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## **Why did PBOT remove the traffic signal at the intersection of N Lombard Street and N Philadelphia Ave?**

When PBOT begins a new capital improvement project, all existing infrastructure (curb ramps, traffic control devices, etc) is evaluated for its effectiveness and necessity, along with compliance with federal ADA laws.

During project development in late 2018, early 2019, the traffic signal at the intersection of Philadelphia and Ivanhoe was evaluated by PBOT engineers, and it was determined that the signal had issues that necessitated either its removal or full replacement.

Since traffic volumes at the intersection were too low to necessitate a traffic signal, and because PBOT also planned improvements to make the crossing better for pedestrians, PBOT proposed the signal's removal to the public for feedback via an in-person open house and online survey. The majority of open house and online survey participants supported the removal of the traffic signal in favor of the all-way stop.

### These issues with the signal were:

- Signal did not meet warrants because traffic volumes are far below the threshold for when a signal would be the appropriate traffic control device per the Manual of Uniform Traffic Control Devices (MUTCD)
  - Traffic through the business district would need to almost double during certain hours of the day for a signal to be the recommended treatment
- Signal's pedestrian infrastructure did not meet current ADA standards (push buttons were in the wrong place, poles were in the way)
- Age of signal and location of poles in relation to new curb extensions meant that signal could not be easily upgraded or retrofit; signal would need a full replacement, but aging signals that do not meet warrants are not candidates for replacement

### To make the intersection friendlier to pedestrians, PBOT:

- Shortened the crossing distance across Lombard by moving the curb into the roadway, widening the sidewalk



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- Added high visibility crosswalk markings
- Added street lighting
- Reduced pedestrian delay for people crossings all legs of the intersection

To gain public input on the project, and specifically to the change to an all way stop at Philadelphia/Lombard, PBOT:

- Conducted public outreach between late 2018 through the project's completion in 2022 ([more details here](#)).
- Outreach regarding the signal removal included:
  - An in-person open house
  - An online survey that specifically asked for feedback about the traffic signal removal at Philadelphia (and at John) -- image below shows how the traffic signal removal question was posed to the public

To get the word out, PBOT:

- Sent over 7,400 postcards to all St. Johns addresses
- Posted the open house and survey to the project website
- Announced them to the project email list of over 1,600 email addresses
- Notified the neighborhood association and St. Johns Business Boosters
- Created an event and advertised it on Facebook (ad reached 1,508 people, event reached 2,600)
- Posted on Nextdoor

Considering the recent pedestrian crashes and compliance issues, PBOT will:

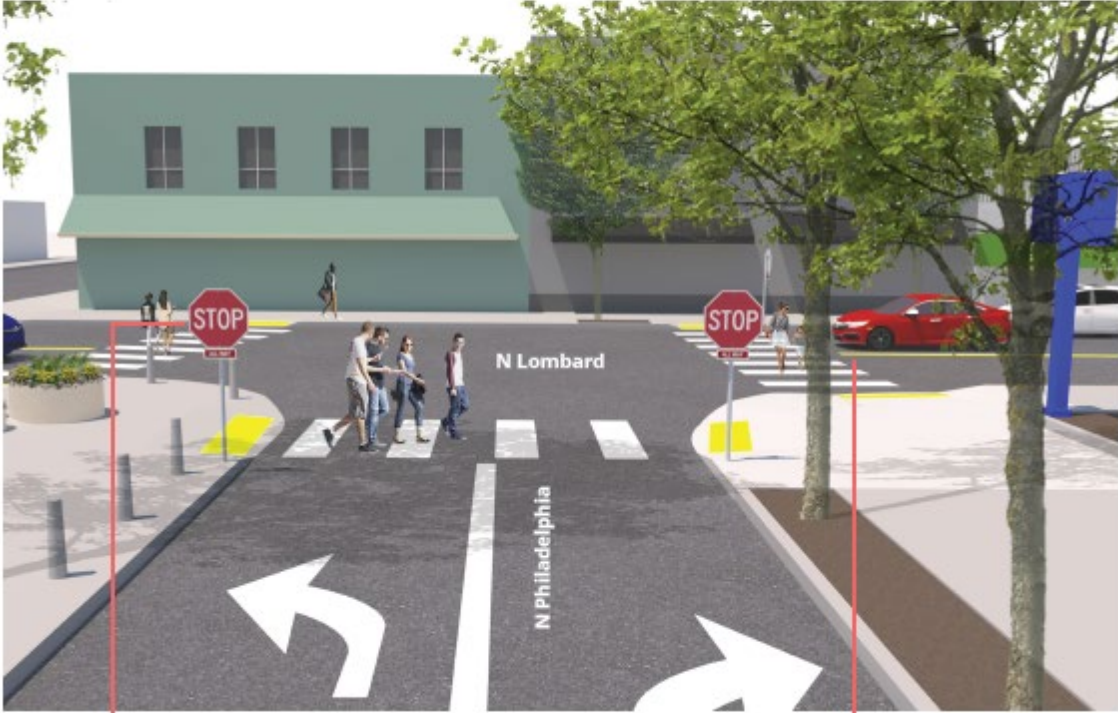
- Make site visits with project engineering staff to collect data and evaluate visibility of stop signs (done)
  - Eastbound stop sign can be seen at the east of N Alta about 300 ft in advance of the STOP sign.
  - Westbound stop sign has no visibility issues and can be seen a few blocks away.
- Place a camera at the intersection to gather stop sign compliance data (done)
- Add permanent stop bars at all legs of the intersection (done)
- Purchase and install LED stop signs at all legs of the intersection (ordered, expected install spring 2023)
- Request enforcement actions at the intersection from PPB (request made)
- Collect additional stop sign compliance video data after the above changes have been made to determine if stop compliance has improved

*[Photos on following pages]*

# N PHILADELPHIA | ALL-WAY STOP

**DESIGN:** Convert traffic signal at N Philadelphia into an all-way stop

**PURPOSE:** Signal is not necessary based on current traffic; all-way stop reduces pedestrian delay, promotes "main street" feel, avoids costly upgrades to aging signal



Stop control replaces traffic signal, reducing delay for people crossing the street. Contributes to the "main street" feel of Lombard

All motor vehicle traffic needs to stop, making the downtown section of St. Johns feel less like a heavy traffic commuter street

**SHARE YOUR INPUT:** Tell us what you think of this design concept by placing a sticker in the space below.

Works Well	Works Okay	Neutral	Some Concerns	Major Concerns

LED stop sign photos (LED lights blink on and off to increase visibility of signs)

