

PBOT Sandy Workshop Analysis

November 9, 2018, 6:30-7:30 p.m.

Central Northeast Neighbors Coalition

4415 NE 87th Ave, Portland, OR

Comments are included as written during the workshop, with minor editing for clarity

Red sections are the thoughts and questions of the analyst

Workshop Comments	Analysis
<p>Safety</p> <ul style="list-style-type: none">• Crossings - all modes• Traffic Speeds (calming)• Reduce traffic speeds• More traffic control at key locations• Stop light at library for safer pedestrian access• Narrow the street (calming?)• Safe pedestrian crossings in general• Cars are not stopping for pedestrians• Full signal needed at 51st intersection, at the Post Office• Better safety for bicycle riders• Driver compliance (regarding speed and pedestrians)• Longer signal times needed for youth and elders• More beacons needed at pedestrian crossings• Improved safety for children walking and bicycling to school• A scramble with countdown for pedestrians (like used in Japan). Tokyo's Shibuya Crossing, I assume• Better lighting needed for pedestrian safety• Direct light more towards intersections• Reduce speeding• Better pedestrian safety in general <p>Mobility</p> <ul style="list-style-type: none">• Too many purposes mixed together. I'm not sure exactly what is meant here• Our Lady of Lavang should have an exit onto Sandy• Pedestrian walkways over Sandy	<p>Initial Impressions</p> <p>General sense is that pedestrian issues are the most common topic expressed</p> <p>General sense that concern over loss of car traffic throughput was from just one group</p> <p>Some Numbers</p> <p>Pedestrians were mentioned 13 times</p> <p>Crossings mentioned 4 times</p> <p>Bicycles were mentioned 5 times</p> <p>Traffic by itself was mentioned 6 times</p> <p>Cars were mentioned 3 times</p> <p>Speed was mentioned 6 times</p> <p>Congestion was mentioned 2 times</p> <p>Trucks were mentioned 2 times</p> <p>Busses and transit were mentioned 2 times.</p> <p>Light was mentioned 3 times, in various ways</p> <p>Children were mentioned 1 time</p>

- Pedestrian crossings need more time, especially at 82nd and at Prescott
- Protected bicycle lane needed
- Should safety be a priority for Sandy? **This is a confusing question to me**
- Create passing lanes
- General safety improvements for bicycle riders to balance too much focus on cars
- Better pedestrian access east of 82nd
- Too many trucks
- General access issues
- Improve traffic flow for cars and transit
- Improve car access to I-205 to improve congestion
- Congestion. **I assume this means too much congestion**
- Bus pull-outs and other bus improvements to improve flow
- Maintain 2 lanes in each direction

Growth and Development

- Vary building heights to avoid the canyon effect
- Balance uses, especially when considering new development
- Off-street parking for new development. **I'm pretty sure this means to maintain current levels**

Place-making and Business Vitality

- Make 72nd more pedestrian friendly
- Redesign 72nd intersection
- Beautification, including landscaping and litter removal
- Place-making/identification for the entrance to the Sumner neighborhood
- Promote pedestrian activity east of 82nd to improve economic activity by extension
- Median islands-improve safety and landscape beautification
- Retain on-street (and off-street) parking
- More street-level activity
- Safe on-street parking with space between traffic (and reduced speeds)

Parking was mentioned 4 times

82nd Ave was mentioned 3 times

72nd Ave was mentioned 2 times

Beautification was mentioned 2 times

Themes

Safety in general could be considered a major priority for this group. The section had the most answers and many of the answers in other sections relate to safety as well. Growth and Development was not a high priority on this day.

Pedestrians are seen as being at high risk when using Sandy. Cars are seen as traveling too fast and not following road rules, specifically in ways that endanger pedestrians.

Bicycle riders are also thought of as being at risk, although they were mentioned less. Better facilities were requested. Children traveling alone to school was a concern regarding this and pedestrian issues.

A subsection of the room was concerned about losing off and on-street parking, as well as maintaining traffic throughput volumes and speeds. This is in contrast with a significant portion of the room being concerned about reducing traffic speeds and potentially volumes.

Several intersections were mentioned as problematic, including 82nd and 72, which

- Economic vitality. I assume this is a general statement in favor of it
- Remove parking strip and replace with a bicycle track
- Reduce truck through-traffic
- Better north/south neighborhood connectivity
- More businesses that serve neighbor needs
- Reduce noise levels (slower speeds)

were both mentioned multiple times.

Notes

This analysis is limited by the representativeness of the workshop participants. The majority of those who participated in the workshop were middle class, white, homeowners that are consistently active in their Neighborhood Associations.

The Central Northeast Neighbors coalition reached out to historically underrepresented sectors of the NE Sandy community, and the workshop benefitted from their work, but this outreach program is ongoing, and hopefully, future public engagements will involve a more comprehensive cross-section of the community.