

PBOT

PORTLAND BUREAU OF TRANSPORTATION

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Southwest In Motion (SWIM) Plan Stakeholder Working Group #7

Meeting Agenda

Thurs. June 07, 2018 4:30-6:30 pm
Community Room at Stephens Creek Crossing
6715 SW 26th Ave
Members of the public are always welcome!

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1. Welcome and Introductions (includes public) 4:30-4:40 PM
Includes 5-minute initial public comment opportunity
 - The working group and guests introduced themselves to the room.

 2. Updates 4:40-4:50 PM
Updates since our last meeting, including Safe Routes to School projects and PedPDX networks.
 - Staff shared about the new Pink Barricade Lending Zone expansion, which offers free barricades to use with the new free block party program. More information is available from: <https://www.portlandoregon.gov/transportation/73519>
 - Staff shared about Pedalpalooza, the volunteer driven social bicycling event in June. This year, a working group member Eric Wilhelm is putting on a series of rides throughout the month. This is a good opportunity to ride in southwest if it isn't something you are familiar with. Learn more at shift2bikes.com
 - staff shared about the list of Safe Routes to School priority investment routes and project list. This map and list was one of the things we were waiting for on SWIM. We will be including their projects on our lists.
 - A group member requests a map and project list of all SRTS projects in Southwest. The online format was difficult to navigate
 - There were questions about the levels of detail on each of the projects



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- Working group members also expressed concern about how the details of the SRTS walkways interact with potential bicycling facilities on the same street.
- Group members raised questions about project costs. It is clear the SRTS list used generic costs - we should confirm that they are appropriate for use in Southwest. Staff was going to pass on comments to the SRTS team.

3. Alternative Pedestrian Walkways

4:50-5:30 PM

Staff presented on the February Alternative Pedestrian Walkways guidelines prepared for PedPDX. This document presents a array of tools related to pedestrian accommodation other than conventional curbed sidewalks. The working group reviewed and discussed each of the facility types. Key questions and comments from the group are identified below.

Pedestrian Connecting Path

- *There was a question about multi use path adjacent to an arterial roadway. There is concern about this facility type, and concern about how they have been proposed in Southwest.*
- *Staff mentioned that the guidelines will stress the importance of separating bicyclists from pedestrians whenever possible. But that this document will rely upon guidance from AASHTO, PBOT and NACTO for bicycling facilities.*
- *SWG members expressed the importance of considering how bicyclists will use the facilities in the absence of any other bicycle facilities.*
- *A working group member expressed the importance of steps as a part of these connection projects. Even if it is not a fully accessible pathway. Staf agreed and noted that the bureau seems more supportive of this idea than they have been historically.*

Shared Street

A slow, low volume, narrow road with pedestrians, bicyclists and motorists operating in the same roadway.

- *Q: Do we anticipate streets like this to have sharrows (shared lane markings)*
- *A: Yes, we would if it were a part of the neighborhood greenway network*

- Q: Is there a pedestrian type marking, similar to a shared lane marking?
- A: We are exploring legends such as "SLOW 15 MPH", but there is no equivalent pedestrian marking.

- Q: Can we use stop signs to slow traffic?
- A: No, stop signs are not considered a traffic calming device. They are used for assigning right of way of our traffic system.

- Q: is there an opportunity to use pavement texture as traffic calming?
- A: we generally don't use texture difference, but it might be possible to use different construction materials to separate traffic areas.

Advisory Shoulder

An experimental striping pattern designed to formalize spaces on the edge of the street for walking and biking, while two-way motor vehicle traffic is in the center of the road.

- Q: What about parking on a street like this?
- A: Parking would be in addition to the travel area. However, if there is a lightly-used parking lane, it can create extra confusion on the roadway.
- Comment: Volumes and speeds seem pretty high on a road like this. Expressed skepticism that people would drive 25 mph. Also concern that 3,000 vehicles per day seems like too much.
- This would fit well with southwest residential streets, because there are no sidewalks.
- Q: would you put together something for costs related to recommended separation treatments?
- Q: What is the current city policy related to parking removal as a strategy to create a separated walking space?
- A: Staff will look into this.

- Comment: I think there are some legal questions about right of way, and who yields to who. This is a new, ambiguous facility type.
- Comment: I'm concerned about how a facility like this might work at night. Pedestrians don't typically wear lights, and may not be as visible as they should be. Public education is going to be a key piece.

Safer Shoulders

A painted area formally (or informally) used by pedestrians.

- They need to be wider if they are going to accommodate pedestrians and bicyclists.
- Using these on arterials seems inappropriate.
- I agree that these need to be wider, but I would caution that if they get too wide, then they get used by drivers.

Separated Walkways

Similar to safer shoulders, but with some sort of physical separation. This includes concrete dividers, or having a ditch as the separation between the walkway and the roadway.

- We have one on Terwilliger, adjacent to the road in Tryon Creek.
- There are some of these in Lake Oswego, and police will tell bicyclists to use the separated path, which may not be the best place.
- On Safe Routes to School, consider ways to lower vehicle speeds.
- There questions about how these facility types work in the southwest context, with curves and grade and driveways. These may be good in theory, but not apply as well on the ground in this context.

4. SWIM Prioritization Weighting

5:30-6:20 PM

Staff shared the latest prioritization measures and maps. He shared with the working group how their comments have been incorporated into the revised approach. He asked them specifically about how we should weight these while we do our evaluation.

- One comment on the equity map was that some sites, schools in particular, scored low for equity, since they are not residential.
- Facilities may not pass through an equity neighborhood, but are used by everyone to get around or get to destinations.
- Q: for projects that are not prioritized, are there things we can do to those streets which cost less? Maybe those alternative facilities?
- A: yes, we hope to include maps for candidate streets which may be eligible for other treatments.
- The working group discussed the various options presented, and there was general support for running an equal weighting scenario which they could examine the results of and discuss in more detail at the next meeting.
- The group also expressed interest in seeing the latest project list, with notes as to the source (safe routes, tsp, online map, etc).

5. Public Comment

6:20-6:30 PM

- A Member of the public expressed support for improvements on SW Troy street, which is on our planned neighborhood greenway network.