

COMMITTEE on ACCESSIBLE TRANSPORTATION

February 16th, 2022

9:00 AM – 11:00 AM

WebEx/Virtual Meeting Recording

Members: Jan Campbell, Adam Kriss, Annadiana Johnson, Arnold Panitch Barry Lundberg, Claudia Robertson, Dave Daley, Kris Meagher, Leon Chavarria, Patricia Kepler, Ryan Skelton, AJ Earl, Zoe Presson, Keith Edwards

Staff: Margo Moore, Chris Hunter, Eileen Collins, Bonnie Todd, Ruth Ramos, Rachelle Glazier, Kathryn Wittman, Jon Santana, Mario Alexander, Charlie Clark, Johna Hicks-Coffey, Marti Magee, Tia York

Guests: Kathryn Woods, John Lewis, Leiite Lemalu, Trina Loucks, Lisa Strader, Steve Hext, Anthony Buczek, Michelle Dellinger, Charles Radosta

Call to Order:

Jan Campbell called the February 2022 CAT Business meeting to order. Jan asked for a motion to approve the agenda for the January Business meeting.

Approval of the Agenda: Leon Chavarria moved to approve the agenda and Barry Lundberg seconded the motion. Agenda approved.

Approval of Minutes of 1-19-2022 CAT Business meeting minutes. Motion to approve the January minutes, Adam Kriss moved to approve and was seconded by Kristen Meagher.

Announcements from the Chair: Jan Campbell - I just have a couple of things. You will see in your packet, a letter that was sent to the commissioners. I want to thank Dave for writing that. There were some tweaks to it, but thank you, Dave, so much for helping me with that. That has been sent out. I just wanted to bring a couple of things to your attention, at TEAC a mention of the TriMet business plan and somebody was going to come to CAT and talk to about that. So I just want to make sure we have that on the Executive Committee to talk about.

Chris Hunter: I've talked to Alan about that and he will be at our meeting in March.

Jan Campbell: Oh, great. And then we also have the transportation summit April 25th to 27th, and I'm not going to go into a lot of detail. We don't know a lot of detail maybe on this, Anna represents us on TEAC. Maybe at some point she can talk to about it, but we do have a big agenda today. If we can talk, see if there's any way that scholarships could be given to CAT members. Chris you and I can talk about that as well. We are going to talk about the nomination committee in the staff updates, is that correct? So I don't need to talk about that now.

Chris Hunter: Yeah, you can talk about it now if you want.

Jan Campbell: Adam just wanted to know about the summit, it's actually it's my understanding it will be virtual. We'll get more into once we get more details, Adam. I just wanted the scholarships to be checked out if we could get any CAT numbers, so I just wanted to get it on board. So why don't we do staff updates and do you want to start with the nomination committee, please, Chris?

Chris Hunter: I've gotten more applications for CAT. There's a few that I haven't received yet. I just given a reminder out there to everyone. I have reached out to Diana to remind her again to get hers in and assist her in any way. Then for the nominating committee, I believe we had Dave, Jan and Kris, but we're going to have to make some tweaks to that correct, Jan?

Jan Campbell: Yes, We need one other person at least. It's Jan and Kris right now, and I do want to remind people, if you're if you're interested in running for an officer position or to be on the exec, then we ask that you not be a be on the nominating committee. So if anybody's interested in being on the nominating committee, can you let Chris know; unless you know you want to be on it right now? Leon, do you want to be on it? Thank you so much. I think three is good, but if anybody else wants to come on board, let Chris know.

Chris Hunter: Right now I have for the nominating committee. It's Leon, Jan and Kris, correct? And if anyone else is interested, just you can send me an email or however you want to reach out to me and we can discuss it.

Jan Campbell: What else with staff? Margo? Eileen?

Eileen Collins Mastel: I just wanted to give you some really exciting on time performance numbers. For the first time in my tenure as manager of the Lift program, we are above the contracted requirement for on time performance with Lift Bus at 94.19% for arrivals and a little over 97% for appointments. And even our dear friends at Broadway Cab are at 95.3% percent on time for sedan trips and 86.4% for wheelchair accessible trips - which we're still working on. But that's up from 72% the prior month for wheelchair accessible vehicles. So we are all working really hard together,

and I just really appreciate the partnership of TransDev and Broadway Cab and Trina and her team at the call center for really getting trips scheduled appropriately. So great news there.

Chris Hunter: I skipped over one update. I didn't mean to skip over and I wanted to introduce Marti Magee. She is joining us for her first CAT meeting. She is our new administrative assistant at the eligibility center, so she's joined my team. She is moving into Nicole Houston's position as our administrative assistant for eligibility. So I'd like to welcome her to the meeting. She's had many, many years in the Reynolds School district, brings a wealth of experience. She started last week and been working furiously and is doing fantastic. She's caught on. She's answering phones and well ahead of where we thought she would be, but that just because she's a great person. Marti, if you want to introduce yourself or say anything, please do. I know I'm putting you on the spot right now.

Marti Magee: That's OK. Hi, everyone, I'm excited to be here at TriMet, and I'm really looking forward to this meeting and just learning a bit more about what this team does. So thank you all for having me.

Jan Campbell: Great to have you on board. You've got a good group to work with. And, Eileen, was that all? Ok, Chris, is there any time just when you have some time to do kind of a roster for us of people that you think we may need to know of; especially staff, that CAT may be working with or will be coming to the meetings?

Chris Hunter: I can definitely do that. We've got a lot of new people joining the meetings and I will send out a roster with who they are, what they do and what organizations they're with.

Jan Campbell: That would be great. Does anybody have anything of the staff before we move on? Questions? Anybody? Ryan?

Ryan Skelton: Jan, I sent you the name of a community member that wanted to join us by email, and I'm not sure whether you got that and got the invite out to that person, but they wanted to come to the meeting and make public comment. Did you?

Chris Hunter: I got that and I sent it out.

Ryan Skelton: Ok, thank you. Thank you very much.

Chris Hunter: And I don't see anyone sorry, Ryan, I don't see them on here that I know of.

Ryan Skelton: That's all right. Maybe they chose not to attend. I just wanted to make sure they have the opportunity. Thank you.

Jan Campbell: We'll ask for public comment in just a couple of minutes. What is CAT report?

Chris Hunter: We always have that on there, it's just a report on CAT updates, anything they've been working on. For example, Dave is working on the low income fares, so anything like that that people want to bring to the forefront at a CAT meeting, we have set aside some time for that.

Jan Campbell: Ok, I am sorry because I have not seen that before. I know we ask about members but maybe I just don't look at the agenda well enough. Ok, so I guess I usually thought we ask that at the end?

Chris Hunter: I wanted to rearrange some of that stuff because people didn't get to bring what they wanted to because we would run out of time. So I'm trying to adjust the agenda a little bit to make sure everyone gets heard and we have enough time to get through everything.

Jan Campbell: So does anybody have anything? But we need to do it quickly because I think we put it at the end so that we could get through the agenda. But is there anything quickly that somebody needs to talk about with the CAT? You want to raise your hand and we can call on you?

Group: Happy Birthday Jan

Jan Campbell: Are their CAT members on the phone that want to say anything? OK, I'm going to move forward.

Claudia Robertson: Last night I attended, and this is not necessarily transit related, but it could be...I attended a town hall meeting with the Charter Review Commission and it looks like they are going to actually send the charter changes straight to the ballot, so keep an eye out. Portland residents, you're going to be asked to weigh in on this and it's probably going to be in November. So I will keep you updated if I get any more updates. But I want you to keep it in mind and spread the word to anybody that you know that lives in Portland that these changes are coming. And it's really important that citizens weigh in because it's a 10 year commitment to our form of government, no matter which it is. Just wanted to let you know that this will be coming your way. The Charter Review Commission meets every 10 years to assess the city of Portland's charter, which is like its constitution, and I believe that some changes to our city commission form of government are going to be going to the ballot and it will affect probably everybody who lives in Portland. They will be

represented differently. And so I hope that you all will try to keep track of it. And if I hear anything else, I will let you know. But it's going to be a really important decision for all Portlanders to make. We could continue for another 10 years with the form of government that we've got, or we could finally put a change to the over 100 year old commission form of government.

Barry Lundberg: Yeah, just a quick comment. I've been following this quite closely too. Anyone that's interested is pretty easy to get a lot of information on this, the status of their work and so forth, and meetings coming by just going on the internet googling, if you will: Portland Charter Commission. And that'll take you to their site, and it's full of information, including information about each of the 20 commissioners, what they're studying, when they're going to come out with their recommendations. What kind of public listening and input sessions will occur now between now and November, when the initiatives will be on the ballot. Charter Commission, just Google it, you'll find a ton of information.

Jan Campbell: It's a huge change in government, so I think everybody should look at that. I actually was involved in the last charter. They always asked for a person that is to be represented, and we do have a person with a disability represented on that charter commission. I'm not sure representing older adults, but I do know on the disability part. I'm going to just move on to public comment. Do we have any public comment? Kathryn? And we have two minutes, please.

Kathryn Woods: Ok, I want to say something nice, and I want to say it quickly. I want to make a commendation to all the dispatchers in both the fixed route and the Lift system. I've personally had some really good experiences with dispatchers and the Lift system over the last month. I've

had two situations in which a dispatcher found me a ride earlier than expected, coming home from an appointment that got finished earlier than expected. And in both cases, I was home before my ride home was even scheduled. And I want to say that all of the dispatchers, the fixed route and the Lift are there twenty four hours a day, so they're doing an immense job behind the scenes. And one of their jobs is to keep the system running on time. So obviously, from Eileen's comment they are keeping the system running on time. And I believe they keep the system for the fixed route running as safely as possible when there are a lot of threats to their safety frequently. And that is my comment for today.

Jan Campbell: Thank you. So we're with the fixed route rail report. John and Kathy?

Kathy Whittman: Sure. This is Kathy. I'll go over the fixed route bus. So for the last 31 days, we are at 92.3% for on time performance. So we're holding pretty much over the 90s. Prior to the pandemic, we were struggling at 87%. Our top 10 routes that offers securement and ramp deployments are Line 4, Line 6 Martin Luther King Boulevard, Line 12 Barbur/Sandy Boulevard **Kathy Whittman (continued):** Line 15 Belmont/West 23rd, Line 17 Holgate/Broadway, Line 20 Burnside/Stark, Line 33 McLoughlin/King Road, Line 57 TV Highway/Forest Grove, Line 72 Killingsworth/82nd, Line 75 Cesar Chavez/Lombard and Line 77 Broadway/Halsey. Our top 10 securement offered, but refused by rider. The top one is the Line 20: 786 instances for the month of January. Line 72: 737. Line 6: 568. Line 33: 525. Line 75: 481. Line 15: 470. Line 57: 464. Line 17: 432. Line 77: 429. Line 12: 390. As far as our specific locations go, the highest one was Clackamas Town Center: 137. Rose Quarter transit: 114. Burnside/NW 5th: 84. Burnside/SW 20th: 80 and the U.S. Veterans Hospital: 75. As far as ramp deployments our top 10 routes are Line 72.

Last month, we had 3,396. Line 20: 3,218. Line 6: 2,799. Line 75: 2,388. Line 15: 2,188. Line 17: 2,035. Line 57: 2,000. Line 12: 1,979. Line 33: 1,901. Line 4: 1,870. Our top five locations of ramp deployments is Beaverton Transit Center: 836 for the month of January. Clackamas Town Center: 464. North Lombard Transit Centers: 460. Gresham Transit Center: 422. And Rose Quarter: 405. As far as our fixed route performance goes with steps I don't have any on here, but I don't think that's quite accurate. So I will move on to our pass ups now and the month of January, we had 94 complaints on pass ups. End of report.

Jon Santana: Thanks, and then on the rail side, we are currently running 88% on time performance for the year. One thing I did want to bring to the committee's attention is that in April, we'll be starting the first of our eight outages for our Better Red Line projects. These vary in duration and impacts. It's going to be a busy couple of years for us there. I did get a status update on where the elevators are on the system this morning. Currently, we have two platform elevators that are out that's Bybee North and Hollywood Transit Center. There is another functioning elevator at Bybee and parts are on order for Hollywood Transit Center and pending any questions. I'll keep a brief today. Thanks, everyone.

Jan Campbell: Anything else with the report before we open it up to questions? So, Jonathan, I did want to ask about the Bybee elevator, and Anna maybe you can also help me on this. Where is she? We had heard in a report on the safety group yesterday about the elevator incident, and I was wondering, is the elevator working there or is it not?

Annadiana: Wasn't it the one that was at the zoo was the one that the guy set on fire? Maybe I misheard that.

Jon Santana: Yeah, it was Bybee where we had the vandalism and arson. Currently one of the elevators there is not working. The second elevator is available for use. So apparently the only elevator on the system that's not functioning and is the only option is Hollywood Transit Center and parts on order. But I don't have a date for repair at this time.

Jan Campbell: Thank you. Any other questions on the report?

Chris Hunter: Ryan?

Ryan Skelton: Ryan, I don't think I've ever asked this before, but it just occurred to me there's an awful lot of non-secure comments being asked for, and one question that I had was, do we have statistics on how many accidents on the lines involved people with mobility devices? Because it would be interesting to do a public outreach campaign in relation to the risk of accident if you're not tied down. I understand that it's a choice in that that some people make that choice for independence reasons, but there's also the other side of the sword, which is you're more vulnerable to vehicle related accidents if you're not tied down. And you know, it would be interesting to take a look at that and to publicize some of that if we had the funds to do it.

Kathy Whittman: Ryan, that's a good question. We'll see what we can do. We do record all the accidents in our accident database, so I'll work with John's team to see if we can pull that data.

Jan Campbell: I'd like to see both sides. If you can show that Kathy, the accidents that have occurred where people haven't been and people who have been. And then I was also wondering before your reports, maybe if

we can have those statistics ahead of time, because that's a lot of information. Barry?

Barry Lundberg: Yes, well, with the elevator down at the Hollywood Transit Center basically service for people, depending upon mobility devices, is down. And I just hope that this information is properly disseminated, both for people wanting rides and people also getting on MAX and maybe expecting to get off if they need to use that elevator and the elevator is out of service. So I just want to make sure that this kind of notification is widely available to people.

Jan Campbell: Do they announce that?

Jon Santana: Yeah, we do have a requirement for operator announcements when the elevators are out. I am not entirely sure the public facing messaging and what goes out there specifically. I'd have to verify that.

Jan Campbell: Yeah. Thank you. I was going to read what Adam said and then Leon. Adam says, can we give it a little more security, especially at night? And we spoke about this before as the elevators at certain stations are in dark locations. And then we'll get to Leon, thank you. So can anybody answer that? Can we get a little more security, especially at night, and we spoke about this before as the elevators at certain stations are in dark locations?

Margo Moore: I think that falls under Pat's purview. We don't have Pat in the meeting today, but that falls under Safety and Security so we can reach out to Pat and see if he has anything he can share with this, maybe in the next meeting.

Jan Campbell: Sure. And Pat will be here at the next meeting.

Chris Hunter: That's something I can take back to Pat and have him have him address at our next meeting.

Jan Campbell: Great. Thank you. Margo. Leon?

Leon Chavarria: I know that when the elevator doesn't work, I've seen it announced on the monitor at 60th. Like if they say it's not working at 82nd or it's not working out in Hollywood you'll be able to read it. If that's what you're referring to, I know I can see it on those monitors but I don't know what else you can see it on

Jan Campbell: Yeah, and we also have to have it, not just visual, but verbal, so that's great information, Leon. Thank you. Anna?

Annadiana: Yeah, I was just wondering how far in advance of a stop they actually do the notices. Now I get an email whenever there's that type of a disruption. But those could take a **Annadiana (continued):** little while to get you. And since the operator does make an announcement. My question is how far in advance do you get an announcement so that you could possibly get off on another stop and catch a bus?

Jon Santana: They should be making announcements the station ahead, and I did confirm that it does go up on those Solari displays as well as the transit tracker, the service information coordinators put out a closure message when an elevator goes down. And we also push it out the message to our bus operators who are serving the location as well. But on

the rail side, to answer your question, it should be at least the station ahead so that passengers have options.

Jan Campbell: Thank you. Dave?

Dave Daley: We hear about this elevator stuff so often it seems like it tells a story that maybe we're not as diligent or serious about elevator maintenance as we are about bus maintenance, you know, because we just have a lot of these. Put a note in the chat that that Gideon over crossing brand new elevator is still out weeks later. So somehow or another, we're not keeping the pieces that we need to get these things back together. And if we don't get on top of it and it'll be to this place, we never want elevators because they never work. So somehow we have to get serious about fixing them. You know, if you go to New York City, this is a scandal, obviously, because they have so many elevators in the subway system that don't work, that it's cost them millions and millions of dollars, at para transit. Maybe there should be a requirement. If the elevator can't get you up to the track, maybe TriMet has to go pick that passenger up and take them where they're going. If you did that a few times, then I think maybe we'd get a little more serious about fixing the darn thing. If you're going there to board and you can't get on there, you know, or maybe you get off in the next accessible stop and they've got to take you back because there's got to be a penalty for not having a facility work. There has to be some kind of penalty if we never have a penalty. We're never going to fix these elevators the way they should be.

Jan Campbell: That was sure a big discussion about having elevators, but it's something we just had to do it, but the maintenance is really important. Has anybody thought about that?

Jon Santana: Maybe Margo can get with our facilities director next week to discuss the challenges we've been seeing around elevator repairs and maintenance. Or next month, I should say that might be helpful.

Margo Moore: Absolutely, because there's also issues with waiting on parts to, as you know that there's a definite demand broken supply chain out there. So I know that they're waiting weeks, even in some scenarios months, just to get the necessary pertinent equipment that they need to use and make the repairs. So definitely, I'll see if I get Karen Powell in the next meeting so we can talk further about that.

Dave Daley: I'd be interested in some kind of discussion about a about a response plan when a passenger is stranded because an elevator didn't work and they're out there on the system and they're trying to board the system or they have to get off at a stop that's a mile or two miles down the road. What should be TriMet's appropriate response to go rescue that passenger and get them where they're going? Now with LIFT at these high levels of performance, I suspect that they might have the capacity to respond in some of those instances if we had a plan. I just think it's something that we really ought to think about - we can't strand passengers because of bad elevators.

Jan Campbell: Thanks, Dave. Adam do you have another question other than what you put in the chat?

Adam: I like Dave's idea and one of the things that I'm wondering is on the announcements, if we could also do something in terms of giving people an option like, the elevator is out at Bybee so if you go to the next station are you going to be able to get back to your original destination? Because

sometimes, you know, having to go to the next station just to use the elevator is extremely inconvenient depending on where you have to go.

Jan Campbell: Barry.

Barry Lundberg: Yes, I was just going to mention that we all know how expensive elevators are and how difficult they are to put into a station that may be only designed for one, but this does bring up the importance I think of in the future, having two elevators at each station and **Barry Lundberg (continued):** redundancy. So if one goes down and has to be down for a week or two because of a part, at least there's one functioning. So something to think about for the future.

Jan Campbell: Patricia, did you want to say what... Because I know about the shuttles. I just wasn't sure if that happened, but do you want to bring up what you said on the on the chat?

Patricia Kepler: I was just, you know, building on what was said already that historically, if there's been a problem with the stop for one reason or another, TriMet has quickly put shuttles out to help get passengers past that situation and keep them keep them moving. And it just seems like our disabled passengers should be given the same consideration. If an elevator isn't working, we need to be able to get them where they need to go.

Jan Campbell: Thank you. Yeah, I do know that's exactly what they used to do, but I haven't ridden the MAX for a while. It sounds like Margo will talk to us next month. That'll be great. Zoe.

Zoe Carol Presson: About the having two elevators at every stop. That's not going to work because there is not the room for two elevators and that's a major problem. Thank you.

Jan Campbell: I know when I was in Canada, in Vancouver, doing their transportation thing with TriMet the elevators broke down on their subway system and it was awful getting back. It happens when you use these elevators. Anything else regarding fixed route and rail report? It looks like we're going to get some people so we can talk about that, and that'll be great and maybe a plan in place. Public, Kathryn?

Kathryn Woods: One other possible solution might be having spare parts, keeping spare parts at the garages closest to the elevators that are being concerned so that when the problem is waiting on parts, there are parts available. So maybe when they order parts, they should order redundancies, so they have some spares for future reference. Just the thought.

Jan Campbell: That's great. Like we used to have when we used our motorized wheelchairs and scooters and stuff, and now we have to wait months to get them. Anything else from the public? Adam, states the shuttles are usually sent out for long term construction projects with those, but those are planned, but I agree that we aren't seeing the response for short term issues that come up.

Chris Hunter: On the elevators I'll make sure that I note all that stuff down and the comments and suggestions made. And I will make sure I work with Margo and we'll report back next month.

Zoe Carol Presson: Would you like me to talk about what happened to me the last Wednesday? Ok, everybody...last week, last Wednesday, I was trying to get off of the number 16 bus. The bus driver had put the inner ramp down to the sidewalk. I backed down. I fell out of my chair. I landed on my head. Right now, I've got staples in my head. My husband is removing them tonight. But I was in bad shape, so. And. The drivers need to learn how to put the inside part of the ramp so that it's straight with the outside of the ramp so that what happens to me never happens to anyone else. Thank you.

Kathy Whittman: Hi, Zoe, this is Kathy Whittman, and I just want to really say we're sorry what happened. I reviewed the video today and we are going to investigate it and see what we can do to again, make sure this never happens again. The operator has a pretty good track record that was driving the bus and we're going to look at the bus series. It was a Series 3316, so we're going to take it to the exact spot that you have the incident and see if there's something with that bus because when the bus operator deployed the ramp, it looked like it was OK. But you know, we'd rather try it out and see what happens for ourselves, because so I guess it's still under investigation. And again, you know, I can really empathize. I ended up falling on the ice one year and getting 40 stitches in the back of my head with staples. So I definitely, you know, empathize with what happened to you. And if there's anything else we can do.

Jan Campbell: Thank you Zoe for sharing. And we're sorry that happened to you for sure. Keep me abreast on how you how you're feeling and everything, because I care about everybody on CAT, so thank you. Adam, we can maybe answer yours really quickly. How many wheelchairs can fit in the elevator? And are there two elevators at each stop? And Anna, she said usually only one mobility device can get on an elevator at a time.

Yeah, I think that's probably true. I have gotten to because I travel, as you know, with people using mobility, but it is really, really tight depending on the size of your chair. And if you have a walker and chair, you can get on sometimes.

Adam: Do we know if there are standards for how big the elevator has to be?

Jan Campbell: You know, when those elevators were put in, I do not know if they had changed, if it's changed, so I don't know what the requirements are now. I do know that a few years ago that they did look at all the elevators for maintenance and everything. I think CAT was involved in that. I at least went out with TriMet and looked at them, et cetera. And then when they were going to be closed and using shuttles, but I'm not sure if the size is the same. So is that something you'd like to have information on?

Adam: Yes – because some of the new MAX stations on the new MAX lines had new elevators put in. Like the stop at the Zoo and some of the older stations had older elevators so I'm wondering about the new ones and if any new MAX projects are putting in new elevators will we have to reconfigure the spaces or if they are grandfathered in like historical projects.

Will everything have to be reconfigured or will everything be grandfathered in like in some of the historical buildings.

Jan Campbell: Thank you. Yeah, I do know they changed for facilities because now they have to be large enough for stretchers to be put in so they are larger than they used to be, but we can sure talk about that. I think we need to move on now because I think our guests have come so.

Anthony, are you going to be leading this discussion on the mid-block?
Welcome.

Anthony Buczek: Thanks for having us, everyone. I'm Anthony Buczek. I'm a senior traffic engineer at PBOT Traffic Design, and I'll let my colleagues introduce themselves as well. Michelle?

Michelle Dillinger: Hi, everyone, I'm Michelle Dillinger. I also work for City of Portland Transportation in our traffic design section.

Anthony Buczek: And it looks like, Charles, I think you're here too now. Charles, if you're there you can do just a brief intro.

Anthony Buczek: Charles is one of our traffic signal managers, so he'll be able to provide some insight on questions that come up about the signals we use and so forth. So I think we can get started, so we're going to be talking to you about signalized pedestrian crossings today with some focus on mid-block crossing types, although we're going to talk generally about the type of crosswalks that we try to provide.

Anthony Buczek: Yeah, so just I think what we want to do today is give you a little background kind of what we have out there, our process for installing marked improved market crosswalks and kind of how we go through that process. And I'll describe some definitions to you just so that we're all understanding that the language that we use as engineers. So just some background. Portland has over 2,462 miles of sidewalk and about 232 miles of those have been built or reconstructed since 1998. So just kind of giving you a sense of the scale of our pedestrian system in the city. We have about 5,000 marked crosswalks and we have many more unmarked crosswalks. Of course, every intersection has legal crosswalks,

whether they're marked or not. The only time they're not legal cross off blocks is when they're formally closed. So what we're going to be talking about today is specifically the marked crosswalks, which are typically the places we are enhancing and trying to make them as easy to cross as possible. And so we're constantly working to upgrade and add new crosswalks to improve safety walking mobility in the city. So I want to start with some definitions of the crossing types. I just talked about marked versus unmarked on signalized crosswalks, you know, we have a lot of times where crosswalks are marked, but they don't have signals.

Anthony Buczek (continued): Typically, these are most frequently at sort of lower, you know, lower traffic streets. And then we have our signalized crossings and we typically do some sort of signalized crossings when you're crossing a busier street, we have a variety of signal or beacon types. The first one is what we call an RRFP or rectangular rapid flash beacon. And we'll talk about these in more detail. But those are where you have the signs and then the rapid flash lights where the pedestrian pushes a button. Traffic gets a warning, a yellow flashing light that to expect a pedestrian to be crossing. But the second signal type we're going to talk about is the pedestrian hybrid beacon used to be known as a hawk signal, and that's the one where you the pedestrian pushes a button and traffic gets a yellow flashing light, then it's a yellow light, then it's a solid red light. But otherwise that that signal rests in dark. There's no green light. In other words, it's dark until the pedestrian pushes the button. The third type is sort of a standard pedestrian signal. We have red, yellow green for the signals, for the cars. And then again, pedestrian pushes a button to activate the signal. The signal turns yellow, then red to stop traffic and then pedestrian gets a walk signal.

Anthony Buczek: We have something we call a half signal. This is not a mid-block crossing type, this is a signal we would place at an intersection,

but it would function much like a pedestrian signal. The Side Street still has a stop sign. But the main street would have the traffic signal red, yellow, green, so pedestrian trying to cross the busy street pushes the button. Traffic on the main street gets a yellow light. Then a red light to stop. And then there's a walk signal. The unique thing about a half signal is the Side Street doesn't get a signal. In this case, it retains that stop sign. That's what we mean when we say a half signal. And then a full signal, again, this is not mid-block, this is the full signal is just the more traditional signal where all the streets have red yellow green indications and then we have pedestrian signals on at the crosswalks. Full signals are the vast majority of signals in the city. But they do have pedestrian indications. They're not specifically a pedestrian signal. Just wanted to note that any time we install these, they'll include APS, which is the audible signals. Typically will include push buttons in most cases and standard accessibility features like ramps and truncated domes at the crossings. And some show some images, and I'll describe these different crossing types, the upper left hand corner, we have a picture of an RFD, which is the rapid flash beacon.

Anthony Buczek: This one is located on Southeast one hundred twenty Second Avenue at the Midland Library. This is a mid-block crossing. We generally are trying to locate crossings near intersections, but there are times where we do mid-block crossing, and I'll talk a little bit more about the reasons why. But in the picture, you can see if you're looking at it, 122nd Avenue is a five lane road. There's a pedestrian refuge island in the center median and you have two lanes of traffic in each direction. And then the flashing beacon has pedestrian signs and the yellow flashing beacon, which is activated only when a pedestrian pushes the button in the upper right. We have a picture of the pedestrian hybrid beacon, also known as a hawk signal. This one's at Northeast Broadway and 26th. So this is not actually a mid-block crossing, although sometimes people think of these as

mid-block crossings because they're minor intersections. So this signal is intended to allow the pedestrians to cross Broadway safely. They would push a button, the traffic light goes yellow and then red, and then the pedestrian gets a walk signal. In the lower left, we have a pedestrian signal on Naito Parkway, and this is more of a standard pedestrian signal.

Anthony Buczek: The difference from the hawk signal is that there's a green light for traffic until the pedestrian pushes the button, the light goes green, yellow, red and then the pedestrian gets a walk signal. In this case, Naito Parkway again is a four lane road with a center median and typically for these four lane roads is where you'll see these higher level treatment of crossings with the full signal. In the lower right, we have an example of a half signal. This one is at SE Hawthorne and 16th. Hawthorne is a four lane road so challenging to cross without a signal. And this is at an intersection. Cars get a green light until the pedestrian pushes the button and then cars will see a yellow, then a red signal and the pedestrians would get a walk signal to cross Hawthorne in this case. The side street again as a stop sign in the intersection. And so it is a signal, but the signals are for the pedestrians, not for the for the side street traffic. So I'll move on, I want to want to talk about how we identify the locations for improved crossings. There are a number of factors that go into this anytime we're looking to locate a crossing. The first I want to mention is we have our crosswalk spacing guidelines, which come from PED PDX, which is the city's pedestrian plan and it identifies typical or maximum distances between crossings that we want to achieve, and we have defined pedestrian districts in the city. The typical spacing and those is about every two city blocks or five hundred and thirty feet. And then outside of those pedestrian districts, the typical crossing spacing is about three blocks or eight hundred feet. So the goal is for the spacing between crossings is to not exceed that or not exceeded by much. Crossing locations often come from community

requests. People identifying that they're having difficulty crossing, you know, there would be investigation to **Anthony Buczek (continued)**: identify, do we need another crossing here? We certainly are looking at what we call pedestrian generators, things like bus stops across streets, particularly if those cross streets have sidewalks. And then sometimes land uses are generators. We'll talk about what some of those are, but we're trying to get the crossings near the place where we expect people would want to cross. We don't want them to have to walk too far to reach the crossing because we know that when they do, they're more likely to try to cross into a place without a marked crosswalk. And so certainly we're wanting to get them out crosswalks in places where they're most useful. But we also have to look at other factors that affect safety. You know, visibility of the crossing, if there are curves or other features that make the crossing hard to see, that's going to affect the placement. Vehicle turns in driveways can certainly affect the placement. One of the challenges we often face is when we want to locate crossings at intersections, if we want to get, say, a pedestrian refuge island inevitably, there and a lot of these streets, there are things like driveways that are make locating the crossing challenging. There might be an intersecting street, so we're trying to sort of fit the crossing within the constraints of the site in each case. So that's the reason why we might sometimes not get the crossing right, right where we want it to be. But what we are trying to, I guess, balance those different things. And then I wanted to note mid-block crossings, they're relatively uncommon in Portland due to our small block size, there's usually an intersection pretty close to where we wanted to get the crossing. And that's often the starting place for the location. But we do end up placing mid-block crossings in certain situations. Most of the ones that I can think of have to do with the land uses. They're either at parks or at schools, community centers, libraries or in some case, centered transit platforms like the

Streetcar has some of these center islands that need a crossing to reach that are not intersections.

Anthony Buczek: Light rail has some of these as well. But we'll definitely be interested in hearing from you are there are specific kind of mid-block crossings that you use that maybe are working well or not working well for you, but just trying to kind of put some context on, mid-block crossings in Portland and where we do typically explore those. Once we've identified a preferred crossing location, the crossing type is typically the next question. We have some standard operating procedures for what the crossing treatment is. It's based on some engineering guidance. The two things I'm referencing here are NCHRP 562, which is a report. NCHRP stands for National Cooperative Highway Research Program. Basically, this report generates recommendations on what a minimum level of treatment is necessary to make the **Anthony Buczek (continued):** crossing safe. An example of that is, you know, we typically wouldn't just go market crossing across a four lane road without something else, like a refuge island or signal. And so that report is going to give us kind of that minimum level of treatment that's OK to mark the crossing. And then the MUTCD, which is the Manual for Uniform Traffic Control Devices sometimes referred to as the traffic engineers bible, provides guidance and requirements that have to be met. And the goal is achieving consistency sort of nationwide on how these are done. So those between those two pieces of guidance, we effectively get a recommended minimum treatments. As I mentioned, that might be a median island. It might be a beacon or it might be a signal. In some cases, it's none of those. Like two lane roads. We can often just go mark a crossing without those things. But as the traffic volumes get higher, as the speeds get higher, as the width of the street gets higher, the level of treatment required to provide a safe crossing increases. Consideration for bicycle treatments is a factor when we're considering the treatment type.

An example of that is if we need bicycle signals, then some type of traffic signal would likely be a preferred treatment. And we also look at the consistency of signal types along a roadway. So, you know, for someone who's driving along a roadway, we think there's a benefit to having some consistency in treatment. So you're not seeing like a red yellow green indication at one intersection and then a rapid flash beacon and then a pedestrian hybrid beacon, which is yet another type of signal. So, you know trying to group consistent signal types, if we have a beacon in one place, we might have a beacon in the next place, too. So there's some consistency, and we think that may improve comprehension and likelihood of driver stopping. Available funding is certainly a consideration. The higher end treatments do cost more than the simpler treatments.

Anthony Buczek: I thought it was important to mention some of the factors that go into how we actually design these crossings. The crosswalk orientation and its relation to curb ramps and driveways. So we are typically trying to get the crosswalks oriented as perpendicular as possible. We want the crossings to be as short as possible. Sometimes that's not fully possible because of where a driveway might sit, for example. We want to get the curb ramp next to the driveway. And so you might get some skew, but those are things we're always thinking about. And the need for crosswalk closures, crosswalk closures is something we generally try to avoid doing whenever possible. But one thing that's unique in Portland is we have Lots of offset intersections where the two streets or the two sides of a street at a given intersection might not align. And so then it's a process of identifying which crossing or crossing is, do we want to **Anthony Buczek (continued):** formally improve at that intersection? We always want to look closely at horizontal and vertical illumination. We know that many of our pedestrian safety problems relate to crashes occurring at night in the rain. And so trying to get proper illumination so the people are as visible as

possible when they're crossing. Audible push buttons are something we are normally going to include in any given project, and then I mentioned bicycle considerations. And so to wrap up here and open it up to discussion, but just wanted to mention, I think mid-block crossings were sort of the nexus of our presentation, sort of understanding why we do mid-block crossings. And so we tried to identify some around the city that provide examples of places where we would do so. We would sort of prefer a mid-block crossing. So this one is on SE 122nd Avenue at the Midland Library. It's the same picture I was showing before, but the idea is they need to have a safe crossing near the library generated the mid-block location a resulted in the mid-block location. In this case, this crossing is this is the rapid, rectangular flashing beacon crossing with a sense of Refuge Island and it does have push buttons. I believe this is audible. This is a location I showed earlier, which is 26th and Broadway, this one is not a mid-block location it's located at the minor street. So I'm interested in hearing if people think of this as a mid-block crossing, even though it is an intersection. I know even some people staff have described this as a block crossing, but it's not. It's an intersection crossing.

Anthony Buczek: I'm showing a picture of block crossing at SE Division Street between 125th and 129th Avenues. This one is an RFP with a center island division is a four lane street here. This has put audible push buttons. This one was located here to serve the Mid County Health Center. And there's a long distance between intersecting streets here. So we felt it was too long a distance to not have a crossing, especially given the location of the health center. So this was one where the mid-block crossing location was preferred. And right now, I'm showing a picture of crossing near Jamison Square in the Pearl District. This is a two-lane street, a one way street with two lanes with a street car tract. This one only has a pedestrian crossing signs, given that it's a narrower, slower speed street. Again, it is a

mid-block crossing. It's adjacent to the park. It's what we call a super block, where there's no intersecting street again for three normal blocks in this case. And so I made block crossing was the preferred treatment. And I'm showing a picture of the SW Harrison Street Streetcar Stop, which is near TriMet headquarters on the south end of downtown. And this particular stop is located on Harrison Street, where there is not an intersection. And so there's a center median platform. In this case, the mid-block **Anthony Buczek (continued)**: crosswalk is needed to serve that station. And so here are the street is one lane in each direction and there's a streetcar leaving the streetcar stop in the image. So again, this is the location we would prefer the mid-block crossing in order to serve the transit stop. Now I'm showing a picture of NE 30th Avenue, which is a quiet residential street. This one happens to be next to the Northeast Community Center in Hollywood. And there's a door coming out of the building that aligns with the mid-block crosswalk, which is connecting to a parking lot. So it's trying to provide that direct connection from the parking lot in this case to the door to the community center. So again, this is a location where the preference was for a mid-block crosswalk to provide that that more direct access. This one is simply pedestrian signs and a marked crosswalk. There's no signal here. And so that's all. I think we want to hear kind of any feedback you have for us on mid-block crosswalks or these signalized crosswalks in general. Some questions you know you might want to answer, as I think it would be helpful to us as we design these as just what are your experiences, what works well for you, what works poorly for you or any other thoughts or questions you have?

Jan Campbell: Are there any questions?

Chris Hunter: Dave had his hand up first.

Dave Daley: So a couple of a couple of observations, I'm an inner SE person. So the bicycle corridors that you've established through the neighborhood attract walkers because it's nice to walk there because you've calmed the traffic. So there's not a bunch of cars, so it's a nice street to walk on. And that creates issues at some of the crosswalks, the worst one that's in my neighborhood is at 20th and Salmon. Salmon is a very much used bicycle street and at 20th, the cars going north and south there are really fast and there's a crosswalk marked, but no signalization whatsoever. And I see more stuff happening there than I see any place else in our neighborhood. And I think the second worst one is that Hawthorne and about 12th where you've got the outlet from lads coming out and the people who are westbound on Hawthorne at that point are going to turn right there because that's where Hawthorne changes from one way to a two way. And the people coming down that hill are really moving. And they're anticipating the right turn on red. So you get the car from the right, get a pass at you. But then the cars who are turning east from 12th at that very same pedestrian crosswalk are really dangerous. The closest I've come to getting hit was someone turning right from 12th on to **Dave Daley (continued):** Hawthorne Eastbound and I had the walk signal, but they don't really see it over there because it's kind of offset from where they are. I'm not even sure you ought to let people turn right at that particular corner, because that's the one place I've come closest to getting hit a couple of times, so. Otherwise, Hawthorne is a pretty good street, because it's got some of those hard stops, like at 16th, there's a hard stop, there's another hard stop up at 30th and Hawthorn. There's a really good full stop pedestrian stop.

Anthony Buczek: Okay. Thank you. Just so I'm understanding the right turn at Hawthorne that you were saying you've almost been hit. Is that the northbound right turn from 12th?

Dave Daley: Correct. Yeah. Because they can't really see the crosswalk because the crosswalk is a whole nother street away from them. So they can't really see that somebody's entering the crosswalk. But it's also dangerous coming from the other way because they're coming down the hill so fast and they don't see somebody, they're going to do a really quick rolling stop to turn northbound on 12th.

Chris Hunter: Okay. I will go in order of the question, there's a lot of questions. I'll go with on Anna.

Annadiana: Yeah, I live out in Forest Grove and we have actually two of those yellow light flashing that the pedestrian initiates. And depending on the speed of the street, this one is fairly quick. People still get hit because the cars are not paying attention, and I always wait to make sure everybody coming. I mean, it's a one way street, and I make sure that everybody stopped before I even start out into the intersection. I use a mobility scooter. And I mean, I've had people flip me off as they drive on by, you know, right through the light and everything. So those aren't really very safe. And if I was a low vision more so than I am, you know, I could easily get hit. And so that's my comment on that. I know we're talking. This conversation originated because we were talking about possibly putting that type of a signal on the West End of the Burnside Bridge because of some redesign that is being discussed. And so I want to make sure you guys have that in your notes. The other thing is the location of the buttons. I mean, this is a big one with for those of us who are sitting as you reach the intersection or if you're walking with a cane or whatever your mobility issues are. I highly recommend you go to First and Baseline in Hillsboro and look to see what they've done with the button placement at that particular intersection. They have the box with

Annadiana (continued):

the button standing out about 10 to 12 inches away from the pole so that I don't have to drive into the weeds to be able to get to the pole to push the button. And so I'm sending everybody there. Take a look at this because it's a really good idea.

Anthony Buczek: All right. Thank you. A few things you raise are those RFBs, I think in the city of Portland, we've had some similar experiences. We tend to be cautious with RFB is that flashing beacon. We tend to be cautious about using those on what we consider multi-lane roads. When you have more than one lane in a given direction or the reasons you mentioned at lower speeds, we're more likely to consider them. Whereas on higher speed roads, I think we're moving more towards full signals in those cases because, like you said, we have had problems with drivers not stopping and pedestrians being hit and injured or worse. So I did want to address the Burnside Bridge. Rapid flash beacon is not on the table for that. That would be a full signal if a mid-block crossing were advanced there and then I want to maybe ask Charles to comment on the push button. Question, Charles, are you available now?

Charles Radosta: Good morning, everyone. Our push buttons are for newer installations are set at a 42inch height above the flat surface. We certainly have a fair number of older installations that were built before ADA was part of our daily practice, and regrettably, we have not had the funding or the ability to go retrofit all the locations that were built 30 years ago or older. So that's an ongoing process in our point. But anything that's new, such as what would be on the bridge, would be built to current ADA specs and would be a 42 inch mounting height button next to a flat landing. And then the curve ramp would be right there. So hopefully that installation would work for a variety of users but I certainly know that we have a lot of older installations that are not at the standard we need them to be.

Annadiana: They'll suggest that you go and take a look at First and Baseline in Hillsboro. It's between the grocery outlet and the TriMet Transit Center. And because, like I said, they've got the box where you push the button standing out to where it's easy to get to without worrying about falling over. So when you're looking at new installations, please consider that distance that a person with mobility issues would have to reach or move over or whatever, because currently there's a whole lot of them where there's a dirt patch around the pole and you go off into the weeds.

Charles Radosta: Oh, thank you for that suggestion.

Chris Hunter: Okay. Thanks, Ana. And we'll go to Patricia.

Patricia Kepler: Thank you. I apologize if I missed this, I didn't hear mention of audio alerts for blind pedestrians. Will there be an alert signal going so that people will be able to easily find the pole? And because mid-block crossings, I mean, as a blind pedestrian, you know, we look for the corner and then we figure out where the pole is. But in a mid-block crossing, that's not something you can find.

Anthony Buczek: Our newer installations are equipped with locator tones, which are supposed to change as the ambient noise fluctuates, you know, time of day, so they'll get louder as there's more traffic and quieter, there's less traffic. Again, we have older installations that haven't quite made it to that level of practice at every button where it's on our wish list to address those. But yeah, this would be a new installation, so it would have a locator tone. You're right, the mid-block crossings don't have other visual cues or other cues that would indicate you're at an intersection. So that is something worth noting. As we, you know, if we didn't proceed with that design.

Patricia Kepler: There's two concerns finding the pole to push the button to begin with, but a blind pedestrian we rely on cross traffic to know when it's safe to cross and at many of these crossings, we're not going to have that. So, yeah, it's definitely important that we have an audible signal at those.

Charles Radosta: Yeah, that is our practice for new installations to at least have locator tones and a button that if you held it, would say wait to cross. I'm not sure what the language would read, but wait to cross, you know, Burnside at whatever cross street we'd have to kind of make-up maybe a cross at that mid-block location. But then it usually says, you know, walk sign is on to cross Burnside.

Chris Hunter: Thanks, Patricia. We'll go to Claudia.

Claudia Robertson: Yeah, thanks. Yesterday, I went out and documented all the mid-block crossings on NE 102nd. Here's my point on 102nd. There are traffic signals at Sandy. Regular traffic signals that Sandy, one at Prescott, One at Fremont and not another one until Halsey. So there are nine, there are two flashing rapid flashing beacons, crossings, one at 102nd and Wygant and one at 102nd and Skidmore. There are seven pedestrian islands that are not marked crosswalks that have the pedestrian island in the middle, so you don't know where they are. One is that sort of Shaver, which is. Shavers off set. It doesn't hit Shaver on either side of the street. There's one at NE Beech that on the east side, it starts at the street, but it ends over in the mid-block on the other side. There's one at Morris, Hancock, Knott, Thompson and Tillamook. Until you get to Halsey. The ones on Shaver and Beech each have a mid-section that has yellow truncated dorm. It's only about three feet wide, so you could probably

squeeze a wheelchair through there. All the other ones between Fremont and Halsey do not have a mid-section. They don't have a marked crosswalk, they have the candlesticks, and I don't know if you could get a walker through there. I have no idea why anybody put those there, but they're all there, and I don't know how you know they're supposed to be there because there's no natural and there's the closest bus stop to one of them is a block away, so they're not positioned at bus stops. And I would like you to take a look and make sure that you don't do this because the East Side is not Mid Portland. The blocks are long. The distances between signals are long. The traffic is now down to one lane each way on one 102nd, which makes for very long lines of cars. So there's not so much of a break in the traffic so that you could actually cross there. So as you're positioning these things and stuff, please look at the actual use of them and the maintenance of them because these things get hit a lot of the time and the crosswalk sign is down on one of them and it has been for months. The poles, the candlesticks are now so dark and dirty that they're hard to see, even if you can see.

Claudia Robertson: So sometimes maybe you err on the side of not putting something there. Back when there was no signal coming off of I-84 onto 122nd Parkrose, in 1982 decided to not bus kids to school unless they lived over a mile away. So all those kids that came down 102nd and came down 122nd, especially 122nd had to cross a freeway exit. I tried everybody to get a crosswalk across there and nobody would put one in. PBOT wouldn't, ODOT wouldn't they said it was too tempting for people to cross the street. The first day of school, a little girl got nipped by a car at the corner of Fremont and 122nd and three boys walked across the railroad bridge to get across. One of them was mine. It was horrifying. I saw him. It was terrible. Anyway, please pay attention to where you're putting these and who's going to be using them and how they're supposed to find them.

Because without a flasher, without anything audio, they're just a waste of time.

Chris Hunter: Hey, Claudia Lisa asked, what's what was the location of the down crosswalk sign?

Claudia Robertson: It's maybe Knott, or Tillamook. I'm not sure which I went back and forth several times, and there's no place to pull over and park. I wanted to take pictures, but now there's no place to pull over and park. There's all solid white lines. And so I went up and down a couple of times to make sure I had the locations right and where the bus stops were. And I was trying not to write while I drove and to memorize. And I have, you know, very limited 75 year old short term memory. So I had to keep going back.

Lisa Strader: I'll head out there and figure it out. That helps a lot. If that's the general vicinity, we'll get that reported to maintenance.

Chris Hunter: All right. Thank you, Claudia. Next question, Ryan.

Ryan Skelton: Thank you. I have a comment about the pedestrian refuge islands, and I wanted to ask specifically whether there are any ADA regulations with regard to length and width of those islands because I have a longer wheelchair and a service dog. For those of you who haven't seen me in a long time, I just got a longer wheelchair recently. And oftentimes as a pedestrian, I feel that those islands are not large enough to keep my feet on the island, and there's not enough room for me to turn on the island in the event that I have to press the signals on the island itself, which sometimes happens. So in general, I try and avoid using mid-block

crossings when possible, particularly at night for those reasons. And I think that a lot of people with disabilities are in similar circumstances to myself.

Anthony Buczek: Ok, thanks, Ryan. On the topic of the island width there's a minimum of six foot width that we always try to achieve. That's the minimum where we can actually put the truncated domes in the refuge island. We do try to get larger whenever we can, 8-10 feet as a more typical minimum. But if we're really constrained, we end up with six feet, in some cases. Anything less than six feet we typically, we might still do some sort of traffic island, but it wouldn't be officially a pedestrian refuge island. So you definitely want to size those so they can be useful to you and others.

Chris Hunter: Thank you, Ryan. Next question is from Barry.

Barry Lundberg: A comment, a question, I guess, and an observation. One of my more general observations is that one of the obstacles that I observe all around in my neighborhood, which is in the northeast, near the Lloyd Center, there are many times many cars are parked very close to the crosswalk, if not in the crosswalk, trying to get that last little parking space. Sometimes they're actually in the crosswalk and if not in the crosswalk, they're creating a visibility problem both for motorists as well as for pedestrians. So that's something that I think should be addressed citywide. And a lot can be done just with yellow paint just showing no parking for four, eight, 10, 12 feet from an intersection and keeping cars out of that area. But the second thing is a question, and that is that in one of your illustrations, the mid-block crossing at the Southeast Division and the health center, it appears that that's kind of an offset crossing. At the pathway is offset, whereas the mid-block crossing on another illustration at the Southwest Harrison Streetcar goes straight across. Where I live at the

Holiday Park Plaza, just on the east of the Lloyd Center. We have an offset fairly new crossing, an offset crossing, and I think it's awkward for a lot of people to use that. And I'm wondering, is that a standard? When do you impose that offset crossing standard?

Michelle Dellinger: I can take this one, this is Michelle Dellinger with PBOT to answer your first question, Barry, crosswalk, visibility, and people parking their crosswalks. We do have a new practice policy where we can restrict parking within 20 feet of those crosswalk approaches. We're doing it on new projects and I think probably by request, I don't know how much we're going out through neighborhoods and doing it to existing crosswalks unless they're marked. So if there's some specific locations that you're concerned about, you can report those to us and we can we can add those to our list. I don't know that the status of how we're how we're approaching those, but we can we can get them documented. And then regarding the median refuge designs, some of them, like you mentioned, the one on Division. It's an offset crossing. The idea is that you, you enter, enter the median in one spot and then you actually physically **Michelle Dellinger (continued):** have to turn towards oncoming traffic before you cross the other side of the street. And I think that's a safety measure that we have tried around the city. But I've heard similar things from other people that maybe it's not intuitive to people with low vision. So that's something we'd really like to have more feedback on. I would like to have more feedback on because I don't think we've put a lot of those in recently. I think we're putting them in. But yeah, I don't know, Anthony, if you have any thoughts on if we're planning to do any of those in the near future.

Anthony Buczek: I don't know of any offhand. Yeah, I think that's right, Michelle, and you know, the really busy streets like Division, which are just challenging across high volumes of traffic, multiple lanes. They were a way

to try to improve visibility between the pedestrian and the drivers. If we're moving more towards full red yellow green signals that those locations, then that offset is no longer needed anymore. So I think that maybe movement might solve the problem as well. I don't know that we're going to be installing many more RFBs on streets as busy as Division. But you know, from time to time, it might, might occur. But yeah, I definitely like Michelle said. Great to have that more feedback about what what's working well and what's not.

Chris Hunter: I know in the chat, Adam had a few questions and comments. One of them is how often do the crossing signals get looked at in terms of timing? And I'm assuming Adam like time allotted to cross the street?

Adam: Mainly that would be regarding, you know, because it's interesting because I live right by PSU and downtown. Sometimes it seemed like you get more time on the shorter crosswalk and less time on the longer crosswalk. Like, for example, on Naito Parkway as soon as I pushed the button and it turned for walking signal, it seemed like immediately it goes back to a flashing red and then it had the countdown clock and you know, it just very concerning some time because on a busy street like that you don't know if cars are going to be going slow enough to be able to stop. So that was my concern. You know, like what people with disabilities like Ryan was talking about. If you have a long a wheelchair or it takes you longer to get through the straight, I don't know how they're averaging or if they're taking like the average walk speed, which I don't know what that is. You know, how they are determining that.

Charles Radosta: So there's a couple of issues at play here, so what usually happens is we'll measure the distance from curb to curb. We use our national standards if say the average person gets across at 3.5 feet per

second. Sometimes we slow that to 3.0 feet per second. If we get feedback that there's a lot of folks that need more time to get across the street. But our default is the 3.5 feet per second. Usually, once we set & measure that distance and set the timing, that clearance doesn't change unless, of course, we move curbs and change the geometry. Now on the subject of how quickly a signal will provide a walk at some locations versus others, or how maybe how much time the walk is up versus maybe a flashing don't walk. That's a function of a fair number of variables, including if the signal is very close together to another signal and they're kind of running together so that we they kind of have the same time sequence in those instances. Sometimes there'll be less opportunities to cross, then maybe a signal that's just kind of on its own and somewhat of an isolated area that doesn't have a near a signal nearby several blocks away. So that's a little bit harder to get into the weeds if there's a location or two by Portland State or elsewhere that we could take a closer look at that to get a sense of how it operates. I know downtown is on a pretty tight grid. They're all, you know, every 56 or 60 seconds. We basically serve every phase of a typical downtown signal, with maybe the exception of a couple of busier streets like Naito. So Downtown is kind of a unique, unique animal, just the nature of how all those signals work together. I hope I answered that question.

Adam: My only response would be that we're a committee on accessible transportation, so we're dealing with people with disability. So, just be careful when you say "we take the average walking speed" because especially people with disabilities, they have a different, you know, walking speed. And I think the issue is a lot of times you're looking at able bodied people they're not looking at, people with disabilities, when they design a city, unfortunately.

Charles Radosta: Now, thanks for that feedback. If you encounter any locations where between the time it goes to walk and the time it finishes the flashing don't walk that you're still in an intersection, if you could let me know. I know you don't have my contact, I'll put it in the chat, but it'd be good to know. I'd like to think that we have them all timed to clear folks across, but there may be some locations where there's just, you know, especially if the pavement isn't smooth or some other issue that makes it harder to get across. That'd be good to know, so I'll put my email in the chat if that's OK.

Adam: Yeah, and if you could actually email that out, too, because like I mentioned before, you know, putting content in the chat is good, but they disappear after a while. So, you know, Chris could email me that information if possible.

Jan Campbell: So Chris is going to email everybody the information. From Eileen and anybody else that puts contact, he will be letting us know.

Jan Campbell: Is there anybody from the public that would like to say anything? Yes, Kathryn.

Kathryn Woods: Same questions, I have those same questions about the timing of various signals, I'm familiar with some signals where the signal on one side is much longer or slower than the signal on the other side, and it's opposite what might be needed. I'm thinking of one at NE 53rd & Glisan, where the signal for 53rd is very long and the signals to get across Glisan. While I don't find that I'm in much danger, I do walk slowly. I do have a walker, but I do find that the signal going across Glisan is about half the amount of time as a signal going across 53rd, which doesn't seem to make sense in terms of how busy the various signals are.

Jan Campbell: Thank you. Any anyone else from the public? Real quickly, what is the one at Powell where you can cross all at the same time? What is the name of that type of crosswalk?

Anthony Buczek: Talking about crosswalks in all directions at once, that would be a pedestrian scramble.

Jan Campbell: Ok. And are there many of those because I know those can be very confusing for people who are low vision and blind, at least what I've heard from friends of mine. That was my question because I haven't seen them anymore.

Anthony Buczek: I believe that's our only all pedestrian scramble with a diagonal crossing in the city. I agree it is hard to communicate three different directions from a corner, you know, perpendicular, parallel and diagonal. That's probably the reason we don't have any more, to be honest.

Anthony Buczek: I think in general the best approach for communicating safety concerns otherwise is 311 is the city's intake for all requests. Then they get filtered down to the appropriate staff members.

Jan Campbell: Ok, it's just very hard to get answers, you know, really quickly, and I'd like to meet somebody to show them the concern if possible. I will try 311 first.

Lisa Strader: I think that's come up from this group before, I'm almost confident, so I'll work with you on that, OK?

Jan Campbell: Oh, great. Thank you, Lisa. Barry.

Barry Lundberg: All I wanted to know is our community here would like at least to have it looked at or request a pedestrian activated rapid flash and beacon that announces our crossing around a blind corner. Who would we address this question to the city, PBOT?

Anthony Buczek: I think 311 the answer and saying it's typically for a traffic request and it could help it get to the right people. It typically would go through a traffic investigations unit. I believe. What location in particular?

Barry Lundberg: We're at Holiday Park Plaza. This crossing connects our two buildings across Clackamas the crossing is just to the east of 16th. 16th curves into Clackamas, and we have about 300 elderly people, many in wheelchairs and walkers, and many crossings are made at night and many crossings are made, of course, in bad weather. There needs to be some way to alert traffic coming from the North - going to turn left to go east on Clackamas - that there is a crosswalk just around the corner. That's our issue.

Anthony Buczek: I don't know, Michelle or Charles, do you know anything about that? I think that's a non-signalized crossing? I don't know, Michelle, if you have any background with that one.

Michelle Dellinger: I don't. Yeah, I think that go through our 311 traffic investigations group, if no one's looked at it before Barry, if you haven't talked to anyone about it yet, then that would be the place to start.

Dave Daley: The Division transit project is has caused some new signals to be put in on Division, and I've noticed that there is a time lag between

when the walker gets their light and when the car gets their light, when they're going the same direction. Is that a new thing or did I just not notice that in the old signals? And if it's a new thing, is it something that's going to be brought back into the other ones? I think it's kind of cool because it lets the walker have the first crack at the crosswalk before the right turn on red guy gets it.

Michelle Dellinger: This is Michelle Dellinger. I'm part of the Division Transit Team and yeah, those are called leading pedestrian intervals, but yeah, Charles, you can speak to our criteria of **Michelle Dellinger (continued)**: where we're implementing them, but we are looking at them with new signals. So Division is getting some of them with new signals.

Charles Radosta: Yeah, it's easy if we have a new signal with audible buttons, because obviously if you have low vision, you're not going to get the cue that you get the head start into the intersection because the car next to you is not moving. So we're trying to put those in in combination where we've got good ADA and accessible buttons so hopefully, we get the communication out that as a pedestrian, you can get that few seconds to get into the intersection before everyone else starts driving next to you.

Meeting Adjourned at 11:00am.