

Sam
Adams
Mayor

Tom
Miller
Director

**North Williams Traffic Operations and Safety Project
Stakeholder Advisory Committee WORKSESSION**
October 11, 2011, 12:00 – 2:00 pm
Red Cross, 3131 N Vancouver Ave, Training Room 11

Meeting Notes

Committee Members Present:

Allan Rudwick, Neighbor
Ben Foote, Neighbor
Debora Leopold Hutchins, Sistas Weekend Cyclers (Committee Chair)
Diana Moosman, MOSI Architecture
Dwight Terry, Terry Family Funeral Home
Gahlana Easterly, Neighbor
Jana McLellan, Port City Development
Jazzmin Reece, Reece Consulting LLC
Jerrell Waddell, Life Change Christian Center
J.W. Matt Hennessee, Vancouver Avenue First Baptist Church
Karis Stoudamire-Phillips, Boise Neighborhood Association
Kenneth Doswell, Betty Jean Couture
Laurie Simpson, Eliot Neighborhood Association
Melissa Lafayette, Jesuit Volunteer Corps Northwest
Michelle DePass, Neighbor
Mychal Tetteh, Village Market
Nathan Roll, Metropolis Cycle Repair
Pamela Weatherspoon Reed
Paul Anthony, Humboldt Neighborhood Association
Steve Bozzone, Willamette Pedestrian Coalition
Susan Peithman, Bicycle Transportation Alliance

Committee Members Absent:

Caitlin Wood, Portland Commission on Disability
Irek Wielgosz, King Neighborhood Association
Jordan Freeauf, Eddie Murphy Cabinets
Jorge Guerra, Oregon Association of Minority Entrepreneurs
Noni Causey, Neighbor
Tom Anctil, Anctil Heating and Cooling

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Members of the public Present:

Carla Danley
Scott Lieuallen
Ed Abrahamson, Irvington Neighborhood Association
Paul Rudwick
Russ Willis

City and project staff present:

Ellen Vanderslice, Portland Bureau of Transportation, Project Manager
Wendy Cawley, Portland Bureau of Transportation, Traffic Engineer
Rob Burchfield, Portland Bureau of Transportation, City Traffic Engineer
Michelle Poyourow, Public Involvement Consultant
Joan Brown-Kline, Public Involvement Consultant
Mia Birk, Alta Planning + Design, Consultant

1. Welcome (Committee Chair Debora Leopold Hutchins)

Debora asked the group if anyone had observations from the September walking and bicycling meetings to share.

Michelle DePass said that she had a long history on the street and appreciated getting to revisit some of the places she knows and see how much they have changed, with different zoning, more heavy commercial use. She remembers when there was the Black Panther health clinic, where she had her first job, and her family did everything on Williams. Now she sees a real lack of black-owned businesses on the street.

Ben Foote liked getting to talk with fellow committee members during the walk.

Gahlana Easterly also appreciated the opportunity to talk with other SAC members and also the various people walking on the street, and to get their opinions and perspectives. She has done a lot of walking, but this was the first time in a couple of years she had walked the whole length of Williams, and she noticed how much it has changed.

Matt Hennessee said he appreciated getting to see in practice how the buses need to pull over through the bike lane to the stops, and how difficult it was to walk across Williams at Tillamook. He also was impressed that all of the things they saw on the walk have been brought up to the SAC in the past.

Susan Peithman said that she appreciated people coming out for the bike ride in 100 degree heat. She thought the experience of riding in a big group on Williams was interesting.

Allan thought it was different to be biking in such a big platoon, because drivers deferred to the group when if they'd each been riding by themselves they would have had a harder time crossing streets.

Mrs. Easterly said that on the bike ride, she inhaled more bus fumes that she normally likes to, but she valued the real demonstration and experience of riding on the street, along with looking at the problem areas where traffic bogs down. She also noticed how touch-and-go it was in traffic on Vancouver near I-405. She noted how fast traffic was going up near Going St, headed for the light at Alberta, when they used the speed gun at the end of the walk. She could see that we need more than just the crosswalks that are out there, that other things need to be put in place.

Jerrell Waddell said that what he saw on the walk is consistent with what he sees on a typical day: several cars, bikes, large trucks trying to make turns onto streets like Failing. All of it, for him, illustrates the need to make smart choices about what is done in that particular stretch of Williams, by Life Change Christian Center, where traffic really heats up.

Jana McLellan said she wasn't on the walking tour, but that Port City uses TriMet LIFT buses to move a hundred forty people with disabilities every day. The LIFT vans use Port City's parking lot. She has heard from those drivers that they are very anxious when coming onto Williams from the lot; they can never be sure how fast that bike is coming, and the trees make visibility and line of sight bad. She said one of Port City's solutions would be to have the LIFT vehicles load on Williams, but she realizes that may be in conflict with the goals of the project.

Debora said that she enjoyed the walk and the bike ride; she was reminded that Williams isn't safe for any mode right now. Seems like the configuration we have today just doesn't work, and because she works at TriMet managing risk and insurance, she thinks about the risk TriMet operators face when pulling into a stop.

Kenneth Doswell asked Debora if she thinks that it is not safe because of the traffic volumes. She replied that it's the configuration of the street that she thinks is a problem. For the walking tour, she came a little late and parked at the Elks Lodge, and was standing there for a long time trying to cross Williams, and it was hard to do.

2. Subcommittee Assignments (Debora Leopold Hutchins)

Debora told the Committee that Pastor Hennessee had contacted her and suggested that a small group draft some Guiding Principles for the Committee to consider, to inform how they proceed. She asked whom on the Committee would be interested in meeting once with Pastor Hennessee to draft up these Principles.

The people who volunteered were: Michelle DePass, Susan Peithman, Allan Rudwick, Jerrell Waddell, Steve Bozzone, Jazzmin Reece and Ben Foote.

Next, Ellen Vanderslice told the group that the City is continuing to plan the next Community Forum on North Williams. She has commitments from the Mayor and from the bureau heads of Transportation, PDC, and Planning and Sustainability that they can attend on November 28th, from 6:00 – 8:30 pm, so that is when it will be held. She is interested in extra help planning the Forum with a few Committee members. Debora mentioned she thinks it's important that all of the Committee members attend if they can.

Kenneth asked what the Community Forum will be. Ellen replied that it will be a chance for community members to come and tell the Committee more about what they want on Williams, and to answer questions from the Committee.

The people who volunteered were Kenneth Doswell, Michelle DePass, Susan Peithman, Pastor Hennessee, Gahlana Easterly, Allan Rudwick and Jana McLellan.

3. Committee Binders (Ellen Vanderslice)

Ellen addressed the project binders that each Committee member had been given. These binders contain all past agendas and minutes from Committee meetings, technical background on the project in the form of the Existing Conditions Report, historical background in an article called Bleeding Albina, the report from a PDC/PBOT traffic safety project that took place in 2006 and 2007 on Williams; and bios of Committee members.

Ellen said some members might notice things that were not included from the original project documents, such as the original project description and the Stakeholder Advisory Committee charter. That is because the Committee will revisit these things in its rechartering session next month.

4. The Portland Active Transportation Story (Mia Birk, Alta Planning + Design)

Mia Birk leads the consultant team helping the City with this project. She opened her presentation by saying that she tells the story of how Portland ended up with the

transportation system it has today often, all around the country, as other cities work to make active transportation better on their streets. She said she feels very good about the direction this project is going, and she is sure they can find a set of solutions that can be implemented on North Williams.

(Mia Birk's presentation is available for viewing or download at Scribd.com:
<http://www.scribd.com/doc/70292991/Mia-Birk-s-Presentation-N-Williams-SAC-Mtg-10-11-11>)

Mia began her presentation with an overview of transportation history in Portland since the 1960s. She described how, due to citizen pressure (from a group called STOP – Sensible Transportation Options for People) the City had changed course from a plan to build many freeways, and instead of building the Mt. Hood Freeway through Southeast Portland, used that federal funding to build the first MAX line to Gresham. Waterfront Park was built on the site of the old Harbor Drive Freeway that cut off downtown from the waterfront. Pioneer Square was built on a block that used to be a parking garage. Portland's citizens embraced the ability of humans to shape their destiny.

In 1971, Oregon passed a law that is sometimes called “the bike bill.” It said that whenever roads are constructed or reconstructed, facilities for walking and bicycling have to be included, and that 1% of all transportation funds have to be spent on sidewalks and bikeways. The law was sometimes ignored until the 1990s but now all needs are considered when transportation agencies are building projects.

She gave a short history of the bicycle and pedestrian planning in the City of Portland. The City's first bike plan was in 1973. Bikeways at that time consisted mainly of bike route signing, and there were bike commute days, but not much more. In the 1990s things picked up steam. In 1991, there was a change in federal funding. The federal transportation legislation for the first time set aside funding for walking and biking, and all of a sudden money was available. Portland was ahead of the game due to the vision of then-City Commissioner Earl Blumenauer, now a congressman and national champion of livability. Bicycle advocates got organized in 1990 with the Bicycle Transportation Alliance.

Mia got the job of running the City's bicycle program in the 1990s and found a lot of resistance to change. She started biking around the city with a roadshow in a trailer, talking to people about safety, about the health consequences of a sedentary lifestyle, about air quality, and about how better facilities for bicycling could help address those issues. She and her staff asked people, if they had \$100, how would they spend each dollar on transportation? The end result of all this work was the City's Bicycle Master Plan adopted in 1996.

At the same time, the City was working on the Pedestrian Master Plan, which was adopted in 1998 (and which Ellen Vanderslice worked on). It included policies, street classifications, design guidelines, and implementation strategies. The design guidelines were effective because every engineer and every staff person who deals with streets received training to implement them, and they have been implemented over time. About one quarter of the projects in the plan have been implemented.

With the 1996 bike plan, the emphasis was on getting bike lanes, and there were several ways of getting bike lanes onto a street. If the existing travel lanes were wide enough, they could be narrowed. That's how the lane was installed on North Williams Avenue. Other ways included the "road diet" (taking a four-lane two-way street and making it a three-lane street – two travel lanes plus a center turn lane), or trading off on-street parking for bike lanes.

Meanwhile, over the past decade the City has developed a lot of great programs for encouraging people to try active transportation, like Sunday Parkways, Safe Routes to School, and SmartTrips. What we've seen is that, with a very modest investment – less than 1% of the City's capital budget – active transportation use has increased, and at the same time, safety has also improved.

During Mia's presentation, there were questions. Mia referred to the update of the 1996 Bicycle Master Plan, the Portland Bicycle Plan for 2030, which City Council adopted in 2010. Michelle DePass made the comment that the Bicycle Plan was written with very little input from people of color. She also asked why Williams was designated as a bikeway, instead of designating a parallel side street (like Salmon St is for SE Hawthorne).

Mia replied that N Williams was designated a Major City Bikeway in the Plan because it connects a large area directly to the bridges to downtown; because it is relatively flat (and flatness is very valuable for bike routes); because the side streets around it don't go straight through; and because it has destinations on it that people want to bike to. Also, lots of people are using it already, 3,000 a day. (Jerrell asked Mia if that number was from the summer, and she said yes; the City counts are performed each August and September.)

Mia pointed out that in the 1996 bike plan, NE MLK Blvd was originally considered as the main north/south bikeway, but it wasn't a good choice for many reasons. NE 7th Ave was considered, but it is narrow, adding bike lanes would mean taking out parking on one side, and it only goes as far as NE Alberta. NE Rodney is in the plan as a bikeway, but it jigs and jogs. But she, personally, likes riding on it at times, and certainly doing some kind of a bikeway on Rodney is an option she believes this Committee could make a recommendation about.

Michelle DePass and Jerrell Waddell asked if the decision to make Williams a Major City Bikeway is final; Ellen explained that the decision is partway through the process of becoming final. The Portland Bicycle Plan for 2030 has been adopted by Council, and its contents are now considered “recommendations” for the City’s overall Transportation System Plan (TSP), which will be updated soon. The decision will be final when it is adopted into the TSP. Jerrell asked when that updating process will start, and Ellen said she was not sure, but she would find out and report back.

Carla Danley suggested that Mia include information about the Americans with Disabilities Act and the benefits of accessible sidewalks and paths to the bicycle network. Mia agreed.

At slide 67, Karis Stoudamire-Phillips asked Mia what dollar amount the 0.7% percentage of the budget spent on bicycle facilities represented. Mia answered that it equals about \$2.8 million.

5. North Williams Traffic Engineering 101 (Wendy Cawley, Portland Bureau of Transportation)

Wendy Cawley, a traffic engineer at the Bureau of Transportation, told the group that she was asked to come in and give a fresh look at the North Williams data and traffic engineering, and talk to them about how an engineer thinks about the street.

The notes she spoke from for her presentation are reprinted below, with questions and comments made during the meeting in italics:

- 1) Traffic is like water in pipes
 - a) It will find the path of least resistance. If one “pipe” gets smaller, water will flow down other pipes. If one part of the network gets a big flow of water, other water will be displaced and will go down different pipes. If a new pipe is installed, water will flow down it and away from others. The whole system rebalances itself constantly.

The city has policies about what “type” of trips should be served by different roads; for traffic, Williams is a “Neighborhood Collector.” The next step up is a “Major City Traffic Street,” and NE MLK Blvd is designated as that. The next step up is a freeway, like I-5, though the City doesn’t manage the freeways.

But the truth is that traffic just follows the path of least resistance. People aren’t expected to know what “type” of road they should choose to get home, or how they should drive on each type. Water doesn’t ask what kind of pipe it’s flowing through. But the engineers know, and think about it when managing traffic on the street.

2) How traffic flow is controlled - How much traffic can go down a street is mostly affected not by the number of lanes, or the posted speed limit, but by the intersections and the design of the street.

a) Intersections – You can make changes there to let more or less traffic flow through them.

i) Signal length – The amount of green time the street in question, like Williams, gets in each signal is like how long you leave the spigot open.

Say you wanted to get more cars through – that is, increase the capacity of the street – on Williams at Shaver. That is a 70 second signal cycle – the greens, yellows and reds for both streets take up 70 seconds, and then it starts again.

Right now, Williams gets a 36-second long green. Shaver gets a 26 second green. You could give more green time to Williams, and less to Shaver. Of course, that affects how traffic moves on Shaver, and that’s something to look at before making that change. It might not be worth it.

ii) Actuated vs. timed – Another thing that affects green signal time for Williams is pedestrian crossing time and whether it is automatic or “actuated.”

If you are walking on Shaver, and you come to Williams, you don’t have to push the button for the walk signal to come on for you to cross Williams. It happens automatically. And it gives the full “old lady with a cane” amount of time for you to walk across Williams. This happens whether someone is there walking across the street or not.

Shaver doesn’t have much auto traffic on it, so there are times when there are just a few cars on Shaver, and they quickly get through the green light, and then the green light and the crosswalk signal persist even though there are no more cars and possibly, no pedestrians crossing.

You can set that signal to be pedestrian “actuated.” This means Shaver does not automatically give a pedestrian walk signal each time, and the green light on Shaver can turn to yellow and red once all the cars and bikes are through (the detectors under the pavement can tell when that happens). This might mean that sometimes Shaver gets a full 26 seconds of green, but sometimes it gets less – and the extra time gets allocated to Williams, allowing more cars to move through the intersection on Williams, increasing the capacity there.

You can also set the green light for Shaver to be “actuated” by cars or bikes, so that there is no green light at all unless a car, bike or pedestrian trips the sensors or pushes the button.

However, if you’re walking on Shaver, and the intersection is now “actuated,” you will sometimes arrive when Shaver has a green. But since no one has pushed the button there isn’t a walk sign and you have to wait through an entire light cycle to get to walk. This is a degradation of the pedestrian experience. It might not be worth it.

- iii) Turn lanes – You’ve seen an intersection back up because someone is making a turn, and they are sitting waiting for pedestrians or bikes to pass through, meanwhile none of the cars behind them can go straight. If you can get that turning car to wait off to the side, in a turn lane, you can get straight-going cars through the intersection more quickly.

The busiest right-turn for car traffic on Williams is at Fremont, and there is already a right-turn lane there for this very reason. But there could be opportunities to add turn lanes to other intersections, to increase capacity. Sometimes adding a turn lane requires converting one or more car parking spaces, though.

- b) Design elements

- i) Speed limit – The set Speed Limit on a street really relates to its design. If the feel of a street makes it comfortable to drive at 40 mph, people will do that. Engineers can’t set the speed limit much lower than the speed people naturally drive on a street – this is called the “prevailing speed.”

Setting an ambitiously low speed limit and then asking the police to do more enforcement forever is just not an option.

So if a speed limit is too high, you have to start lowering it not by printing and posting new signs, but by designing the street so that the natural speed is lower.

Some of the design elements that lower speeds are:

- (a) Pedestrian activity, busy sidewalks
 - (b) Narrower lanes
 - (c) Fewer lanes (to reduce passing opportunities); if there’s just one lane, people can’t speed very easily unless the street is truly empty.
 - (d) Speed limits (a few people do stick to the Speed Limit regardless of the design of the street, though if there are multiple lanes others will pass them)
 - (e) On-street car parking – people tend to drive slower when there are cars parked on the side of the street, especially if there are often people getting in and out of them.
 - (f) Speed bumps (though these aren’t an option for Williams)
- c) Through lanes between intersections – Capacity is mostly controlled by intersections, but how many lanes you have between intersections does have an effect:
 - i) More lanes just before the intersection means that the “queue,” or backup of cars, at an intersection *looks* shorter, and each person is closer to the intersection when stopped. With fewer lanes just before the intersection, you need a longer green signal time to get the cars started up and through the

intersection; with more lanes, you can get the same number of cars through in less time. The visible length of the “queue” at the light doesn’t matter as much.

- 3) How much traffic does Williams move?
 - a) Today Williams moves, at evening rush hour:
 - i) About 710 cars per hour in its lightest section, south of Russell, and 1,100 cars per hour in its busiest section, around Fremont (see the first page in your handout, below in the meeting notes). (These counts are from fall of 2010.)
 - ii) About 300 bikes per hour south of Russell, and 380 per hour north of Russell. (These counts are from September of 2010.)
 - iii) About 8 TriMet buses per hour, plus LIFT buses.
 - b) “Maximum capacity” – See the first page in the handout (below in these meeting notes). It tells you for each section of Williams what percent of its “capacity” is used today. What does this mean?
 - i) The “capacity” of Williams is how many cars it could move at the most, with the signals and the design the way they are today.
 - ii) As a road gets closer to capacity, traffic slows down. Yet it keeps moving more cars per hour up to a certain point. So it’s good, in a way, that it’s moving more traffic; but its frustrating to individual drivers, who have to drive slower and in congestion. The nicest road to drive on of all is at 0% capacity – just you!
 - iii) On Williams, in the heaviest traffic section (between Cook and Skidmore) we say that it is at “49% capacity” at rush hour. This means that it is moving about half of the traffic it could move (with current signals, lanes and design) if it were completely maximized. With signal changes, it could potentially move even more, in which case the percent of its capacity it is using today would be lower than 49%.
 - iv) This doesn’t mean it would be pleasant to drive on at 60% or 70% capacity, but it would still move. It wouldn’t be gridlock.
 - v) Williams attracts through-traffic only to the extent that it’s a quicker or easier drive than MLK or I-5; so as it approaches a higher percentage of capacity, traffic growth should slow down, because for every few drivers that decide to take it, some number who were using Williams decide to move to a different street.

Ben asked if the City knows what the capacity of the bike lane on Williams is. Wendy replied that there is not yet a calculated “maximum capacity” for bike lanes like there is for car lanes.

Paul Anthony commented that if we decide to make Williams less attractive as an alternative to I-5, then some of the traffic will flow back to I-5; Wendy affirmed this. Paul added that many people he talks to in the neighborhoods around Williams would like to see it used more as a neighborhood street.

Michelle DePass asked if the Williams technical staff was coordinating with the people working on the N/NE Quadrant freeway and streets planning currently underway, and if we could find out what effect that project will have on Williams. Someone else asked if that process would affect I-405 and its exit onto Vancouver at Cook.

Allan said that he has been attending those meetings, that Ellen presented to that group once a few months ago about the Williams project, and that changes to I-405 and the Cook exit weren't part of the planning. Rob Burchfield told the group that the N/NE Quadrant planning process is, like this one, considering many alternatives, so it is hard to ask them what impact the final product will have; they don't know what the final product will be, just like this group couldn't answer the same question about Williams. However, he would expect the biggest impact to be at the "box" of Vancouver/Williams and Broadway/Weidler.

Debora and Rob suggested that it would be a good idea to have someone from that effort come and report to this Committee at a future meeting. Ellen said that she would contact them and try to arrange that.

- c) What growth is expected for the next 20 years?
- i) Keep in mind that any new traffic that is coming to and from development on Williams won't simply be added to the current traffic. Its addition will be offset by some of the existing traffic going to other routes (like I-5 or MLK) because those become comparatively preferable. Also, new residents or employees might find a different route preferable to Williams, depending on where they are coming from.
 - ii) Bike: we don't have a model for future growth in bike traffic. We do have a graph of past bike counts on Williams, at Russell. It is on the second page of the handout (see below in these meeting notes).
 - iii) Cars: We do have a model that takes in land uses (like zoning, and density, and expected growth) and tries to model where people will choose to travel and when. It makes many assumptions that could turn out to be wrong, and it doesn't predict things that could happen – like economic booms or busts; gas price shocks; so on.
Michelle DePass asked Wendy if the model for future car traffic takes into account the growth in bike traffic that the graph in the handout suggests is coming; Wendy said that it does not, so the growth in car traffic could be lower than expected.
 - iv) This model shows that car traffic will go up about 0.5% per year on Williams between now and 2035. (For reference, since 1986 car traffic has grown about 1% per year on Williams, and bike traffic has grown about 20% per year.)
 - v) Transit: Williams is a frequent service bus street, and TriMet has written in their plans that when they can restore frequency in bus service, the #4 will be a high priority line to get back some of its cut service.

- vi) In the City's streetcar plan, there is a line on MLK Blvd, to Lombard. Williams is named as an “alternative” to MLK in this plan. We don't know if an MLK Blvd streetcar line would ever actually get built.
- d) Traffic growth and destiny
- i) Traffic numbers can grow in response to:
 - (1) development,
 - (2) added capacity –more favorable signal timing, or new turn lanes, or more lanes
 - (3) higher speeds
 - ii) Similarly, traffic numbers can go down in response to:
 - (1) a down economy, or neighborhood disinvestment and decline (as some of you may have witnessed in previous decades)
 - (2) reduced capacity (if the pipe gets smaller, less water flows through it)
 - (3) slower speeds, through design
 - iii) So the City, and you all, do have an opportunity here to influence how much traffic grows on Williams in the future. Policy supports reducing traffic growth on Williams, if that's what you wanted to do, because this is designated a “Neighborhood Collector” street, not a “Major Traffic Street” or an arterial. So, you have room to make some choices.
- 4) Speeding on Williams – We have speed data from two locations on Williams in 2008 and 2007 (see the speed profiles on the last page in your binder). *(These are also on page 5 of the Existing Conditions Report, which can be downloaded here: <http://www.portlandonline.com/transportation/index.cfm?c=53905&a=338799>)*
- a) South of Russell, in 2008, we found that 52% of cars were exceeding the speed limit
 - b) South of Failing, in 2007, it was 31%; (in the same area on Vancouver it was 12%)
 - c) (See the last page in your handout, which is below in these minutes, for a graphic illustrating the change in stopping distance for a car travelling different speeds at a crosswalk.)
- 5) What are the current rules of the road on Williams?
- a) Speed limit – 30 mph
 - b) There are actually two School Zones on Williams, with 20 mph speed limits when children are present (for Tubman, around Page St; and for Friends of the Children, around Morris). These seem to be largely disregarded. Most people don't know they're there if you ask them.
 - c) Bike lane laws – The bike lane is legally like any other lane.

Vehicles entering, leaving or crossing it are to signal and yield to oncoming traffic. (This applies to bikes leaving the bike lane and cars or buses moving across it to turn or park.)

People bicycling are allowed to leave the bike lane in order to avoid an obstacle, pass a bike or a vehicle, or prepare for a left turn; but with the signaling-and-yield I just described.

People driving across the bike lane to park, unpark, turn into a driveway or a onto a side street have to signal and yield, just like entering crossing any other travel lane.

People biking in the bike lane have to stop and remained stopped for pedestrians at a crosswalk just like when they're driving.

- d) Crosswalk laws – Every corner is a crosswalk! Certain crosswalks are marked with the white stripes because they are heavily used, or to improve visibility. But legally, marked and unmarked are the same.

The legal obligation to stop and stay stopped for someone crossing begins when they put any part of their body in the roadway – a foot, a hand, a cane.

It is illegal to pass another vehicle stopped at a crosswalk, ever, without first stopping – this is because you can't see through that vehicle, and someone could be walking in front of it.

- 6) Where are the observed crashes on Williams today?
- a) Car-vs-car crashes – at Cook and Williams (and Cook and Vancouver). These seem to be caused by:
- i) Very poor visibility due to parked cars
 - ii) People looking only south for oncoming traffic before making their turn, and not seeing cars, bikes or pedestrians crossing Williams just north of them.
- b) Most crashes involving bikes, pedestrians are under-reported. Even if the police are called, if there isn't an investigation it doesn't go into the crash database that we at the City look at. But here's what we think is happening:
- i) Bikes and car doors – particularly where car parking “turns over” frequently, north of Fremont.
 - ii) Bikes and pedestrians – we haven't heard of any physical crashes, but we have heard of close calls and conflict

Kenneth asked Wendy if, when people talk about, “lane conversion” that means losing on street parking. Wendy replied that “converting a lane” usually refers to a car travel lane (not a car parking lane).

Susan Peithman asked if there were any pedestrian facilities that could help with crossing on Williams, such as curb extensions or bulb-outs. Wendy said that there were.

Diana Moosman asked Wendy how easy it is to change the signal timing, as she had described it in the Shaver and Williams example. Would it require

much money or time? Wendy replied that she would need to talk with the City's signal engineers. Rob said that there might be some new hardware required – such as pedestrian push buttons – but not much.

Mrs. Easterly wondered if another signal between Skidmore and Alberta wouldn't help with the speeding there. At Going there are many people on bikes trying to cross, and people driving from Skidmore have an urge to get the green at Alberta, so it's like the Indy 500 there.

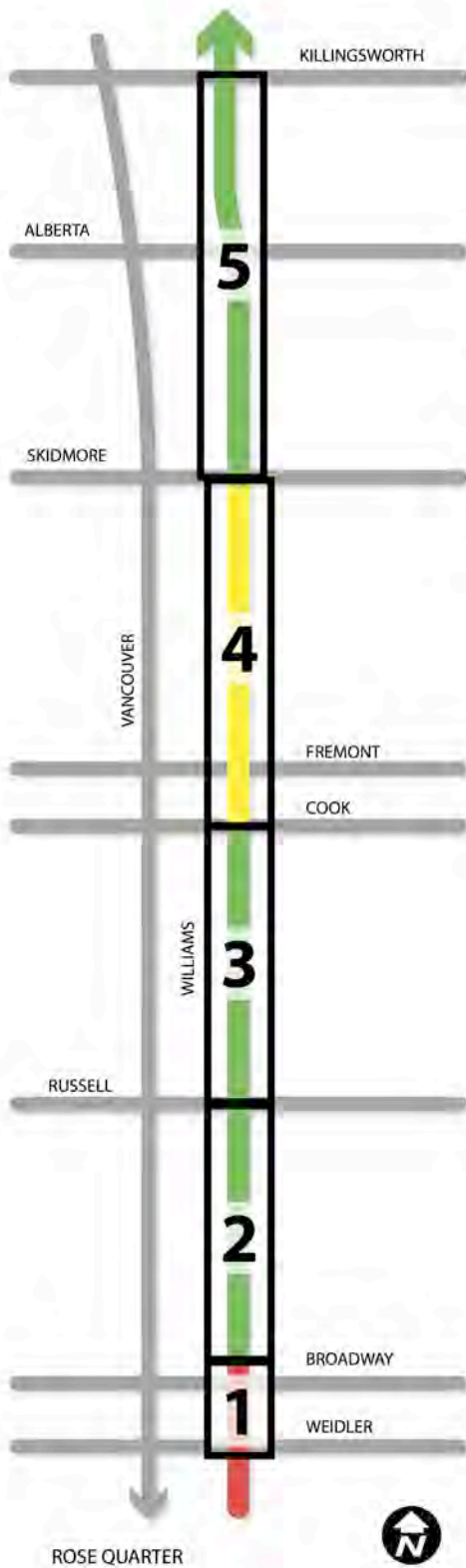
Jerrell asked if the increase in bicycle traffic on Williams was going to make the street like an arterial for bikes, with cyclists using it as a cut-through, like drivers do on Williams today. Ben commented that Williams has two separate designations for biking and driving; for biking, it's been designated a Major City Bikeway, like an arterial for biking, but for driving it's been designated a Neighborhood Collector, less than an arterial.

Susan commented that people seem to take the shortest, smoothest path, no matter their mode. Even when people are walking, they'll just walk the best path; in landscapes you'll see "goat paths" through grass and plantings, where if you try to make people walk out of their way to get somewhere they'll cut through and leave a little natural path. The same thing when they're biking or driving.

6. Wrap up and next meeting: Tuesday, November 1st, noon to 1:30 pm, at the Red Cross (Debora)

Debora thanked Wendy and Mia for their presentations and ended the meeting.

--Meeting notes by Michelle Poyourow and Ellen Vanderslice.



MOTOR VEHICLE VOLUMES (PEAK HOUR)

- Less than 850 motor vehicles
- 850 to 1,100 motor vehicles
- More than 1,100 motor vehicles

5 SKIDMORE TO KILLINGSWORTH
 38% motor vehicle capacity (peak hour)

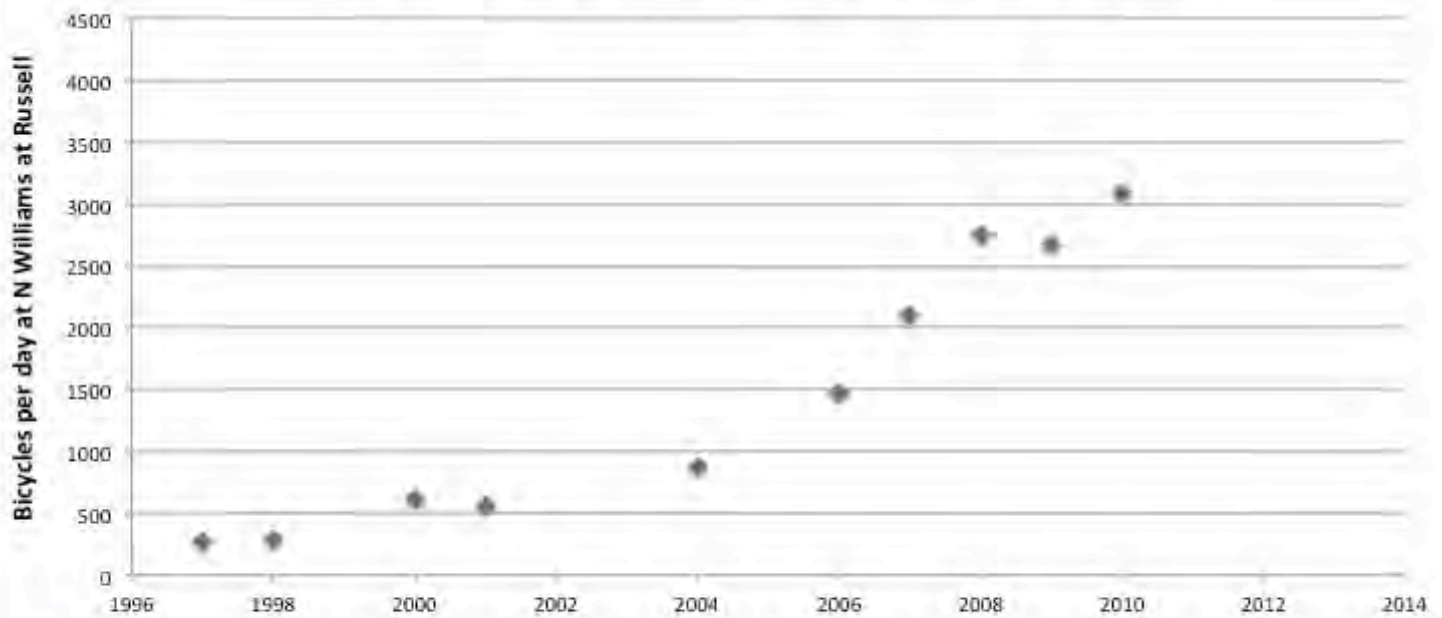
4 COOK TO SKIDMORE
 49% motor vehicle capacity (peak hour)
 400 bicyclists (peak hour)
 31% vehicles exceed speed limit

3 RUSSELL TO COOK
 38% motor vehicle capacity (peak)
 380 bicyclists (peak)
 Heavy Bus Stop Activity

2 I-5 ON-RAMP TO RUSSELL
 38% motor vehicle capacity (peak hour)
 300 bicyclists (peak hour)
 52% vehicles exceed speed limit

1 WEIDLER TO I - 5 ON-RAMP
 46% motor vehicle capacity (peak hour)
 240 bicyclists (peak hour)

Growth in bicycling on North Williams Ave



Notes: Based on annual bike counts conducted by the City of Portland at N Williams and Russell each September. No data for 1999, 2002, 2003, and 2005. Helmet use is at 80%, up from 57% in the late 1990s, and women riders make up about 35%, up from 20%. These trends, and the growth of bicycling in general, are occurring in other parts of Portland as well.

EFFECTS OF AUTOMOBILE SPEED ON STOPPING DISTANCE

