



Community Action Plan  
To Calm Neighborhood Traffic  
Portland, Oregon

To my fellow Portlanders:

For years I have been advocating for changes in traffic and transportation that will result in improving livability in Portland's neighborhoods. When we first began this project of "Reclaiming Our Streets", I spoke with many of you who have ideas on how to do just that. This plan, created by dozens of local visionaries, can move us away from sporadic improvements in our transportation system and toward more comprehensive change. I have read the action plan and embrace its suggestions as a way to change Portland from an auto-dependent community to one of transportation choices.

Inside you'll find suggestions for the entire community on how to make Portland more livable. But this handbook is only the beginning. I encourage you to look for more ways to get involved. Work with the agencies that can help us the most or lend a hand to improve agencies that can get on board with new ideas in transportation.

Thanks to the dozens of community residents who gave of their time and energy for this project. From the genesis of this project at the Neighborhood Congress in November 1991 to the publication of this document, hundreds of hours have been volunteered to create a vision for our transportation future. Special kudos to the Reclaiming Our Streets Task Force, thirteen community volunteers who took their fellow advocates' hopes and concerns and crafted them into this plan.

I hope all will put this guide to good use. I will continue my work to assure that the City of Portland heeds many of the suggestions contained herein.

Sincerely,

A handwritten signature in cursive script that reads "Earl Blumenauer". The signature is written in black ink and is positioned below the word "Sincerely,".

Commissioner Earl Blumenauer

# RECLAIMING OUR STREETS

*Traffic Solutions, Safer Streets, More Livable Neighborhoods*

A Community Action Plan  
February 1993

*prepared by the*  
Reclaiming Our Streets Task Force

*in cooperation with the*  
City of Portland  
Bureau of Traffic Management  
Earl Blumenauer, Commissioner

*This project funded in part through a grant from Oregon Department of Transportation, Traffic Safety Division.*

## **If you care about Portland's quality of life, you care about reclaiming our streets...**

Just about anyone who lives in the Portland metropolitan area is proud of our city's "livability." And rightfully so. While most other urban centers across the nation have fought a losing battle with inner city decay and witnessed fragmentation of its people and culture, Portland has revitalized and rebuilt—and rekindled a feeling of community.

And yet... there is a rumbling of discontent creeping up on this urban success story. It is the sound of the internal combustion engine—the automobiles on our streets. It is the sound of a community unhappy that each hour in the day is looking more like rush hour, concerned about the increasing toll the automobile exacts on our environment and quality of life, frustrated with roads designed not for people, but for people in cars.

Borne of public interest and involvement, Reclaiming Our Streets embraces a vision of Portland with safe and quiet neighborhoods, with streets free from the traffic problems of today. This vision calls for "putting people first" in the way we design, build, and use our streets. It calls for making options such as walking, biking, carpooling, and public transit more attractive, more affordable, and more accessible for all.

Reclaiming Our Streets is especially about safety on our streets, whether from environmental hazards such as pollution and noise, or from life ending hazards such as speeders and drunk drivers and failure to buckle up.

On the surface, Reclaiming Our Streets calls for making new and better laws that lead to "humanizing" outdated and unsafe roads, that direct the design and construction of new roads, and that promote a new regard for safety and responsibility among all who use those roads.

On a deeper level, however, Reclaiming Our Streets invites every resident of the Portland area to make a personal commitment to depend less on the automobile, and to make choices other than the automobile when commuting, running errands, or visiting friends. That might mean walking to the store more often. Or using mass transit at least one day a week, instead of driving. And when driving, sticking to major traffic routes instead of cutting through a residential neighborhood. If you care about the quality of life in Portland, you'll do something to help reclaim our streets.

Together we can make a real difference in quality of life right now, even as we raise our children to choose from a new set of transportation options and new lifestyle ideals, free from the demands of the automobile. In the end, Reclaiming Our Streets is for our children and the future we leave to them.

## VOLUNTEERS

### Reclaiming Our Streets Task Force

Carolyn Altman  
*Chairperson*

Marie Brown  
Bud Erland  
Marianne Fitzgerald  
Charles Flake  
Johnnie A. Gage  
Texas Hemmaplardh  
Gordon Hunter  
Douglas Klotz  
Don MacGillivray  
Rod Monroe  
Mark Parker  
Anddy Wiselogle

### Working Group Participants

Lenny Anderson  
Joy Arns  
Larry Bednar  
Jim Beyer  
Patricia Beyer  
Paul Bishop  
Betty Bolz  
Chuck Bolz  
Judy Caine  
Paul Carrobino  
Tom Chamberlain  
Nancy Christie  
Jeanine Claar  
Joleen Classen  
Dave Coghill  
Kenneth Court  
Colleen Culbertson  
Nathalie Gilmore Darcy  
Bonita Davis  
Henry Day

Clyde Dixon  
Frank Dufay  
Mary Dufay  
Kay Durtschi  
Gerry Eichelberg  
Bob Elliott  
Paul Engelsen  
Dick Fairbank  
Teresa Fairbank  
Joanne Fairchild  
Sharon Fekety  
Jim Ferner  
Joanne Fitzgerald  
Virgil Flath  
Evelyn Fortier  
Robert Fortier  
Karen Frost Mecey  
Richard German  
Brandi Gill  
Javie Granados  
Jeremy Grand  
Ann Gray  
John Gray  
Joanne Hagensick  
Mark Hahn  
Patti Hales  
Judy Halsan  
James Hensel  
Bill Hermanson  
Ray Hites  
Bette Howard  
Jim Howells  
Loise Hunter  
Frank Jacox  
Ralph Jantry  
John Jenkins  
Roberta Kanter  
Anne Keller  
Ron Kernan  
Joan Krahmer

Karen Krone  
Barbara Larrain  
Nancy Lea  
Joyce Leedy  
Ted Leybold  
Paul Lohse  
Marianne Macina  
Kathy Masarie  
Sue Matranga-Watson  
Brooke Maylie  
Gin McCollum  
Mary McGladrey  
Elaine Medoff  
Michael Munk  
Jim Murphy  
Karine Myrin  
Dorothy Orr  
Allan Pearson  
David Pennington  
Glenn Peterson  
Russell Plaeger  
Ray Polani  
Allan Pozdol  
Lidwien Rahman  
Larry Ramsay  
Wayne Ransier  
Wesley Risher  
Nancy Rosenlund  
John Sallak  
Chris Scarzello  
M. J. Siders  
Gary Sinnen  
Donald Skinner  
Lenny Sobo  
Steven Stewart  
James Sutherland  
Donna Tallman  
Eric Tschuy  
Diane Tuenge  
Mel Zucker

*“Never  
doubt that  
a small  
group of  
thoughtful,  
committed  
citizens can  
change the  
world...  
indeed,  
it is the only  
thing that  
ever has.”*

MARGARET MEAD



## Your neighbors put this plan together...

...and this plan brought your neighbors together. Inspired by a growing number of complaints, comments, and suggestions about the “livability” of Portland streets, the City’s Bureau of Traffic Management turned to the people of the metropolitan area—people like you—for development of a comprehensive and fully integrated approach to Reclaiming Our Streets.

It all began with a “neighborhood congress” in the fall of 1991. Some 250–300 neighborhood leaders and interested individuals responded to the call for help. It was at the congress that the four major areas of concern took shape: 1) traffic speeds and volumes, 2) bicyclist and pedestrian safety, 3) drunk driver and seat belt issues, 4) alternate modes of transportation. (These concerns are more fully stated on pages 10–11 as the formal goals behind the recommendations of this plan.)

Volunteers from the congress were invited to participate in development of the Reclaiming Our Streets community action plan during 1992, with about 100 attending the first meeting in January. The volunteers sorted themselves into four working groups for initial brainstorming sessions and subsequent development of “implementation actions” corresponding with each of the goals. Within each working group were subgroups addressing specific subissues. Representatives from the City spent time with the groups, helping identify legal, cost, and practicality limitations.

Meeting many times over an eight week period, the working groups each completed a rough draft for their portion of the plan. For the sake of considering every idea, the combined drafts contained nearly 350 separate objectives and action statements. It was up to a task force comprised of the leaders from the four working groups, plus additional representatives from the community at large, to capture the essence of all four drafts in a single, concise, yet still thorough plan document.

The task force spent many hours distilling, refining, and consolidating the rough drafts. Many more hours were consumed in editing by task force committees. Though efforts of the task force were tempered by realities of funding and time constraints, the resulting plan document preserved the integrity of the body of public opinion that went into it.

The words in this document are not the final word. As time goes by and the needs of the Portland area and its people change, the volunteers who put the plan together anticipate getting back together—along with fresh volunteers—to review the plan and revise its recommendations accordingly.

### RECLAIMING OUR STREETS

#### *Timeline*

**November 1991**

*Neighborhood Congress*

**January – April 1992**

*Working Groups met*

**February 1992 – January 1993**

*Task Force met*

**January 1993**

*Task Force completed*

*Community Action Plan*

**February 1993**

*Community Action Plan Published*

# CONTENTS

<b>The Vision:</b> <i>If you care about Portland's quality of life, you care about reclaiming our streets.....</i>	4
<b>Volunteer Acknowledgements.....</b>	5
<b>The Process:</b> <i>Your neighbors put this plan together.....</i>	6
<b>The Findings:</b> <i>The voice of the city.....</i>	8
<b>Mission &amp; Goals:</b> <i>Making the street where you live more livable.....</i>	10-11
<b>Organization:</b> <i>How to read the plan.....</i>	12
<b>Education Recommendations.....</b>	13
<i>Media Campaigns.....</i>	14-15
<i>Publicity/Community Efforts, Campaigns, Projects.....</i>	15-16
<i>Educational Programs/Written Materials.....</i>	16-17
<b>Neighborhood Diagram.....</b>	18
<b>Encouragement Recommendations.....</b>	19
<i>Promotion.....</i>	20-21
<i>Programs.....</i>	21-22
<i>Business Activities.....</i>	22
<b>Engineering Recommendations.....</b>	23
<i>Changes Affecting All Modes.....</i>	24-26
<i>Bicycles/Pedestrians.....</i>	26-27
<i>Code Changes/Land Use/Transit Planning.....</i>	27-30
<b>Enforcement Recommendations.....</b>	31
<i>Police.....</i>	32
<i>Community Projects.....</i>	33
<i>Adjudication/Fines.....</i>	33-34
<b>Legislation Recommendations.....</b>	35
<i>Safety.....</i>	36-37
<i>Funding.....</i>	37-38
<b>Woonerf Street.....</b>	39
<b>Implementation:</b> <i>To reclaim our streets tomorrow, we must act today.....</i>	40-41
<b>Agencies.....</b>	42-43
<b>Glossary.....</b>	44-49
<b>Project Advisors and Staff.....</b>	50

## The voice of the city...

The suggestions found in The Community Action Plan reflect months of work by volunteers who discussed, revised, and edited four lengthy and intriguing documents. Prior to that, many other volunteers, as members of four working groups, put time, energy, and passion into creating those four original documents—informal “community white papers” that describe their suggestions, visions, and hopes for attaining each of the four goals found on pages 10-11.

The original four documents have been published in their unedited entirety in one separate volume, *Findings from the Reclaiming Our Streets Community Action Plan Process*.

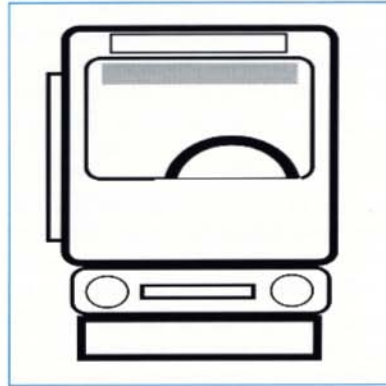
In the Findings you will encounter detailed versions of many action items contained in the Community Action Plan, as well as more visionary concepts that are at the heart of the Reclaiming Our Streets philosophy. The Findings do not contain scientific data. Most of the concepts have had little or no discussion or elaboration—they could be called “organized brainstorming.” They have not been reviewed for cost or feasibility. And, it is possible that some of the concepts in the Findings are in direct conflict with other ideas in the same booklet. Yet, what the reader will find there is unrestrained passion for a livable community and a sense of urgency that these actions begin soon.

What good are these untested ideas? Why publish another volume, if most of these ideas are generally reflected in the Community Action Plan?

- The Findings can serve as a resource for future versions of the Community Action Plan, or as a source for new ideas for implementing the Reclaiming Our Streets philosophy.
- The Findings outline in detail many specific methods or theories for achieving ideas found in the Community Action Plan.
- Finally, the Findings resonate with the clear voice of the Portland community as it speaks directly to City government and within itself.

The Findings are available to the public for \$2.50. To receive a copy of this booklet, contact the Bureau of Traffic Management at: 1120 S.W. Fifth Avenue, Room 730, Portland, Oregon 97204, (503) 823-5185.





## Making the street where you live more livable.

*The Nature of Reclaiming Our Streets:* Reclaiming Our Streets is a cooperative mission shared equally by the people of Portland and Portland's public services.

*The Mission of Reclaiming Our Streets:* Reclaiming Our Streets is committed to identifying and resolving traffic problems that compromise personal safety and quality of life in the neighborhoods of Portland.

1. Reduce traffic speeds and volumes on neighborhood streets to make them safer for pedestrians, bicyclists, and residents, with special regard for children.

Supporting data:



- a. From 1987–1991, eleven of the top 30 high accident locations in Portland (based on the rate of crashes per million vehicles) occurred on Local Service Streets and/or Neighborhood Collectors. The average daily traffic volume on these eleven streets is 9,200 vehicles, ranging from 5,000 vehicles to 15,600 vehicles. This data suggest that there appears to be a correlation between safety and high traffic volume on streets not intended to carry high traffic volume. This study does not include Local Service Streets or Neighborhood Collectors that intersect streets with higher classifications.
- b. In a March, 1992 survey of eleven "typical" Local Service Streets in Portland, 36.5% of the vehicles were travelling above the posted speed.
- c. In a 1992 public opinion survey of licensed Portland drivers, 37% felt the single most serious traffic safety problem is "people driving too fast in neighborhoods."
- d. Excessive traffic speeds and volumes are consistently identified as the most pressing problem facing Portland neighborhoods, accounting for more than half of all traffic complaints received from the public by the Bureau of Traffic Management.

2. Increase bicyclist and pedestrian safety, and encourage cycling and walking as transportation modes.

Supporting data:



- a. 1983-1987 saw an average of 204 bicycle/auto crashes reported annually in Portland, averaging 195.8 injuries and 2.4 fatalities per year. Based on studies of emergency medical services, it is believed that many serious bicyclist injuries go unreported. Among car-related bicycle crashes, Bikecentennial Newsletter estimates that only 30% are ever reported (on a nationwide level.)
- b. From 1983-1987, 87% of the bicycle/auto crashes were either angle accidents or turning movement accidents. This data indicates cyclists are at much greater risk when moving through intersections than when travelling on straight-away road sections. Education for both motorists and cyclists emphasizing caution when approaching intersections is a cost-effective way to help resolve this problem.
- c. In a March 1992 opinion survey, 58% of Portlanders felt educating cyclists on traffic laws would be very effective in increasing bicycle safety. In the same survey, 58% of respondents felt requiring helmet use would be very effective, while 30% felt that educating drivers on the rights of bicyclists would be very effective.
- d. Forty-four percent of respondents to a March 1992 survey indicated they never ride a bicycle. The next highest percentage, 27%, claimed they ride a bicycle only a few times a year. The remaining 29% ride once or twice a month, or once a week or more. This data indicate that more must be done to encourage more Portlanders to ride bicycles on a frequent basis.

e. In the March 1992 survey, Portlanders were asked to rate how effective they thought several actions would be to increase pedestrian safety. They rated these actions on a ten point scale with ten being very effective, and one being not effective at all. The two ideas that received the highest effectiveness ratings were:

1. Educate drivers on the rights of pedestrians (mean score: 7.3)
2. Provide resources for parents to educate children on pedestrian safety (mean score: 7.1)

f. From 1985 - 1991, pedestrian fatalities averaged 32% of all traffic fatalities in Portland. The majority of those pedestrian fatalities occur in non-intersection areas. This data suggest that 1) pedestrian fatalities are a significant problem in Portland, and 2) there may be a need for stronger public education on the potential danger involved in jaywalking or mid-block crossings.

g. When analyzing pedestrian crash data for 1985 - 1991 by age of victim, the majority of crashes occur within two age groupings. For victims ages 7 - 11, 160 injuries and 3 fatalities occurred, while 172 injuries and 5 fatalities occurred for victims ages 25 - 64. (Totals for those years were 16 fatalities and 489 injuries.) This data show disproportionately high percentage of injuries (32.7%) and fatalities (18.7%) for the 7-11 age group. This information suggests that measures to increase the safety of 7 - 11 year old pedestrians should be focused on.

3. Reduce deaths, injuries, and property damage resulting from driving under the influence of intoxicants (DUI) and from failure to use safety restraints.

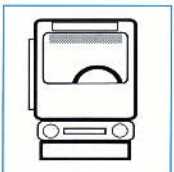
Supporting data:



- a. During 1983–1987, an average of only 5% of all traffic crashes in Portland involved alcohol as the primary factor. However, these crashes accounted for 25.2% of all traffic fatalities. This implies that reducing impaired driving is likely to result only in small reductions in the total number of collisions—but very likely to save a significant number of lives.
- b. DUII arrest activity for 1990 in Portland shows that 36% of those arrested had a previous DUII conviction.
- c. In Portland, 64% of those arrested for DUII in 1990 were between the ages of 22 and 39.
- d. In 1990, 21% of all DUII arrests occurred on Saturdays, the majority of those taking place between 12:01 a.m. and 4:00 a.m. (This statistic may vary according to enforcement levels of DUII on given days and times.)
- e. Multnomah County court records show that from July 1, 1990 to June 30, 1991, 3,588 safety belt citations were issued, for both safety violations and adult violations. No City of Portland citation data exist, as all Portland citations are processed through the district court system.
- f. In a March 1992 survey in Portland, 17% of respondents felt that safety belt or car seat use was the most serious traffic safety problem in the city.

4. Increase the use of alternative transportation while decreasing auto use.

Supporting data:



- a. In 1988, 7.0% of work trips were taken on transit in Tri-Met's service area, down from 7.8% in 1977.
- b. According to a 1986 Metropolitan Service District report, if transit service in the Portland metro area is not expanded by the year 2005, 140 miles of new traffic lanes will be needed to maintain acceptable levels of traffic congestion. Also, an extra 27 parking garages will be needed in Portland's downtown area.
- c. In 1988, Portland area transit use peaked, with 36% of the population using Tri-Met for at least two or more trips within a 30-day period. That figure has dropped to 31% in 1990.
- d. According to the 1989 update of Metro's Regional Transportation Plan, approximately 23% of commuters currently traveling to work by auto are ride sharing with at least one other person.





## How to Read The Plan

To help the reader more easily see how the recommendations relate to each other, they have been sorted according to how they will be implemented. There are five basic implementation approaches or processes commonly used in professional traffic management:

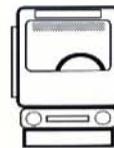
### **Education • Encouragement • Engineering • Enforcement • Legislation**

Within these groups, the reader will find symbols in the right margin next to each recommendation. These icons represent the four goals of Reclaiming Our Streets, and identify to the reader just which goal(s) are served by a given recommendation.

The example below helps clarify this cross-indexing system:

<u>Recommendation Under Enforcement</u>	<u>Goals</u>
1. Rank traffic enforcement as a high priority in community policing efforts.	
This recommendation is part of the enforcement process and can help to achieve three of the four Reclaiming Our Streets goals:	
 Reducing traffic speeds and volumes	
 Increasing bicyclist and pedestrian safety, etc.	
 Reducing DUII and failure to use safety restraints	

*Provide educational opportunities for  
children and adults that will  
encourage safe and equal access of  
roadways and sidewalks for all  
transportation modes.*



## A. Media Campaigns

Implement coordinated media campaigns through print and broadcast media that inform and educate the general public (including specific target audiences) regarding traffic safety issues and transportation alternatives. Such media campaigns should utilize both paid advertising and unpaid public service announcements (or equivalent publicity efforts).

1. Decreased auto use campaign. Possible themes or messages include:
  - a. Environmental benefits, neighborhood livability, improved quality of life for all.
  - b. Inventive ways for individuals to decrease auto dependence.
  - c. Examples set by model projects, success stories, innovative transportation practices (in other cities, states, countries).
  - d. Bicycling and walking benefit health, improve neighborhood livability.
  - e. Benefits of transit use.
  - f. True cost of auto infrastructure.
  - g. Attitude and behavior modification.
  - h. Occasional car rental as alternative to owning an automobile.
  - i. Non-motorized vehicle activities.
  - j. Celebrity spokespeople as advocates of "car free" lifestyle.
  
2. Safety and injury prevention campaign. Possible themes or messages include:
  - a. Responsibilities and right-of-way laws among bicycles, pedestrians, and motor vehicles.
  - b. Traffic rules refreshers.
  - c. Seat belt law success stories: "Saved by the belt."
  - d. Seat belts makes sense: "Vince and Larry" crash test dummies.
  - e. Race car drivers, fighter pilots, other celebrities, as spokespeople against speeding, and for safety belts.
  
3. Anti-drinking-and-driving campaign. Possible themes or messages include:
  - a. DUII penalties.
  - b. Coffee won't sober you up.
  - c. Alcohol is a drug.
  - d. Just one drink can impair your judgement



- e. Beer is as potent as other alcoholic beverages. (one beer = one glass of wine = one shot of hard liquor.)
  - f. Celebrity spokespeople opposed to drinking and driving.
4. Campaign to educate drivers about pedestrian and bicyclist rights. Possible themes or messages include:
- a. Drivers' responsibility to stop for pedestrians at all crosswalks.
  - b. Bicyclists' right to be on the road.
  - c. Drivers' duty to yield to pedestrians during right or left turns.
  - d. Purpose and meaning of flashing don't walk signal.

### B. Publicity

Encourage the media to provide news and feature coverage of Reclaiming Our Streets and of related events or progress toward its goals.

- 1. Publicize traffic safety and transit accomplishments of city agencies and local activist groups.
- 2. Conduct a Reclaiming Our Streets radio program (voluntary participation among radio stations) targeting commuter drivers and focusing on driving behavior and traffic safety issues.
- 3. Seek coverage of stories on seat belt use and other traffic safety or transportation issues.
- 4. Seek coverage of stories about local or non-local efforts that have reduced auto use and enhanced quality of life.

### C. Community Efforts, Campaigns, Projects

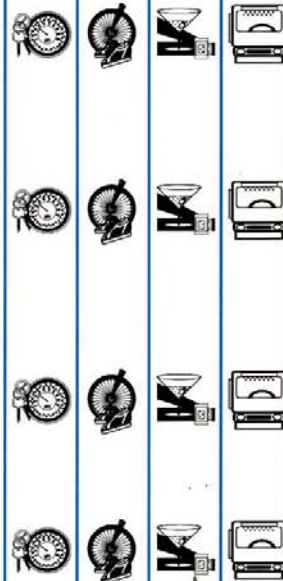
- 1. Develop and implement a bicycle/pedestrian safety education unit (either within the City of Portland or Metro) to act as a liaison among all public and private organizations involved in the metro area, and to serve as a clearing house for information on programs and methods. As a first step, expand the existing City of Portland bicycle program to include safety, education and promotion.
- 2. Support the educational efforts of traffic safety advocates in Portland through coordinated participation in traffic-related and other public events. Encourage use of existing tools such as the "seat belt convincer," life saver booth, crash tests films, and videos.



3. Support educational efforts about using safety restraints with a “victims and survivors panel.” This panel would feature people who have been injured or who have lost loved ones as a result of not using safety restraints, as well as people whose lives were saved by wearing safety restraints. Use testimony from this panel in media campaigns and at appropriate community events.
4. Incorporate the following expansions into the DUII victim’s impact panel program.
  - a. Establish a follow-up procedure for impact panel offenders that would occur six months after their attendance at the panel.
  - b. Implement an effective follow-up method for DUII diversion patients.
5. Reinforce safety and injury prevention media programs by utilizing related educational displays, such as the “shattered dreams” crashed car display, at community events, fairs, etc.

#### D. Educational Programs

1. Support participation by traffic engineers at educational opportunities appropriate to their profession. This can include lecture series, conferences, and continuing education. Provide traffic engineers with incentives and rewards for utilizing progressive traffic management concepts.
2. Establish and regularly update a resource library containing reference books on innovative ideas in traffic engineering. (Examples are Traffic Calming and A Pattern Language by C. Alexander) Make the resource library available to both City staff and the general public.
3. Implement educational programs which address the following:
  - a. An elementary school curriculum about traffic safety and transportation options. The curriculum should include an outreach component for parents and other adults and should advocate related enforcement activities.
  - b. Educational curricula for all ages about the proper use of safety restraints, specifically including car seats and seat belts. Provide a speaker’s bureau or resource list in the instructor’s supplemental materials. Give public recognition to those who implement the curriculum.
  - c. Driver education programs in high schools and community colleges. Focus on driving conditions and speed laws. Adapt for use in community centers, parks programs, and other public education arenas.





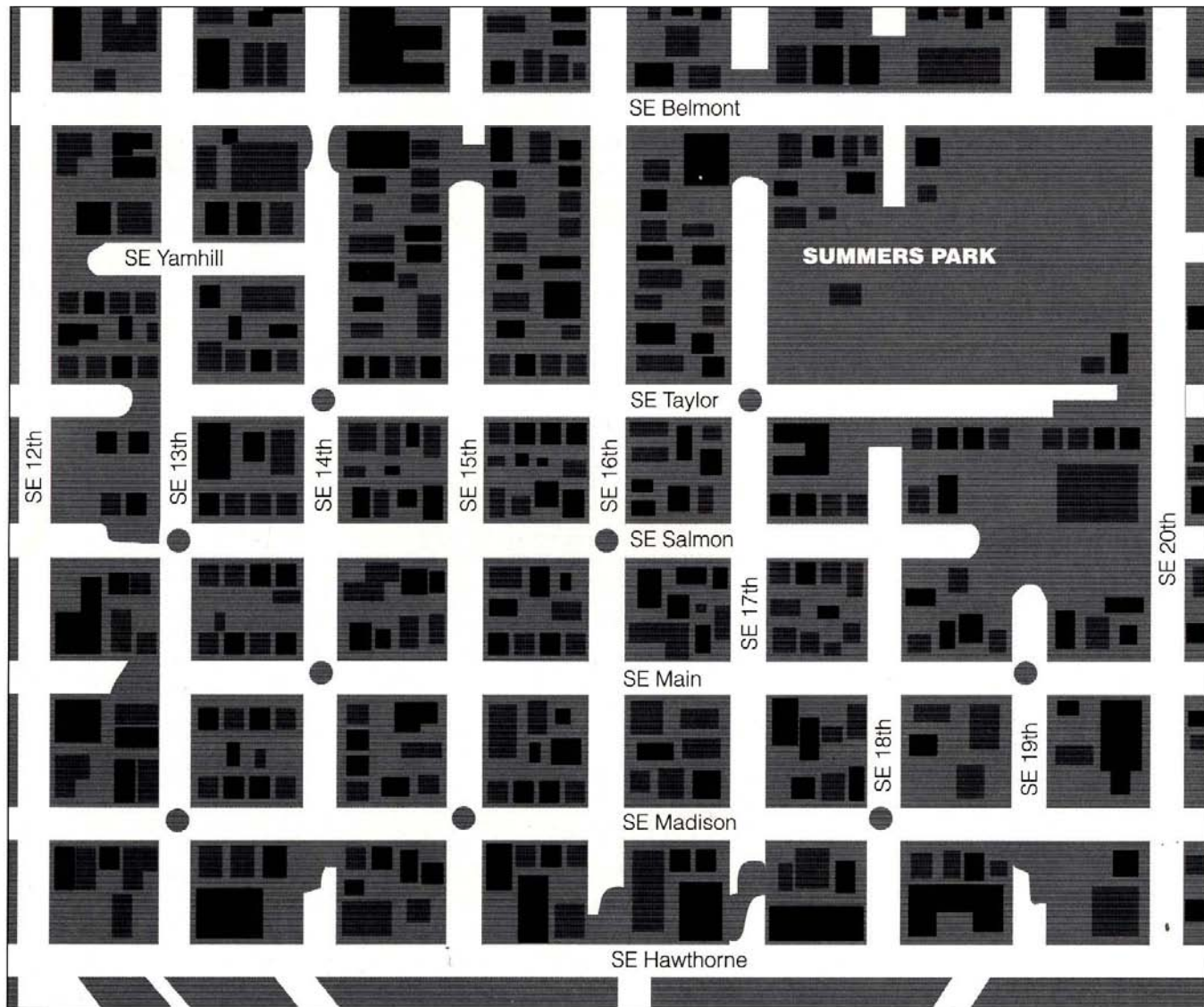
- d. Enlist businesses that rely heavily on neighborhood driving (to make deliveries, for example) to sponsor training for their drivers.

### E. Written Materials

Support media campaigns (including publicity efforts), community efforts, and educational programs with corresponding written materials. Topics should include:

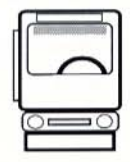
1. Pedestrian safety tips.
2. Bicycle safety tips.
3. Bicycle commuting tips.
4. Route maps describing appropriate routes to take when driving to major destinations.
5. Information on bike rental.
6. Enforcement and peer pressure/support.
7. Booklet suggesting 100 ways to make your street more livable.





*Diagram of a grid pattern neighborhood modified to discourage through traffic. (see Engineering, page 25)*

*Sponsor community activities and other public events that encourage safe, pleasant, and accessible conditions for all transportation options, and which encourage perception of city and neighborhood streets as "community space," rather than "car space."*



## A. Promotion

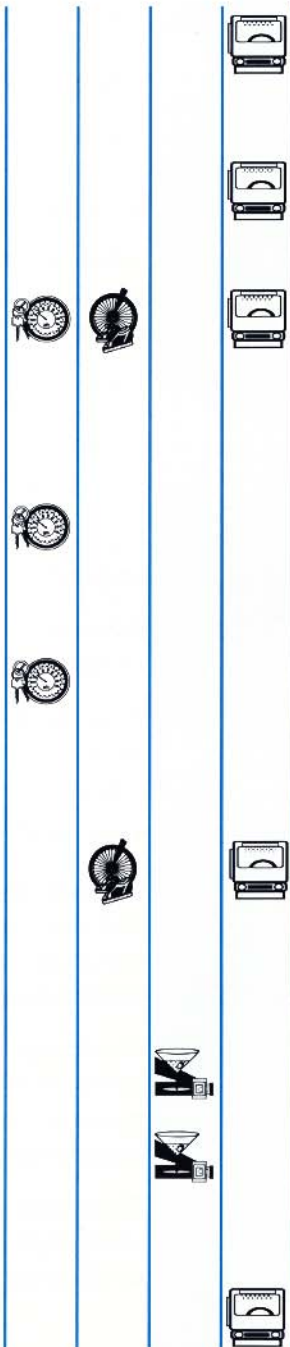
1. Sponsor “car vacations” (days on which no one uses their cars).
2. Encourage activities to be held in street spaces—such as neighborhood meetings or events, block parties, garage sales—to encourage walking in areas normally accessed by driving.
3. Expand “Bike Commute Week” to include pedestrians and to incorporate a community recognition program.
4. Expand DUII public service campaigns and programs.
  - a. Conduct alcohol-free high school events for all major school activities. Develop a concept similar to Oregon Project Graduation.
  - b. Expand the MADD Red Ribbon Program.
  - c. Conduct drinking-and-driving demonstration events.
5. Develop, support, and publicize year-round alternatives for drinking and driving that include a message of responsible drinking, and do not enable alcohol abuse. Include designated drivers, bartender/tavern campaigns that promote guaranteed rides home, a resource guide for party givers, improved Tri-Met service hours (that correspond with tavern hours of operation), and the MADD Cab program.
6. Identify potential corporate sponsors and encourage them to implement employee and public education programs addressing proper use of safety restraints.
  - a. Include implementation tools such as “buckle up” parking lot signs, bumper stickers, lapel pins, brown bag lunch presentations, and awards programs held in employee parking lots (rewarding participants at the site).
  - b. Encourage corporate sponsorship of safety restraint education. Include grocery bags and billboard use as means of sponsorship.
7. Sponsor a dance, concert, or similar event for those who use public transportation in response to a Reclaiming Our Streets promotion.
8. Offer discounts at major attractions such as ballgames, concerts, and expositions for attendees who travel to those events using public transportation.



9. Work with Tri-Met, employers, schools, and event planners, to increase awareness of 1) available transit access to their locations and 2) carpooling options. Work with Tri-Met and schools to encourage transit use by students.
10. Create high-visibility awards programs for those who use transit (e.g., prize drawings at large events for those who attended using transit, and Tri-Met drawings for monthly pass holders).
11. Work with neighborhood business associations to promote multi-modal transportation (i.e., modes other than by car) as the preferred means to access member businesses, and to provide customers with incentives for non-use of autos.

B. Programs

1. Expand the Speed Watch program by providing additional radar guns, speed display signs or reader boards, and increased staffing. Focus initial expansion in school areas. Sponsor a “Speed Watch Day” (or week) to draw attention to the speeding problem.
2. Create a community/neighborhood “pace car” program in which bumper stickers identify private autos as pace cars. The drivers of these cars would pledge to drive the speed limit as an example to fellow drivers, and to encourage other drivers to observe the speed laws.
3. Provide community use bicycles and related bicycle safety equipment throughout the metropolitan area. Such equipment would be available from mechanical storage racks for a small fee or deposit, much like luggage carts available at many airports.
4. Investigate whether to implement a voluntary child safety seat information-and-assistance program in parking lots of malls, grocery stores, and other large parking facilities.
5. Encourage private businesses and public agencies to cooperatively implement and publicize a program providing loaned or low cost (either new or used) child safety seats to parents. Include information or instruction on correct safety seat usage.
6. Provide local car rental discounts to Tri-Met monthly pass holders as incentive toward a lifestyle free of car ownership.



7. Organize an advocacy group of volunteers to serve as transit user guides and to assist other transit users with the daily routines of riding Tri-Met.
8. Create neighborhood-based transportation cooperatives in which families choose not to own individual cars but instead pool resources and share vehicles.
9. Establish employer-based ride sharing, including corporate car and van pools, for use in commuting and for business-related driving during work hours.
10. Encourage employer-assisted housing programs that promote living near work and offer incentives for doing so. Use programs established by the Oregon Graduate Institute and Emanuel Hospital as models.
11. Extend the free Tri-Met pass program for new residents and new employees on a metro-wide basis.
12. Promote routed home delivery of goods and telephone shopping to reduce the number of vehicles in use in neighborhoods.
13. Promote and participate in employer programs such as “flex time” or “transit-check,” which discourage automobile commuting by employees.

### C. Business Activities

1. Promote public awareness of bus lines through use of regional “shop and ride” services, “welcome wagon” services, and promotional literature for distribution at schools, businesses, and recreation/entertainment sites.
2. Encourage businesses to inform customers of available non-auto access to the businesses’ locations, and to support customer use of non-auto access. Include this information in all business ads and all printed materials.
3. Encourage employers to offer employee transit subsidies that take advantage of the \$60 per month tax-free incentive recently established at the federal level.



*Plan and implement an interconnected street and pedestrian physical network that incorporates both new and established engineering methods for enhancing safety and livability through traffic changes and through access to alternative transportation.*



## A. Changes Affecting All Transportation Modes

Implement the following strategies to provide safe and accessible travel for all transportation modes.

### 1. Street System Planning

- a. Develop a city-wide bicycle master plan and a city-wide pedestrian master plan as parts of the City's comprehensive plan showing how bicycles and pedestrians interact with motorized vehicles, transit, and each other.
- b. To improve bicyclist and pedestrian safety, support increasing the number of intersections, particularly the number of major intersections, at which turns on a red light are prohibited.
- c. Investigate converting pairs of two-lane, one-way Neighborhood Collectors to two-way streets on a case-by-case basis. Re-evaluate classification of these new two-way streets as Neighborhood Collectors.
- d. Educate neighborhood residents on their option to pursue conversion of local two-way streets to one-way streets, including opportunities for landscaping and parking alterations.
- e. Facilitate traffic flow on Major City Traffic Streets to reduce the pressure on Local Service Streets and to divert traffic from overused streets.
- f. Temporarily close streets to through traffic to give residents a break from traffic stresses and to encourage motorists to utilize streets designated for higher traffic volumes.

### 2. Street Design

- a. Research the feasibility of modifying certain existing streets to allow free access for bicycles and pedestrians, but only local access for motor vehicles (i.e., install half-street barriers.)
- b. Provide safe bicycle, pedestrian, and disabled access to all bridges (except freeways) with the Willamette River bridges as top priority.
- c. Obtain input on street standards from more of the public.
- d. Do not build free right turn lanes and investigate removal of existing lanes to provide safer pedestrian and bicycle movement in traffic.





- e. Where desired by existing neighborhoods with many four-way intersections, create cul-de-sacs, dead end streets, barricaded streets, and driveways designed to reduce through traffic, provide free movement for bicycles and pedestrians, and maximize personal safety.

*See neighborhood diagram on page 18.*

- f. Retrofit sections of existing streets as woonerf streets, which are street/green spaces of limited extent explicitly designed for pedestrian use and have a maximum motor vehicle speed limit of 5 mph.

*Picture of typical Dutch woonerf can be found on page 39.*

- g. Redesign major intersections that have five or more intersecting streets (e.g., Sandy/Burnside/12th) to improve traffic flow and provide safe pedestrian and bicycle access. Consider eliminating some of the intersecting streets for this purpose.

- h. Widely utilize the following engineering tools to reduce street widths, slow speeds, and interrupt traffic on Local Service Streets and collectors as appropriate in each particular location:

- speed bumps, humps, and/or tables
- landscaping in the right-of-way
- bike path
- sidewalks
- parking
- curb extension
- traffic circles and half-circles
- median strip barriers to create 3-way crossings from 4-way intersections
- raised crosswalks
- reduction of straight sections of Local Service Streets to ten blocks and of straight sections of Neighborhood Collectors to 40 blocks

- i. Investigate using alternative surface textures for roadway pavement to reduce motor vehicle speeds.

### 3. Signs and Signals.

- a. Wherever appropriate, implement an alternating pattern of stop signs (i.e., a Denver Stop Plan) that eliminates uncontrolled intersections and improves pedestrian and vehicular safety.



- b. Designate funding for installation of “No Through Trucks” signs where deemed appropriate by the Transportation Element of the City of Portland Comprehensive Plan.
- c. Synchronize traffic signals on Major City Traffic Streets and collectors to facilitate a smooth, but slower paced, flow of traffic.

## B. Bicycles

1. Review existing street standards for bicycles.
2. Assure that adequately designated bicycle routes exist throughout the city, and devote more pavement to bicycles and less to motorized vehicles.
3. Dedicate lanes of the Hawthorne Bridge exclusively for bicycle use.
4. Install traffic detectors that can be activated by bicycles in both the auto lane and the bike lane (to trigger traffic signal controllers.)
5. Maintain bike lanes and paths, and promptly remove gravel placed for traction during winter weather to reduce hazards for bicyclists.
6. Improve and adhere to safety and security standards for equipment design and placement of bicycle parking facilities.
7. Require bike lanes on all new and rebuilt major city traffic streets, and improve funding to add lanes to other major city traffic streets.
8. Where reasonable, prohibit on-street parking along bike routes during commuting hours.

## C. Pedestrians

1. Review existing street standards for pedestrian access and facilities.
2. Require pedestrian facilities on all new and rebuilt Major City Traffic Streets and collectors.
3. Provide ample pedestrian lane width along existing roads without curbs, and periodically remove obstructing vegetation along pedestrian paths and right-of-way areas.
4. Improve pedestrian access through parking lots to buildings and other destinations.
5. Require barriers between the roadway and sidewalk on all bridges and overpasses.



6. Build raised crosswalks to increase pedestrian visibility and slow down cars. Place first priority on Neighborhood Collectors.
7. Add curb extensions to reduce crossing distances on Major City Traffic Streets and collectors.
8. Lengthen the “walk time” cycle at signals, starting in areas with high numbers of elderly, young, or disabled pedestrians.
9. Implement a “pedestrian scramble” cycle at intersections heavily used by pedestrians. (During “pedestrian scramble” all cars are stopped so that pedestrians can cross in all directions, including diagonally.)
10. Increase funding for pedestrian activated (push-button) traffic signals.
11. Mark crosswalks and intersections with reflective white paint, where appropriate, to de-emphasize the “drag strip” appearance of long, straight streets.
12. Provide safe and enhanced pedestrian crossings at every transit stop or every 500 feet, whichever is shorter.
13. Establish city funding and policy for constructing sidewalks and pedestrian pathways in previously developed areas. Give priority to:
  - a. Street sections within 1/4 mile of schools, parks, libraries, and transit lines.
  - b. Major City Traffic Streets and collectors.
  - c. Commercial districts.

#### D. Code Changes/Land Use

1. Require developers to build sidewalks on all new streets and to provide off-site sidewalks leading to bus stops, schools, libraries, and parks within 1/4 mile of the development, as well as any bicycle and pedestrian facilities within 100 feet of the development.
2. Provide safe, convenient, and pleasant alternative access routes, signs, and signals for bicyclists and pedestrians in construction areas.
3. Require new construction to maintain or improve pedestrian and bicycle access to and through the affected area. Traffic plan must be reviewed by City bicycle and pedestrian staff prior to approval of construction permit.



4. Enhance street level environment through code changes specifying placement of windows, doorways, and planting strips.
5. Require parking garage doors in new developments to be set back from sidewalks in commercial districts so that exiting autos can see pedestrians and stop for them. Use splayed walls at parking entrances in new construction, and install curved mirrors at all existing structures.
6. Require adequate, secure, short- and long-term bicycle parking in business developments, institutions, and multi-family residential developments.
7. Require sidewalks and pedestrian access in all new developments.
8. Require wide sidewalks in retail areas.
9. Require planting strips and street trees between the roadway and the sidewalk (to separate vehicles and pedestrians), especially on Major City Traffic Streets and collectors.
10. Require that all contractors, not just those funded by gas tax funds, add footpaths and bikeways at road construction sites. Amend ORS 366.514 to apply to all parties engaged in road work.
11. Reduce the number of automobile parking spaces required for new development, discouraging automobile use as the only source of access to those developments and encouraging use of alternative modes.
12. Investigate modifying the "street vacation" process, which releases sections of a street from use as a public right of way. Include the following recommendations in the modifications.
  - a. Expand the public notification and review process, including posting of notices on the street.
  - b. Assured maintenance of pedestrian and bicyclist through access, including visibility, personal safety, and lighting.
  - c. Demonstration of public benefit from loss of use as a street.

## E. Transit Planning

1. Assure that transit service meets Tri-Met's service standards by expanding night and weekend service and by improving service in outlying and main growth areas.



2. Provide pleasant, clean, safe, comfortable shelters and other amenities along transit lines.
  - a. Encourage adjacent businesses to maintain shelters, where appropriate, through an "Adopt-a-Shelter" program.
  - b. Install public bathrooms if they are not available at nearby transit-friendly businesses.
  - c. Install special telephones in shelters for Tri-Met information calls only.
  - d. Post bus schedule information at every bus stop.
  - e. Install bike racks and lockers at transit centers.
3. Install debit card farebox systems that deduct transit fares from passenger bank or transit accounts, increasing ease-of-use of the transit system.
4. Retrofit all existing buses with bike racks to expand the "bikes on transit" program.
5. Replace existing buses (as they become obsolete) with low-floor vehicles for disabled access, which will also accommodate bicycles, strollers, and two-wheeled carts.
6. Improve visibility and access to bus and light rail at Portland International Airport.
  - a. Install three visible bus stops at the terminal--at each end and in the center.
  - b. Modify bus service to the airport to access all flights, especially early and late flights.
  - c. Establish traffic lanes at the airport for exclusive bus use.
  - d. Install luggage racks in buses that service the airport.
  - e. Expand light rail service to include the airport.
  - f. Examine any policies or laws which discourage use of public mass transit to or from the airport (or which favor other modes of transportation.)
7. Improve transit service to Washington Park's tourist centers, including the zoo, Japanese Garden, Forestry Center, Vietnam War Memorial, and Rose Garden.
  - a. Provide discounted admission fees for transit riders.
  - b. Institute regular, frequent service to these facilities.



- c. When a light rail stop is opened at the zoo, schedule "express" trains during rush hour to bypass that stop.
8. Improve intercity transit service. Establish regular public transportation service to Portland from other municipalities and counties as outlined in the Oregon Transportation Plan.
9. Establish ecologically sensitive transit service to popular recreational and tourist sites, including transit service to nearby state and county parks (e.g. Champoeg), the Oregon coast recreation areas, and the Mt. Hood Recreation Area. Frequent, regular coach service and/or a ski monorail (or equivalent mountain rail service) are envisioned for Mt. Hood service.
10. Provide frequent, regular service to outlying shopping malls. Establish bus stops at mall entrances rather than at distant parking lot entrances.
11. Encourage entrepreneurs to develop transportation services to complement and not compete with Tri-Met.
  - a. Establish subscription bus services using small maneuverable vehicles to shuttle residents in lower-density areas to pick-up points for the bus and light-rail system. Options include regularly scheduled service and "Dial-a-bus" on-demand service.
  - b. Establish a water-taxi on the Willamette River to provide north-south transportation. Examine needs of commuters and of tourist/recreational users.
12. Investigate the use of alternative-fueled vehicles for transit. Where appropriate, convert heavily-used bus routes to permanent electric trolley bus lines.
13. Require a percentage of commercial remodeling budgets be committed to the creation or retrofitting of user-friendly transit facilities.
14. Use preemption techniques to move buses through congested car traffic, such as designated bus lanes and mechanisms that can change traffic signals to green for them.
15. Create "high-occupancy vehicle" transportation facilities, including bus and carpool lanes along major commuter routes.
16. Place guards on buses, transit stations and restrooms troubled by security problems.
17. Improve public transit service to schools.



*Improve efficiency and effectiveness  
of traffic laws through community  
self-policing methods, improved  
training of police officers, and  
stronger sanctions against offenders.*



A. Police

1. Rank traffic enforcement as a high priority in community policing efforts.
2. Increase the number of officers on the police force.
3. Investigate the feasibility of expanding the Police Bureau's traffic enforcement budget through the following sources of revenue:
  - a. Traffic fines, including revenue from photo radar.
  - b. Insurance premium surcharges or insurance industry sponsorship.
  - c. Proceeds of vehicle impoundment and forfeiture sales.
4. Target areas around elementary schools for traffic enforcement efforts to emphasize safety for children and coordinate enforcement with educational programs for children and adults.
5. Require that all police officers be appropriately trained in standardized field sobriety testing to increase the likelihood that more intoxicated drivers—not just those visibly intoxicated—are apprehended, and that persons with medical conditions affecting speech or other physical abilities are not wrongly accused of DUII.
6. Increase the number of DUII teams to five 2-person teams operating seven days a week, working the current team hours of 6 p.m. to 4 a.m., to provide the expertise needed for accurate and efficient enforcement of DUII laws.
7. Provide Portland Police Bureau with the most up-to-date police equipment available for DUII detection, including breath-testing equipment and in-office, soundless video cameras to record contact between police and defendant.
8. Promote stricter enforcement of noise standards to reduce total noise levels created by motor vehicles.





B. Community Projects

1. Phase in a “community watch” program in conjunction with community policing recommendations to reduce traffic hazards for pedestrians, bicyclists, and other vehicles. Emphasize non-confrontational enforcement practices such as radar-and-photo-identification for ticketing or warning speeders and other moving violation offenders.
2. Implement a Court Watch program to monitor prosecution of traffic cases and a “judge watch” program to monitor the records of specific judges.

C. Adjudication

1. Encourage judges, prosecutors, and other members of the judicial system to change their attitudes toward traffic issues in the following ways:
  - a. To elevate traffic issues to a level of equal importance with other violations of law.
  - b. To fully communicate the importance of traffic laws and traffic safety to jurors, defendants, defense attorneys, and law enforcement officers.
  - c. To strictly enforce diversion laws.
2. Encourage traffic judges to prosecute “driving while suspended” cases.
3. Encourage traffic judges to impound vehicles owned and/or driven by those convicted of “driving while suspended” or with multiple convictions for speeding and other moving violations.
4. Require that first-time offenders for failure to use a safety restraint attend a seat belt diversion class and that repeat offenders pay the full fine. These recommendations are intended to complement efforts to publicize and enforce Oregon’s seat belt law.
5. Address the issue of alcohol addiction by referring convicted and diverted DUII offenders to Alcoholics Anonymous or similar recovery programs.

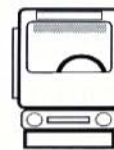
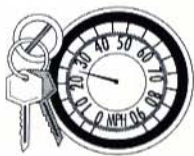


## D. Fines:

1. Increase fines for drivers who travel more than 15 miles per hour above the speed limit.
2. Promote the enforcement of parking fines, and use fines to pay the increased cost of enforcement patrols.
3. Increase minimum fines for drivers who violate bicycle and pedestrian safety laws.
4. Increase fines for repeat offenders of moving violations.
5. Encourage judges to move away from imposing minimum fines by assessing traffic fines greater or equal to the highest rate recommended by the fine schedule for all moving violations.



*Legislate changes in funding and traffic laws to provide safe and accessible conditions for users of all transportation modes, with emphasis on bicyclists and pedestrians, and to reduce hazards caused by intoxicated drivers (DUII) and non-use of safety restraints.*



A. Safety

1. Pass state legislation establishing photo radar as an enforcement tool, and allow its non-confrontational use in community policing efforts.  
Investigate establishing voluntary community enforcement teams to expand its use.
2. Reinststate a municipal traffic court to prosecute felony cases and also a hearings officer to prosecute non-criminal traffic offenses such as seat belt law violations and speeding.
3. Convince the State Speed Control Board (or appropriate responsible agency) to grant the City authority to establish a 15 mph speed limit on select City of Portland streets that 1) are low volume, 2) extend no more than a few blocks from a higher speed road, and 3) have certain design characteristics which render a higher speed unreasonable and unsafe.
4. Expand the definition of "habitual offender" to include drivers with ten or more moving violations.
5. Increase minimum fines, based on speed, for drivers who travel more than 15 miles per hour above the speed limit.
6. Increase moving violation fines for repeat offenders, with car seizure on the fourth conviction within a three-year period.
7. Research feasibility and effectiveness of requiring helmets for bicyclists.
8. Clarify conflicts and ambiguities in laws that define rights-of-way for pedestrians, cyclists, and motor vehicles.
9. Repeal ORS 814.420 which denies the right of bicyclists and pedestrians to enter the general roadway when side paths are provided. (Repeal would reaffirm the right of bicyclists to use the roadway and allow pedestrians and bicyclists to choose the safest path to use.)
10. Revise ORS 811.010 to require cars to stop when a pedestrian is anywhere in a crosswalk, until the pedestrian leaves the roadway, except on divided highways. (Present law requires cars to yield only when the pedestrian is "in a position of danger.")
11. Present the opportunity for Oregon voters to consider reinstatement of sobriety checkpoints.



12. Allow medical personnel to inform police when treating an injured driver who is found to have a blood alcohol content of .08 or higher.
13. Confiscate vehicles operated by drivers currently under suspension for DUII convictions.
14. Increase federal requirements for structural integrity of auto seats to prevent breaking or disconnecting in rear-end collisions.
15. Require truck and auto manufacturers to provide adjustable headrests for all passenger spaces.
16. Expand Oregon's child safety restraint law by requiring use of safety seats until age four (presently required only until age one) *and* until the child weighs forty pounds. (ORS 811.210)
17. Prohibit passengers from riding in areas of vehicles not designed for passengers.
18. Phase-in periodic motorist retesting (e.g. every eight years) to refresh defensive driving skills and update motorist, bicyclist and pedestrian regulations, specifically including DUII and Safety Belt use laws.
19. Improve street-level air quality by requiring stricter vehicle emission controls.

## B. Funding

1. Amend the state constitution to allow use of gas and motor vehicle related taxes for the benefit of all transportation modes, including but not limited to intercity and intracity transit, rail, barrier-free footpaths, bicycle paths, and highways and roads. Convert the Highway Fund to a Common Transportation Fund for use by all forms of transportation.
2. Pass legislation at a local, regional, state, or federal level that provides funding for alternative transportation needed to accommodate the metro area's growing population, while preserving or improving mobility and quality of life.
3. Provide financial incentives for use and development of alternative transportation to individuals, employers, schools, and developers.



- a. Amend tax laws to encourage transit and ridesharing over commuter parking. Reduce tax-free, employer-paid parking allowances from the current maximum of \$155 per month allowed at the federal level.
  - b. Provide transportation allowances for employees who commute by bicycle or walk to work. Make such allowances at least equivalent to employer parking or transit allowances.
  - c. Provide tax incentives for employers who provide facilities (e.g., showers, lockers, and bicycle storage) for employees who commute by bicycle or walk to work.
  - d. Institute an auto emissions fee as an incentive for drivers to choose other transportation options and as a source of revenue for alternative transportation projects.
  - e. Establish a standard fee and payment process for all non-residential parking places (malls, commercial business, employment sites, recreation sites, etc.) in the region. Dedicate the revenue from such fees to a Common Transportation Fund.
  - f. Implement a "transportation impact fee" in which developers are charged for providing transit in newly developed areas.
4. Increase the Oregon beer and wine tax to the national average, and dedicate the revenue to DUII education, enforcement, adjudication, and treatment.





*A typical woonerf street*

With acknowledgement of the Dutch Royal Touring Club A.N.W.B.

## To reclaim our streets tomorrow,...

With publication of the Reclaiming Our Streets community action plan, a project of implementation stretching over many years begins. This plan is intended to serve as guide to those who will shape the future of Portland's neighborhoods and roads. The recommendations contained here represent the wide range of needs expressed by Reclaiming Our Streets participants from every Portland neighborhood. Recommendations relevant to citywide concerns and others relevant only to certain city locales are presented without an attempt to discriminate between them.



This plan also does not attempt to weigh recommendations in terms of feasibility or cost, though these criteria (along with legality) were used to screen out clearly unworkable ideas early in the process. The task of establishing priorities for the plan's recommendations and identifying those to be implemented first belongs to the next phase of public involvement.

A Reclaiming Our Streets Implementation Team will be formed early in 1993 and will consist of public volunteers working closely with various City agencies such as the Bureau of Traffic Management (BTM), the Oregon Traffic Safety Division, and the Portland Police. The agencies, through their representatives, will be equal members with representatives from the public—volunteers selected to reflect the diverse interests of the larger community.



Funding for implementing Reclaiming Our Streets will come from the budgets of participating City agencies and other funding sources, both public and private. BTM, for example, is already incorporating a number of the recommendations



## ...we must act today!

appropriate to its areas of concern in budget planning for the City's 1993/1994 fiscal year. Funding for Reclaiming Our Streets so far has come from a State of Oregon grant and from federal funds made available through BTM.

Because many recommendations are more appropriate to some City neighborhoods than others, smaller "district congresses" modeled after the original Reclaiming Our Streets neighborhood congress will be convened to introduce and help implement recommendations in specific locales. This will be an ongoing process involving all areas of the city and demanding full community cooperation to be successful.

Community involvement to date tells us that the desire for change, the desire to reclaim our streets, is real. It tells us that we can and should begin the process of change today. But to move ahead will require help from all the people in our neighborhoods, in our community. The elderly, the young and people with disabilities. The rich and the poor. Churches and schools. Big business and small. The elected. The media. And anyone on the road. Pedestrians. Cyclists. Truckers. Bus drivers. Bus riders. And, of course, tens of thousands of motorists. Only together can we realize the dream of Reclaiming Our Streets.



# AGENCIES

## **American Automobile Association (AAA)**

600 S.W. Market Street  
Portland, Oregon 97201 222-6467

## **American Lung Association of Oregon**

c/o Oil Smart Oregon  
1776 S.W. Madison, Suite 200  
Portland, Oregon 97205 224-5145

## **Association for Portland Progress**

520 S.W. Yamhill, Suite 1000  
Portland, Oregon 97204 224-8684

## **Bicycle Program**

c/o Bureau of Traffic Management  
1120 S.W. Fifth Avenue, Suite 730  
Portland, Oregon 97204 823-7083

## **Bicycle Transportation Alliance**

P.O. Box 9072  
Portland, Oregon 97207 284-MOVE

## **Boy Scouts of America, Columbia Pacific Council**

2145 S.W. Front  
Portland, Oregon 97201 226-3423

## **Bureau of Traffic Management**

1120 S.W. Fifth Avenue, Suite 730  
Portland, Oregon 97204 823-5185

## **Bureau of Transportation Engineering**

1120 S.W. Fifth Avenue, Suite 802  
Portland, Oregon 97204 823-7014

## **Centennial School District**

18135 S.E. Brooklyn  
Portland, Oregon 97236 760-7990

## **City Club of Portland**

317 S.W. Alder, Suite 1050  
Portland, Oregon 97204 228-9411

## **Civic Groups**—Rotary, Kiwanis, etc.

## **Churches**—Religious Organizations

## **David Douglas School District**

1500 S.E. 130th Avenue  
Portland, Oregon 97230 252-2900

## **Girl Scouts of Columbia River Council**

15171 S.W. Bangy Rd.  
Lake Oswego, Oregon 97035 620-4567

## **League of American Wheelmen— Portland Chapter**

P.O. Box 40753, Portland, Oregon 97240

## **Media**—Radio, Television, Print

## **Metropolitan Service District (METRO)**

Transportation Department  
2000 SW First Ave.  
Portland, OR 97201 221-1646

## **Mothers Against Drunk Drivers (MADD)**

4035 N.E. Sandy Blvd.  
Portland, Oregon 97212 284-6233

## **Multnomah County DUII Community Program**

426 S.W. Stark, 6th Floor  
Portland, Oregon 97204 248-3691

## **Multnomah Education Service District**

11611 N.E. Ainsworth Circle  
Portland, Oregon 97220 255-1841

## **Neighborhood Associations**—

(contact: *Office of Neighborhood Associations* for specific neighborhood information.)

## **Office of Neighborhood Associations and Neighborhood Coalition Offices**

1220 S.W. Fifth Avenue  
Portland, Oregon 97204 823-4519

## **Oregon Association of Railway Passengers**

P.O. Box 2772 281-9120  
Portland, OR 97208 284-1782

## **Oregon Environmental Council**

027 SW Water Ave.  
Portland, OR 97201 222-1963

# AGENCIES

## **Oregon Student Safety On the Move (OSSOM)**

Department of Public Health  
Oregon State University, Waldo Hall 316,  
Corvallis, OR 97331-6406 737-2387

## **Oregon Traffic Safety Division**

400 State Library Building  
Salem, Oregon 97310 378-3669

## **Parkrose School District**

10636 N.E. Prescott  
Portland, Oregon 97220 257-5200

## **Portland Area Bicycle Dealers Association**

c/o Bike Gallery, 5329 N.E. Sandy Blvd.  
Portland, Oregon 97213 281-2674

## **Portland Area Chamber of Commerce**

221 N.W. Second Avenue  
Portland, Oregon 228-9411

## **Portland School District**

501 N. Dixon, Portland, Oregon 97227  
Curriculum: 249-2000  
School Police: 249-3307

## **Portland Office of Transportation**

1120 S.W. Fifth Avenue, Suite 702  
Portland, Oregon 97204  
Transportation Planning: 823-7704

## **Portland Police Bureau**

1111 S.W. Second Avenue  
Portland, Oregon 97204  
Community Policing Div.: 796-3126  
Traffic Division: 4735 E. Burnside  
Portland, Oregon 97215 823-2135

## **Pedestrian Program**

c/o Bureau of Transportation Engineering  
1120 S.W. Fifth Avenue, Suite 802  
Portland, Oregon 97204 823-7219

## **Partners for Smart Commuting**

c/o Kathy King, Oregon Department of Energy  
625 Marion St. N.E.  
Salem, Oregon 97310 (800) 221-8035

## **Portland State University**

Dept. of Urban Studies and Planning  
P.O. Box 751  
Portland, OR 97207 725-4045

## **Regional Rail Program**

Portland Office of Transportation  
1120 S.W. Fifth Avenue, Suite 702  
Portland, Oregon 97204 823-7737

## **Safe Child Foundation**

P.O. Box 1835  
Portland, Oregon 97207 244-6001

## **Sensible Transportation Options for People**

15405 S.W. 116th, #202B  
Tigard, Oregon 97224 624-6083

## **Sierra Club**

1413 S.E. Hawthorne Blvd.  
Portland, Oregon 97214 231-0507

## **Tri-Met**

4012 S.E. 17th Avenue  
Portland, Oregon 97202  
Community Relations: 238-4960  
Bikes on Tri-Met: 239-3044  
Trip Planning: 238-RIDE

## **Trauma Nurses Talk Tough**

Emanuel Hospital Trauma Services  
2801 N. Gantenbein  
Portland, Oregon 97227 280-4239

## **Willamette Pedestrian Coalition**

2951 N.W. Raleigh  
Portland, Oregon 97210 228-5441

## **Western Insurance Information Service**

11855 S.W. Ridgecrest, Suite 107  
Beaverton, Oregon 97005 643-6355

## **Willamette River Bridges**

### **Accessibility Project**

Multnomah County Transportation Division,  
1620 S.E. 190th  
Portland, Oregon 97233 248-5050

# GLOSSARY

*terms used in Reclaiming Our Streets*

**adjudication**—The hearing and settling of a case by judicial procedure.

**Alcoholics Anonymous**—A fellowship of people who share their experience with each other, to help themselves and others recover from alcoholism. There are no dues or fees, and no alliance with any sect, religion, or organization. The only requirement for membership is a desire to stop drinking.

**alternative fueled vehicles**—Vehicles which run on a fuel source other than gasoline or diesel fuel, generally in order to minimize air pollution. Included in the alternative fuel vehicle category are vehicles which run on electric batteries, methanol, ethanol, compressed natural gas, propane, etc.

**alternative transportation**—Traveling by means other than driving alone in an automobile. Includes carpooling, bus riding, walking, bike riding, etc.

**community policing**—A partnership between the community and the police to maximize police and other resources for preserving life, maintaining human rights, protecting property and promoting individual responsibility and community commitment.

**Comprehensive Plan**—Provides overall guidance for a community's land use, economic development, and resource management. Each plan contains two main parts: 1) a body of data called the inventory, background report, or factual base, describing the community's features and resources, and addresses all topics specified in applicable statewide goals. 2) the policy element which sets the community's long range objectives and policies. This section is adopted by ordinance and has the force of law. Plans are updated and changed through periodic review (for broad reviews) and plan amendments (for specific changes.)

**Court Watch program**—An organized program in which volunteers participate as identified audience members monitoring court cases of a particular type, e.g. DUI cases, speeding cases. The intent of the project is to send a message to defendants, victims, judges, and court staff that the outcome of those cases is important to the community.

**curb extensions**—Also known as "chokers", these traffic management devices narrow the street by widening the landscaped parking strip or sidewalk, usually at the intersection. They are used to make pedestrian crossing easier and to narrow the roadway, and provide a visual cue to motorists that they are on a non-arterial route.

**District Collectors**—A classification of street in the Transportation Element of the City of Portland Comprehensive Plan, intended to provide the following: Provide concentrated access to district activity centers and to serve trips which both start and end in a district. Should serve as a distributor of traffic and emergency vehicles from a Major City Traffic Street to streets of similar or lower classifications.

**diversion law**—Law in the Oregon Motor Vehicle code that establishes an alternative to prosecution and possible penalty for persons accused of DUII. Includes establishment of criteria for qualifying as a diversion candidate, evaluation of individual's alcohol/drug problem, recommendation for level of treatment needed, standards for levels of treatment curriculum, and penalties that drivers will face if they fail to complete the diversion program. Usually is a way to allow first-time offenders of DUII an alternative to prosecution, an assessment of a potential alcohol/drug problem, and, if determined to have such a problem, an intervention into its progression.

**driving while suspended**—A violation of the Oregon Motor Vehicle code. Drivers commit this offense if they drive a motor vehicle on public right-of-way during a period when their driving privileges have been suspended or revoked in the state by a court or by DMV.

**DUII**—Driving under the influence of intoxicants. A violation of the Oregon Motor Vehicle Code. Drivers violate this statute if: a) The person has .08 percent or more by weight of alcohol in the blood, determined through chemical analysis of the breath or blood. b) The person is under the influence of intoxicating liquor and/or a controlled substance.

**DUII teams**—Mobile teams of specialized police enforcement personnel whose primary responsibility is DUII testing, arrest and processing.

**fine schedule**—A guideline for judges established by the presiding judge of circuit and district court, that outlines recommended fines for non-criminal offenses. (e.g. traffic) The amount of a fine may be much lower or much higher than the schedule recommends for a particular offense, but is usually imposed at the level shown on the schedule.

**flex time**—A form of alternative work hours in which the employees' start and end time for work may vary on a daily or weekly basis, usually dependent on the employee working certain core hours and working a standard number of hours per week. (e.g. Work hours could be from 7 am. to 4 pm., instead of 8 am to 5 pm. )

**free right turn lanes**—Special and exclusive right-turn lanes that allow vehicles to turn right after yielding.

**habitual offender**—Under Oregon Vehicle Code, a person is established to be a habitual offender and his or her drivers license is revoked if:

Within a five-year period, the driver has been convicted of three or more of several types of driving infractions, including vehicular homicide, manslaughter, reckless endangerment, DUII, driving while suspended, reckless driving, eluding a police officer *OR*

Within a five-year period the driver has been convicted of 20 or more driving infractions of any of the laws in the Oregon Vehicle Code, or any municipal ordinances addressing moving violations.

**half street barriers**—Officially called semi-diverters, they limit access to a street from one direction by blocking half the street. They may also be constructed to limit certain movements at an intersection.

**high occupancy vehicles transportation facilities**—HOV facilities are types of transportation system management projects which improve the use of the existing road system. Examples include: HOV lanes which allow only carpools, vanpools and buses.

**Judge Watch**—An organized program in which volunteers participate as identified audience members monitoring a particular judge and his sentencing pattern for particular cases or types of cases. The intent of the project is to send a message to defendants, victims, judges, and court staff that the outcome of that judge's cases is important to the community.

**life saver booth**—Pre-designed educational display booth that uses photos, artwork, and brochures to convince drivers why and how to be safe on the road.

**low-floor (transit) vehicles**—Transit vehicles (buses and light-rail cars) which are designed with floors at the same level as the curb, allowing people with wheelchairs to board and exit without use of a lifting device or other assistance. This type of vehicle does not have steps and provides convenient access for all transit patrons.

**Local Service Street**—A classification of traffic, transit and truck streets in the Transportation Element of the City of Portland Comprehensive Plan, intended to provide the following: distribute local traffic, transit and truck use and emergency vehicles access; access to local residences or commercial uses; visual setting or entry way to land uses pedestrian circulation system; meeting place for residences; and play area for children in locations where a woonerf street treatment has been implemented.

**MADD Cab Program**—A campaign organized by Mothers Against Drunk Drivers that provides a free cab ride home to drivers who feel they have had too much to drink. This campaign is usually held in December.

**MADD Red Ribbon Program**—A campaign organized by Mothers Against Drunk Drivers that distributes red ribbons to drivers, to tie on the driver's side door of the vehicle in a visible location. The purpose of the ribbon is to remind drivers of all those who lost their lives in alcohol-related traffic crashes, and to remind drivers that they should not drive if they have been drinking.

**Major City Traffic Street**—A classification of traffic streets in the Transportation Element of the City of Portland Comprehensive Plan, intended to serve as the principle route for traffic and emergency vehicle movements which have at least one trip end within a Transportation District. Should provide connections to Regional Trafficways and serve major activity centers within each Transportation District.

**multi-modal transportation**—Refers to use of all modes of transportation (e.g. walking, bicycling, transit, car- and vanpooling) in lieu of a single mode (e.g. the single-occupancy vehicle.)

**Neighborhood Collector**—A classification of traffic streets in the Transportation Element of the City of Portland Comprehensive Plan, intended to provide the following: serve as a distributor of traffic from a Major City Traffic Street or District Collector Street to the Local Service Streets, and to serve trips which both start and end within an area bounded by Major City Traffic Streets, and District Collector Streets. Inter district, non-local traffic should be discouraged using Neighborhood Collector Streets.

**Oregon Project Graduation**—A coordinated program of alcohol-free parties, dances, and other events for high school students during the week of graduation.

**Oregon Transportation Plan**—A transportation plan for the entire state which includes a data base, and the state goals and policies for all transportation modes.

**pedestrian scramble**—A part of the traffic signal cycle during which motor vehicle traffic is stopped in all directions, and pedestrians are allowed to cross in all directions at once, including diagonally.

**photo radar**—A speed enforcement tool operated by police officers. Speeding motor vehicles are detected by radar, photographed for identification, and their speed is recorded by an on-board computer. Citations are mailed to the vehicle's registered owner. Photo radar dramatically improves the efficiency and safety of traffic enforcement and discourages speeding.

**planting strip**—A strip of earth running parallel to the street, located between the street and the sidewalk, planted with grass, trees, or other vegetation. Also called parking strip.

**pre-emption techniques**—Methods or mechanical means to allow some vehicles priority over others when passing through intersections, especially those with traffic signals. Typically used for emergency and/or transit vehicles.

**raised crosswalks**—Crosswalks that are built several inches higher than the level of the roadway.

**recovery programs**—Includes a broad spectrum of activities and therapies to develop and maintain a lifestyle free of alcohol and other drug use.

**rideshare**—A form of transportation demand management. Refers to traveling in a vehicle which is carrying more than one person. Carpooling, vanpooling and riding the bus are considered forms of ridesharing.

**safety restraints**—Mechanisms used by motor vehicle occupants to restrain them in the event of a collision. e.g. seat belts, child safety seats.

**seat belt convincer**—A mechanical device that simulates the impact of a moving motor vehicle when it strikes another large object at various speeds. Shows how use of a safety belt when riding in a vehicle can prevent many serious injuries.

**seat belt diversion class**—A two-hour class for first-time offenders of the Oregon safety belt law, which teaches students about the potential consequences of not wearing safety belts. Usually offered in lieu of paying a fine.

**Shattered Dreams crashed car display**—An actual crashed car put on display to demonstrate the potential consequences of inappropriate driver behavior.

**speed bumps, humps, or tables**—Devices to slow vehicle speeds on Local Service Streets and Neighborhood Collectors. Bumps being used in Portland are 3 inches high by 14 feet wide, and 3 inches high by 22 feet wide.

**Speed Watch**—A public awareness program in which concerned neighbors can take an active role in solving the problem of speeders in their own neighborhoods. Using radar units, City residents record speeds and license numbers of vehicles travelling in excess of speed designations on neighborhood streets. Notification is sent from the City to the registered owners of those vehicles.

**standardized field sobriety testing**—A physical and/or mental test administered to drivers, approved by the Department of State Police that enables a police officer to screen for or detect probable impairment from alcohol and/or other drugs.

**State Speed Control Board**—Established by Oregon Law, an independent state board to set speed zones for city streets, county roads, and state highways passing through cities.

**street level environment**—The environment created by the interaction of land use, street amenities (e.g. sidewalk, plantings, benches, lighting) litter, traffic volume and speed, adjacent development types and design.

**street standards**—The City's street design criteria established by the City Engineer, regarding acceptable width, curvature, pavement type, and other characteristics.

**street vacation process**—The process of removing public access to a particular section of a street. Vacating street right-of-way eliminates the public's interest and returns ownership of the street area to private parties.

**transit check**—A Tri-Met marketing tool for allowing organizations to pay for their employees bus passes. The transit check is a voucher with the company name on it that the employee mails in to Tri-Met and receives a discounted bus pass. Tri-Met then bills the organization for the discounted amount, which becomes a business expense that the organization may deduct from their taxes.

**transit subsidies**—Programs in which employers pay for all or a portion of their employees transit pass. Portland area employees may now receive their entire monthly transit pass as tax free income (formerly only \$21 was tax free), while businesses benefit by being able to deduct the amount as a business expense.

**Transportation Element of the Comprehensive Plan**—Consists of the State of Oregon Transportation Goal (Goal 12), policies, street classifications, and classification descriptions of Portland's Comprehensive Plan. The Transportation Element is consistent with the state and Regional Transportation Plan, and is updated every five years consistent with State periodic review requirements.



**transportation impact fee**—Fees which are charged at the time of new development usually to the developer or new tenants which are aimed at improving the road or transit system to accommodate the new development, or reduce the impact of the new trips on the system.

**travel allowances**—Programs in which employers pay a certain amount each month towards their employees commuting costs. The employees can then decide whether to apply the allowance to parking, a bus pass, or pocket the money and use a bike, etc.

**Tri-Met**—Tri-County Metropolitan Transportation District of Oregon. Independent public agency providing regional public mass transportation services in and around the Portland metropolitan area.

**Tri-Met service standards**—Measurable indicators (e.g. Passenger loading standards, on-time performance standards.) to evaluate existing transit services. They provide Tri-Met with a comprehensive method to evaluate existing service and to propose service improvements to meet the goals of the agency.

**woonerf streets**—A type of street design that encourages safe, shared use of the “road” way for transportation (pedestrian, bicycle, motor vehicle) and non-transportation (leisure, play) activities. Woonerf design is premised on the following:

1. Streets are valuable public space and, as such, should be shared by all users and may be altered to allow pedestrians, bicycles, children, and leisure seekers to share the space with cars safely and without conflict.
2. Within a hierarchy of street uses, the following types of treatment are acceptable:
  - a. Streets in primarily residential areas may be extensions of the residents yards where priority is given to pedestrians and bicycles.
  - b. Streets in concentrated shopping areas should be primarily for pedestrians.
  - c. Access and distributor streets to both of these areas are for use primarily by public and private transportation modes.

# PROJECT ADVISORS AND STAFF

## City of Portland Bureau of Traffic Management

Earl Blumenauer,  
*Commissioner  
of Public Works*

Goran Sparrman  
*Director*

## Project Staff

Stacey Conley  
Robin Gunn  
Gail Shibley

## Technical Support Staff

Lisa Amundson  
Evelyn Brown  
Linda Dartsch  
Kate Deane  
Don Gardner  
Officer Clarence Lankins  
Dan Layden  
Janice Newton  
Erica Rooney  
Jeff Smith  
Sargeant Scott Smith  
Lewis Wardrip  
Lavinia Wihtol

## Graphic Design

Laurie Knytych  
*LSK Graphics*

## Copy Editing

Rick Meikle



Illustration by Susan Bard





RECLAIMING OUR STREETS  
Bureau of Traffic Management  
Office of Transportation  
1120 SW 5th Avenue, Suite 730  
Portland, Oregon 97204  
*Earl Blumenauer, Commissioner*