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Dan Saltzman Commissioner **Leah Treat** Director

PedPDX: Portland’s Citywide Pedestrian Plan Community Advisory Committee

Meeting Agenda

Wed. February 28, 2018 5:30-7:30 PM
University of Oregon Portland Campus
White Stag Block: 70 NW Couch St
(Smart Park two blocks away at NW Naito + Davis)
Members of the public are always welcome!

Committee Members in Attendance:

Claire Vlach, David Loftus, Debra Monzon, Evelyn Ferreira, Janet Hawkins, Jennifer Chi, Lucy Brehm, Matthew Cramer, Peggy Alter, Shelly Garteiz, Traci Chenette

1. Welcome + introductions (includes public) 5:30-5:40 PM
2. Housekeeping and updates 5:40-5:45 PM
 - Next meeting in April (no March meeting)
 - Vision/Mission/Goals/Objectives survey
 - Other housekeeping items
3. Draft Pedestrian Safety Existing Conditions Presentation and Committee Feedback (35 min) 5:45-6:20 PM
Presented by Matt Berkow from Nelson Nygaard

Comment: I see we have data for communities of concern and these correlate with the residential zoning oftentimes. Do we use ACS? Is this at the block level?

Response: We use ACS data, but getting data to the block level is difficult. We can chat later with our Equity Manager about this.

Comment: Are we counting people walking?

Response: We are working on getting better data and new technologies for that. We have occasional point data for pedestrians, but don’t have a great dataset.

Comment: Is there data for bike crashes at these same places? Bikes use the same crossings and routes as pedestrians.



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Response: Yes, there is. Our analysis focused on pedestrian data. We have a webpage on the Vision Zero page where you can see citywide where bike crashes are happening as well.

Comment: Did we look at impairment to see how much this is an issue?

Response: No, but we can and it is an issue. This is something that was already done in the Vision Zero report, so we chose not to look at impairment specifically

Comment: Do you distinguish between what is a crosswalk and what's an "assumed" crosswalk? (Signalized vs unsignalized)

Response: Our data isn't very current as to which crossings are signalized or painted or not, so we did not include this.

Comment: Are a lot of these crashes due to people in cars turning left and getting anxious waiting for a person walking to cross? I wonder if protected lefts would help this issue?

Response: Yes, it definitely would.

Comment: I keep looking for speed data. Now we have speed radar. Is there info about speed related to crashes?

Response: You don't know the speed that the car was actually driving in this dataset. We see a lot of things that hint to speed – number of lanes, time of day.

Comment: There is a lot of opportunity to measure change with the new fixed speed cameras and residential speed limits in place.

Comment: Does visibility include lighting?

Response: yes

Comment: When there are double yellow lines that keep people from turning left, it helps a lot.

Comment: We all feel that we need to make changes and prioritize pedestrians, but how do we work with traffic engineers and people driving so that people don't have to wait 3 hours to drive 2 blocks?

Response: Our toolkit will evaluate all of the countermeasures to address these trends. These will be fully vetted and adopted by council. That's our opportunity.

Comment: Was the quality of the data as good in the older years as it is now?

Response: States dictate forms and cities collect the data. Oregon has very good data, especially for people walking and biking.

Comment: How does Portland compare with the nation and other cities?

Response: People for Bikes puts out a national benchmarking report. We will send you a link to the latest one.

Comment: Marked crosswalks on arterials have double white on crosswalks. I'm aware that means don't change lanes. Is it possible to make those yellow to make it more clear?

Response: White is used for the same direction of travel and yellow is for opposing traffic directions, but we can look into other treatments.

Comment: Francesca shares a comment that Jenya emailed before the meeting that another pedestrian was killed at Stark and 148th recently and we should acknowledge that.

Comment: Can we have recent pedestrian deaths noted at the beginning of each meeting?

Response: Yes, we can and that is a great idea.

4. Draft Alternative Pedestrian Walkways Presentation and Committee Feedback (35 min)

6:20-6:55PM

Presented by Nick Falbo and Michelle Marx both from PBOT

Comment: A big problem is encroachment into the ROW. People plant shrubs/flowers in the right of way.

Comment: Does expense increase as we build more separation for these alternative walkway treatments?

Response: We are trying to figure out cost estimates right now. Local characteristics do impact cost and make these projects more or less expensive. Topography and stormwater are good examples of constraints that make these projects cost more.

Comment: I see this whole idea as the problem. I'm a bit dismayed to see that this is an idea going forward. We already have these things (shoulders and shared roads) and it's not working.

Comment: After looking at the data for the high crash network, maybe local streets, although not ideal, are not as big a priority as larger streets where people are walking on the shoulder.

Comment: I think we have streets that are shared because there are no sidewalks but we don't have streets that are designed to be a shared street where it is made clear to drivers and pedestrians that it is a shared roadway. There are a lot of things you can do to a street to make that clear.

Comment: What role can this play in incrementalism? Maybe we put in something like this as an interim solution and in 50 years build full sidewalk.

Response: Yes, this is an idea that we are looking into and we hope that this would happen.

Comment: This is good because we can provide something now, which is better than nothing while we wait 50 years.

Comment: When you say local street, this is a classification, correct?

Response: Yes.

Comment: Shared streets are great on roads near arterials where people are using Waze to get around traffic delays.

Comment: Is this similar to a greenway design?

Response: Greenway targets are typically 1000-2000 cars per day. This is much more aggressive in the ADT targets and speeds are much lower than a Neighborhood Greenway.

Comment: This shared street concept is something that we do already as pedestrians. We walk down the middle of the sidewalk and move when someone else comes along.

Comment: I see 25 mph as the maximum for advisory shoulders. Is this something that can be lowered?

Response: This is something we might use on a collector street and those roads are typically 25mph or more.

Comment: A majority of CAC members acknowledged that 25 mph is too fast for an advisory shoulder and it would be particularly scary at night.

Comment: How is this working in other places in the country?

Response: They seem to work well so far. Some behavioral change still needs to happen. This is still probably better than yellow lines in the center.

Comment: How do these designs accommodate for delivery, trash, uber drivers, etc. sitting and obstructing views?

Comment: This is very flat topography in the Indiana example, very unlike Portland. How does this work with hills or with people with disabilities?

Comment: Could vertical separation be used for a road with an advisory shoulder?

Response: No, as drivers often would have to enter the ped/bike spaces.

Comment: Cars don't typically respect a painted bike lane in the case of deliveries. People often get aggressive driving in these situations and might put a pedestrian in danger.

Comment: For the safer shoulder – would a vertical separation help the ADA issue?

Comment: Are cyclists allowed on these shoulders?

Response: They are pedestrian only spaces, but could be accommodated for bikes as well.

Comment: Separated walkways – the painted one looks like it would feel better as a pedestrian. Cheap paint gives me a feeling of safety – this was echoed by the rest of the members.

Comment: Avoid green coloring for pedestrian walkways

Comment: Are some of these considerably cheaper than a sidewalk? Particularly the trail option with a swale?

Response: It depends on the situation. In some ways, it is much cheaper. Any time you add pavement, you must meet stormwater code, which is very costly. If we just change the roadway configuration without adding pavement, it decreases cost a lot.

Comment: Is 3000 cars per day too low? Many collectors have much more than this.

Response: 3000 cars is where we would go from bikes sharing the road to needing a dedicated bike lane or when we need a yellow stripe in the middle of the road. That was the reasoning for 3000 being the limit.

Comment: What has the city looked at with regards to rumble strips?

Response: We try to keep away from them on bike lanes, but it may be worth talking about for pedestrian only facilities.

Comment: Are there estimations of when cost estimates might be brought to the committee?

Response: We will get them soon, but don't know when.

Comment: On the shared use path, 10ft when shared with bikes seems too narrow unless there is a low bike volume. Is there a way to address this?

Comment: On a shared local street, the way the drawing is done it looks like peds need to be walking in unpaved shoulder and cars get paved section. I'm wondering if there's something that can be done to encourage peds to walk on the asphalt, like the sharrow symbol?

Comment: On safer shoulders, should there be some treatment at the intersection where the path crosses the side street?

Comment: How are we prioritizing these options? Would they go on high crash corridors?

Response: We would likely not build any of these on the high crash corridor, as vehicle volumes are too high. These alternative designs are mostly applicable to local and collector streets.

5. Draft Pedestrian Network Completeness and Adequacy Criteria Presentation and Committee Feedback (25 min) 6:55-7:20PM
Presented by Matt Berkow from Nelson Nygaard and Michelle Marx from PBOT

Comment: I love all of these ideas. Is there a way we can tier deficiencies so that we invest in more deficient places first?

Comment: There are a lot of places where topography is a huge issue. Maybe sidewalk on one side is only allowed in topographically constrained conditions.

Comment: I'm open to the idea of sidewalk on one side, but we would have to figure out where these would be ok. In these parts of the City, people are walking more for leisure and not to get somewhere. Maybe this is a consideration?

Comment: I'm wondering if as part of the plan, we are discussing reducing car volume in Portland? I know we are going to see an increase in vehicles in coming years and a lot of these designs are based on vehicle volumes.

Response: We are expecting 260,000 more people to live in PDX over the next 20 years and our hope is to make it safer and more convenient for people to walk/bike/transit for shorter trips especially. We also know that there are people who rely on driving as well. In our way of making it more safe and convenient to walk, we are going to hopefully be making the pedestrian mode share higher, and vehicle mode share lower.

Comment: There also may be opportunities to look at this in our toolbox

Comment: With sidewalks on one side, could we increase crosswalk frequency even more or reduce speed limits?

Comment: I like the idea of deficiency levels.

Comment: For sidewalk on one side that are 25mph and have adequate crossing spacing, who would be comfortable with that as a complete improvement?

Comment: 7 say yes, 3 additional members say yes if speeds are 20mph.

Comment: Photo radar works really well on BH Hwy and should be used more.

Comment: How are we communicating this with Gresham? Speed limits and other things change when city limits change, how are we going to keep people safe when they hit Gresham?

Comment: I'm hoping there's more than lowering speed and putting up signs because it's not enforced and it's not working currently. I'd like to see something more than the advisory shoulder concept.

Comment: I would love if there was a way for projects to be identified by neighbors and for a crowd funding source for people to fix issues.

Comment: We funded speed bumps on our street last year. I heard Saltzman wasn't a fan of this type of neighborhood funding?

Response: Our program that used to provide speed bumps did go away, but based on this experience, we are working on formalizing community involvement in building street features.

Comment: We need data on pedestrian traffic levels. Are we making an effort to anticipate pedestrian growth? Do we also follow car-sharing stats to cut down on car ownership in the city.

Comment: Could we do more of an open house format instead of a powerpoint for the next meeting?

6. Public Comments

7:20-7:30PM

Comment: Double yellow lines are really bad for pedestrians. We are trying to remove those in Southwest in a lot of places.

Comment: We have 500 cars per day as limits. I think that should be 1000 and we need to look at speed instead.

Comment: People want traffic calming, but speed bumps aren't really effective. We want to allow people to modify streets to do chicanes. We should empower the citizens to do the work for less cost.

Comment: Dosch Road has 4000-5000 cars per day, 96% of which are going over the speed limit. We are proposing a climbing bike lane with bidirectional pedestrian space on this road and a few others.

Comment: I'm thrilled about the plan for outer Division!

Comment: I'm excited to see how much thought is going on about pedestrian safety. I think that prioritization levels should put people with lower incomes first. Streetblog posted about sidewalk extenders and we should look into doing similar treatments.

7. Adjourn*

**If there are more members of the public in attendance than has been typical, staff will gladly facilitate to attempt to preserve additional time in the agenda for public comment, as reasonable.*