

Parsons, Susan

From: Moore-Love, Karla
Sent: Wednesday, June 29, 2016 8:56 AM
To: Hales, Mayor; Fritz, Amanda; Commissioner Fish; Commissioner Saltzman; Commissioner Novick
Cc: Ender, Timur; Wiggins, Rachael; Broughal, Justine; Salazar, Goldann; Quitugua, Betsy; Brewster, Stacy; Hanson, Laura
Subject: FW: Public Comment for Portland City Council Meeting June 29 2016

Testimony for today's agenda item 737.

Karla Moore-Love |Council Clerk
 Office of the City Auditor |City Hall Rm 130
 503.823.4086

From: Barry Fox-Quamme [mailto:barry@ilr.org]
Sent: Tuesday, June 28, 2016 9:11 PM
To: Moore-Love, Karla <Karla.Moore-Love@portlandoregon.gov>
Subject: Public Comment for Portland City Council Meeting June 29 2016

June 29, 2016

Portland City Council
 City Hall, SW Fourth Avenue, Room 130
 Portland, OR 97204

Council Clerk, Karla Moore-Love: karla.moore-love@portlandoregon.gov

Dear Portland City Council Members,

My name is Barry Fox-Quamme. Thank you for the opportunity to speak to you this morning re your upcoming vote to adopt the Portland Bureau of Transportation administrative rules for the safe accommodation of pedestrians and bicyclists in and around work zones.

As a person with a disability, and as a local, state and national advocate for the rights of all people with disabilities to live independently in accessible communities, I come today to advocate for safety and accessibility for all people with disabilities in Portland.

As you consider these proposed rules and provide future guidance to advance these and related rules, I ask that you consider adding language to address safety and accessibility gaps under these proposals. I advocate for two specific considerations:

1. The temporary side by side pedestrian and bicycle pathways in construction zones illustrated in the SE Belmont example are extremely dangerous for people with disabilities using mobility devices or using cane/guide-dog navigation of these temporary routes.

I strongly recommend more firm separation barriers between the vehicle, bicycle and pedestrian pathways. Someone using a mobility device or cane/guide-dog navigating is at risk without barriers.

I also strongly recommend that audible signals be added to these temporary routes to provide safer access for people with visual disabilities.

2. These new guidelines should be applied equally to City of Portland construction projects, especially when neighborhood curb cuts and similar projects effect right of ways.

These city projects often restrict access in neighborhoods. They reduce route access for people with disabilities who depend on direct access to community services and fixed route transportation. When four corners of an intersection are inaccessible for weeks due to curb cut upgrades people with disabilities face going around the block to access needed services. For people with limited endurance or a visual disability this barrier can limit access and result in social isolation. City projects need to follow the same principles in the administrative rules being considered today. Without equal application of these guidelines, we must endure barriers as a result of double standards.

Thank you for the opportunity to work together as a coalition of concerned citizens to create a safer, more accessible community here in Portland!

Barry Fox-Quamme

Executive Director, Independent Living Resources (ILR)

Board President, The Association of Oregon centers for Independent Living (AOCIL)

Barry Fox-Quamme

Barry Fox-Quamme
ILR Executive Director
AOCIL Board President

'Most folks are as happy as they make up their minds to be.'

[Abraham Lincoln](#)

1839 NE Couch St.
Portland, OR 97232

503-232-7411, ext 336 (Office Phone)
503-232-7480 (Office Fax)
503-422-5735 (Direct)

The materials in this e-mail are private, confidential, and may contain Health Protected Information. If you are not the intended recipient be advised that any unauthorized use, disclosure, copying, distribution or the taking of any action in reliance on the contents of this information is strictly prohibited. If you have received this e-mail in error, please immediately notify the sender via telephone at 503-232-7411

Moore-Love, Karla

From: Washington, Mustafa
Sent: Wednesday, June 29, 2016 11:37 AM
To: Council Clerk – Testimony; Wiggins, Rachael
Subject: FW: BAC Letter Re: Work Zone Policy
Attachments: PBAC Letter in support of work zone resolution.pdf

From: Ian Stude [mailto:istude@pdx.edu]
Sent: Wednesday, June 29, 2016 11:09 AM
To: Treat, Leah <Leah.Treat@portlandoregon.gov>; Novick, Steve <Steve.Novick@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: BAC Letter Re: Work Zone Policy

Please see attached for a letter from the Bicycle Advisory Committee regarding the proposed changes to work zone policy.

Best regards,

Ian Stude
Chair, Portland Bicycle Advisory Committee

Portland Bicycle Advisory Committee

Working to Make Bicycling a Part of Daily Life in Portland

1120 SW 5th Avenue, Room 800
Portland OR 97204



June 28, 2016

Commissioner Steve Novick
1221 SW 4th Avenue, Suite 210
Portland, OR 97204

Dear Commissioner Novick,

The City of Portland Bicycle Advisory Committee would like to offer our strong endorsement, with some recommendations for improvement, for the proposed Safe Accommodation for Pedestrians and Cyclists In and Around Work Zones resolution that is being considered by City Council. The City of Portland's proposed new work zone guidelines for safe and convenient pedestrian and bicycle access is a significant achievement towards advancing the city's active transportation goals. For years, people who walk and bike have been subjected to detours around construction sites that were inconvenient, circuitous, hazardous, or in some cases, nonexistent.

Frequently, people who bike have had to merge into heavy traffic when construction zones forced the closure of existing bike lanes, or have been directed along indirect detours that often had inadequate or missing wayfinding signage. Some examples of circuitous or unsafe bicycle detours in recent years are shown below. These are only a fraction of examples of incidents in which work zones have forced people riding to merge with vehicle traffic, creating unsafe and uncomfortable conditions.

5000 Block SW Barbur Boulevard (*Photo: Seth Alford*)



SW Broadway and Madison (*Photo: @msfour*)



N Williams and Cook (Photo: Carl Larson)

Broadway Bridge (Photo: Aaron Brown)



Moreover, sidewalks have frequently been barricaded at work zones, forcing pedestrians to cross the street multiple times (sometimes within the same block), or to detour around the entire block. These closed sidewalks often have been used to store materials, trailers, or vehicles as part of the construction site, while all vehicular travel lanes remained open, and in some cases, even the curbside parking lane remained open. When the only detour is to walk across the street that leads to situations such as pedestrians walking in the adjacent bike lane.

In the last several months, we have already seen examples of improved work zone accommodations that have almost certainly been developed as a result of this draft policy, and so we know it is already having a tremendous positive impact on the quality-of-life for pedestrians and bicyclists. For example, this detour below at SE 21st and Belmont closed two parking lanes and a travel lane to allow people who walk and bike a safe space to travel along the south block face without having to cross the street.

SE 21st and Belmont (Photo: Michael Andersen)



Another example of a high-quality detour is located on N Willamette Blvd. Where a retaining wall construction project closed the southern half of the roadway and forced westbound auto traffic to detour, the work zone maintained the eastbound bicycle lane through the project, while permitting westbound riders to use the existing sidewalk.

N Willamette and Hurst



While this guidance is a welcome development, there are some areas of the ordinance that we feel can be improved to strengthen the requirements for providing continuous passage through work zones for bicycles. In general, there are numerous provisions that include the suggestive “should” language when using “shall”, which indicates a requirement, would go further to meet the goals of this ordinance and of our city’s Vision Zero policies.

Section IV Administrative Rule: Safe accommodation requirements for cyclists:

- *“Cyclists should be separated from motor vehicle traffic and pedestrians.”*

It is recommended that separation from motor vehicle traffic be required under the following circumstances:

- When a bicycle lane is functioning as a multi-use path with pedestrians at a work zone.

- Where a bicycle lane is provided in an existing travel lane, to reduce confusion among road users.

Separation should take the form of flexible bollards, plastic drums or safety barricades, depending on the speed and volume of automobile traffic.

- *“A cycle route should be free of obstructions and surface hazards.”*

This provision does not use “shall” language, which may be in conflict with the previous requirement to provide an “ADA compliant” temporary route when the “work zone affects an accessible and ADA compliant pedestrian route.” If this provision is not made a requirement, we recommend that the city expand on this item to include situations where obstructions or surface hazards may be deemed acceptable by the City of Portland.

- “The method for providing safe accommodations for cyclists should be prioritized as follows...”

We strongly endorse this hierarchy as proposed and request that it be made a requirement at work zones. However, an additional provision (C) should be included, which states: “Provide a dedicated cycle lane in an existing traffic lane, and convert the the parking lane on the opposite side of the street (if available) to a travel lane.” This should be considered on one-way streets where curb extensions are not prevalent, but should also be considered on undivided two-way streets and would prioritize safely accommodating bicycles through work zones over storage of private vehicles on public right-of-way. This must be considered before considering merging bicyclists with general traffic.

In addition, there is a need to account for construction zones located along protected bicycle lanes located along the curb, if the bicycle lane needs to be closed or repurposed for pedestrian use. Along parking-protected bicycle lanes such as SW Broadway, it would be most appropriate to repurpose the adjacent parking lane, for exclusive bicycle use. On streets where bicycle lanes are protected by movable planters such as NE Multnomah Street, bicycles should be given space to ride in what is currently the buffer area. These actions should be explored before merging cyclists and motor vehicle traffic into a shared lane.

NW Johnson and 13th



Where construction zones are located along city-designated Neighborhood Greenways with no dedicated cycle lanes, bicycle travel must be prioritized over automobile access. Where temporary street closures are necessary, all steps should be taken to maintain bicycle access on the street through the work zone, with a detour onto the sidewalk being the next best option and a detour along a parallel street as the last resort. A great example of this was provided at NW Johnson and 13th in the photo above, where auto access was closed but bicycle access was preserved.

City of Portland Bureaus

- *“City Bureaus performing work constructing or maintaining city infrastructure should provide safe accommodation per this policy.”*

The “should” language should be revised to “shall” to strengthen this provision. The photo below left shows an example of a Portland Public Works construction site where bicycle riders on N Broadway in Lloyd District were forced to merge in a high-stress environment, without adequate accommodations through the work zone(s). The example below right of a Multnomah County worksite on Burnside Bridge where a travel lane was closed to provide a temporary bike lane is a good example of how public agencies should handle work zones that affect bike facilities.

N Broadway and 3rd



Burnside Bridge (Photo: Michael Andersen)



In conclusion, the Bicycle Advisory Committee applauds City of Portland staff for finally addressing the crucial issue of how to safely accommodate pedestrians and bicyclists around work zones. Aside from relatively minor caveats, we urge City Council to adopt this resolution. As Portland continues to grow and develop into a more urban and dense place, providing safe and accessible detours for pedestrians and bicyclists will help bolster our city's reputation as a city that embraces active transportation and recognizes the importance of prioritizing biking and walking above other modes if we are to make progress on our adopted mode split and climate action goals.

Sincerely,


Ian Stude, Chair
Portland Bicycle Advisory Committee

cc: Mayor Charlie Hales
Commissioner Nick Fish
Commissioner Dan Saltzman
Commissioner Amanda Fritz
Transportation Director Leah Treat

Moore-Love, Karla

From: Washington, Mustafa
Sent: Wednesday, June 29, 2016 12:06 PM
To: Council Clerk – Testimony
Cc: Wiggins, Rachael
Subject: FW: I support Resolution 737! (pedestrian safety in work zones)

-----Original Message-----

From: Ted [mailto:ted101@gmail.com]
Sent: Tuesday, June 28, 2016 2:46 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: I support Resolution 737! (pedestrian safety in work zones)

Hi Mayor Hales,

I support Resolution 737, pedestrian safety in work zones.

I walk and I ride a bicycle in Portland for regular travel, and many times a sidewalk or bike lane has been blocked by construction.

Repeated complaint calls to safe@portlandoregon.gov have had no effect.

This resolution will make it possible for people to travel safely on city streets during construction.

Please vote "yes"

Thank you,
Ted Buehler
105 NE Beech St.

SAFETY FOR PEDESTRIANS AND BICYCLISTS IN AND AROUND WORK ZONES

IF YOU WISH TO SPEAK TO CITY COUNCIL, **PRINT** YOUR NAME, ADDRESS, AND EMAIL.

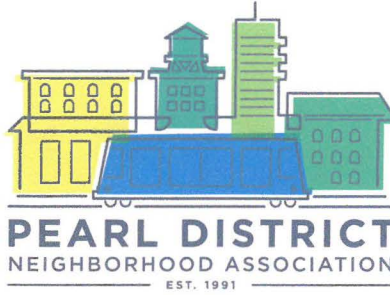
NAME (PRINT)

ADDRESS AND ZIP CODE (Optional)

Email (Optional)

✓ Gwen Luhta	3550 S.W. BOND Ave. 97239	ggwendlo@Comcast.net
✓ Charles JOHNSON		
✓ MARY Eng		
✓ DAVID DAVIS		
✓ Reza Farhoodi		
spoke ✓ BETH RAISMAN		
✓ Rob Sadoughy	1114 SE Cora St	rob@bta.org
JOE WALSH		

2257 NW RALEIGH ST.
PORTLAND, OR 97210



503.823.4288
WWW.PEARLDISTRICT.ORG

June 29, 2016

Re: Safe Accommodation for Pedestrians and Cyclists In and Around Work Zones

Dear Honorable Mayor Hales and Distinguished Members of City Council,

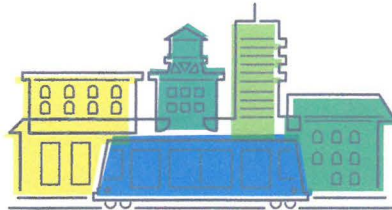
The Pearl District Neighborhood Association would like to offer our strong endorsement, with some recommendations for improvement, for the proposed Safe Accommodation for Pedestrians and Cyclists In and Around Work Zones resolution that is being considered by City Council. The City of Portland's proposed new work zone guidelines for safe and convenient pedestrian and bicycle access are a significant achievement towards advancing the city's active transportation goals.

SE 11th and Belmont (Photo: Steve Bozzone)



For years, people who walk and bike have been subjected to detours around construction sites that were inconvenient, circuitous, hazardous, or in some cases, nonexistent. Frequently, sidewalks have frequently been barricaded at work zones, forcing pedestrians to cross the street multiple times (sometimes within the same block), or to detour around the entire block when both sidewalks are closed (as the photo above shows at the Goat Blocks site). These closed sidewalks often have been used to store materials, trailers, or vehicles as part of the construction site, while all vehicular travel lanes remained open, and in some cases, even the curbside parking lane remained open. When the only detour is to walk across the street, that leads to situations such as pedestrians walking in the adjacent bike lane (see photo below). Moreover, people who bike have had to merge into heavy traffic when construction zones forced the closure of existing bike lanes, or have been directed along indirect detours that often had inadequate or missing wayfinding signage.

2257 NW RALEIGH ST.
PORTLAND, OR 97210



503.823.4288
WWW.PEARLDISTRICT.ORG

PEARL DISTRICT
NEIGHBORHOOD ASSOCIATION
EST. 1991

SW Stark and 12th

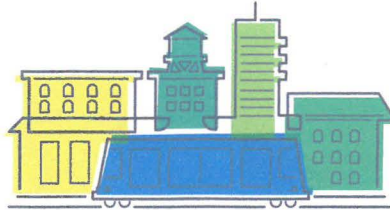


Some examples of recent circuitous or unsafe pedestrian detours in or near the Central City are shown below. These are only a fraction of examples of incidents in which work zones have forced pedestrians to cross the street multiple times to avoid a work zone or have forced pedestrians to walk in the street next to fast-moving traffic, creating undesirable conditions especially for pedestrians with disabilities.

SE Grand and Yamhill



2257 NW RALEIGH ST.
PORTLAND, OR 97210



503.823.4288
WWW.PEARLDISTRICT.ORG

PEARL DISTRICT
NEIGHBORHOOD ASSOCIATION
EST. 1991

NW 11th and Hoyt



SW 11th and Market



NW 19th and Pettygrove

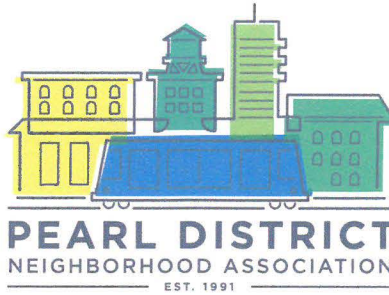


NW Overton and 12th



In the last several months, we have already seen examples of improved work zone accommodations that have almost certainly been developed as a result of this draft policy, and so we know it is already having a tremendous positive impact on the quality-of-life for pedestrians and bicyclists. For example, these detours shown below closed a parking lane to allow people who walk a safe space to travel along the west block face without having to cross the street.

2257 NW RALEIGH ST.
PORTLAND, OR 97210



37218

503.823.4288
WWW.PEARLDISTRICT.ORG

NW 12th and Kearney



NW 21st and Pettygrove



While this guidance is a welcome development, there are some areas of the ordinance that we feel like can be improved to strengthen the requirements for providing continuous passage through work zones. In general, there are numerous provisions that include the suggestive “should” language when using “shall”, which indicates a requirement, would go further to meet the goals of this ordinance and of our city’s Vision Zero policies.

Additional recommendations in this letter will focus on the pedestrian provisions of this resolution.

Section IV Administrative Rule: Safe accommodation requirements for pedestrians:

- *“Pedestrians should be separated from motor vehicular traffic and cycles”.*
While recognizing that pedestrians and bicycle riders may need to share space from time to time at construction zones, we strongly suggest requiring physical separation between pedestrians and motor vehicle traffic when the pedestrian route occupies the parking lane or travel lane.
- *“Both sidewalks on a block should not be closed simultaneously.”*
The “should” language is not compulsory and indicates that a situation like the Goat Blocks site, where both sidewalks were closed along the same block and pedestrians were forced to detour around the entire site, would continue to be allowed under the proposed guidelines. While the simultaneous redevelopment of parcels directly across the street from each other is not completely avoidable, we would like to see a requirement that under these rare circumstances pedestrian accommodations must be provided on at least one side of the street, whether it’s provided in a sidewalk, parking lane or a travel lane as long as the street remains open. Therefore, the detour route cannot be sited around the block on a parallel street as long as motor vehicle access is maintained through the work zone, and should be considered at the absolute last resort even if auto access is blocked.

2257 NW RALEIGH ST.
PORTLAND, OR 97210



503.823.4288
WWW.PEARLDISTRICT.ORG

- *“A pedestrian route should be free of obstructions and surface hazards.”*
This provision does not use “shall” language, which may be in conflict with the previous requirement to provide an “ADA compliant” temporary route when the “work zone affects an accessible and ADA compliant pedestrian route.” We recommend that the city expand on this item to include situations where obstructions or surface hazards may be deemed acceptable by the City of Portland.
- *“The method for providing safe accommodations for pedestrians should be prioritized as follows...”*
We strongly endorse this hierarchy as proposed and request that it be made a requirement at work zones. However, an additional provision (D) should be included, which states: “Provide a pedestrian route in an existing bike lane, protect it from traffic, and provide a bike lane in an existing traffic lane.” This must be considered on streets with multiple travel lanes, before considering merging bicyclists with general traffic. In these situations, removal of parking on the opposite side of the street should be considered if there is a need to maintain a certain number of travel lanes.

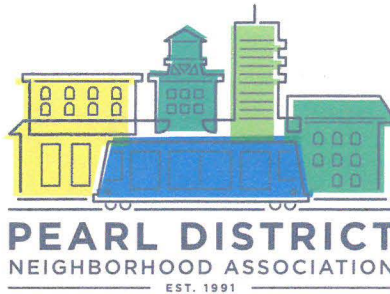
Furthermore, we request that it be made a requirement that a pedestrian detour route cannot be located around the block on a parallel street if motor vehicle access is maintained through the work zone, and should be considered at the absolute last resort even if auto access is blocked.

- *“A temporary pedestrian route should be given priority over other facilities. A temporary pedestrian route should be given priority over vehicular traffic except when resulting in excessive delay to transit, excessive congestion in violation of mobility standards, or a pedestrian route that is less safe.”*
In addition to the desire to see “should” language be changed to “shall” to strengthen this provision, there is a lack of specific detail about what triggers an “excessive” delay to transit operations or automobile traffic. There is concern that this vague language will provide City of Portland broad latitude to forego safe and comfortable pedestrian routes at work zones, especially at Central City locations with heavy peak traffic (such as near freeway access points).

This exception would conflict with the City’s recent draft Transportation System Plan update that designates the Central City as a Multimodal Mixed-Use Area (MMA). The MMA lifts statewide congestion standards that typically apply during review of land use changes such as comprehensive plan or zoning map amendments, in favor of increasing mixed-use density development and prioritizing non-automobile access and connectivity.

City of Portland Bureaus

- *“City Bureaus performing work constructing or maintaining city infrastructure should provide safe accommodation per this policy.”*
The “should” language should be revised to “shall” to strengthen this provision, as there are many examples where city bureaus have closed curb ramps without providing an accessible and safe



pedestrian detour. The example below shows a City of Portland Public Works site that forced pedestrians to walk into the street next to fast-moving traffic at a freeway interchange because there is no sidewalk on the other side.

NW 16th and Glisan



In conclusion, the Pearl District Neighborhood Association applauds City of Portland staff for finally addressing the crucial issue of how to safely accommodate pedestrians and bicyclists around work zones. Aside from relatively minor caveats, we urge City Council to adopt this resolution. As Portland continues to grow and develop into a more urban and dense place, providing safe and accessible detours for pedestrians and bicyclists will help bolster our city's reputation as a city that embraces active transportation and recognizes the importance of prioritizing biking and walking above other modes if we are to make progress on our adopted mode split and climate action goals.

Sincerely,

A handwritten signature in black ink, appearing to read "Reza Farhoodi".

Reza Farhoodi
Co-Chair, Planning and Transportation Committee
Pearl District Neighborhood Association