Pedestrian Advisory Committee Onboarding

March 15, 2022

PBOT
PORTLAND BUREAU OF TRANSPORTATION

WHAT IS PEDPDX?

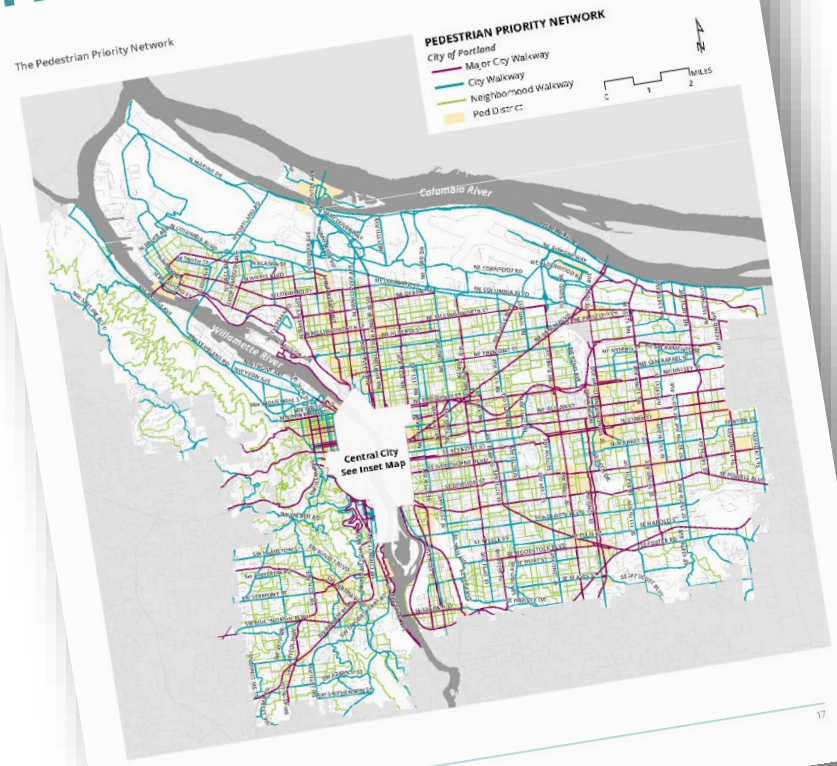
PedPDX is Portland's Citywide Pedestrian Plan. It prioritizes sidewalk and crossing improvements and other investments to make walking safer and more comfortable across the city. The plan identifies the key strategies and tools we will use to make Portland a great walking city for everyone.

PEDPDX MISSION

Through PedPDX, the City of Portland affirms walking as a fundamental human right and the most fundamental means of transportation. PedPDX ensures walking is a safe, accessible, and attractive experience for everyone in Portland by putting pedestrians at the forefront of City policy, investments, and design.

The Pedestrian Priority Network

The Pedestrian Priority Network



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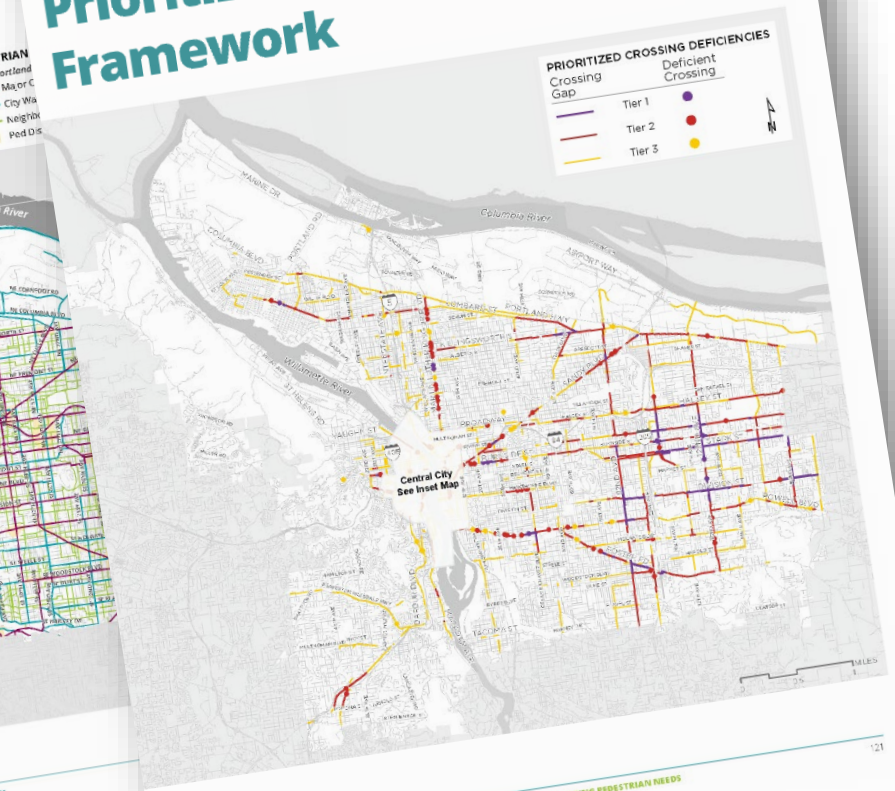
The PedPDX Prioritization Framework



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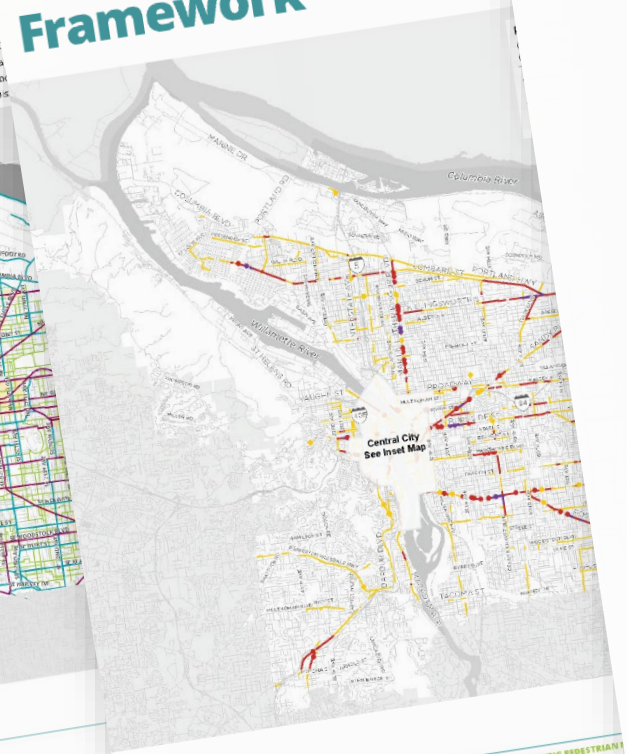
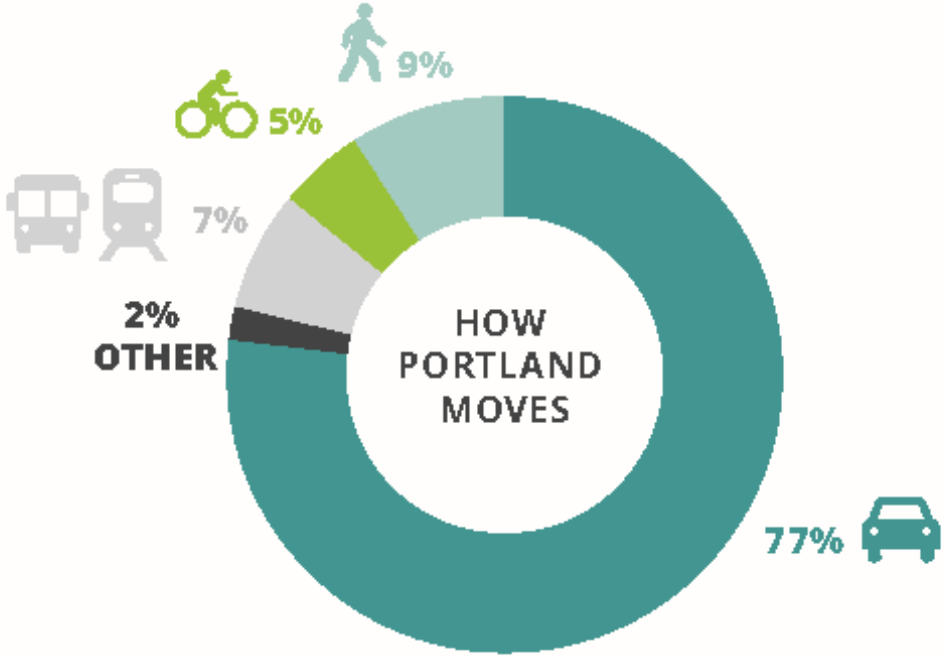


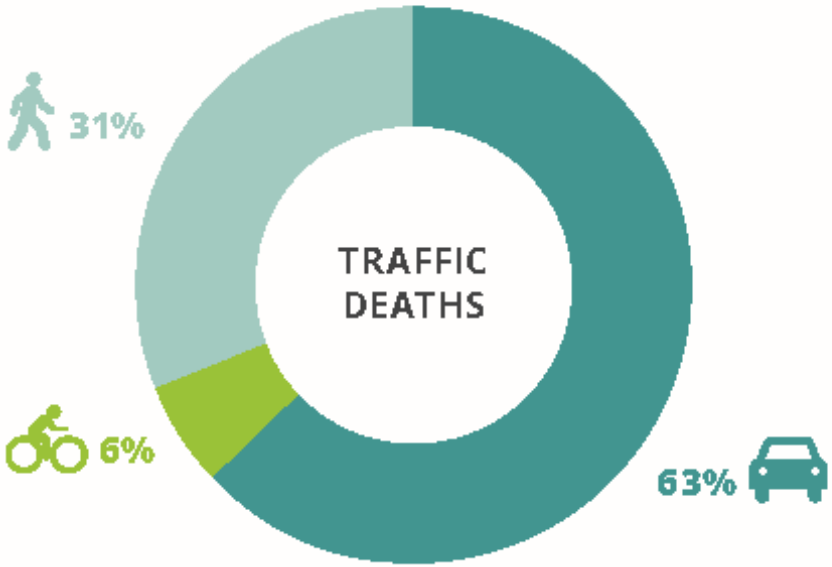
The PedPDX Implementation Toolbox

The PedPDX Implementation Toolbox is the programmatic work plan to advance the vision and mission of PedPDX. The Toolbox is based on citywide feedback from the PedPDX Walking Priorities Survey, focus groups with underrepresented Portlanders, the PedPDX pedestrian safety analysis, and the PedPDX Community Advisory Commitee. It is organized by strategies and actions, and will guide the work of the City's pedestrian-related programs and activities. The toolbox is a shared work plan articulating the key actions and tools we will use to implement PedPDX.

WHAT IS THE STATE OF WALKING IN PORTLAND?

Pedestrian safety





Source: 2004-2013 ODOT
Crash data: 2015 City of Portland Community Survey

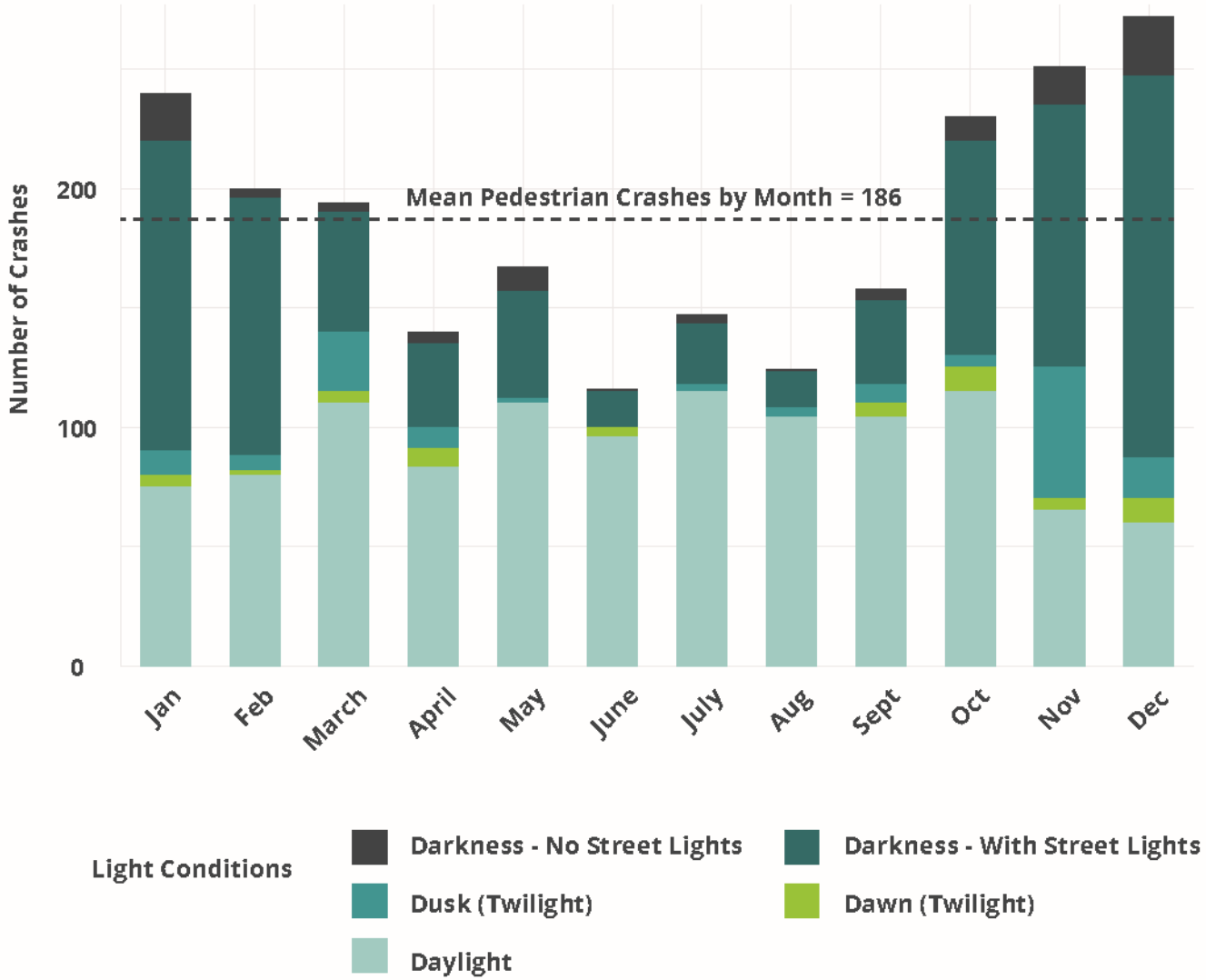
People walking in Portland are ten times more likely than people driving to sustain a serious or fatal injury

Approx. 20% of pedestrian crashes in Portland result in a fatality or serious injury (1 in 5)

Portlanders that have to walk (including those who are transit-reliant) are most exposed to these systemic safety issues

When are crashes happening?

Figure 15: Crashes by Month and Lighting Conditions



Where are crashes happening?

Table 3: Pedestrian Crash Location Type Summary (2006-2015)

LOCATION TYPE	NUMBER OF CRASHES	PERCENT OF CRASHES	NUMBER OF KSI* CRASHES	PERCENT OF KSI* CRASHES	PROBABILITY OF A KSI* CRASH
Signalized Intersections	971	43.5%	97	33.4%	13.1%
Unsignalized Intersections	614	27.5%	127	25.5%	15.8%
Mid-block	567	25.4%	148	38.9%	26.1%
Driveway	78	3.5%	8	2.1%	10.3%
Total	**2,230**	**100%**	**380**	**100%**	**17.0%**

** KSI = Killed or Serious Injury Crash*

Source: The City of Portland provided the crash data for this analysis, which it received from the Oregon Department of Transportation (ODOT) Crash Analysis and Reporting Unit.

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OVER **40%** of pedestrian crashes

AND **30%** of severe/fatal crashes citywide

OCCUR AT SIGNALIZED INTERSECTIONS

Where are crashes happening?

Table 4: Pedestrian Crash Summary by Roadway Size (2006-2015)

ROADWAY SIZE	CENTERLINE MILES		CRASHES		CRASH OCCURENCE RISK FACTOR*	KSI* CRASHES		PROBABILITY OF KSI* CRASH	KSI CRASH RISK FACTOR*
	#	%	#	%		#	%		
2 Lanes	2,521	96.3%	481	74.6%	0.77	121	77.6%	25.2%	1.04
3-4 Lanes	80	3.1%	108	16.7%	5.47	22	14.1%	20.4%	0.84
5 or More Lanes	21	0.8%	56	8.7%	11.04	13	8.3%	23.2%	0.96
Total	**2,621**	**100%**	**645**	**100%**	**1.00**	**156**	**100%**	**24.2%**	**1.00**

** KSI = Killed or Serious Injury Crash; Crash Occurrence Risk Factor = % Crashes / % Centerline Miles; KSI Crash Risk Factor = % KSI Crashes / % All Crashes*

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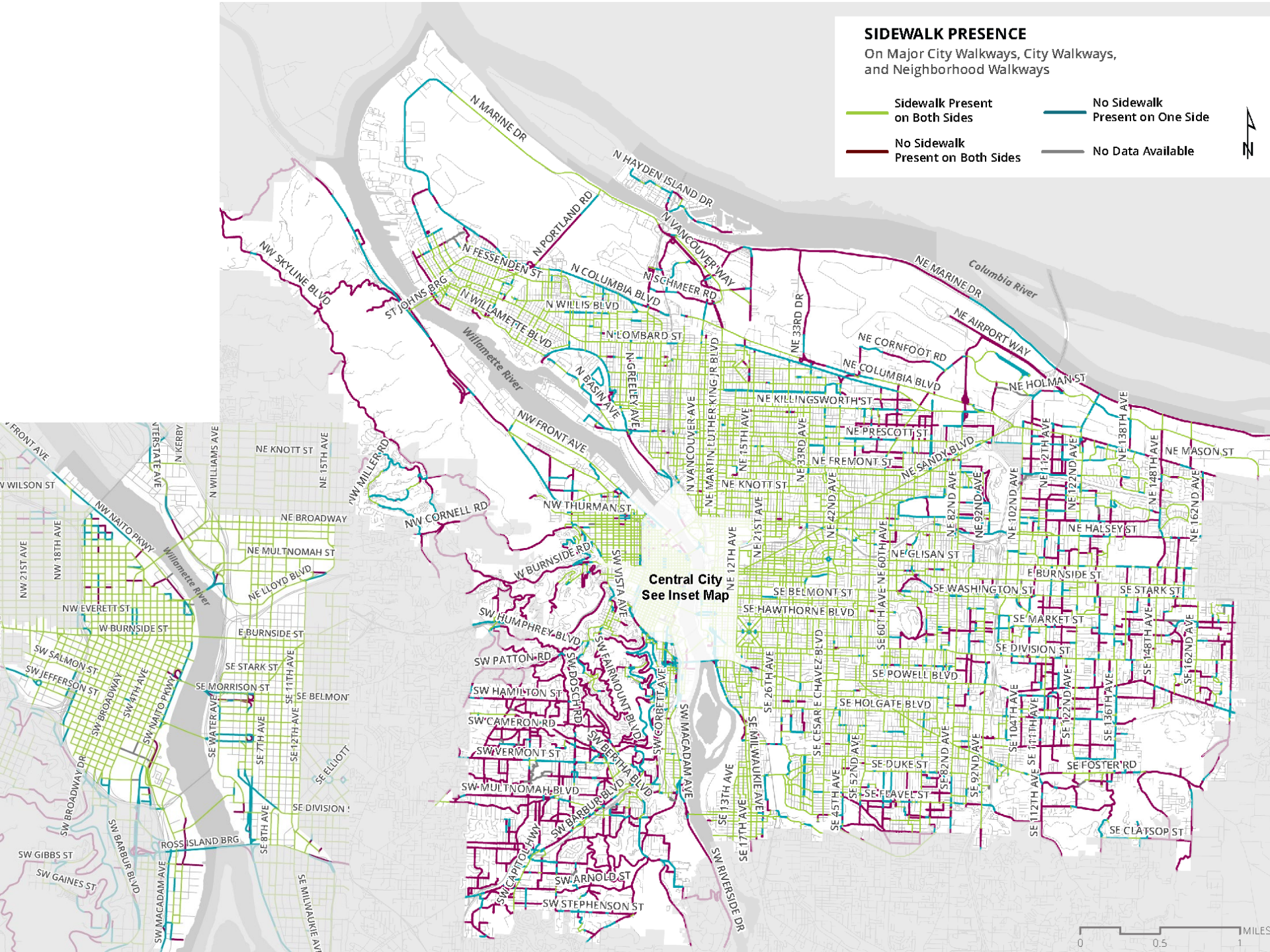
Pedestrian network


SIDEWALK PRESENCE
On Major City Walkways, City Walkways, and Neighborhood Walkways
Sidewalk Present on Both Sides
No Sidewalk Present on One Side
No Sidewalk Present on Both Sides
No Data Available
N
Central City See Inset Map
Columbia River
Willamette River
N MARINE DR
N HAYDEN ISLAND DR
N VANCOUVER WAY
N PORTLAND RD
N FESSENDEN ST
N COLUMBIA BLVD
N SCHMEER RD
N WILLIS BLVD
N WILLAMETTE BLVD
ST JOHNS BRG
NW SKYLINE BLVD
N LOMBARD ST
N BASIN AVE
N GREELEY AVE
N VANCOUVER AVE
N MARTIN LUTHER KING JR BLVD
NE 33RD DR
NE MARINE DR
NE AIRPORT WAY
NE CORNFOOT RD
NE COLUMBIA BLVD
NE HOLMAN ST
NE KILLINGSWORTH ST
NE PRESCOTT ST
NE FREMONT ST
NE SANDY BLVD
NE KNOTT ST
NW FRONT AVE
NW MILLER RD
NW CORNELL RD
NW THURMAN ST
W BURNSIDE RD
SW VISTA AVE
NE 15TH AVE
NE 33RD AVE
NE 15TH AVE
NE 21ST AVE
NE 42ND AVE
NE 12TH AVE
NE 82ND AVE
NE 92ND AVE
NE 102ND AVE
NE 112TH AVE
NE 122ND AVE
NE 138TH AVE
NE 148TH AVE
NE 162ND AVE
NE MASON ST
NE HALSEY ST
NE GLISAN ST
E BURNSIDE ST
SE WASHINGTON ST
SE STARK ST
SE BELMONT ST
SE HAWTHORNE BLVD
SE MARKET ST
SE DIVISION ST
SE POWELL BLVD
SE HOLGATE BLVD
SE 60TH AVE
SE 26TH AVE
SE CESAR E CHAVEZ BLVD
SE 104TH AVE
SE 136TH AVE
SE 148TH AVE
SE 162ND AVE
SE 122ND AVE
SE 111TH AVE
SE 82ND AVE
SE 92ND AVE
SE 52ND AVE
SE 45TH AVE
SE DUKE ST
SE FOSTER RD
SE FLAVEL ST
SE CLATSOP ST
SE 112TH AVE
SE MILWAUKIE AVE
SE 13TH AVE
SE 17TH AVE
SE MACADAM AVE
SW RIVERSIDE DR
SW HUMPHREY BLVD
SW PATTON RD
SW FAIRMOUNT BLVD
SW DOSCH RD
SW CORBETT AVE
SW HAMILTON ST
SW CAMERON RD
SW VERMONT ST
SW MULTNOMAH BLVD
SW BERTHA BLVD
SW BARBUR BLVD
SW CAPITOL HWY
SW ARNOLD ST
SW STEPHENSON ST
NE KNOTT ST
NE 15TH AVE
N WILLIAMS AVE
N KERBY
INTERSTATE AVE
W WILSON ST
NW NAITO PKWY
NE BROADWAY
NE MULTNOMAH ST
NE LLOYD BLVD
NW 21ST AVE
NW 18TH AVE
NW EVERETT ST
W BURNSIDE ST
E BURNSIDE ST
SW SALMON ST
SW JEFFERSON ST
SW BROADWAY
SW 4TH AVE
SE STARK ST
SE MORRISON ST
SE BELMONT
SE WATER AVE
SE 7TH AVE
SE 11TH AVE
SE 12TH AVE
SE ELLIOTT
SE DIVISION
SE 8TH AVE
ROSS ISLAND BRG
SW BROADWAY DR
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SW GAINES ST
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SE MILWAUKIE AVE
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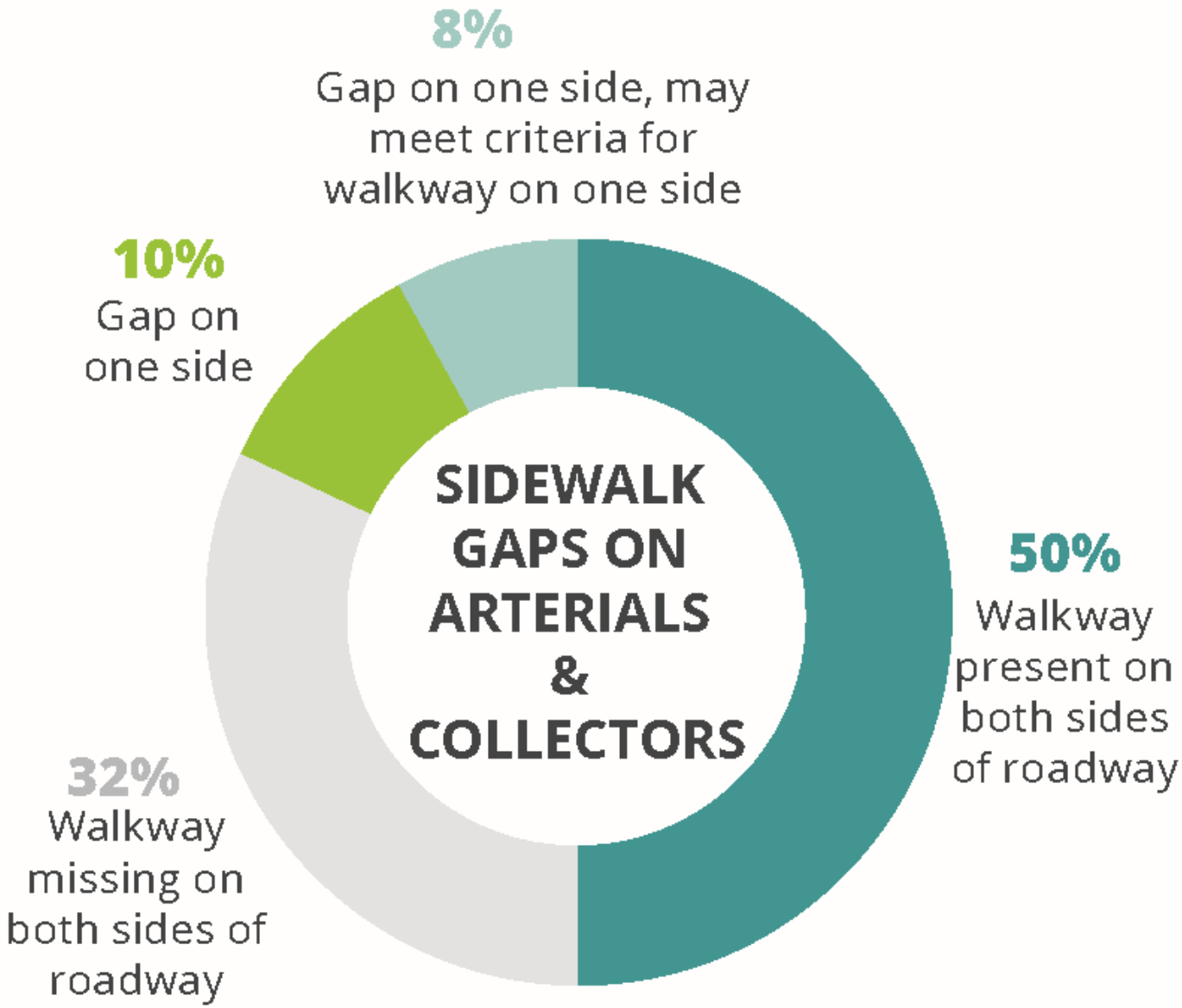
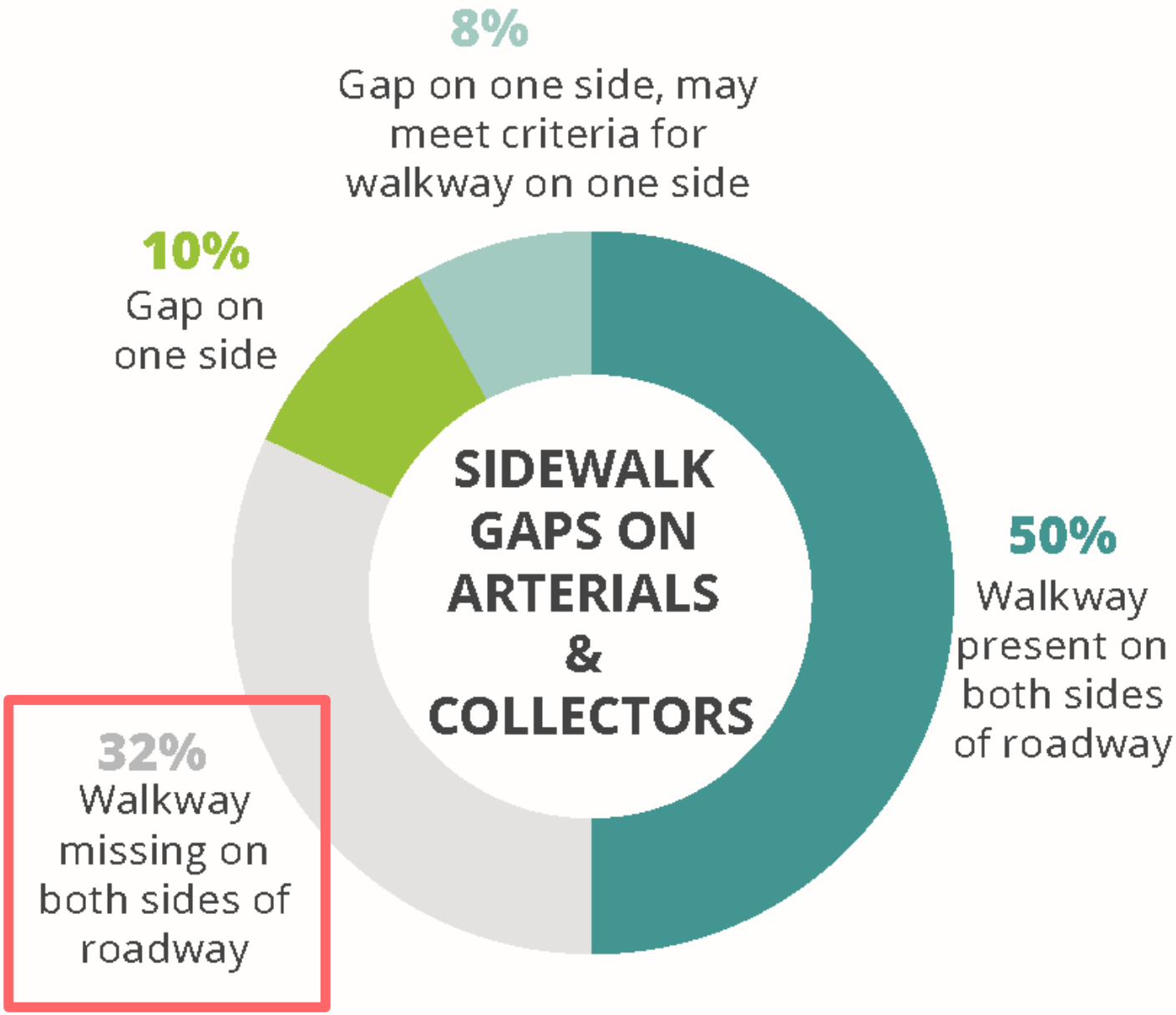
MILES


8%
Gap on one side, may meet criteria for walkway on one side
10%
Gap on one side
SIDEWALK GAPS ON ARTERIALS & COLLECTORS
50%
Walkway present on both sides of roadway
32%
Walkway missing on both sides of roadway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Walkway present on both sides of roadway
32%
Walkway missing on both sides of roadway

Approximately <u>350 miles</u> of missing sidewalk on arterials/collectors

©2017 Google

Existing crosswalk design guidelines

CROSSWALK DESIGN BY ROADWAY TYPE*

	VEHICLE ADT > 4,000 - 9,000			VEHICLE ADT > 9,000 -12,000			VEHICLE ADT > 12,000 -15,000			VEHICLE ADT > 15,000		
	<30 MPH	35 MPH	40+ MPH	<30 MPH	35 MPH	40+ MPH	<30 MPH	35 MPH	40+ MPH	<30 MPH	35 MPH	40+ MPH
TWO LANES	Marked Crosswalk	Marked Crosswalk	Marked Crosswalk and enhanced/active warning (islands and RRFB's)	Marked Crosswalk	Marked Crosswalk	Marked Crosswalk and enhanced/active warning (islands and RRFB's)	Marked Crosswalk	Marked Crosswalk	Marked Crosswalk and enhanced/active warning (islands and RRFB's)	Marked Crosswalk	Marked Crosswalk and enhanced/active warning (islands and RRFB's)	Marked Crosswalk and enhanced/active warning (islands and RRFB's)
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MULTILANE WITH RAISED MEDIAN	Marked Crosswalk, island or curb extensions, enhanced signing and striping	Marked Crosswalk, island or curb extensions, enhanced signing and striping	Marked Crosswalk and pedestrian hybrid or full signal	Marked Crosswalk, island or curb extensions, enhanced signing and striping	Marked Crosswalk and enhanced/active warning (islands and RRFB's)	Marked Crosswalk and pedestrian hybrid or full signal	Marked Crosswalk and enhanced/active warning (islands and RRFB's)	Marked Crosswalk and enhanced/active warning (islands and RRFB's)	Marked Crosswalk and pedestrian hybrid or full signal	Marked Crosswalk and enhanced/active warning (islands and RRFB's)	Marked Crosswalk and enhanced/active warning (islands and RRFB's)	Marked Crosswalk and pedestrian hybrid or full signal
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** All crossings must be scoped by an engineer to ensure recommended treatment is appropriate and ADA ramps and illumination are in place.*

- Marked Crosswalk
- Marked Crosswalk, island or curb extensions, enhanced signing and striping
- Marked Crosswalk and enhanced/active warning (islands and RRFB's)
- Marked Crosswalk and pedestrian hybrid or full signal

PBOT
PORTLAND BUREAU OF TRANSPORTATION

New PedPDX crossing spacing guidelines

Inside Pedestrian Districts:

DESIRED SPACING OF

530 feet

between marked crossings

City Walkways and Major City Walkways within Pedestrian Districts

DESIRED CROSSING FREQUENCY

530 ft

Pedestrian Districts are areas where high levels of pedestrian activity exist or are planned, including the Central City, Gateway regional center, town centers, and near MAX stations.

For Major City Walkways and City Walkways within Pedestrian Districts the desired spacing between marked pedestrian crossings is 530 feet.

Demonstrating existing crossing demand will not be required to justify new marked crossings within Pedestrian Districts.

On a street with standard 200-ft blocks, the 530-ft crossing frequency results in a marked pedestrian crossing approximately every other block.

Outside of Pedestrian Districts:

DESIRED SPACING OF

800 feet

between marked crossings

City Walkways and Major City Walkways outside of Pedestrian Districts

DESIRED CROSSING FREQUENCY

800 ft

City Walkways and Major City Walkways provide walking access to important land use and transit destinations. The desired spacing between marked pedestrian crossings on these streets is 800 feet.

On a street with standard 200-ft blocks, the 800-ft crossing frequency results in a marked and/or enhanced pedestrian crossing approximately every three blocks.

To ensure that new marked crossings on streets with lower pedestrian volumes do not result in driver disregard of crosswalks, a minimum of 20 pedestrian/bicycle crossings per peak hour will be required to provide new marked/enhanced crossings on City Walkways and Major City Walkways outside of Pedestrian Districts or where there is not a transit stop.

At Transit stops:

WITHIN OF ALL TRANSIT STOPS

100 ft

Transit Stops

DESIRED CROSSING WITHIN

100 ft

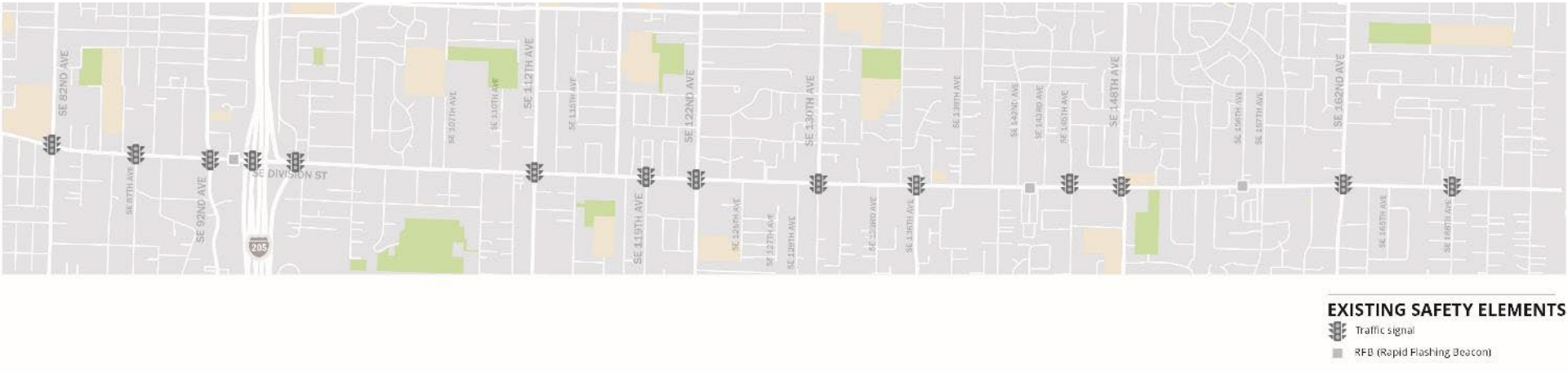
Moving forward, PBOT practice will be to provide a marked pedestrian crossing at all transit stops[2], regardless of street classification.

Demonstrating existing crossing demand will not be required to justify new marked crossings at transit stops.

Marked crossing requirements at transit stops may be implemented by providing new marked crossings at existing transit stops, and/or by strategically relocating or consolidating transit stops such that they are located at existing marked crossings. This will require PBOT capital project managers to collaborate with TriMet to consolidate, relocate, or otherwise confirm stop locations.

2 Engineering judgement may deem marked crossings unwarranted in some locations, particularly on two-lane streets with very low vehicle volumes and low transit ridership

Example: Outer Division



Existing: 17 crossings (in almost 100 blocks)

Example: Outer Division

Existing: 17 crossings (in almost 100 blocks)

Coming Soon: **40** crossings total

New City of Portland policy:

Provide marked crossings at <u>all transit stops</u>

Approximately <u>3,500</u> marked crossing gaps on arterial/collector network

PRIORITIZING PEDESTRIAN NEEDS

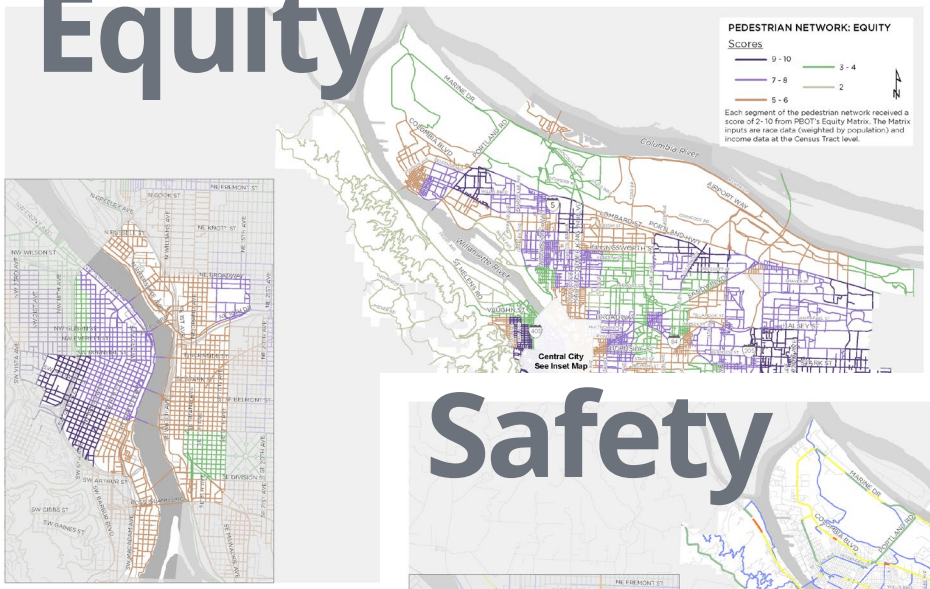
Why a data-based approach?

- Make sure we are directing limited resources to the greatest needs first
- Aligns spending with adopted City goals/objectives
- Help ensure we provide improvements in an equitable manner across the city (not complaint-based)

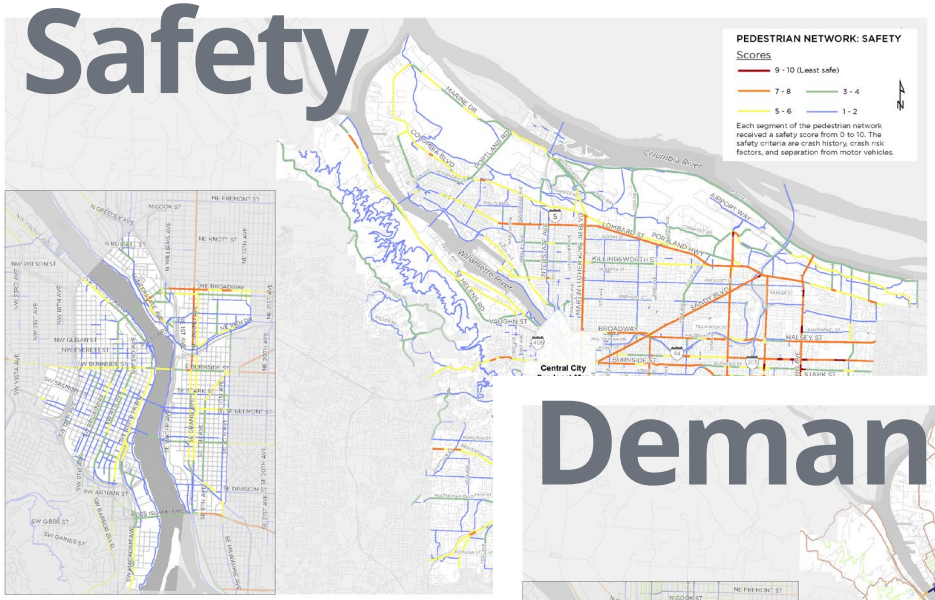
Which kinds of places are the most important to improve for walking in Portland?

		Citywide
EQUITY	Areas that serve people who need to rely on walking the most	5.11
SAFETY	Streets where people walking have been killed or injured	5.08
DEMAND	Streets connecting people to transit/ bus stops	5.06
SAFETY	Along and across busy streets	4.99
DEMAND	Streets connecting families and children to schools	4.99
DEMAND	Streets connecting people to neighborhood commercial districts	4.73
	Streets connecting people to community facilities like libraries	4.66
	Areas where the most people live and/ or work	4.55
	Residential streets lacking sidewalks or walking paths	4.54
	Streets connecting people to parks	4.52

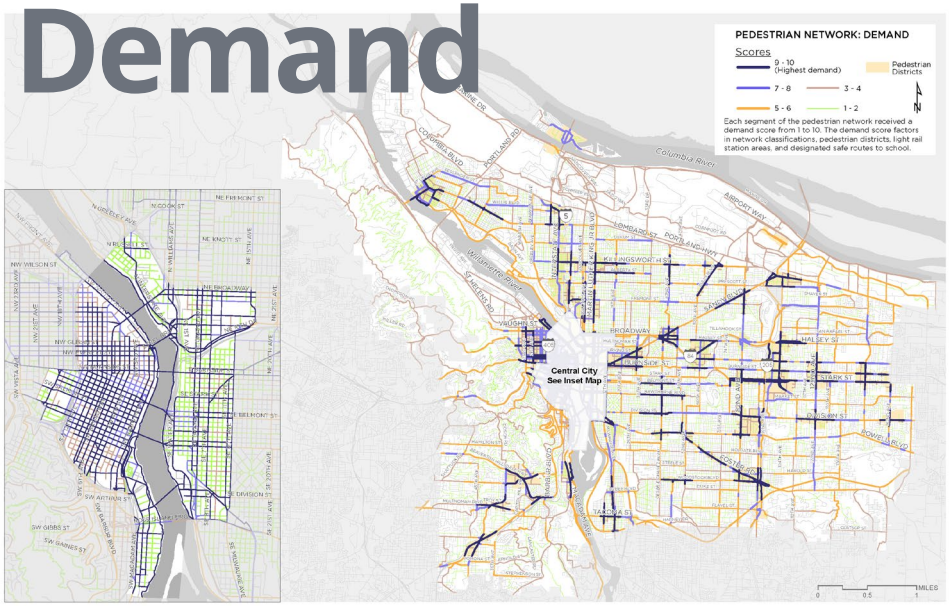
Equity



Safety



Demand



www.pedpdx.com

THE PEDPDX TOOLBOX

The Implementation Toolbox is the programmatic work plan to advance the vision and mission of PedPDX.

Strategy 1
Address gaps in the Priority Pedestrian Network

ACTION 1.3

Explore options to enabl pedestrian improvemen

PBOT's Development Review group reviews all street and frontage improvements assoc with private development. In Portland, priva development is typically required to make st frontage improvements along the property of a development project. This includes prov improving sidewalks in a manner consistent City's Pedestrian Design Guide. A large prop new sidewalks constructed or improved in P time have been provided in conjunction with development activities.

Current City Code only requires developers the sidewalk frontage directly adjacent to th There are no mechanisms in place to encour enable private developments to provide ped infrastructure beyond the immediate prope including crossing enhancements that could future tenants, or sidewalk extensions beyo property to connect to new development to neighborhoods.

The PBOT PBOT Policy, Innovation, and Regi Collaboration will work with Development R City Attorney, and City Council to explore me for encouraging off-site pedestrian improve in conjunction with private development. Op to explore include offering SDC credits or ot development fee waivers for voluntary provi off site crossing or sidewalk improvements, updating PBOT's multi-modal level-of-servic criteria to require off site pedestrian mitigati appropriate.

Strategy 2
Improve visibility of pedestrians at crossings

ACTION 2.4

Provide high visibility cros crossings when restriping crosswalks.

The PedPDX Safety Analysis found that signalize intersections are not preventing pedestrian cras in Portland. Over 40% of pedestrian crashes an of severe/fatal crashes citywide occur at signali intersections. Over a quarter of all crashes invol turning driver failing to yield when the person w has the right of way at the signal.

OVER **40%** of pedestri crashes

AND **30%** of severe/fa crashes city

OCCURS AT SIGNALIZ INTERSECTIONS

Improving the visibility of pedestrian crosswalks at signalized intersections may help make cross pedestrians more visible to people driving. PBO Traffic Design Manual has historically called for crosswalk markings with two transverse lines (running perpendicular to oncoming traffic) at signalized intersections. In contrast, high visibili "continental") crosswalks with longitudinal lines to traffic flow allow drivers to see the marked cr from a greater distance. This increased visibility drivers more time to safely stop for a pedestrian waiting to cross. The PBOT Traffic Design Manua currently requires these high-visibility "contine crosswalk markings at uncontrolled crossings a school crossings where increased visibility is ne

Strategy 3
Reduce turning movement conflicts at intersections

PEDPDX OBJECTIVES ADDRESSED

ACTION 3.2

Develop a pilot to study prohibiting "turn-on-red" within Pedestrian Districts and at High Pedestrian Crash Intersections.

Allowing rights on red is common throughout the city. Left turns on a red light are also allowed when the driver is turning onto a one-way street, which is common downtown. To make these movements, drivers must pull forward into the crosswalk to look for a gap in on-coming traffic, into and across the path of pedestrians who have a "walk" signal. This can create a dangerous situation if the driver does not see a pedestrian entering the crosswalk. It is particularly dangerous for blind pedestrians, who do not receive visual clues (through signals or eye contact with the driver) that the driver intends to turn against the signal. Furthermore, drivers looking for gaps in traffic to make the turn do not always look the opposite direction to check for crossing pedestrians before making the turn against the signal.

As part of the PedPDX public outreach, members of Portland's disability community in particular have expressed strong support for eliminating "turn-on-red." Engineering studies show a significant increase in pedestrian crashes where "right-on-red" is permitted [12]. The City Traffic Engineer, PBOT Signals and Street Lighting, and Vision Zero staff will develop a pilot to study prohibiting "turn-on-red" in high pedestrian demand districts and/or at pedestrian high crashes intersections. The pilot study will establish evaluation criteria and based on the findings of the pilot the City Traffic Engineer may consider permanent prohibitions on "turn-on-red" at key locations.

No Turn on Red

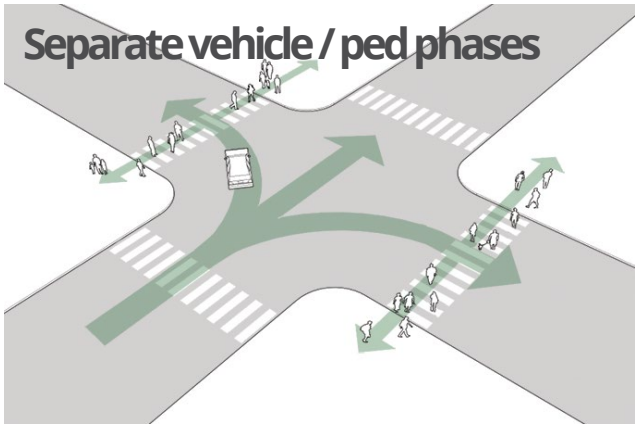
Considerations

A pilot study will allow PBOT to monitor what impact prohibiting "turn-on-red" might have on pedestrian safety and automobile congestion. It will also offer an opportunity to monitor driver compliance. The pilot study should be coupled with education about the safety concerns underlying the study, as well as enforcement for non-compliance.

[12] 10% increase in right turn crashes where right turn on red is permitted - Handbook of Road Safety Measures, Elvik, R. and Vaa, T., 2004

[13] ...e/bike and vehicle/pedestrian crashes (all severities) – Highway Safety Manual, 1st Edition, 2010

Provide more marked crossings


Separate vehicle / ped phases

Better address tree / sidewalk conflicts

High visibility crosswalks

Provide interim infrastructure

Set back parking at crossings

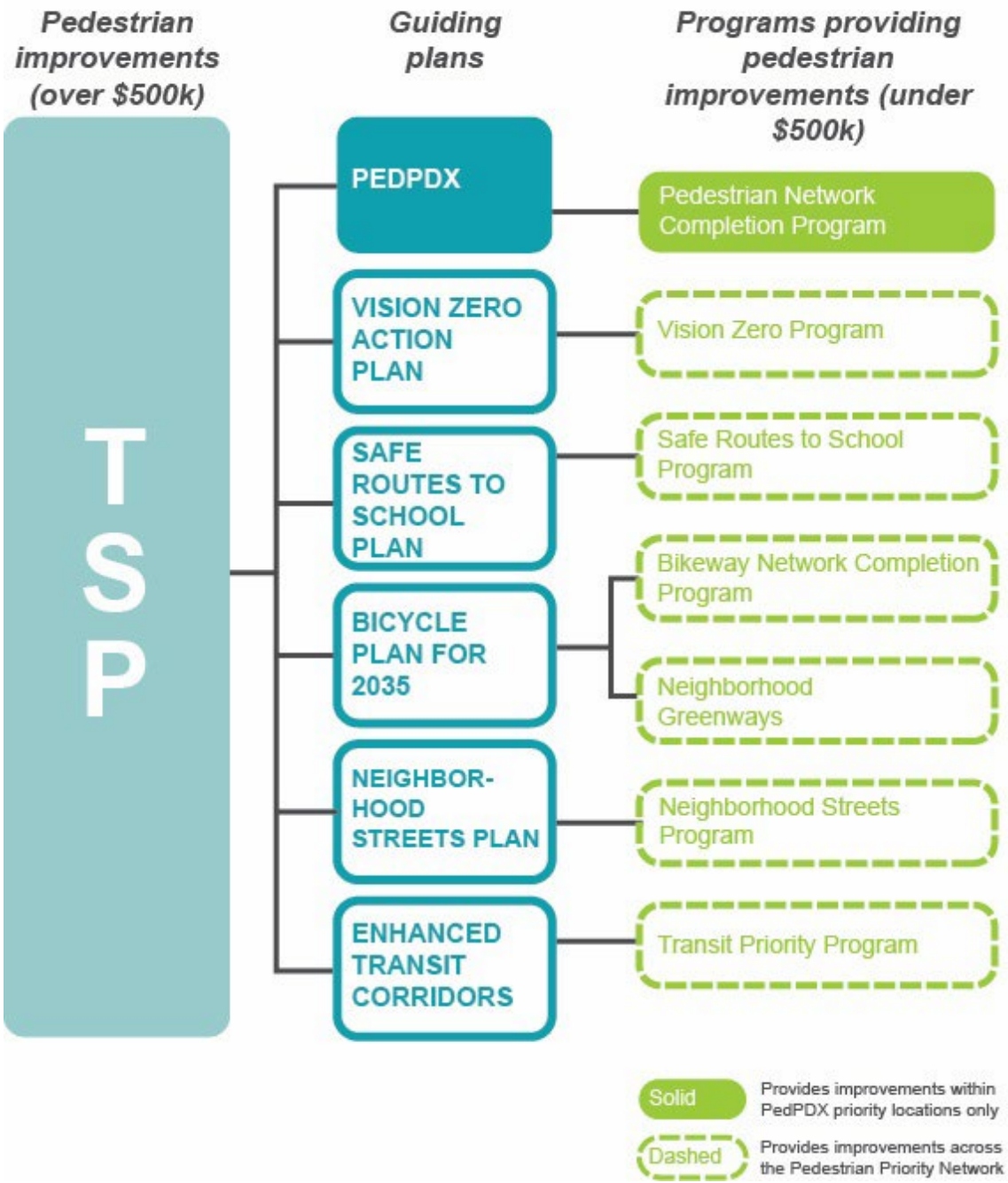
Bike infrastructure that serves peds

More street / sidewalk lighting

More car free experiences

Pedestrian Programs and Projects at PBOT

PBOT pedestrian projects



The City of Portland's Transportation System Plan (TSP) is a 20-year plan that guides transportation investments in Portland. It houses key goals and policies for the City's transportation system and provides a list of major transportation projects the City intends to implement over the next 20 years to help realize the vision of the Comprehensive Plan.

https://www.portland-tsp.com/#/

Project Stages

Project Selection

- Project priority
- Readiness
- Feasibility
- Funding source
- Etc…

Project Development

- Project Development/ Planning stage
- 0 – 10%
- Address modal needs / conflicts
- Identify preferred concept
- Define project scope

Design / Engineering

- 30%
- 60%
- 90%

Construction

Maintenance

PBOT

Curb Ramp Improvements
- *Capital Improvements*
- *Corner Repair Program*
- *ADA Curb Ramp Request Program*
- *ADA Transition Plan*

Sidewalk Repair Program

Local Improvement Districts

Street Lighting Program

Development Review
- *Pedestrian Design Guide*

Construction Access and Sidewalk Closure Policies

Community-Initiated Improvements and Activation
- *Portland in the Streets*
- *Urban Trails Program*

Pedestrian Safety and Education Programs
- *Crosswalk Enforcement Actions*
- *Yard Sign Lender Program*
- *Pedestrian/Driver Safety Trainings*
- *Partner Agency Safety Campaigns*

Education and Encouragement Programs
- *SmartTrips*
- *Sunday Parkways*

BPS/BDS

Zoning Code
- *Land use regulations*
- *Pedestrian friendly design requirements for development of private property*

Pedestrian Design Guide
- *Guidelines for sidewalks, corners, crosswalks, stairs, and pathways*

Zoning Code enforcement

BES

Stormwater Management
- *Bioswales*
- *Street tree program*
- *Curb extensions*

PPR

Urban Forestry

Trails within Parks property

OTHER

ODOT

Tri-Met

Multnomah County
- *Maintenance/Management of bridges*

Metro

State Parks

Private Development

PBOT

PORTLAND BUREAU OF TRANSPORTATION

November 1, 2021

TRANSPORTATION DIRECTOR
Chris Warner
503-823-1055

DEPUTY DIRECTOR
Tara Wasiak
503-823-6708

- **Asset Management** — Vacant, 503-823-5069
- **Administrative Assistant** — Vacant, 503-823-7862

- **Communications & Public Involvement** — John Brady, 503-823-7375
- **Equity & Inclusion** — Tosin Abiodun, 503-823-4239
- **Intergovernmental Affairs** — Shoshana Cohen, 503-823-4466
- **Strategy & Innovation** — Mike Kerr, 503-823-5808
- **Executive Assistant** — Sierra Stringfield, 503-823-9194

BUSINESS SERVICES — Jeramy Patton, 503-823-6188
- **Administrative Services** — Maribeth Elmes, 503-823-5077
- **Employee Services** — Lindsay Bjork, 503-823-5065
- **Financial Services** — Ryan Kinsella, 503-823-7140
- **Technology Services** — Melissa Foley, 503-823-8145

DEVELOPMENT, PERMITTING & TRANSIT — Christine Leon, 503-823-7441
- **Development Review** — Kurt Krueger, 503-823-6964
- **Program Development** — Anne Hill 503-823-7239; Mat Berkow 503-823-4254
- **Right of Way Programs & Permitting** — David McEldowney, 503-823-7166
- **Utilities, Construction, & Inspection** — Alex Bejarano, 503-823-7575

PARKING & REGULATORY SERVICES — Dave Benson, 503-823-5444
- **Parking Enforcement** — Michael Crebs, 503-823-6834
- **Parking Operations** — Chris Armes, 503-823-5810
- **Regulatory** — Mark Williams, 503-823-7527

ENGINEERING SERVICES — Steve Townsen, 503-823-7144
- **ADA Ramps** — Raphael Haou, 503-823-7143
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- **Civil Design Mgmt** — Eva Huntsinger, 503-823-7563
- **Construction, Inspection & Pavement** — Todd Liles, 503-823-6992
- **Survey** — Mark Hawkins, 503-823-7150

POLICY, PLANNING & PROJECTS — Art Pearce, 503-823-7791
- **Active Transportation & Safety** — Catherine Ciarlo, 503-823-5667
- **Capital Projects** — Dan Layden (Interim), 503-823-2804
- **Transportation Planning** — Kristin Hull, 503-823-2699

MAINTENANCE OPERATIONS — Edward VanBuren (Interim), 503-823-4673
- **Environmental Systems** — Joy Keniston-Longrie, 503-823-1732
- **Maintenance Construction** — Michael Magee(interim), 503-823-7060
- **Operations** — Rich Grant(interim), 503-823-1720
- **Project Delivery & Technical Support** — Michelle Rhoads, 503-823-4129
- **Street Systems** — Michael Magee, 503-823-7060

TRAFFIC SYSTEMS& OPERATIONS — Wendy Cawley, 503-823-4396
- **Signals & Street Lighting** — Peter Koonce, 503-823-5382
- **Temporary Traffic Control & Engineering** — Chon Wong, 503-823-7050
- **Traffic Design** — Jamie Jeffrey, 503-823-5165
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- **Traffic Operations** — Carl Snyder, 503-823-5220

- Vision Zero
- Safe Routes to School
- Sunday Parkways
- TDM Policy
- Bike share/scooter share

- Capital project design and delivery (ex: Better Naito Forever, SW Capitol Hwy Improvements, Earl Blumenauer Bridge)

- Transportation System Plan
- Area plans ("In-Motion" plans)
- Corridor plans (82nd Ave)
- Modal plans (PedPDX)