

Submitter: Patrick Hayes  
On Behalf Of:  
Committee: Joint Committee On Transportation  
Measure: HB2756

I support the upgrades to traffic control for pedestrians and non-motorized transportation.

1) I want to suggest red lights instead of flashing yellow ones. Using a Yellow flashing light gives the driver the decision to move through the crossing areas. The use of red lights ensures drivers stop and gives the right of way in situations where drivers do not yield. Drivers should yield without using yellow light signaling, so giving the small percentage of people who don't yield the option not to yield does not solve the base issue.

2) bike lanes need green corners or cones on the busiest intersections at Mcdonald, Bonita, etc. I have witnessed drivers entering these bike lanes and cutting off bikers when turning right. Without reinforced guidance, avoid bike lanes at all times, including taking right turns, unless a dotted line exists.

3) I would like to see pedestrian crossings modified to allow people to enter an intersection before a green light is signaled, similar to school crossings for public crossing areas. This means a walk signal allows pedestrians to enter the intersection and be noticed by the drivers, promoting visibility and safety.

4) Flashing light signaling can not be seen by pedestrians in many instances, and this is critical to know the button was depressed and the signaling indicates to drivers that pedestrians are present. Additionally, there needs to be a delay for people to enter the crosswalk from the time the button was depressed. Very often, immediate signaling does not give drivers enough time to react and can cause unsafe conditions for drivers and pedestrians.

I have been in close calls while crossing Hall Blvd to reach downtown almost a dozen times. This includes a situation with my FULL FAMILY 3 TIMES. 2 of the instance, the driver DID see us but decided to cut through at the library intersection. I started using the library intersection because people had not been yielding to pedestrians at the fanno creek entrance, prompting me to use a Stop Light. This project is long overdue and aligns with the Fanno Creek trail expansion. Measure to ensure non-motorized modes of transportation need to be a goal of the city and state. The cost of one life due to poor signaling or distance can be avoided, and we hope the committee will approve the measures proposed.