

## Terwilliger Parkway Excessive Vehicle Speeding Discussion: July 9th, 2015

**Meeting Date:** July 9, 2015, Thursday 7:00 PM – 8:30 PM

**Place:** OHSU, Child Development and Rehabilitation Center, 707 SW Gaines  
(SW 6th Avenue Drive and Gaines St), Room 3200

### **In attendance:**

Chris Petrov - Portland Police Bureau (PPB), Traffic Division - Central Precinct

Gabe Graff - Portland Bureau of Transportation (PBOT)

Erika Nebel - Commissioner Steve Novick's office

Michael Harrison - OHSU

Anton Vetterlein - Friends of Terwilliger (FOT)

Robin Jensen - Friends of Marquam Nature Park (FMNP)

Eric Wilhelm - Hillsdale Neighborhood Assoc. neighbor

Aaron Clemon - Homestead Neighborhood Assoc.

Willy Moore - Bicycle Transportation Alliance (BTA)/Garden Home

Don Baack - SW Trails

Richard Stein - neighbor

Robin Vesey - FOT

Wes Risher - FOT/Hillsdale NA

Jack Liskear - FOT

Peter DeCrescenzo - Hillsdale Neighborhood Assoc/FOT

Holly Zimmerman - FOT,

Rick Kappler - SW Trails member

### **I. Introductions of attendees**

**II. Short history of Terwilliger Parkway (TP)** by Anton. TP was designed by John Charles Olmsted of the world renowned Olmsted Brothers Landscape Architects firm. The parks' history, design of Portland's Park system, and initial protections/standards done in 1953. TP Design Plan in 1983 was adopted by city council and set standards for what kind of activities and buildings, and defined the borders of Parkway. Now,

roadway/blvd is managed by PBOT. Portland Parks and Rec manages both developed parks and Terwilliger "Wildlands" within Parkway. There are many issues seen by these bureaus involved and sometimes there is a lack of clarity and duties. FOT's mission is to advocate for the scenic and multiple activities that occur within the TP.

**III. Importance of the Parkway** - attendees gave opinions as to the critical issues facing TP:

**SW Trails:** It is a key north-south trail for walking and biking. Key connection to many other areas/trails, "can't hear your radio" while walking on TP anymore due to high speeds of motor vehicles.

**Hillsdale:** Capitol HWY to Barbur, driving south, traffic seems to get faster; safety concern at school bus stop at SW Nebraska; lots of traffic on SW 7<sup>th</sup>/SW Chestnut; crosswalk conflicts in this area when motorists are speeding and not acknowledging pedestrians. Why is traffic coming down SW Chestnut Street to enter TP and not stopping at stop sign? Key problem: car drivers only looking for traffic from left( when turning right) and not looking in crosswalk for peds. Bike lanes narrow, storm drains take up lots of space in lane; "safe line" was called reporting narrow bike lane near 7<sup>th</sup> and Terwilliger. They said "there is no bike lane there." We need good, adequate bike lanes the whole distance from Barbur to Duniway

**Eric W.:** "No bike lane before Sheridan and after Broadway, and again before Jackson on 6th." There are no "bike full lane" signs for these transitions.

**Homestead NA:** TP key locations in Homestead NA; accidents at TP and SW Hamilton St, SW Hamilton Terrace, and SW Condor.

**FMNP:** Marquam Trail comes out on TP at dangerous corner, afraid of accident at this corner, (pedestrians don't have right of way when a trail crosses a road - per Don Baack);

**Chris/PPB:** Enforcement of speeders difficult due to limited areas to pull people over, i.e. Cars will then stop in traffic lane/bike lane and may make situation more dangerous. Also, if trail crosses road at marked crosswalk, this could be potential solution to issue above.

**Jack L.:** Crosswalk sign near Terwilliger and SW Bancroft being blocked by merging sign for SW 4<sup>th</sup> - please move signs so crosswalk sign can be seen. Move crosswalk sign further back to allow more stopping/awareness time.

**Anton V.:** More signs not always better; they may detract from experience. Suggest: more crosswalks, possibly elevated crosswalks, something to tell motorists that pedestrians are there.

**Willy M.:** Campus Drive problematic corner; are peds waiting for bus or opportunity to cross TP? Visibility less here on the curve; Suggestion: elevated crosswalks work in Europe.

**Richard S.:** He bikes going uphill/south on Terwilliger during rush hour and it's scary. With shade and dark corners in bike lane, he goes out into traffic lane to make sure cars see him.

**Gabe G.:** he runs on Terwilliger and biked tonight

**Rick K.:** blackberries growing out in bike lane and makes it difficult to stay in bike lane; he wants more crosswalks

**Valdez Bravo/VA rep (via e-mail communication):** "I walk down the steps from the VA to cross over to SW Condor all the time, and it constantly feels like that old video game Frogger. I mentioned the need for a blinky light deal like down on Barbur (Ed Fischer knows the official acronym for those) but I guess City of Portland said there wasn't enough

visibility for oncoming traffic to justify. This seems like a sketchy answer. I would love to see one there. As far as speeding in general, it definitely seems to be an issue. I'm curious to see where this goes."

**Ed Fisher:** (via e-mail communication) need for blinking light at crosswalks

**Peter D.:** Traffic noisy as speed picks up. Noise level at 25 mph tolerable, at 30 mph not pleasant.

**Richard S.:** TP Design Guidelines adopted by city council was first plan to protect part of our city, the Parkway, from pollution, noise, speed, and has been seen as important for decades," this is not any old street".

**IV Personal experiences on the Parkway-** Suggestions to address the excessive speed- What can we do?

### **1. -EDUCATION-**

**Anton V.:** inform users of Park status; this highlights the need for gateway signs; create identity at south end by SW 7<sup>th</sup> and SW Caldew and also at SW Capitol Hwy, and complete north gateway sign. More identity = greater awareness. We Need grants for funding gateway signs.

**Michael/OHSU:** all employees are encouraged to use alternative transportation; OHSU stresses importance of being respectful of neighborhood during new employee orientation and throughout the year; Sting opportunity used to inform employees of this and alert them to slow down. "Helpful when enforcement is occurring" Best to deliver message at key times, "Be aware, this just happened, etc."

**Gabe/PBOT:** have done creative outreach in the past; unique solutions needed; suggested working through employers using TP,

**Wes R.:** TP Centennial in 2012; successful use for Sunday Parkways. Closed down roadway most of the day, not just a few hours for a road race. Many users, people didn't fear the hill, gave everyone the opportunity to experience Parkway without cars.

**Anton V.:** stand alone event, not connected with Sunday Parkway, event about celebrating the TP: Close down TP on regular basis to provide more people access without cars.

**Peter D.:** Sunday Parkways folks fear that TP too hilly; we found during Centennial, users found it's pleasant and much less steep than official route (e.g. Maplewood area).

**Richard S.:** educate motorists at traffic lights at both entrances by creating a flyer to describe benefits of TP; give bag with info and cookie to motorists. Use catchphrase: "Welcome to TP drive at 25!!" install Burma Shave-like signs activated with message/picture "only" when motorists drive at 25mph or less.

**Wes R.:** offer TP users/supporters a bumper sticker "Terwilliger Parkway Pace Car, 25 mph"

**Holly Z.:** while watching Peter film speeders at the speed reader sign in TP, she noticed they did slow down due to flashing reader sign; more speed readers?

Speed Reader: was part of traffic enforcement plan at SW Condor

**Michael H.:** official entrance to OHSU is Sam Jackson. Is it possible to move speed reader signs around?

**Eric W.:** Hillsdale asked to put speed reader on Terwilliger but were told no budget for that recently. Suggested painting on road 25 mph; speed sign near A-Boy often obstructed.

**Peter D.:** In downtown areas on cities they will roughen street across road "strips": to slow cars down. Q: Is there a minimum width for car

lane? A: **per Chris P./PPB:** 11 ft and must accommodate width of all vehicles and allow for curves.

**Peter D.:** Photo radar how do they happen? Per **Chris P./PPB:** for speeding. City of PDX sought 10 high-crash corridors. They just got authorization to pilot speed cameras 24/7 un-manned; operated by private vendor. Police will get tapes to authenticate. How does it work? Bill approved 30-day trial period.

**Eric W.:** 35 mph is 85<sup>th</sup> percentile speed on a 25 mph roadway

Way-finding signs to OHSU-via Barbur, VA-via Terwilliger @Barbur Blvd-Terwilliger intersection.

**Willy M.:** TP was built during time when the road standard was different, less wide vehicles, like Columbia Highway; most accidents happen in major traffic areas: Uses Multnomah Falls as example: "don't engineer a problem that enforcement is meant to handle." Fear of lawsuits by traffic engineers, drives many decisions today.

**Anton V.:** Engineer the roadway so that the car is not the dominant vehicle; take away all road signs to make the driver take notice, raised crossing tables, textured, so the driver feels the difference.

**Wes R.:** Last 2 times motorists have crashed over the curb and hit street lamps, PBOT has replaced light pole to right side of sidewalk and away from traffic lanes. Suggested to move light poles back to along the curb in keeping with the original design of the Parkway, confines the roadway and reduces the speed; need to change PBOT policy on this.

**Don B.:** one sharp curve on Terwilliger widened (at Capitol Hwy); in the old days Barbur, I-5 was not there. Terwilliger has been designed as a moderate speed road with super elevation on the curves which means the curves are tipped to the inside so cars can go faster around them. One radical idea is to take the super out of the curves, i.e. make them flatter, probably cause many more accidents! Not likely to happen.

**Rick K.:** Suggested bike lane on east side of road be removed and have common path for peds and bikers, road would therefore be narrower and cause cars to slow.

**Eric W.:** Problems with multiple path, ODOT requires bike to move at ped pace if both share common space; gray area with this. State law states these multi-use paths have to be entered at walking pace. State law allows bike to move out of bike lane if keeping up with car auto.

**Eric W.:** How many drivers are lost? Could Bluetooth IDs be used to study turn - arounds, improved wayfinding?

**Erika N.:** recorded from meeting:

- More signage describing Terwilliger as a parkway.
- Identity awareness
- New employee/student orientation at OHSU. Does the VA do the same?
- Safety education during parkway events.
- Sunday Parkways along Terwilliger? – *I suggested this idea to our active transportation policy advisor.*
- Awareness campaign - people with signs at each Terwilliger traffic signal.
- Speed reader board signs with words instead of numbers.
- Change the location of the speed reader board more frequently.
- Put streetlights back to where they were previously – closer to the curb.

**2. -ENGINEERING-** need more research here.

**Eric W.:** Lane width or treatment changes

-- hard obstacles (bollards, lamp posts, trees creating sense of confinement)-- curb-protected bikeway (2-way on east side), bike lane  
--buffer stripes, center line removal,  
-- more signage, less signage (naked street),  
--raised crossings, longer sightlines, shorter sightlines,  
--flatten curves.

"It's difficult to make drivers feel unsafe at the same speeds where they make other road users feel unsafe while keeping lanes wide enough for bus traffic"

**Erika N.:** recorded from meeting:

- Paint the speed limit on the road.
- More yield to ped/bike signs.
- Complete bicycle lanes along Terwilliger.
- Buffer bike lanes.
- Maintain stormwater facilities so they are not hazardous to cyclists.  
on
- Put streetlights back to where they were previously – closer to the curb.
- Re-engineer roadway to level Terwilliger so it's harder for people to drive and therefore will slow down.
- Make the sidewalk on the east side of Terwilliger a multi-use path.

**Don B.:** Barbur blinking lights at Rassmussen Apts are Rapid Flashing Beacons, modest cost. PBOT/ODOT are installing 26 on Powell if my memory is right.

**Robin V.:** Stop signs at all crosswalks

### **3. -ENFORCEMENT-**



Write more tickets; difficult to pull someone over on narrow TP. Ideal times can then impact many users. Photo radar in good location, but difficult to find room to park van. New tool in top 10 high-crash corridor has been approved by legislature, but TP not in top 10.

**Michael H.:** Compare to other roadway??

**Gabe G.:** Impact all speed in city: transparent bill with signs, speed reader before camera, potential for signage to suggest radar even if it's not there.

**Chris P. PPB:** Reports he sits on SW 7<sup>th</sup> and SW Terwilliger looking for speeding cars and people on cell phones.

**Eric W.:** Tendency for auto drivers to think bikes going too slow at SW7<sup>th</sup> /SW Caldew and therefore take the lane too wide; tailgating happens here. Has been police sting on following distance to short/tailgating. 1-1.5 sec is average time it takes a person to react to car slowing ahead of them. Lidars: measure distance between 2 cars. 9 ft laneways for cars?

**Anton V.:** What about crosswalks enforcement?

**Gabe G.:** Lots of tools, not ideal for every situation. What makes it unique is also what makes it challenging.

**Chris P. PPB:** If it wasn't a park, it would be signed for 35mph.

**Don B.:** Buffered bike lane, crosswalk at Marquam Trail, BES should target a better job with grates in lanes, streetlights.

**Eric W.:** More frequent vegetation removal of in bike lane intrusions. Cutting of blackberries and getting all barriers out of bike lane. To encourage bike traffic, we are fighting ourselves by allowing traffic to speed.

**Don B.:** "Vision Zero", tailor to Parkway.

**Peter D.:** Trees, wide open spaces increase speeding; maybe more trees closer to roadway. Maybe if narrower, greener, cars would slow down.

Emergency response routes ends south at George Himes Park at SW Nebraska St.

**Eric W.:** Could vehicle registrant be issued a formal warning via mail with the time and speed? Possibly make a lower-speed stop for repeat offenders? PPB needs to get involved before 36mph or habitual 30mph drivers won't change.

**Robin V.:** What is the threshold for speeding in school zones? Is it 11 mph over the posted speed like it is happening on Terwilliger? This is not acceptable. We should have lower speeding thresholds for parks and schools!

**Erika N.:** recorded from meeting:

- Write more citations.
- Crosswalk enforcement events.
- Fixed speed camera.

#### **4. Next Steps:**

**Eric W.:** was wondering whether PPB's Traffic Division enforcement resources have kept pace with population growth. Do you have any way to find out and perhaps that should be added to our notes?

Find out if TP is a Parks road or controlled by PBOT.

**Gabe G.:** Can't do speed tables, speed bumps, crosswalks need sight lines

**Wes R.:** Property owner at NW corner of SW Chestnut St. and TP, hasn't trimmed bushes back to prevent sight line obstruction at this turn. Has been brought up by the Hillsdale NA and PBOT has not been successful

in getting obstruction addressed by homeowner. Get this in written form to send to everyone and will then consider next step.

**Gabe G.:** When I get back to office, will see what options are available.

More: Speed reader boards?

**Group:**

--Distribute this list to everyone

-- Add to list

-- What would fit with PBOT mission vs fund raising?

-- Include Portland Park & Recreation in discussion.

Comments (via e-mail) after meeting:

**Rick K.:"** I would love to have Sunday Parkways on Terwilliger from at least SW Chestnut St to the VA entrance road!

I want to see the city government push back against possible opposition to this idea due to business constraints for the Chart House.

"Where is the respect for this side of the river? Just two planned Sunday Parkways on the west side of the river since 2013?"