

Adopt PedPDX, Portland's Citywide Pedestrian Plan, a 20-year strategy to make Portland a great walking city for everyone

If you wish to speak to Council, please print your name, address and email

Name (PRINT)	Address and Zip Code (Optional)	Email (Optional)
✓ Lisa Caballero	2771 SW Roswell Ave 97201	
STEPHEN GUNVALSON		
RACHAEL BANKS		
✓ CLAIRE VLACH	97214	
✓ DOUG ROGERS	4675 SW Cullen Blvd 97221	rdouglasrogers@msn.com
✓ Glenn Traeger	1133 NW 11th Ave, unit 519	gtraeger@att.net
✓ DON BAACK		
✓ Glenn Bridger		
✓ HANS STEUCH		
CLINT CULPEPPER		

374291

Moore-Love, Karla

From: Janet C Hawkins <janetchawkins@msn.com>
Sent: Monday, June 10, 2019 10:28 AM
To: Moore-Love, Karla
Cc: Patricolo, Francesca; Marx, Michelle
Subject: Written Comments on PedPDX Plan
Attachments: PedPDX Plan Comments - Janet Hawkins.pdf

Hello Ms. Moore-Love:

I am submitting these written comments in support of the PedPDX Plan.

Thank you,
Janet Hawkins

Mayor Wheeler and Commissioners, my name is Janet Hawkins. I was one of the members of the PedPDX Community Advisory Committee. I live in SW Portland and am an active pedestrian every day, logging 2-3 miles a day walking in SW Portland neighborhoods. I'm with my other presenters today in commending PBOT staff for the excellent work on the PedPDX Plan.

My testimony today will focus on two key content areas of the plan –Toolbox Strategies 1 and 7.

- **Toolbox Strategy 7: Manage Vehicle speeds and Improve Driver Awareness**

I'd like to start first with my direct experience as a volunteer involved in pedestrian safety activities with the city. I am the Chair of the Hayhurst Neighborhood Association and serve on the SW Neighborhood's Transportation Committee. As a neighborhood association Chair, I've had the experience of organizing numerous pedestrian and bike safety vigils in my neighborhood in cooperation with the Portland Police Bureau and PBOT.

Our neighborhood association conducted a Safety Vigil in early January of this year at the corner of SW 45th & Vermont adjacent to the SW Community Center. During the 2-hour vigil, the Police Bureau officer who assisted us, stopped 10 drivers for driving infractions.

Sadly, it was actually scary out there for both pedestrians and cyclists. We observed speeding, inattentive driving, and failure to stop for traffic signals. Ten infractions in 2 hours. That's an average of about one stop every 10 minutes. This is a well-lighted intersection with clearly marked crosswalks and lighted pedestrian crossing signals. There are bicyclists and pedestrians present at all times of days. Yet, erratic and unsafe driving was the norm for some drivers.

As a city, we need to implement Toolbox Strategy 7. Lowering speeds and improving driver awareness will save lives. Enforcement is key. It's important to see those police car lights flashing in a preventative situation versus at the scene of serious crash.

- **Toolbox Strategy 1: Address Gaps in the Pedestrian Priority Network**

As a representative of SW Portland on the Community Advisory Committee, this was the most challenging aspect of the plan. You will hear informed, thoughtful testimony today about the need for a greater infrastructure focus in SW Portland.

As an Advisory Committee member, I know it was challenging in the planning process to document the equity and need information for SW Portland. PBOT staff made every effort to seek out content that would accurately depict the numbers of low-mod income households and communities of color in SW Portland.

It's clear that during the residential development of SW Portland in 1950s and 60s, zoning code placed multifamily housing on our busiest streets. Beaverton-Hillsdale Highway, Barbur Blvd., Macadam Avenue, and so forth. Unfortunately, this has also placed vulnerable populations along our busiest streets where pedestrian crashes are more likely to occur. I feel that the PedPDX plan will address some of these inequities for SW

residents through its work to improve transit stop safety and for capital improvements like sidewalks on our busiest streets.

As you know, the plan prioritizes critical improvements in East Portland based on pedestrian crash data. My view is that the capital improvements in East Portland will have an immediate impact in reducing the number of pedestrian deaths and injuries that occur at a higher rate than anywhere else in the city.

I also recognize that PedPDX is a 20-year plan. Capitol improvements are also planned for SW Portland. The SW in Motion Plan highlights where this work will occur. I am confident that the City Council will be responsive to pedestrian safety needs throughout the city and direct investment in all areas of the city in the upcoming years.

We all have places to go. We should be able to walk safely and without fear of injury or death. The PedPDX Plan offers a clear and comprehensive guide for all of us to get there – safely.

Thank you for your time today.

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37429

McClymont, Keelan

From: D&G Monzon <gdmonzon@comcast.net>
Sent: Monday, June 10, 2019 9:35 AM
To: Council Clerk – Testimony
Subject: PedPDX plan approval 6/12/19

My name is Debra Monzon and I urge you to approve the PedPDX Master Plan presented on Wednesday June 5, 2019.

I am the spokesperson for the Thorburn Safety Alliance. Our group formed over 6 years ago to advocate for pedestrian safety improvements along SE Thorburn/SE Stark between SE 60th and SE Gilham. The ongoing Thorburn Safety Project assisted in my appointment to the PedPDX Community Advisory Committee.

<https://www.facebook.com/Thorburn-Street-Safety-Alliance-667820146685833/>

The Thorburn Safety Alliance worked closely with PBOT staff and in 2017 were a “test group” allowed to raise private funds to pay for the installation of 10 speed bumps on our street. The speed bumps have calmed traffic and improved safety for vehicles, pedestrians, bicycles and homeowners on this dangerous curvy street. It is a great start and our advocacy continues.

When I started my pedestrian advocacy, there was no methodology by which requested safety improvements could be weighed against other projects for limited public funds. The proposed PedPDX plan outlines clear, objective and transparent data to evaluate and prioritize pedestrian safety improvements. The plan also provides an extensive “toolbox” of alternative, less expensive ways to improve safety and maximize limited funds for all projects. I fully support the PedPDX data driven prioritization of pedestrian improvements across all areas of Portland.

At the June 5th City Council meeting, Commissioner Fritz asked about Portland streets without pedestrian incidents because they are so dangerous that no-one dares walk there. How will they be prioritized appropriately? SE Thorburn is one of these streets. Our lack of pedestrian safety data together with a lower equity measure generated a mid-level priority ranking for improvements. The PedPDX toolbox offers us options in the form of sidewalk alternatives in lieu of formal sidewalks, traffic calming painted intersections and formalizes the process of citizen funding.

The first step to make Portland a model walking city is approval of The PedPDX plan. The next step is to allocate funds to execute the plan. The plan goes nowhere without adequate funding. I urge you to approve the plan and allocate funds according to priorities established in PedPDX over the next 20 years of the plan.

thank you,
Debra Monzon
Spokesperson for the Thorburn Safety Alliance

6535 SE Thorburn St
Portland OR 97215

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37429

McClymont, Keelan

From: epk6434 <epk6434@yahoo.com>
Sent: Friday, June 7, 2019 7:05 PM
To: Council Clerk – Testimony
Subject: Please Clear the Corners

As a downtown pedestrian, I encourage the city to speed up and expand plans to make intersections safer by removing all parking within 20 feet of intersections. Currently it is virtually impossible at most locations for pedestrians to see oncoming traffic. This has been exacerbated by the preponderance of tall vehicles that prevent you from seeing over them and darkly tinted windows that prevent seeing oncoming traffic through them. Thank you for your consideration. --Ed Klein, Park Blocks.

Moore-Love, Karla

From: Lisa Caballero <lisac@me.com>
Sent: Friday, June 7, 2019 12:32 PM
To: Council Clerk – Testimony
Subject: SWHRL: PedPDX further comment
Attachments: SWHRL PedPDX rebuttal.pdf

Please find attached a file in PDF format which I would like entered into the public record about PedPDX, and forwarded to the Mayor and Council members.

Thank you,
Lisa Caballero

Transportation lead
SWHRL



37429-

Southwest Hills Residential League
c/o Southwest Neighborhoods, Inc.
7688 SW Capitol Hwy
Portland, OR 97219

<http://www.swni.org/swhrl>
contact@swhrl.org or president@swhrl.org

re: PedPDX

Council Clerk
City Council
1221 SW Fourth Ave., Room 130, Portland, OR 97204

June 7, 2019

To the City Council:

Thank you for giving yourselves another week to review the PedPDX plan. I have more thoughts about what I think is a difficult problem to solve algorithmically.

Regarding the statement that PedPDX deliberately focussed high safety scores on a limited set of risky locations (in other words, that the low, 11% safety contribution is a “feature not a bug”), all I can say is that this is a non-standard way of working. I don’t believe that PBOT or Alta consulting had any idea that the overall contribution of safety scores was only 11%. In fact, that very pitfall—of losing track of your data contributions—is the main reason for not designing equations this way. Skewed data sets obscure and deform the equation they feed into and make it difficult to achieve evidence-based policy. However unintentional, this is a non-transparent way of calculating. Furthermore, unless you can empirically justify the relative value of all the input variables—which you can’t in this case, and unless you have a real clear idea what you are trying to optimize (and why), this big addition equation approach is flawed.

Although I think I understand the well-meaning motive for wanting to completely automate the prioritization method, I think the effort is misbegotten. With topography as varied as Portland’s is, it is probably not possible to come up with a single “one-size-fits-all” formula that fairly ranks streets over the entire city. This would be an easier computation in an entirely flat, grided city.

One possible alternative would be to organize the data using logical overlays as a first pass—with safety data given precedent—and then letting humans take over. Algorithms are not neutral, they can be as biased as any sausage-making method. I believe that Portlanders would be better served by human-touch policy making, with accountability, and informed by the rich data collated by PedPDX.

I want to emphasize again that this scheme doubly dings the Southwest. First, by deciding to count lack of sidewalks as a “need” rather than a “risk,” PedPDX ends up not accounting for one of the Southwest pedestrian’s biggest risks—having to walk along the fog line. And second, at the census tract level used

to calculate the Equity score, the pockets of need in Southwest Portland get averaged out. Moreover, the census tract doesn't account for people who may be coming into the area to work. OHSU is the city's largest employer; the approach from the west is poorly served both by public transportation and by sidewalks.

Finally, I've grown concerned about the methods PBOT might be using to prioritize other programs, like Safe Routes to Schools capital projects and Transportation System Plan (TSP) projects. Safe Routes to School had a *formula* of 60% Equity, 30% Safety and 10% Demand. Were skewed data sets fed into that? I'm a little rattled.

In the future, I hope that PBOT consults experts in computational statistics and data analysis before designing ranking methods, I didn't see that the consulting team from Alta Planning + Design had that skill set.

Thank you for your time and consideration,

Lisa Caballero
Transportation Lead
Southwest Hills Residential League (SWHRL) Neighborhood Association

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37429J

McClymont, Keelan

From: Jennings, Gayla
Sent: Wednesday, June 5, 2019 1:32 PM
To: Council Clerk – Testimony
Subject: FW: Testimony on PED PDX
Attachments: 2019 6 5 Testimony on PED PDX Don Baack.docx

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

From: Don Baack <baack@q.com>
Sent: Wednesday, June 5, 2019 10:19 AM
To: Wheeler, Mayor <MayorWheeler@portlandoregon.gov>; Eudaly, Chloe <Chloe.Eudaly@portlandoregon.gov>; Fritz, Amanda <Amanda.Fritz@portlandoregon.gov>; Commissioner Hardesty <joann@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; City Auditor, Mary Hull Caballero <AuditorHullCaballero@portlandoregon.gov>
Subject: Testimony on PED PDX

See attached testimony on PED PDX for meeting today.

--
Don Baack
dhbaack@gmail.com
503-246-2088 call if you need response quickly

Don Baack, 6495 SW Burlingame Place, Portland, OR 97239

Testimony on 6/4/2019 Final Report on PED PDX

First, The issuance of the final report , posted yesterday, precluded us from responding in a reasonable manner on a large number of issues important to SW Portland. I request the record remain open for 4 weeks to allow SWTrails time to respond to the final report with coherent explanations, clear GIS maps, and pictures for your consideration. We are confident the resulting document will justify the delay in approval.

Second: Staff deserves a well done for the great job of gathering millions of facts into a summary document that will be useful for years to come. They have done a great job of adding actions/policies that will make walking in Portland Oregon safer for all of us

I am a retired Professional Civil Engineer. I have been immersed in creating a better pedestrian and bicycle infrastructure in SW Portland since 1995 when I organized SWTrails. I have walked most of the streets of SW Portland, the safe and the unsafe ones.

In summary 67% our SW arterials are not safe to walk at any time and are particularly unsafe at night. Only 33% of our SW Arterials have sidewalks. Our crosswalk needs are many. Due to these clear dangers, our SW citizens deliberately avoid walking on our arterials. That explains why we do not have more pedestrian deaths than we do with our poor facilities

I personally believe PED PDX's proposed allocation of resources is wrong headed. More funds should be allocated to SW Portland than is proposed due to our extreme shortage of safe pedestrian facilities on our arterials. That said, I propose you multiply the funding available for SW In Motion by 10, giving that effort \$7,000,000 to use in the first 5 years and actually get many important small projects done. I also propose that Parks and PBOT get off the dime and move forward on getting the Red Electric completed.

One of the most important issues we seek to have PED PDX address are some minor changes to the original SW Urban Trails, the first SW Priority Pedestrian Network, (40 miles of marked and mapped trail routes) approved by the Portland City Council in 2000. These changes are minor but will improve the walking experience for our SW residents by locating the routes on safer streets, on more pleasant and less hilly routes. We seek Council Approval to facilitate the removal of the wayfinding signs on the old routes and installation of signage on the new routes as well as changing the maps. We will submit detail GIS maps of the old routes, the new routes and explanation of why the routes should be changed.

Regarding the PED PDX, I strongly support many of the policies being proposed. I would add:

1. Marked Crosswalks at every trail crossing of an arterial or heavy traffic local street. The pedestrian does not have the right of way where the trails are no on PBOT right of way
2. Barriers to block vehicle traffic on improved pedestrian routes to avoid damaging the volunteer installed improvements due to poor judgement on the part of a lost driver.
3. Clearly mark all routes designated as bike routes that do not have pedestrian facilities to make it clear the pedestrians have the right of way and that bikes must yield.

4. Change the way the Priority Pedestrian Network is displayed to include those parts of the network that pass through private property, schools, parks, BES property and other non- Row ownership to indicate the route with a dotted line so everyone can understand what the intent is. The GIS underlying comments can show a note on why the route is dotted. Your citizens could care less who owns the property as long as they can safely walk on it. Let's eliminate the SILO's on our Priority Pedestrian Network and get on with building a complete system.

Don Baack, 6495 SW Burlingame Place, Portland, OR 97239

Testimony on 6/4/2019 Final Report on PED PDX

Staff deserves a well done for the great job of gathering millions of facts and a city wide priority pedestrian network into a summary document that will be useful for years to come. They have done a great job of adding actions/policies that will make walking in Portland Oregon safer for all of us. They also deserve credit for addressing the 105 SWTrails and the SW neighborhoods submitted to be included in the Priority Pedestrian Network. They addressed all of them and after a face to face meeting adopted most of our proposals.

To address the remaining issues, I request Commissioner Eudaly direct staff to work with SWTrails to:

1. Revise the 2000 Urban Trails Routes, to improve the SW Urban Trail Network.
2. Address the remaining connections like SW Coronado where the reason for not including it in the Network was opposition by neighbors.
3. Revise the mapping of the SW Priority Pedestrian Network to include all trails on all ownerships, but indicating the non-ROW routes are desired or for information only so we can work with other jurisdictions to add to the system where possible, Washington County, Lake Oswego, Oregon State Parks, Portland Schools, etc. ie We seek to see the total picture, not just PBOT's part.
4. Review the crosswalks needs across SW
5. Policy allowing vehicle barriers on improved pedestrian routes where autos should not be going.

6. Policy requiring a marked crosswalk at all trail crossings of arterials and busy local streets
7. Policy to mark all routes designated as bike routes that do not have pedestrian facilities to make it clear the pedestrians have the right of way and that bikes must yield.

I personally believe PED PDX's proposed allocation of resources is wrong headed. More funds should be allocated to SW Portland than is proposed due to our extreme shortage of safe pedestrian facilities on our arterials. That said, I propose you multiply the funding available for SW In Motion by 10, giving that effort \$7,000,000 to use in the first 5 years and actually get many important small projects done. I also propose that Parks and PBOT get off the dime and move forward on getting the Red Electric completed.

PedPDX hearing June 5, 2019

Testimony by Hans E. Steuch, 2750 SW 28th Dr, Portland, OR 97219

There are some lovely paths on city right-of-way in SW Portland, on Coronado Court and Coronado Street. The paths connect walkers to Boones Ferry Rd, and bus 38 service there, and to the Boones Ferry Horse Trail in Tryon Creek State Park Natural Area. In my mind these paths are well suited to become part of Neighborhood Walkways such as defined by PedPDX.

The paths are used by local residents, they are safer than the alternatives: busy Stephenson St and Arnold St, which both have limited sidewalks.

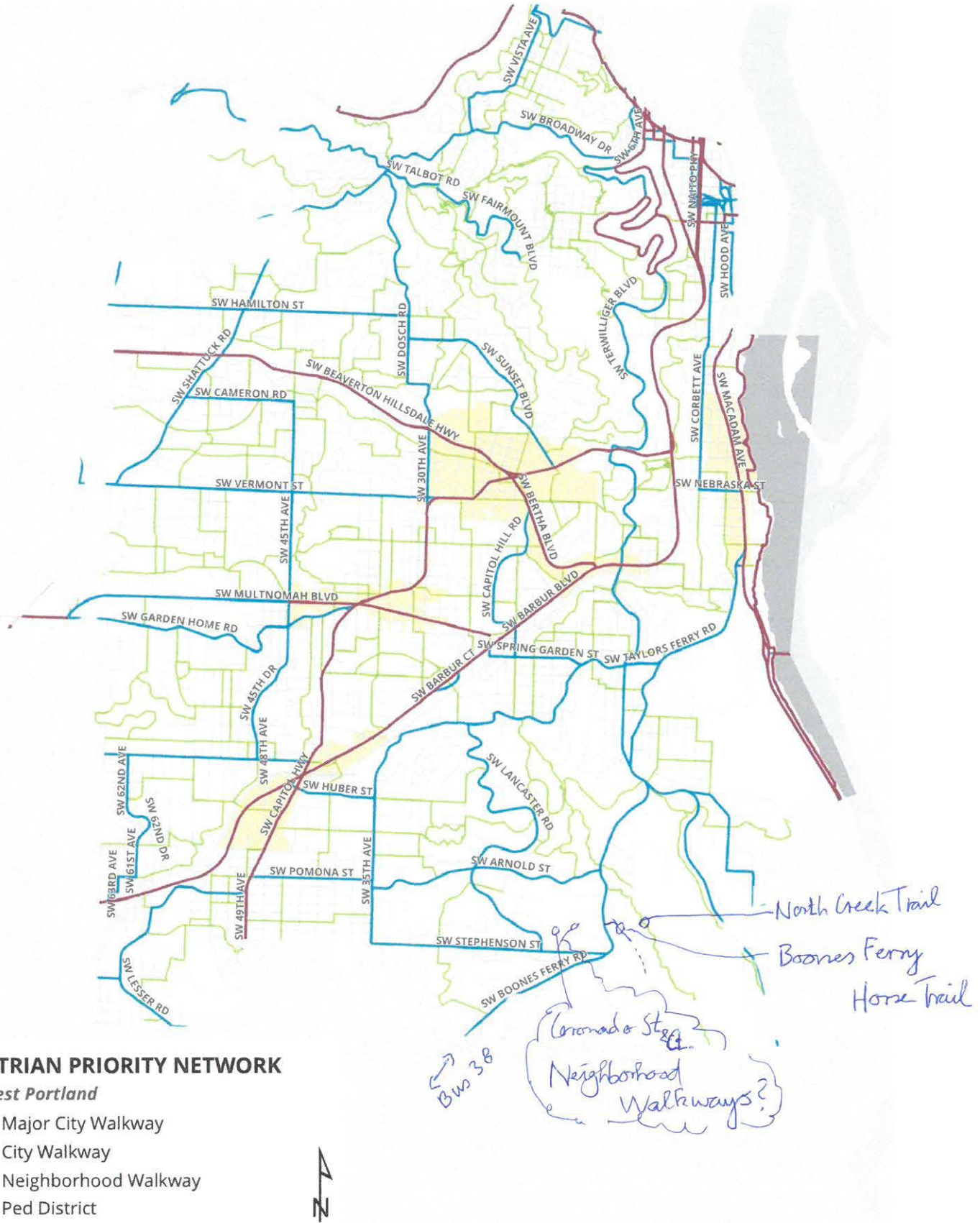
While the paths are used they are not comfortable. In order to make them so they need to be improved. Such improvement is resisted by some adjacent property owners; in some cases the resistance has taken the form of fences built into the right-of-way, forcing walkers away from more level ground.

I urge that PedPDX define as a Neighborhood Walkway SW Palatine Heights Rd connecting to 16th Ave and the unimproved portions of Coronado St and Coronado Ct as defined in the attachments to my written testimony. I do this in the hope that such designation will improve the likelihood that, ultimately, the paths can become more comfortable for those that do use them now and for all that would like to use them if they are improved.

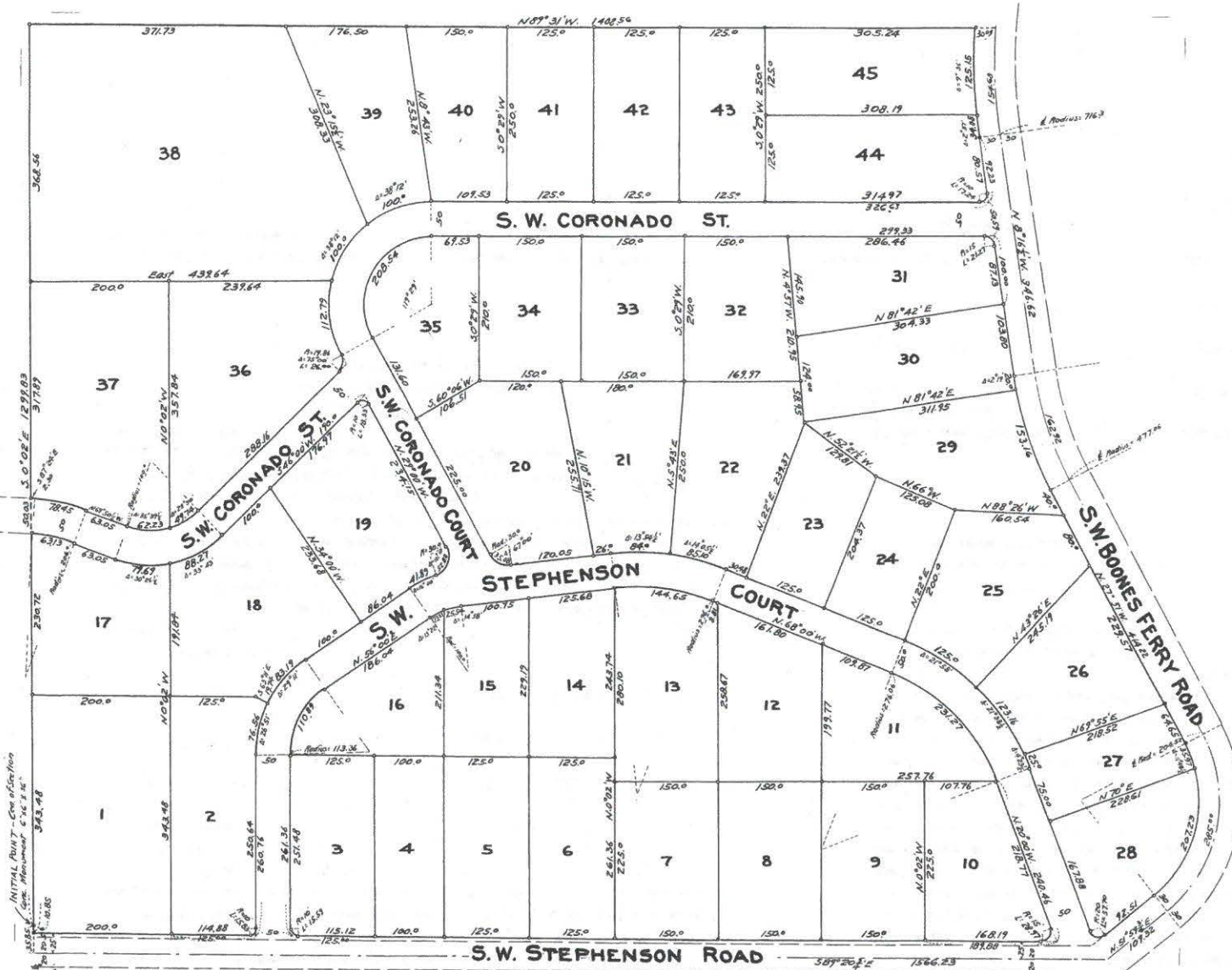
Attachments

1. Page 86 of PedPDX Plan, annotated
2. Gracemont Survey, 1940
3. Page 79 of PedPDX Plan, annotated

Figure 27: PedPDX Pedestrian Priority Network - Southwest Portland



ALDERCREST



GRACEMONT

IN SECTION 33 T.15.R.1E. W.M.

Surveyed May 1940 by Marshall Bros.
Scale 1 in. = 100 ft.

P.182

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37429-1
Attachment 2

KNOW ALL MEN BY THESE PRESENTS, That Ruth Foy and Alfred Foy, her husband, and George Hermann, and Grace B. Hermann, his wife, do hereby make, establish, and declare the annexed map of GRACEMONT a true and correct map and plat thereof, all lots being of the dimensions shown on said map and all roads, streets, and courts of the widths therein set forth, and said Ruth Foy and Alfred Foy, her husband, and George Hermann and Grace B. Hermann, his wife, do hereby dedicate to the use of the public as public ways forever all roads, streets and courts shown on said map.

IN WITNESS WHEREOF, said Ruth Foy and Alfred Foy, her husband, and George Herman, and Grace B. Herman, his wife, have hereunto set their hands and seals this 25th day of May, 1940.

Executed in the presence of us as witnesses:

Ruth Foy _____
Alfred Foy _____
George Hermann _____
Grace B. Hermann _____
Vera J. Forbes _____
Emily Ryder _____

Notary's Seal

STATE OF OREGON }
 COUNTY OF MULTNOMAH } ss

BE IT REMEMBERED, That, on this 25th day of May, 1940, before me the undersigned, a Notary Public in and for said State and County, personally appeared Ruth Foy and Alfred Foy, her husband, and George Herman, and Grace B. Herman, his wife, to me personally known to be the individuals named and described in, and who executed the foregoing instrument, and acknowledged to me that they executed the same freely, and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first in this my certificate written.

Vera J. Forbes _____
 Notary Public for State of Oregon.
 My commission expires Mar. 24, 1943

Approved Charles McKinley
 Pres. City Planning Commission

Approved June 3rd 1940
Charles Ringler
 County Assessor

I, Earl A. Marshall, being first duly sworn, depose and say that I have correctly surveyed and marked with proper monuments the lands represented on the annexed map of GRACEMONT; that I used as an initial point for said survey the center of Section 33, T.15. R.1E, W.M., where is situated a concrete monument 6" x 6" x 36". The property platted is described as follows: Beginning at the initial point aforesaid, running thence S.0° 02' E. along the center line of said section 35.95 feet to a point in the center line of Stephenson Road, thence S.89° 20 1/2' E. along the center line of Stephenson Road 1566.83 feet to a point in the center line of Boones Ferry Road; thence along the center line of Boones Ferry Road N.51° 59 1/2' E. 109.32 feet; thence 285.00 feet on a curve to the left having a radius of 204.82 feet; thence N.27° 51' W. 414.22 feet; thence 162.82 feet on a curve to the right having a radius of 477.06 feet; thence N.8° 16 1/2' W. 346.82 feet; thence 154.68 feet on a curve to the right having a radius of 716.3 feet to an intersection with the north line of the south one-half of the north-east one-quarter of said Section 33; thence, leaving the center line of Boones Ferry Road, N.89° 31' W. along said north line of said legal subdivision, 1408.56 feet to a point in the north and south center line of said Section 33; thence S.0° 02' E. 1299.83 feet to point of beginning

Earl A. Marshall

Subscribed and sworn to before me this ___ day of May, 1940

 Notary Public for State of Oregon
 My commission expires _____

All taxes from 1926 to 1940
 both inclusive are paid.
 Martin T. Pratt, Sheriff
 by J. H. Idc Deputy

Approved June 5, 1940
C. A. Bigelow
F. L. Shull
O. V. Badley
 Board of County Commissioners

Approved June 4 1940
Claude G. Powers
 County Surveyor

Attest: A. A. Bailey
 County Clerk
 By T. S. Richardson
 Deputy

P. 2 of 2

37429

City Walkways

City Walkways are intended to provide safe, convenient, and attractive pedestrian access along major streets and trails with a moderate level of pedestrian activity supported by current and planned land uses. These include Community and Regional Corridors, non-frequent transit lines, and moderate-demand off-street trails.

- *Land Use. City Walkways should provide access along major streets to neighborhood commercial areas and other community destinations. Where auto-oriented land uses are allowed on City Walkways, site development standards should address the needs of pedestrians for access.*
- *Improvements. City Walkways should have regularly-spaced marked crossings (with closer spacing in Pedestrian Districts), sidewalks on both sides, and a pedestrian realm that can accommodate moderate levels of pedestrian activity.*

Neighborhood Walkways

Neighborhood Walkways are intended to provide safe and convenient connections from residential neighborhoods to Major City Walkways, City Walkways, and nearby destinations such as schools, parks, transit stops, and commercial areas, primarily using routes that have low levels of motor vehicle traffic or do not allow motor vehicle traffic.

- *Land Use. Neighborhood Walkways are usually located in residential or natural areas on low-volume Local Service Traffic Streets or connections that do not allow motor vehicles.*
- *Improvements. Neighborhood Walkways should be designed to provide a safe and comfortable walking environment, but may take many forms depending on the context. Design types may include sidewalks, shoulders, shared streets, pedestrian-only paths, multi-use paths, soft-surface trails, and ramps/stairs.*

Local Service Walkways

Local Service Walkways are intended to serve local circulation needs for pedestrians and provide safe and convenient access to local destinations.

- *Land Use. Local Service Walkways are usually located in residential, commercial, or industrial areas on Local Service Traffic Streets that are not classified as Neighborhood Walkways.*
- *Classification. All streets that allow pedestrian access and are not classified as Major City Walkways, City Walkways, or Neighborhood Walkways, are classified as Local Service Walkways.*
- *Improvements. Local Service Walkways should be designed to provide a safe and comfortable walking environment that provides access to adjacent land uses.*

Testimony before the Portland City Council

Re: PedPDX

Glenn Traeger
1133 NW 11th Ave, Unit 519
Portland, Oregon 97209
g.traeger@att.net

June 5, 2019

Many pedestrians are killed in Portland by motorists each year. These deaths can be avoided if motorists would drive slower and follow existing traffic laws.

We do have an existing traffic law that would significantly reduce pedestrian accidents. It's called the crosswalk law which requires motorists to stop for pedestrians entering an intersection crosswalk either marked or unmarked. Unfortunately, this law is seldom followed.

The city is becoming denser each year and the conflicts between pedestrians and autos are increasing. Portland spends millions of dollars each year in capital projects making roads safer for pedestrians. Why can't our city save some of this money and just enforce the crosswalk law we already have. It would make walking safer it and will free up money for other important projects.

I ask members of the City Council and everyone in this room to challenge themselves and follow the crosswalk law. You will see how important yielding to pedestrians is needed to save lives. It will also make you a better driver.

I don't see how we can have it both ways. We can't have drivers ignoring traffic laws and safe streets for pedestrians. This is not a tough decision. I hope you act in the way of safety and life and start enforcing the crosswalk law.

Please take my challenge and see how we can make Portland a safer and better place to live for all of us.

Just one more thing. Most of the improvements proposed in the PedPDX plan will not be effective unless traffic speeds are reduced. What good are additional crosswalks and street improvements when cars are whizzing by going too fast to yield to pedestrians. We need to slow traffic down on all city streets.



Submitted by Glenn Tranger 6/5/19 37429

Oregon's crosswalk laws are designed to give pedestrians time and space to get safely across the street. They help us all get where we're going safely.

Know the CROSSWALK LAWS



- In Oregon¹, every intersection is a crosswalk – whether it's marked or not.
- Crosswalks may also exist between intersections (mid-block), but only when marked with painted white lines.

- By law², a pedestrian is in a crosswalk when any part of the pedestrian moves into the roadway, at a crosswalk, with the intent to proceed.
- That includes not only the pedestrian's body, but also a wheelchair, cane, crutch, bicycle or any other extension of the person.
- A driver may be cited and fined more than \$250 for failing to stop for a pedestrian.


Make sure you STOP AND REMAIN STOPPED

At any crosswalk – marked or unmarked – until people walking have cleared your lane, plus the lane next to you.

When turning at a traffic signal, until people crossing have cleared the lane you are turning into and at least six feet of the next lane.

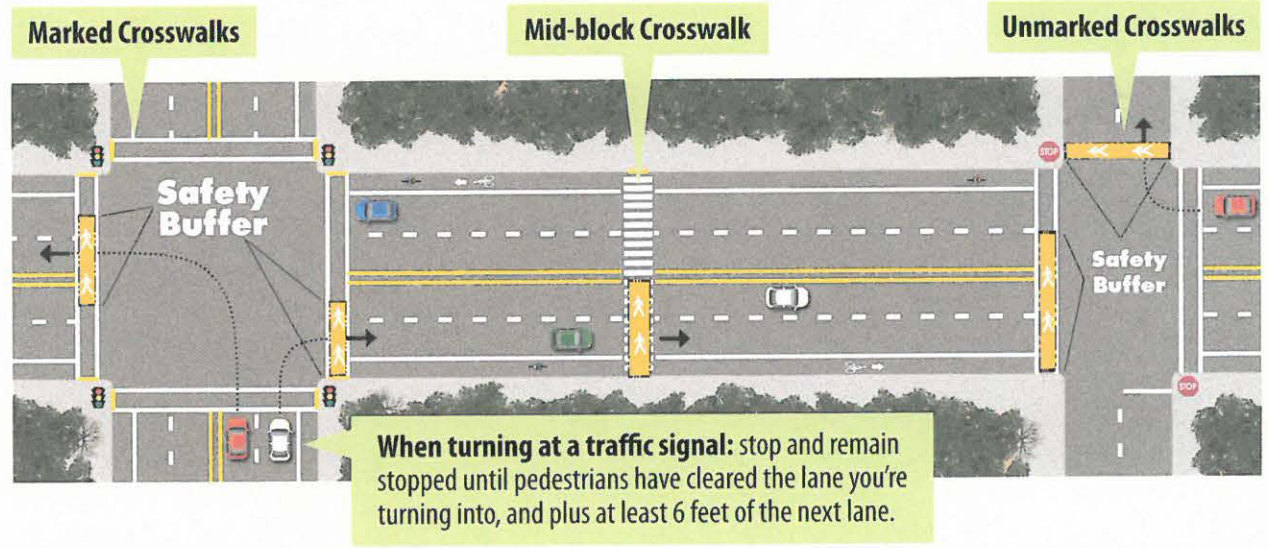
In school zones, as directed by crossing guards.

For people who are blind (using a white cane or a guide dog), until they are completely across the roadway.



PEDESTRIANS ARE VULNERABLE. HELP KEEP THEM SAFE.

- On average, a pedestrian is killed in a traffic crash every two hours, and one is injured every seven minutes.
- The majority of motor vehicle crashes involving people walking are caused by drivers failing to yield to them.
- A quarter of all pedestrians struck by vehicles are hit in crosswalks.



¹ ORS 801.220
² ORS Chapter 811

Good Afternoon,

My name is Kem Marks. I am the Dir. of Transportation Equity at the Rosewood Initiative in outer East Portland. I am a paid lobbyist for Rosewood.

I want to recognizing the hard work by Michelle, Francesca, and other PBOT staff. I also want to recognize the constraints they are working under including fiscal, political, institutional, and outdated standards.

There is much in this plan to like. There are also areas where it could be improved. Some issues can only be addressed by Council.

Council must find more funding. HB2017 and FOS are helping to fill the funding gap. However, other ongoing revenue specifically for pedestrian projects must be found. Expanding the permit parking program should occur with funds paying for improvements in the parking districts. Income based permits should be included. The City needs to stop giving away an asset like street space.

The current policy of getting residential sidewalk infill with new development is taking to long, especially in places like East Portland. Creative revenue measures need to be explored. An example of this could be establishing a program where The City builds sidewalk infill and places a contractor's lien on the property. The lien could be lifted upon receiving reimbursement at the time it goes into escrow during the sale of the property. The City could bond money for the program based on sales forecasts. Property owners wouldn't be immediately out of pocket, and in most cases the cost would be offset by the value of the improvements and market forces. Alternatively, payment plans could be set up. Emphasis should be paid to residential streets used as cut-throughs and routes to schools.

No to the nuts and bolts.

- We support Oregon Walks "Clear the Corner" initiative, and point to the improvements being considered at Division and 122, 148, and 162 as a solution of providing better visibility for peds at corners.
- PBOT MUST start building sidewalk infill to its own standards even when right of way must be purchased. East Portland is getting 6 foot sidewalks where 12 foot sidewalks should be. This is not how you make walking safe, accessible, and comfortable. It is also not equitable. Retrofitting these projects to move poles and other obstacles should be prioritized.

- Right turns on red should be eliminated, period. Eight percent of driver/ped crashes are due to this movement. But that doesn't tell the entire story. A study from the University of Toronto demonstrated that over 50% of drivers turning right are looking left not right to see if the crosswalk is clear. This is leading to crashes and near crashes. I, have experienced many near misses. In addition, drivers invade the crosswalk to get a better view to turn. In doing so they force pedestrians to go around them, often into the through zone. This is dangerous for all pedestrians, but especially for children, seniors, and the disabled.
- PBOT must implement a proactive plan to provide uniformed verbal audible signals for the blind and visually impaired. The current policy of waiting to make changes with capital projects is not acceptable. Not all intersections have audible signals. Older tonal signals don't meet current standards and are dangerously confusing.
- Although we believe street design changes are the best way of addressing speeding and other reckless behavior, enforcement can't be eliminated as a tool. Given the history of racially biased enforcement, we believe that automated enforcement is the best method of enforcement. Criteria for placement of radar and photo enforcement should be data driven. Top priority should be given to high crash intersections and corridors.
- Alternative walkways should not include design features that include pedestrians sharing a surface with vehicles. Designs like those on page 274 and 276 are not acceptable for blind/visually impaired people or people with mobility devices. A blind person will have no way of knowing where they are in relation to the street or to cross-streets. In addition, lighting on "appropriate" streets is poor which makes it difficult or impossible to see people on the shared surface. I live on 130th Ave. between Powell and Holgate. It is supposed to be one of these so called low volume/speed streets. Yet people speed along it all the time to get to Powell, Holgate, or Bush. It leads to Powellhurst Gilbert Elementary School so there are high volumes in the morning/afternoon. There are areas where someone with mobility barriers cannot get off the road. The drainage and lighting are terrible.
- Crosswalk Types should be determined by how people use it, not whether it is a 2,3,or 5 lane street. SE 174th is a 2 lane road and would most likely not get a flashing beacon or more. However, drivers, including heavy trucks, fly down this street. The lighting sucks. Crossings on streets like this need more than just zebra stripes.

Thank you for your consideration of these comments. And thank you to PBOT for their hard work.

To Mayor Wheeler, Commissioner Eudaly, Commissioner Fish, Commissioner Fritz and Commissioner Hardesty,

Go Lloyd is submitting written testimony supporting the adoption of PedPDX and asks that City Council prioritize and increase funding for pedestrian improvements in Portland in order to implement the plan.

Go Lloyd, a transportation management association, was founded in 1994 and initiated programs in 1997. With 165 member businesses in the Lloyd neighborhood, Go Lloyd represents over 10,000 residents and employees. Go Lloyd's Pedestrian Committee is comprised of volunteers who live and work in the neighborhood and are passionate about improving conditions for people who walk. The Pedestrian Committee coordinates projects and events that focus on safe, healthy, walkable infrastructure, including neighborhood garbage pick-ups, Vision Zero Street Teams, and guided walks. The Pedestrian Committee also advises on Go Lloyd's infrastructure projects, including pedestrian crossings improvements, and public place garbage cans. Go Lloyd and the Pedestrian Committee are grateful for the work done by Michelle Marx, Francesca Patricolo and the PedPDX team to prepare this plan, and we are pleased that changes to the draft plan we suggested were adopted.

Go Lloyd is supportive of the data-based approach used to prioritize citywide pedestrian needs, and agrees that using race and income data accounts for the intersectionality of other important considerations, including persons with disabilities, affordable housing, and persons with limited English proficiency.

Go Lloyd is particularly supportive of Strategies 2, 3 and 7 to Improve Visibility of Pedestrians at Crossings, Reduce Turning Movement Conflicts at Intersections and Manage Vehicle Speeds and Improve Driver Awareness. Near-term implementation of the actions outlined in these three strategies is needed in order to improve pedestrian safety and achieve Vision Zero. In 2019, Portland has seen an increase in traffic and pedestrian deaths compared to recent years. In April, a pedestrian was killed in Lloyd while crossing the street in a marked crosswalk. If Portland is to achieve Vision Zero, we must act to improve pedestrian infrastructure. Go Lloyd requests that City Council adopt PedPDX and we look forward to our continued partnership with PBOT as we implement the actions outlined in this plan.

Thank you,

Go Lloyd

McClymont, Keelan

From: Lisa Caballero <lisac@me.com>
Sent: Wednesday, June 5, 2019 12:20 PM
To: Council Clerk – Testimony
Subject: PedPDX: SWHRL
Attachments: SWHRL PedPDX .pdf; pedpdx report-swhrl.pdf

Please find attached two files in PDF format.

The first is testimony from the Southwest Hills Residential League (SWHRL) and the second is a report critiquing the PedPDX Pedestrian Network Prioritization scheme.



Southwest Hills Residential League
c/o Southwest Neighborhoods, Inc.

7688 SW Capitol Hwy

Portland, OR 97219

<http://www.swni.org/swhrl>

contact@swhrl.org or president@swhrl.org

re: PedPDX

Council Clerk
City Council
1221 SW Fourth Ave., Room 130, Portland, OR 97204

June 25, 2019

To the City Council:

A tremendous amount of work has gone into creating the PedPDX plan, and I congratulate the PBOT team for their accomplishment. They've analyzed where pedestrian crashes are most likely to occur, they've catalogued all our streets, and documented whether they have sidewalks or not. They have a database of 23,716 street segments, each ranked with a priority score—all of that work is a wonderful asset and will be useful to many people. In fact, The Pedestrian Priority Network is one of the main deliverables of this effort, and it will be used to determine PBOT capital improvement projects.

However, I have two main problems with this prioritization method. I'm bringing this issue up because I want to make sure that you know what you are voting for.

First, PedPDX prioritizes street segments according to the following formula:

equity + safety + demand = priority score.

And they claim that the scores are "weighted equally." This is misleading.

In reality, if you look at the contribution of each of these categories to the final prioritization you will see that equity contributes 52% of the points, demand contributes 37%, and safety contributes only 11% percent of the total points. So basically, PedPDX is prioritizing their equity map, and safety does not end up being much of a determinant in this scheme.

The reason this happens is that the distributions of the input data sets aren't the same. The Equity distribution is normal; the safety distribution skews left—indeed its most frequently occurring score is 0! (Two thirds of the entries have a 0 score.)

It's hard to explain this in three minutes, but if you don't understand what I'm talking about, I urge you to postpone your vote until you can find someone who knows more statistics than I do to audit this

prioritization scheme. But please understand that the average percentage contribution of each of the three categories is:

52% equity, 37% demand, 11% safety

My second problem with the prioritization method, aside from the skewed data sets, is it does not take into account missing sidewalks—not having a sidewalk is viewed as a “need,” not as a “risk,” so it doesn’t figure into the safety ranking. This hurts the ranking of southwest Portland streets in particular. As you may know, 66% of our arterials lack sidewalks, by far the worst coverage in the city—no other area of town comes close to that. It’s this lack of sidewalks that makes walking dangerous in the southwest—having to walk on a narrow shoulder between a fog line and a guardrail is unsafe. Period. Yet this is not taken into account in the prioritization.

The Southwest Portland pedestrian loses with this prioritization method. This is a 20-year plan. As you can see from the PBOT “Sidewalks Built” graphic (below) the Southwest is the area of town that got the fewest sidewalks built over the past 20 years, and it seems this new plan will lock us into not getting the sidewalks we need for the next 20 years.

I urge the Council to postpone your vote on this important plan until the pedestrian prioritization method is examined closely and that you have time to consider if the prioritization contributions best reflect the Council’s values.

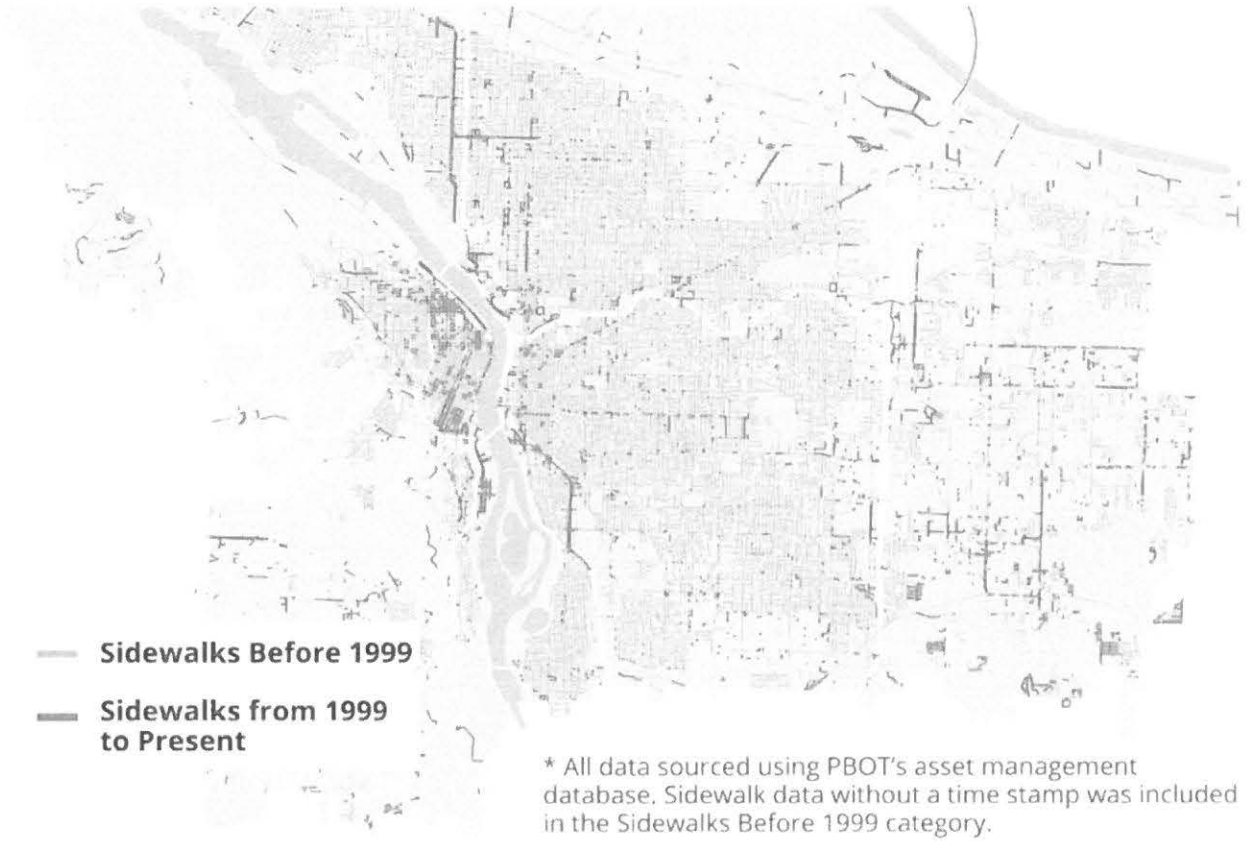
Thank you for your consideration,

Lisa Caballero
Transportation Lead
Southwest Hills Residential League (SWHRL) Neighborhood Association

Street Surfaces

Neighborhood Coalitions	Centerline Miles				% in Neighborhood Coalition				Sidewalks *		
	Paved With Curbs	Paved Without Curbs	Un-paved	Total	Paved With Curbs	Paved Without Curbs	Un-paved	Total	Miles of Sidewalk	% All Streets Sidewalk Coverage	% Arterial Sidewalk Coverage
Street Surface Data as of 6/30/2018											
Central Neighbors Northeast (CNN)	142.9	30.4	6.6	179.9	79.4%	16.9%	3.7%	100.0%	222.5	61.8%	71.4%
East Portland Neighborhood Office (EPNO)	314.8	71.0	11.3	397.0	79.3%	17.9%	2.8%	100.0%	413.5	52.1%	60.2%
Northeast Coalition of Neighborhoods (NECN)	178.2	2.2	1.2	181.6	98.1%	1.2%	0.6%	100.0%	319.0	87.8%	87.5%
None, Unclaimed, or Multiple	34.8	10.8	0.2	45.8	76.0%	23.5%	0.5%	100.0%	50.5	55.1%	34.2%
North Portland Neighborhood Services (NPNS)	221.5	13.8	5.9	241.3	91.8%	5.7%	2.5%	100.0%	360.5	74.7%	68.6%
Neighbors West/Northwest (NWNW)	122.8	29.4	3.4	155.6	78.9%	18.9%	2.2%	100.0%	187.5	60.3%	67.5%
Southeast Uplift Neighborhood Program (SEUL)	452.6	33.6	13.7	509.9	90.7%	6.6%	2.7%	100.0%	794.2	77.9%	89.6%
Southwest Neighborhoods Inc. (SWNI)	152.2	114.9	13.4	280.5	54.3%	41.0%	4.8%	100.0%	141.9	25.3%	33.9%
Total	1,629.8	306.2	55.7	1,991.7	81.8%	15.4%	2.8%	100.0%	2,489.7	62.5%	64.6%

* Arterial Sidewalk Coverage values yet to be updated



Pedestrian Priority Scores and Data Distribution

The 2019 **PedPDX Citywide Pedestrian Plan** updates the **Pedestrian Master Plan** of 1998. It is a once-in-twenty-year effort that “prioritizes sidewalk and crossing improvements, along with other investments to make walking safer and more comfortable across the city.” (pg 22)

PedPDX divides the streets of Portland into 23,716 segments and prioritizes each segment according to this formula:

$$\text{equity} + \text{safety} + \text{demand} = \text{priority score.}$$

PBOT describes this formula as being “weighted equally” between the three terms, but this description of the formula is inaccurate.

In reality, the formula is an addition equation with roughly 12 terms, and each term is assigned to either the equity, safety or demand category. Within each category, the score cannot total more than 10. Mathematically, it is incorrect to call this a “weight.” Rather, it is simply a restriction of the top score to “10” across all categories.

The *output* percentages of each category are certainly **not** equal. The average contribution of each category in the *output* of the prioritization are:

$$52\% \text{ equity} + 37\% \text{ demand} + 11\% \text{ safety}$$

In other words, on the average of the data set, the safety data counts almost five times less than the equity data. How can that be when the input formula looks so even? The problem is that large differences exist between the distributions of the data sets, and these distributions skew the prioritization results.

You can easily see this by looking at the top score possible in each category, 10 points. In the equity category, 2,702 street segments received the top score of ten. But in the safety category, only eight segments received the top score. So right out of the gate, equity contributes 27,020 prioritization points, and safety only 80. Moreover, the safety score that street segments most frequently receive is 0; over fifteen thousand street segments—that’s two thirds of the data set—don’t make a safety contribution to the prioritization.

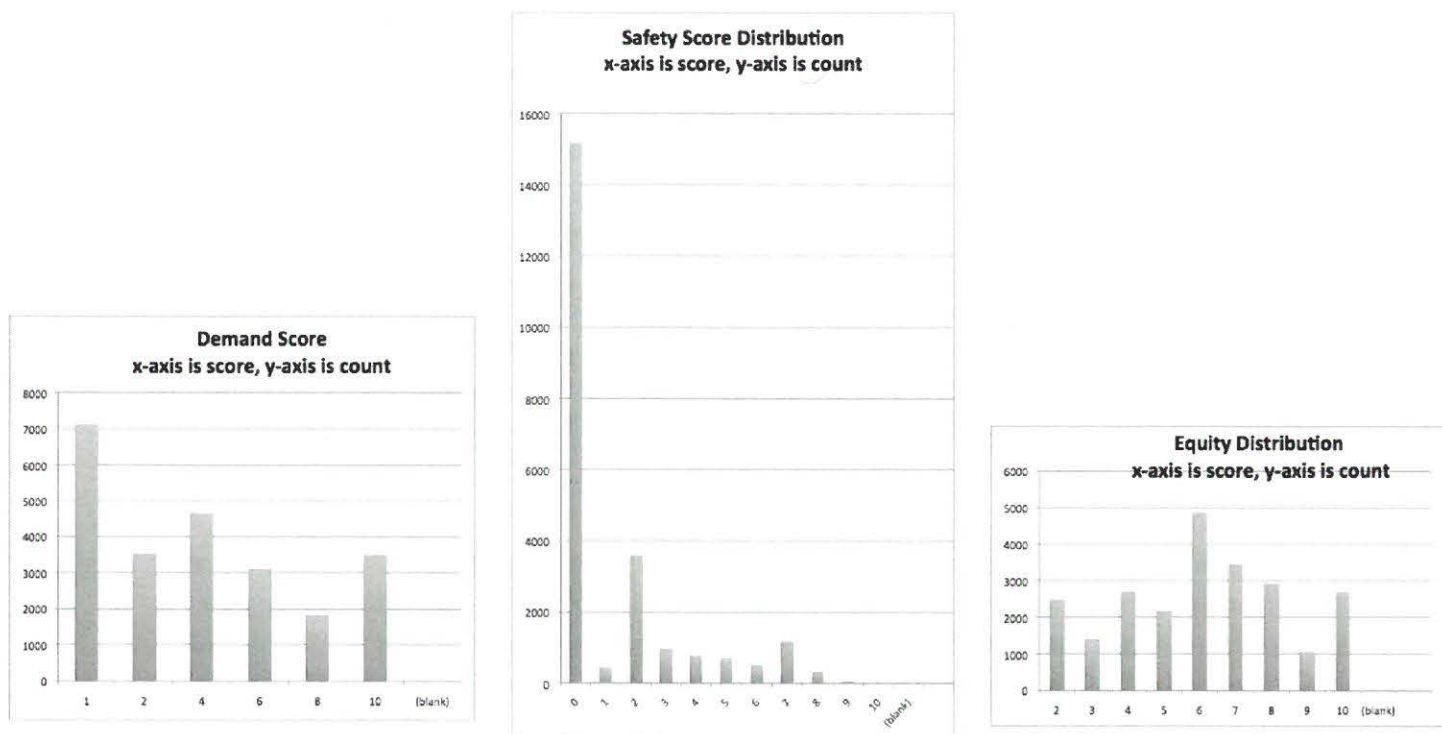


Figure 1: Input Data Distribution (The horizontal distribution totals are aligned across graphs, their vertical scale is the same.)

The **Equity** distribution most closely resembles a normal distribution. The range is [2,10]. The **Demand** Scores range between [1,10] with 1 being the most frequently occurring score. 3,479 segments scored a perfect ten.

The **Safety** Scores range between [0, 10]. 15,166 scored a 0—that's almost two thirds of the data set. Eight street segments received a score of ten; 61 received a score of nine.

If you total all of the scores which contribute to the total number of points in the prioritization (276,467), you can then divide that total into the points contributed by the equity term (143,876), the demand term (100,943) and the safety term (31,648) to arrive at the respective percentages of: **52%, 37% and 11%**.

Determining the Equity, Demand and Safety Scores

How these scores are calculated is described in Chapter 5, and in Appendix J, which is a Prioritization Memo from consultants at Alta Planning + Design. The value schemes, below, speak for themselves.

If you compare values across categories, unfortunate differences between the safety and equity category jump out.

For example, a street segment is awarded 2 safety points for being the site of multiple pedestrian deaths or serious injuries. But that same street can receive up to 10 points depending on the racial and income profile of the census tract where it's located. Thus, a race/income-based score can be worth up to five times more than a site of multiple pedestrian/car crashes. Eleven percent (2,702) of the street segments qualify for the top equity score.

Looking more closely at the safety scoring, you can see why only eight streets received a perfect score of 10—it's hard to rack up those safety points! A perfect scoring street needs to have more than four travel lanes, a posted speed above 40 mph, be in a pedestrian high crash corridor, and have had multiple pedestrian crashes.

Note that lack of a sidewalk does not count as a safety risk. PedPDX's decision to not consider whether a road has a sidewalk or not has unfortunate ramifications for southwest Portland.

Ultimately, safety is not much of a determinant in the final Pedestrian Network Prioritization.

Table 5: Equity Scoring

FACTOR	EQUITY SCORE
Race (by census tract per ACS, weighted by tract population)	1 to 5
Income (by census tract per ACS)	1 to 5
Overall Equity Score	Sum (2 to 10)

Table 7: Pedestrian Classification Scoring

PEDESTRIAN CLASSIFICATION	DEMAND SCORE IN PEDESTRIAN DISTRICTS	DEMAND SCORE IN LIGHT RAIL STATION AREAS	DEMAND SCORE ON DESIGNATED SAFE ROUTES TO SCHOOL	DEMAND SCORE OUTSIDE OF PEDESTRIAN DISTRICTS
Major City Walkway	10	8	8	6
City Walkway	8	6	6	4
Neighborhood Walkway	4	2	1	1
Local Streets	2	1	N/A	N/A

Note: Demand Score is a single score based on classification (not a sum)

Table 6: Safety Scoring

CONDITION	SAFETY SCORE
<i>Collision-Based Factors</i>	
Pedestrian High Crash Network	2
Street segments with one killed or serious injury pedestrian collision	1
Street segments with multiple killed or serious injury pedestrian collisions	2
<i>Risk Factors</i>	
Streets with three travel lanes (two-way street)	1
Streets with three travel lanes (one-way street)	2
Streets with four or more travel lanes	3
Locations with posted speeds of 30 mph or higher	2
Locations with posted speeds of 40 mph or higher	3
<i>Off-Street Factors</i>	
Trail segments separated from motor vehicles	2
Overall Safety Score	Sum Total (0-10)

Prioritized Sidewalk Gaps

This is still a black box to me, I can't be certain what the work flow is at this point, but it looks like they are taking the top-three tier road segments from the Pedestrian Network Prioritization and using the sidewalk gap data to filter them. Thus you end up with the top tier street segments which also have sidewalk gaps. This 2nd pass filters out most of the streets in the data set, as it should.

One obvious problem, however, is that by considering sidewalk gaps only in a second pass, PedPDX has already excluded from consideration the roads that lack sidewalks.

And mathematically, the problem is, once again, that we can't tell the what the resulting equity, demand and safety percentages are without calculating them.

Using an excel tool called "Conditional Sum Wizard," I found that, for tier 1, 2 or 3 streets, with no sidewalks present, the percent contribution on average is:

41% equity + 41% demand + 18% safety

With either 0 or 1 sidewalk present the percentage are:

40% equity + 40% demand + 20% safety

I'm having to trust that I'm using the Sum Wizard correctly, I can't verify the results, but they seem reasonable. I'm also not sure of how PedPDX is filtering.

Discussion

I have two main problems with this prioritization method:

First, by categorizing lack of sidewalks as a “need” rather than as a “risk,” this method discounts what is unsafe about Southwest Portland roads. At 66%, Southwest Portland has the highest percentage of arterial streets without sidewalks in the city—by far. Having to walk on a narrow shoulder between a fog line and a guardrail is unsafe. Period. Yet the PedPDX prioritization method does not consider lack of sidewalks in its safety score.

In a second pass, only *after* determining road safety and Prioritization, the PedPDX method overlays sidewalk gaps onto it’s ranking.

Unfortunately, Southwest arterials are triaged before they reach this second pass, the sidewalk filter.

A good example of this is SW Broadway Drive. This road received the lowest safety priority of 0. Take the Broadway Drive challenge yourself! Try to walk up that street. With speeding cars, narrow shoulders, and only an occasional patch of sidewalk, the pedestrian who travels this route takes her life in her hands. Yet, it was triaged by the Pedestrian Network Prioritization.

Street Surfaces

Neighborhood Coalitions	Centerline Miles				% in Neighborhood Coalition				Sidewalks*		
	Paved With Curbs	Paved Without Curbs	Un-paved	Total	Paved With Curbs	Paved Without Curbs	Un-paved	Total	Miles of Sidewalk	% All Streets Sidewalk Coverage	% Arterial Sidewalk Coverage
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* Arterial Sidewalk Coverage values yet to be updated

My second problem is that it is the nature of this equation, with these input sets, that you won't be able to know what the equity, demand, safety percentages are without calculating them for every selection of data. Thus, I find it misleading to the public to report that the "weights" are equal, when the percentages of the output results are so unequal.

McClymont, Keelan

From: ellenelliott <eelliott1494@comcast.net>
Sent: Monday, June 3, 2019 7:15 PM
To: Council Clerk – Testimony
Cc: Ellen Elliott
Subject: Fwd: amend, PedPDX City Council Hearing, 6.5.19

See full text below - my earlier noted correction is included. Please disregard my two previous emails. Thank you.

Begin forwarded message:

From: ellenelliott <eelliott1494@comcast.net>
Subject: PedPDX City Council Hearing, 6.5.19
Date: June 3, 2019 at 3:26:31 PM PDT
To: cctestimony@portlandoregon.gov
Cc: Ellen Elliott <eelliott1494@comcast.net>

Council Members,

Please take a close look at pedestrian safety issues at south side of the four-way stop at SW Capitol Hwy and SW Taylors Ferry Road. Both as is, and especially, with proposed change to traffic movement. Currently it is a hazard for eastward walkers and bikers at that crosswalk. If a tall vehicle (passenger truck, van, SUV, etc) is in center lane to turn left or travel through northbound, there is no line of sight (visibility) for a driver continuing north or turning right from the outside lane. Add to this ODOT's proposed jughandle traffic revision for the I-5S entrance. I live near this intersection and know it to be problematic as it is. Some people currently hesitate and others jump out of turn, contributing confusion, slowed traffic, and certainly unpredictable conditions for pedestrians. The proposed revision aiming constant I-5S freeway traffic through this intersection will be extremely unsafe.

The other three corners here present the same or similar problems for walkers and drivers.

Thank you for your consideration of this issue.

Ellen Elliott

Moore-Love, Karla

From: ellenelliott <eelliott1494@comcast.net>
Sent: Monday, June 3, 2019 3:27 PM
To: Council Clerk – Testimony
Cc: Ellen Elliott; Amy SacredArtStudio
Subject: PedPDX City Council Hearing, 6.5.19

Council Members,

Please take a close look at pedestrian safety issues at north side of the four-way stop at SW Capitol Hwy and SW Taylors Ferry Road. Both as is, and especially, with proposed change to traffic movement. Currently it is a hazard for eastward walkers and bikers at that crosswalk. If a tall vehicle (passenger truck, van, SUV, etc) is in center lane to turn left or travel through northbound, there is no line of sight (visibility) for a driver continuing north or turning right from the outside lane. Add to this ODOT's proposed jughandle traffic revision for the I-5S entrance. I live near this intersection and know it to be problematic as it is. Some people currently hesitate and others jump out of turn, contributing confusion, slowed traffic, and certainly unpredictable conditions for pedestrians. The proposed revision aiming constant I-5S freeway traffic through this intersection will be extremely unsafe.

The other three corners here present the same or similar problems for walkers and drivers.

Thank you for your consideration of this issue.

Ellen Elliott

Moore-Love, Karla

From: OR Howard <orlh2@yahoo.com>
Sent: Monday, May 13, 2019 2:31 PM
To: Council Clerk – Testimony
Subject: PedPDX: Portland's Citywide Pedestrian Plan City Council Hearing

We are very appreciative of all sidewalks and the plans for more. Too many streets in SW are lacking sidewalks so the additions and improvements will be welcomed.

We are avid walkers but are constantly being challenged by bicycles on sidewalks and bridges. Last summer scooters were also a problem for walkers. Cars are mowing down pedestrians, even in crosswalks. Can't the city enforce the laws about bicycles and scooters on sidewalks and drivers being careless?? Please!!

O. R. Howard
Hillsdale

Sent from my iPad