City of Portland
Pedestrian Advisory Committee

Summary Meeting Notes
Tuesday, May 17, 2011

Committee Members:
David Aulwes*
Roger Averbeck*
Don Baack*
Carolyn Briggs*
Betsy Clapp*
Daniel Friedman*
Marianne Fitzgerald*
Rebecca Hamilton*
Erin Kelley*
Doug Klotz*
Rod Merrick*
Elizabeth Mros-O'Hara
Ellison Pearson*
Marian Rhys*
** Indicates a committee member in attendance*

Bureau of Transportation Staff:
April Bertelsen, Pedestrian Coordinator

Guests:
Katja Dillmann, Office of Mayor Sam Adams
Carry Watters, Commissioner Fritz Office
Jessica Tump, TriMet
Wendy Cawley, Portland Bureau of Transportation
Ellen Vanderslice, Portland Bureau of Transportation
Michelle Poyourow, Consultant
David Hampsten, East Portland
Sue Stall, subcommittee member on Portland Disability Commission

Hot Topics, Points of Interest, Successes

- Roger announced an Open House for the Oleson Road Realignment Project: Wed. May 25th from 4:30 – 7:00 pm at Montclair Elementary School (7250 SW Vermont St, Portland, OR 97223). This Washington County traffic safety project affects many SW Portland residents, is very close to the City of Portland boundary, and the eastern segment of Beaverton Hillsdale Hwy is a Portland designated high crash corridor.

Review and Approval of March and April Meeting Notes

Review and approval of March and April 2011 meeting notes was postponed until next month as Kate McQuillan was out sick.

Crosswalk Traffic Engineering Safety Analysis

Wendy Cawley, PBOT High Crash Corridors Traffic Safety Engineer, presented updates on the three high-crash corridor safety projects as well as information in regards to background literature and methodology used by PBOT to analyze the corridors and recommend treatments. As for methodology, PBOT first reviews Zegeer reports, which have been studying crosswalk safety for several decades. PBOT also uses National Cooperative Highway Research Program (NCHRP) Report 562, (Title: Improving Pedestrian Safety at Unsignalized Crossings), and current traffic volumes. If traffic volume is more than 12,000 cars/day, then a raised median is recommended. If traffic volume is

greater than 15,000 cars/day then additional treatments are recommended. Additional metrics analyzed include: peak traffic volumes, pedestrian volume, width of roadway, and traffic speeds on roadway. Counts are sometimes also performed after the installation of signals and crossings.

SE 122nd Corridor near Midland Library

The SE 122nd Ave Crossing near the Midland Library is serving as a current case study for the High Crash Corridor Projects. PBOT completed an analysis that indicated a traffic island would not be sufficient due to high pedestrian counts and the Midland Library driveway traffic. In fact, it was found that more traffic goes through the Midland Library's driveway than through SE Morrison Street which is not signalized. Signals were warranted for each crossing, including a full signal at SE 122nd that can be activated by both cars and pedestrians and that will cost roughly $150,000. Crosswalks will be installed on both sides of the Library's driveway. The full signal is currently under design and is expected to be installed in late summer 2011.

SW Barbur Corridor

A new median refuge island will be installed at Beaverton-Hillsdale Highway and SW 43rd Avenue, and an existing island located at Beaverton-Hillsdale Highway and SW 63rd Avenue will be retrofitted with Rectangular Rapid Flashing Beacons (RRFBs). Installing a new island costs approximately $25-40,000 depending on the size and whether there are cut-throughs.

SE Foster Road Corridor

Rectangular Rapid Flash Beacons are already installed at SE 82nd and Francis and at SE Foster and 80th. These are less expensive than HAWK (or High Intensity Activated Crosswalk) signals that cost about $100k to install.

North Williams Traffic Safety Project

Michelle Poyourow, project consultant (subcontractor for PBOT) and Project Manager Ellen Vanderslice provided an update on the North Williams Traffic Safety Project. The goals for the project are to add capacity to the currently "over-flowing" bike facility; to reduce operational conflicts between the bike lane and the bus; to improve pedestrian safety and comfort; and to reduce motor vehicle speeding. Through outreach on the project, the community has expressed four major concerns for the North Williams project corridor (between NE Broadway and Killingsworth): crosswalks along N. William do not function well; traffic speeds are high; bus/bike conflicts are prevalent, including the perceived "bus/bike weave"; and there is limited bikeway capacity. PBOT has a budget of $370K over the next two years for improvements.

PBOT engineers studied the street in four segments. In 3 out of 5 segments, engineers found that fewer cars were on the road than could be accommodated in one auto lane, even though the street has two auto lanes. It was proposed that those three segments along N Williams be converted to one auto lane. In Segment 4 (between Cook and Skidmore), where traffic volumes are higher because of the Fremont Bridge approaches, engineers proposed that there be two auto lanes but that traffic would be slowed down using signal progression. Some community members would like to see Segment 4 reduced to one lane, (which could put more traffic on other arterials), but other community members are concerned that this proposal would change the character of the street too much.

The project needs to address the concerns of the community. The project is more about the perception of danger than the actual danger of the corridor. Some bicyclists in the corridor only use sidewalks instead of the bike lane because they perceive bike lanes to be too dangerous.

Treatment ideas discussed were:

- Install a cycle track that would widen the bike lane, to be located between the curb and parked cars. This idea was the most popular at the open houses but would the most difficult to implement.
- Manage the crossing of the bike lane--keep the bike lane where it is, but add width and buffers to the existing bike lane.

- Move the bike lane to the left side of the street.
- Separate buses and cyclists in time, by having separate traffic signals for buses and bikes.

PAC thoughts/ideas/concerns for the project include:

- Cycle track is a good option, as it makes a de facto pedestrian island in the street.
- Surface treatments could be made to help encourage cyclists to yield to pedestrians.
- One traffic lane is better for pedestrians, rather than two.
- Eliminate parking to make room for the bus to get over to the right?
- Move bus stops to the far side of the crossings to prevent holding up bicyclists behind buses.
- In a one-lane configuration, might stopping buses halt traffic entirely?
- Will there be bus-stop islands on every block? How will visually impaired pedestrians know where to cross?
- Making it easier for bikes to move could make it harder for pedestrians to cross. Cyclists may not stop for pedestrians who wish to cross.
- For all places where there is a cycle track, LIFT vehicles cannot access the sidewalks directly, so how would this be resolved for people who need door-to-door service? LIFT would likely need to unload passengers in the buffer between the traffic lane and the cycle track. (Wheelchairs can legally use bike lanes.)
- If bus stops are moved to the beginning of the block, rather than the end of a block, this could be safer.
- Raised or colored crosswalks cold help encourage cyclists and motor vehicle drivers to stop for pedestrians at non-signalized intersections.
- Parking is included in each possible solution.
- One motor-vehicle lane could be problematic in Segment 4 because of the high traffic volume, but is being considered. From a policy and engineering standpoint, one lane is fine. The difficulty could be the neighbors' perspectives.
- Segment 1 has three lanes of traffic at present, giving the project more space in this area.
- Anything that affects cars will also affect buses, except that buses do not need parking.
- Private lift vehicles could remain parked, whereas TriMet LIFT buses would not.
- We need to be sure that we are learning from the lessons on SW Broadway, where cycle tracks already exist.
- By placing the bike lane on the left, it could help reduce all of the modal conflicts and also be one of the least expensive solutions. (However, there could be problems for cyclists who want turn right, as most who need to turn off the street do.)
- In the rain, pedestrians will be more likely to get wet (splashed) on islands.

Metro Regional Flexible Funds Candidate Projects Update

On June 1 at 6pm, the City of Portland will hold an open house at the Portland Building in which the City will take comment on the finalized list of five candidate projects to submit to Metro on June 17. Members of PAC will be welcome to comment. $6.6 million in regional flexible funds will be allocated to active transportation projects and the request is for more than $8 million. In the final recommendation, project scopes or values could change, or a reduction in the number of projects could occur. Community input is required to help shape the recommendation.

There is a $3 million total project cost minimum value. Members expressed concern that we do not have enough information on the project costs or selection criteria.

Criteria for scoping/prioritizing:

- Improve access to/from priority destinations
- Improve safety
- Serve underserved communities
- Complete the last mile of the trip
- Increase end-use or ridership by providing a good experience
- Serve high density or projected high-growth areas

- Include an engagement/outreach component
- Leverage funds
- Reduce need for highway expansion

Projects submitted for funding:

1. East Portland In Action
2. Sullivan's Gulch Trail Design
3. Bike Sharing Program (but concern that the Bike Sharing Program doesn't meet the highest priority criteria).
4. Barbur Boulevard Streetscape/Pedestrian Plan
    - Project area: SW Moss to SW 26th along Barbur Blvd, near two major grocery stores that are being redeveloped (Safeway and Fred Meyer).
    - Within a quarter mile, there are schools, parks and residential areas with unimproved streets
    - Bike lanes and sidewalks have gaps in this area
    - Numerous commercial driveways have poor access management, creating hazards for walking and biking
    - There are freeway off-ramps and on-ramps and freight conflicts
    - The arterial is at an angle to the street grid, and skewed intersections are more hazardous than standard perpendicular intersections
    - This is within a high-crash corridor, with future high-capacity transit potential
    - This is a Pedestrian Network Analysis focus area for TriMet
5. Foster Road Safety Enhancement
    - Focus on ped & bike improvements, key focus being crossings
    - Would be focused on 63rd to 72nd and crossroads near 82nd and 84th
    - Would be a pre-cursor to streetcar, helping build out infrastructure now

PAC members should communicate questions or concerns to April. The committee recommends projects 1, 4, and 5 move forward. The estimated cost of these three projects totals $6.5 million which fits with the City of Portland allocation of $6.6 million. A letter is not needed, as April will convey our support.

Meeting adjourned at 9:13pm