimodal Safety project.

Jennifer Bachman presented on the Lombard Multimodal Safety project. The main aspect to the project is the lane reconfiguration from 4 lanes (2 lanes in each direction with parking on the north side, to a three-lane configuration with one center turn lane, two through lanes, and bike lanes). Jennifer brought up how the project area along N Lombard may be expanded further east, depending on if funding is acquired. Jennifer briefly went over the existing

conditions on N Lombard, specifically the walking and bicycling experience. She pointed out the poor condition of curb ramps and the lack of safe pedestrian crossings.

Other major changes to N Lombard aside from lane reconfigurations include the removal of parking on the north side of Lombard, paving, replacing outdated traffic signal equipment, and looking at enhanced pedestrian crossings such as Rectangular Rapid Flashing Beacons (RFFBs) and median refuge islands.

A community member asked how this project will affect bus lines. Jennifer replied that the project hopes to improve the existing conditions for buses. Josh C. asked, is this project collecting long-term pedestrian counts? Jennifer replied yes, that the counts are based on 24-hour counts (as opposed to 8-hour or 4-hour counts). Brian brought up that there is no crosswalk on Peninsular to Greely, and asked if there are plans to install them. He mentioned that this is probably the highest pedestrian activity in area, and that left turns by cars are dangerous. Jennifer replied that ODOT is looking at this section because it is a bottleneck point, and that operationally, they are looking at having interior crosswalks. Shelli Romero, the ODOT Area Manager, brought up that the project is full outsourced to a consultant, and that the project is collaborating with PBOT Planner Zef Wagner. Shelli said that they are looking at this area and pedestrian improvements, but not sure the extent of the changes yet. Since this is a joint project with PBOT, the specifics will depend on the results of the study. Brenda asked why the lane width will be 12 ft? Is that ODOT's standard? Jennifer replied that 12ft is standard for lanes, 14ft for freight, and that the center turn lane will require exception. A PAC member commented that a one-foot buffer distance for bikes is not super comfortable. Jennifer replied that further west on Lombard, there is a bike lane with same width and same buffer width. The installed bike lane will connect to that bike lane on the west, and to N Delaware on the east which is a neighborhood greenway.

Jennifer returned to the presentation, saying that construction is scheduled for 2021. She brought up that there was an open house last week for this project, and shared that opposition for this project is focused around local businesses and parking. People brought up how there are limited ways in and out of the area (other ways are the St. John's Bridge, I-5, and N Columbia Blvd), with limited access points, and people are concerned about congestion. Jennifer noted that the bicycle community was happy that a bike lane is planned. Overall, she said there was a 50/50 split between support and opposition for the project.

Brenda asked about schedule for letter of support that is being asked from the committee. Shelli said the next couple of months is fine, perhaps prior to the next open house.

Elaine asked, how are you working with the local businesses? Jennifer said they are canvassing and talking to them. Elaine followed up and asked how severely impacted will they be? Jennifer replied, we don't know, and pointed out that the bicycle community will be able to access these businesses now. Jennifer remarked that ODOT has right-of-way jurisdiction from curb-to-curb, while PBOT has jurisdiction over sidewalks. Brian noted that many businesses on the northside of Lombard have off-street parking lots. Kenzie asked if there is any recourse for businesses if their parking is taken away? Shelli mentioned that this is a federally funded project, and money is not allowed to go to reimburse business. It's hard to predict impact on business.

Josh C. remarked that after touring the area, it's definitely scary for pedestrians to cross, and that businesses could stand to benefit from these improvements. Pat mentioned that it's scary to park and open your door onto Lombard. Josh R. commented that it's a great looking project and gave positive feedback on it. Zoe seconded Brian's earlier comment about Peninsula and Greenly – cars making left turns come very fast, putting pedestrians at risk.

Josh R and Brian volunteer to write letter. Josh C. asked to emphasize left turns and crossing elements. Motion put to a vote, and PAC approves the motion to write the letter in support of this project.

Presentation transitions to David Backes on the N Lombard Pedestrian Enhancements. He went over a trio of projects on N Lombard, including a traffic signal at the Lombard-Fenwick crossing. He mentioned it's a little bit of a

bike crossing project based on how bikes use the crossing, and that design has not started. The second project are a series of N Lombard pedestrian enhancements being done in partnership with Prosper Portland. Improvements in the west node area of the project (N Drummond Ave to N Burrage Ave) include sidewalk improvements and street trees and furnishing zone improvements. The east node improvements between NE Albina Ave and N Mississippi Ave include ADA upgrades at the Albina traffic signal and curb ramp construction. The last of the trio of projects includes improvements at N Lombard Main Street in St. Johns. This project includes tearing out the street car tracks that have been paved over for over 100 years, which has created a crowning of the profile of Lombard that has created an unusual slope. This has impacted adding curb ramps that meet ADA standards. What this means for the street is the opportunity to install curb extensions for pedestrians and bus extensions, so they won't have to pull halfway out of the road.

Pat asked how this will keep semi-trucks off of N Lombard? David: unsure yet. Josh C. commented that it's great to see ODOT and PBOT presenting together.

7:10-7:50: Regional Flexible Funds Grant Applications (40 min)
Mark Lear (PBOT)
As the federally designated Metropolitan Planning Organization (MPO) for the greater Portland, Oregon area, Metro is responsible for administering federal transportation dollars over which the region has allocation authority. Every three years, Metro conducts a process to select specific investments in the region's transportation system to be funded with these dollars. This process is known as the Regional Flexible Funds Allocation (RFFA). Mark will solicit PAC input on the list of active transportation projects the City is submitting to Metro for RFFA grant funding requests.

Key questions/issues for the PAC:
Requesting PAC feedback on the proposed list of projects.

Mark Lear went over the proposed list of projects that PBOT is considering submitting to the Regional Flexible Funds Allocation. He explains that the actual decision by Metro will not happen until December, but may return in the fall when this list is scoped down. He also said that if there's a project a member wants to see happen, then to contact the project manager and to organize and build support for that project because that matters a lot when projects are selected. He also went over how funding is given out – Metro receives these funds as the metropolitan planning organization.

Brenda asks if projects are presented in any order in particular? Mark replied, no – when projects are submitted in June, all are submitted in no particular order. The technical review happens between June and August, and in September, the "scoring" of the projects is released. He also mentions that a small match is required for all projects.

Project Discussion. Click here for a .PDF of the list of projects.

Josh R asked about the MLK project and if it is the same as the MLK project that was built in 2018. Michelle answered that it's a different; the previous project was at a different location on MLK. Mark commented that using PedPDX and other plans help to build support for projects.

Mark says that the total funding package is $40 million. All projects are still in scoping phase and the price of them isn't solid yet. Overall, though, 10% of funding is dedicated to freight.

Mark mentions that the 122nd Ave project will focus on a certain node (to be determined) of project – not the entire project.

Mark goes over the last project, the trail connection from the Springwater Corridor to 17th Ave trail project. He mentions that it's prioritized by mayor of Milwaukie and a joint effort.

Elaine asks how does the scoring of projects fit in with this tiny piece of a trail project? How would this be measured? Since there are no car crashes because there are no cars. Mark responds that Metro probably incorporates that aspect into their scoring.

Josh C brought up that there's a concentration of projects in areas with higher equity scores, and others that aren't in those areas. Is there a strategy to distribute projects around the five quadrants? Mark responds that they want to stay true to equity goals and prioritization goals, but also have to have some balance. Josh follows up and asks if there are other projects in Portland that are not in the packet? Brenda answers and says there's the entire TSP (Transportation System Plan).

7:50-8:15: No More Freeways (10 min presentation, 15 min PAC questions/discussion)
Aaron Brown will present the perspective of No More Freeways for PAC consideration as they review and comment on the I5RQ Environmental Analysis.

Aaron was unable to attend the meeting.

8:15-8:30: PAC Deliberation: I5RQ Environmental Analysis comment options.

The PAC begins discussion by considering what approach to take with comments. Michelle says there are two types of comments that could be impactful from the PAC: 1, commenting on the methodology, and 2, the impacts and mitigations identified in the report, and whether any additional mitigations need to be incorporated into the project as it moves forward into design.

Brian comments that he is surprised that they didn't consider the potential impact that congestion pricing would have on future conditions, and that it's unclear what impacts there will be on surface street improvements.

Josh R. spoke on the safety aspects of the environmental assessment, commenting that the safety methodology used in the analysis is not up to the current state of practice. He continues saying that interstates have the lowest fatal and serious crash rates of all ODOT facilities (arterials, neighborhood streets, intersections, etc.) – it's a very low crash rate compared to urban arterial facilities. He also emphasized congestion pricing as an alternative to consider. He also says that the project will induce more travel, which may not make it safe for pedestrians as traffic spills over to surrounding surface streets.

Brenda commented a few things that the PAC could comment on. One, requesting that the PAC have a seat on the stakeholder committee during the design process to continue to be engaged with the project. Two, while highway caps are new, she suggested that the PAC press ODOT to not just build them for the sake of the bridges they are also building. Three, that the project's ramp entrances make pedestrian crossings worse. Brian comments that the way the caps are designed would preclude the Albina Vision.

A member of the PAC asked for further details on how Environmental Assessments (EA) and Environmental Impact Statements (EIS) work. Josh C abstains from substantive discussion on the I5RQ EA, but as an EA practitioner provides an answer about the general process of an EA. He says that EAs could take two paths: 1. If all impacts are mitigated, the FHWA could conclude with a "findings of no significant impact" (FONSI); if not, then the FHWA could require an agency to do a full EIS, which requires more evaluation of alternatives.

Michelle reminds the PAC that the comment period closes on April 1, and there will not be another PAC meeting before then. Josh C. asks about the relationship between PedPDX and the project. Michelle responded that PBOT asked ODOT to include an analysis of crossing spacing gaps (per the PedPDX crossing spacing guidelines) in the project's area of influence in the EA, and also asked ODOT to identify impacts to streets and intersections according to the proposed pedestrian classifications in PedPDX.

Marcella expressed concern about the steep grade of the Hancock/Dixon connection that is replacing the Flint bridge. Brian says that Portland Public Schools will ask for an EIS because of potential air quality impacts on Harriet Tubman Middle School. Matthew supports the request for an EIS because of the potential air quality impacts. Josh R. supports the idea of commenting on air quality as well, based on concerns about fuel efficiency. Elaine asked what the PAC strategy is. Michelle commented that the air quality section showed that air quality would improve because of fleet change over and less idling.

Brenda: motion for PAC to write letter from the Committee stating the PACs concerns with the EA, and recommending that the project conduct a full EIS. The list of concerns to be included in the letter will include:

- Concerns that the safety methodology used in the analysis is not in accordance with the current state of the practice
- Desire to have ODOT look at congestion pricing as a mitigation option, and concern that congestion pricing was not factored into assumptions about future impacts.
- Concerns about air quality and the impacts to Tubman Middle School
- Not enough emphasis in the EA on surface street improvements, especially around freeway ramps. The PAC wants to see signal phasing addressed at signalized crossings to separate pedestrian crossing phases from vehicle turning to mitigate the impacts to the pedestrian experience at proposed ramp locations.
- The PAC wants the freeway caps to be built so they can accommodate future development, not just construction approach needs.
- The PAC has concerns about the steep grade of the Hancock/Dixon connection, and requests better mitigation measures for this steep grade.
- The PAC is concerned about the removal of the Flint bridge given its current heavy use and the good access it provides.
- The PAC needs a seat on any steering committee for the design of the project.
- In summary, the PAC believes there are inadequacies in the EA and recommends the project complete a full EIS to better analyze the impacts to the community in the area.

Brenda's motion to write a letter including the points above was seconded. Kenzie asked how impactful is it to write a letter on air quality when they are the pedestrian advisory committee? Zoe: I don't think those two things are mutually exclusive.

Vote was taken:
In favor: 10
Vote again: 1
Abstain: 1 (Josh C.)

Motion passes, a subcommittee is formed to draft the letter – Brian and Josh R. A brief timeline to draft and submit the letter is discussed.

Meeting adjourned.