



Community Comments and Responses

**Historic NW Thurman St
Bridge Rehabilitation Project**



Tabulated Comments and Responses

No.	Event	Type	
1	June 24th Public Meeting	Comment Card	Comment Would like PowerPoint of Public Meeting available online, as I won't be there. So excited – thank you for the communication
			PBOT Response A PDF version of the PowerPoint slideshow presented at the June 27th Public Open House is now available on the project webpage < http://www.portlandoregon.gov/transportation/ThurmanBridge >
2	Phone Question	Phone	Comment A stop line should be painted at the intersection of 29th and Upshur during the rehab project. People routinely run or ignore the stop sign, which is obscured by foliage. Also consider temporary striping or bar for project duration.
			PBOT Response The vegetation issue has been referred to the City's Data Collection group for evaluation. If the offending vegetation is within City right-of-way the City will trim as necessary. If the vegetation is on private property, the owner will be notified and required to clear the visibility of the STOP sign. Regarding stop lines, it is not typical City practice to install stop lines at the intersection of two local streets unless there is a significant STOP sign visibility problem that cannot be mitigated by vegetation trimming or the installation of a STOP AHEAD sign. Further action will depend on the results of the vegetation removal.
3	Email Question	Email	Comment Dear Sir, I am writing regarding an important safety issue with the projected parking plan for NW Wilson Street during the Thurman Street bridge work starting later this year. I understand from last week's public meeting that there will be no parking on the north side of Wilson for the 6-9 month duration of the project. This will be a grave safety issue for a new deaf family residing on the north side of Wilson. This family at XXXX NW Wilson have no driveway and cannot hear cars. Nor can their deaf grandson, who will be staying at their house daily. The family just purchased this home this past Spring. I am writing on their behalf because they are my parents, and are currently in the process of relocating from New York State. If these three deaf people have to park on the south side of the street, each of them will have to cross the heavy traffic flow to cross the street to get to their front door. It is important to note that this is not only dangerous because they cannot hear a car coming, they also cannot gauge the speed of a car since they cannot hear the RPM of the engine. For a deaf person getting out on the passenger side (sidewalk side) of the street on south Wilson, there is yet a third danger: not seeing cars easily when exiting from a row of parked cars with no audible guidance that those of us with typical hearing use to gauge safety. Our hearing clues us not only if there is a car coming, but how quickly that car is moving, ie. how much time we have to cross the street. Deaf people have a particularly difficult time gauging speed, which is why deaf pedestrians are at higher risk for being hit by a car. I would like to respectfully request the parking allotment be shifted to the north side of Wilson, instead of the south. This would allow the three deaf people residing on the north side of Wilson to more safely get from their car to their home. It is not clear why the city chose the south side for parking, instead of the north side. I have such high esteem for our city's thoughtful planning, and believe that if you had known of this safety issue for the Taylor family, you would consider it. And that is why I am following up immediately with you after Thursday's meeting. I appreciate there is a great deal of planning that goes into a traffic diversion project like this, and I am willing to work with you closely towards an amenable solution. Thank you in advance for your attention to this important safety matter.
			PBOT Response The removal of parking from the north side of the street will open sight lines upon approaching traffic on NW Wilson St in both directions. Sight distance from the north curb at 3061 NW Wilson St will exceed 500 feet in each direction. At 25 mph, sight distance exceeding 500 feet is more than adequate to facilitate safe pedestrian crossings. We do not anticipate any problems for hearing impaired residents in safely crossing the street. Parking will be available on the north side of NW Wilson St west of NW 30th Ave as an alternative option to crossing NW Wilson St to reach on-street parking. Parking will be retained on the south side of NW Wilson St during the duration of the closure. Observed on-street parking demand has consistently been higher along the south side of the street and many of the houses along the that side do not have off-street parking.

4	Email Question	Email	Comment	<p>This part of NW Thurman is part of the 2030 recommended bikeway network, and it is also the only practical route to Leif Erikson Drive in Forest Park.</p> <p>I think that this presents both an opportunity and a problem. The problem is that the entire bridge is to be closed for a few months. The discussion around this closure in the NW district association meeting focused on the impact of the detour on cars and pedestrians, but no one brought up the difficulty this would pose on a bike: the recommended detour -- which is the only way to get to get to the west side of the bridge -- involves three consecutive very steep hills. I am pretty sure it would be impossible to bike.</p> <p>The opportunity is to improve conditions on the bridge. The current bridge is relatively narrow and striped with two lanes, a wider northbound (uphill) one, and a standard lane southbound. In my experience, it is a fairly low-traffic bridge, but the speeds on that bridge seem excessive between the stop sign at NW 28th to the speed bump on NW 32nd, especially considering the character of the street, the visibility in the area east of the bridge, and the presence of slow-moving bicycles heading uphill in the northbound direction.</p> <p>Apparently, the bridge is to be re-striped as it was, but what if we used striping to lower the speeds on that bridge and add some bike-friendly features? It would be extra cool to try to do a Copenhagen-style treatment with two bike lanes and a shared two-way center lane for cars, forcing cars to slow down and assess the conditions on the bridge before zooming over it. At the very minimum, a northbound bike lane and/or sharrows should be painted on (the sidewalk is not appropriate for biking: it is both heavily used by pedestrians, and will be re-surfaced with potentially slippery metal grating).</p> <p>I am trying to get more information from my friend on the NWDA Transportation committee, but I feel like this upgrade prevents an important opportunity to improve conditions for cyclists in NW. Please let me know if you have any ideas about next steps!</p>
			PBOT Response	<p>Regarding the bike detour, unfortunately, there is no alternative route around the bridge closure. The bridge deck will be completely removed during the rehabilitation so it is not possible to preserve bike access across the bridge. Regarding bike improvements, the bridge will not be widened as part of this project. The bridge will remain striped in its current configuration with a 15-foot uphill lane and a 12-foot downhill lane. Advisory bike lanes are not yet an approved traffic control design. Thus, they will not be installed as part of this project. The overall length of this project is very short. The permanent striping installed with this project will not prevent future bicycle access improvements.</p>
5	June 27th Open House	Comment Card	Comment	<p>It would be very helpful if you could open NW 30th between Wilson and Nicolai for the duration of the closure. This would speed access to Willamette Heights and drastically reduce traffic on at least some of the detour route.</p>
			PBOT Response	<p>PBOT is currently investigating the closure of NW 30th Ave to determine if the street closure is necessary.</p>
6	June 27th Open House	Comment Card	Comment	<p>Remove stop sign on 32nd at Thurman. Place a stop sign on Thurman West bound at 32nd (32 too steep for a stop for heavy vehicles). Suggest 20 mph speed limit on detour route, and speed bumps on Wilson (many children). Keep no parking permanent on North side of Wilson.</p>
			PBOT Response	<p>Regarding the STOP sign issue on 32nd, free movements between the west leg of Thurman St and the north leg of 32nd Ave would introduce a conflict for pedestrians crossing at that intersection. I recommend waiting until the closure is in place to evaluate if a problem exists before making any changes to the traffic control. Regarding the speed limit on the detour route, all of the roadways operate as statutory 25 mph residential district speed zones. Thus, a 20 mph speed limit would not be enforceable. Regarding parking on Wilson, the roadway will be returned to existing conditions at the conclusion of the project. Wilson St satisfies City parking policy which requires a minimum pavement width of 24 feet for parking on both sides of the street. These streets operate as 'courtesy-queuing' streets where only one direction of traffic is permitted at a time (at full parking demand). This practice maximizes on-street parking storage, discourages cut-thru traffic, and keeps travel speeds low.</p>
7	June 27th Open House	Comment Card	Comment	<p>1. Opening 30th is a bad idea, as it would just add another intersection and encourage more traffic to enter the neighborhood. 2. Frequent communication to neighborhood. 3. At what point in the project would the actual time estimate be more precisely determined?</p>
			PBOT Response	<p>1. PBOT is investigating the authorization of that street closure. If it is determined that the street closure has not been authorized by the City, appropriate action will be taken. 2. A newsletter bulletin will be published routinely during construction. 3. The most precise estimate of project duration will be the schedule submitted by the lowest bidding Contractor. The Contractor is required to submit its construction schedule after the contract is awarded.</p>

8	June 27th Open House	Comment Card	Comment	<p>Dear TriMet Outreach Services,</p> <p>Thank you for the opportunity to communicate how the upcoming closure of the Thurman Street Bridge will affect our family's use of the 15 line.</p> <p>Starting in fall, one of our children will begin attending Lincoln High School. Our transportation plan for him had been take the line 15 bus to and from school every day for the entire school year (from the stop at 32nd/Thurman) so the bridge closure this winter will impact us, and him, very directly. Should the bridge close to pedestrian traffic for any significant length of time, the impact will be quite negative, as he would be unable to reach the 15 line stops on the lower side of Thurman (assuming they can be preserved in some form, for example, at 26th/Friendly House).</p> <p>We are asking TriMet to consider the use of a shuttle bus from the neighborhood that runs, at a minimum, during weekday commute hours during the school year and, specifically, during the period in which pedestrian traffic across the bridge is halted.</p> <p>I know we are not the only family in our neighborhood in this situation, as there are at least 4 incoming freshman at Lincoln that we personally know who had intended to ride the 15 bus for a majority of the school year. There are also several neighbors who use the 15 line to commute to work on a daily basis, so a shuttle would serve a regular group of riders.</p> <p>We look forward to learning TriMet's proposals for mitigating this disruption of service during bridge construction.</p> <p>We thank you for your attention to this matter</p>
			PBOT Response	PBOT forwarded this comment to TriMet for consideration. A TriMet Representative at the June 27th Public Open House stated that TriMet is currently early in the planning stage, and is looking for input from the public.
9	June 27th Open House	Comment Card	Comment	Many small children live on Wilson now. Speed bumps are seriously needed with the increased traffic flow. Also, zero parking on the North side of the street would be an excellent permanent measure; with parking on both sides it is overly-congested now without the extra traffic. (Have to pull over a lot). Need a 4-way stop at 32nd and Thurman or the uphill traffic will back up.
			PBOT Response	Speed bumps are outside of the scope for this project allowed for by the funding, and Portland also has discontinued its speed-bump program due to lack of funding. Existing parking conditions on Wilson will be restored at the conclusion of the project. The traffic control at 32nd and Thurman will be evaluated after the implementation of the bridge closure to determine if a problem exists. If necessary, appropriate action will
10	June 27th Open House	Comment Card	Comment	The 4" X 15" Joist with the 3" X 12" Decking plus the pavement can hold over 100,000 lbs. if there is no rot on them. It is the struts the post holding up the bridge that are too thin. What is it, 3/8 or 1/2". That is why the bridge shakes. Questionable thickness.
			PBOT Response	The bridge posts are built-up members of varying shapes and thicknesses. The thickness of the built-up members is not currently structural concern.
11	June 27th Open House	Comment Card	Comment	Problem: the long-standing problem of speeding traffic between 29th at the back of the bridge to the 4-way stop at 28th. I am very disappointed that with this extensive project no consideration was given to modifying the pitch of the bridge to slow traffic acceleration when cars are traveling east. Please consider placing a sign that tracks vehicular speed beneath the posted speed sign. Forest Heights uses this on Miller Road at the mid pitch of the bridge and cars definitely slow down.
			PBOT Response	Reducing the grade/pitch of the bridge with the intent to slow traffic would require a complete bridge replacement because modifications to the existing bridge would be far too great. Replacing the bridge is not within the scope of this rehabilitation project. The installation of a speed reader board is outside of the scope of the bridge replacement project. The labor required to install the sign as well as the sign itself is expensive. The City currently does not have adequate funding to install such a sign. The sign on Miller Road was an existing sign that was relocated. The relocation cost was privately funded in-part by the Forest Heights neighborhood.

12	June 27th Open House	Comment Card	Comment	1. Two shifts? 2. Off-site work to speed work. 2a. Coating System. 4. Build plan in place? 5. Parking closures. 6. Emergency Procedures during inclement weather. 7. Number of cars.
			PBOT Response	1. City noise code prohibits most construction activities (such as the work required for the bridge project) from occurring between the hours of 6:00 PM and 7:00 AM, unless for reasons of emergency [18.10.060.B]. This prohibition effectively limits work hours for construction to 7:00 AM through 6:00 PM, or a total of 11 hours per day. Given that a typical work shift is at least 8 hours, 2 shifts cannot occur within one work day. From communications with the City Noise Office, this project does not appear to qualify as a reason of emergency and is therefore subject to the City noise code without exemption or variance. 2. The project construction contract will require several bridge components to be fabricated off-site, to speed work. These components include, but are not limited to bridge traffic rail, pedestrian rail, steel diaphragms, and aluminum sidewalk planks. 2a. The existing coating system on the bridge primary structural elements was applied in the 1940s and is currently in good condition per inspection. The new primary structural steel elements to be installed will be shop coated with a 3 coat system with inorganic zinc primer. 4. Question is unclear. Please clarify. Responses to Traffic-Related Concerns are pending.
13	June 27th Open House	Comment Card	Comment	I am very concerned about 30th Ave being open to Nicolai. The fact that traffic cannot come through the easily improves the neighborhood. We will already have a temporary increase in traffic I do not want a permanent increase in traffic.
			PBOT Response	PBOT is investigating the authorization of that street closure.
14	June 27th Open House	Comment Card	Comment	I am concerned more bikes will access Forest Park through Macleay Park. Would it be possible to advertise other access points to Forest Park for all recreational uses. Protect neighborhood traffic control devices at 27th and Upshur by better enforcement to insure that there is not increase in through traffic. That may shift a population of homeless camps. Will parking be taken off the street to provide wider lanes for buses and trucks? When there is construction, it disturbs the city rat population. Could integrated pest management be a part of your construction plan? Will the staircase to the park off the bridge remain open?
			PBOT Response	Response pending to traffic concern. The PBOT Bridge Inspector will look out for increased rat activity and inform vector control if increased activity is observed. The comment concerning integrated pest management will be provided to PBOT management for consideration. The staircase to the park beside the bridge will be closed during construction.
15	June 27th Open House	Comment Card	Comment	My husband and I live on NW 29th and Wilson and we are hugely worried about the increased traffic on our street. We also understand that this bridge needs repair and are happy that we're actively making progress. In short, there are several other bus routes that pickup @ Nicolai/Wardway and @ Montgomery Park. Could we also add speed bumps on Wilson and 29th? We're nervous because folks already speed and this will likely increase with the reroute. Perhaps we could run a shuttle instead of the full bus route through the rerouted area. Full busses are noisy and will likely add safety problems.
			PBOT and TriMet Response	Speed bumps are outside of the scope for this project allowed for by the funding, and Portland also has discontinued its speed-bump program due to lack of funding. Existing parking conditions on Wilson will be restored at the conclusion of the project. If there is evidence of a speeding problem, PBOT will request police enforcement of the 25 mph speed limit along the detour route.
16	June 27th Open House	Comment Card and Phone Comment	Comment	1. Open 30th ave between Wilson and Nicolai/S.H. Road. 2. Use smaller buses. 3. Restrict parking to one side of Wilson, and other spots along detour.
			PBOT and TriMet Response	PBOT is investigating the authorization of that street closure. Parking will be removed from one side of all streets measuring less than 36 feet in width. Please see the temporary parking removal diagram posted on the project website. PBOT forwarded this comment to TriMet for consideration. A TriMet Representative at the June 27th Public Open House stated that TriMet is currently early in the planning stage, and is looking for input from the public.
17	June 27th Open House	Comment Card	Comment	I live on NW Upshur between 28th & 29th. I have young children as do 4 other families within that block. I am concerned about the amount of traffic and the speed with which people travel down the street. If there is going to be this increased level of traffic, I would like speed bumps put along Upshur St!
			PBOT Response	Speed bumps are outside of the scope for this project allowed for by the funding, and Portland also has discontinued its speed-bump program due to lack of funding. Existing parking conditions on Wilson will be restored at the conclusion of the project. PBOT will request police enforcement of the 25 mph speed limit if there is evidence of a speeding problem.

18	June 27th Open House	Verbal Q & A Session	Comment	When compared to other projects from the past that featured longer and wider bridges (the Oakland Bay Bridge up in 22 days, the I-5 Skagit Bridge up in 5 weeks), this project is unusually long. In my experience as an engineer, I have never seen such a small project take so long. Notwithstanding the hand-made nature of the bridge, how come this simple project is taking so long? Will the beams be able to be purchased and fabricated before construction has begun?
			PBOT Response	The projects cited were different: they were temporary fixes with crews that could work around the clock. This project is a permanent solution, and crews cannot work around the clock because of noise ordinances. Also, the hole-to-hole connections have to be individually measured and fabricated as the project proceeds, and then galvanized after the holes have been drilled to make the beams last longer. The bridge is an antique and hand made, meaning that the pieces must fit together exactly. Also, the water line must be tested once it is in place to ensure that it is clean, which also takes time. Finally, the schedule is only an estimate: we are currently at 90% plans, and thus there are still unknowns. The contractor will set the construction timeline: we will set a deadline, but the contractor is welcome to work faster. If there is a way to open a partially-completed project, we may try to do this. The floor beams will be pre-purchased, and fabrication could begin before the deck is disassembled.
19	June 27th Open House	Verbal Q & A Session	Comment	Will the new decking on the bridge survive the flexing/prevent flexing during construction and normal operation? Flexing of the deck has caused asphalt cracking in the past.
			PBOT Response	The new decking is 3" corrugated heavy gauge metal plate, which is pretty stout. The beam-to-beam distance is approximately 20', which is less than the maximum span suggested for this material. On the other hand, the bridge is naturally flexible, so it will continue to flex, although to a lesser extent. However, the new decking should be able to withstand this.
20	June 27th Open House	Verbal Q & A Session	Comment	Is it too late in the planning process to consider any sort of traffic calming features, permanent or temporary, in the two blocks downhill of the bridge to ensure that vehicles slow down and then stop at the 28th Avenue? Has the design process gone too far?
			PBOT Response	The money for this project is from an intergovernmental agreement, and can only be used for the bridge itself and temporary construction related to the project. Permanent signage or traffic calming features cannot be built with this money. As a result, the design process cannot address permanent traffic calming features, even though we will be working in the area. In addition to the money issues, Thurman is also along an emergency response path, meaning that traffic calming features, such as speed bumps, cannot be constructed on the road, as they would impede the progress of an emergency responder. There are emergency response friendly speed bumps in development, but they are not approved for use on city streets outside the pilot site.
21	June 27th Open House	Verbal Q & A Session	Comment	There are some intersections on the detour route (28th and Upshur, Wilson and 29th) that are already quite dangerous. Could project money be used to put up slow and stop signs on these streets?
			PBOT Response	Permanent traffic calming devices are not covered in the federal funding, as such, installing them is not something that this project can do. Putting in these features would be the job of the traffic operations group in PBOT.
22	June 27th Open House	Verbal Q & A Session	Comment	Who should we contact with traffic safety concerns?
			PBOT Response	The proper contact within PBOT for traffic safety concerns is the traffic operations group. If you have any concerns about traffic safety or want to contact the traffic operations group, call 823 SAFE. The line currently has a backlog.
23	June 27th Open House	Verbal Q & A Session	Comment	Why didn't the traffic engineer assess the need for additional signage as he looked into other needs of the project?
			PBOT Response	The traffic engineer who was on site was working on the bridge project, so he is required to only do work that is directly applicable to the project because of the restrictions put on PBOT by the federal funding. While a second engineer could have been sent, the city has a large backlog of possible projects to undertake and sites to look at.

24	June 27th Open House	Verbal Q & A Session	Comment	How much does this bridge cost?
			PBOT Response	The total project cost is \$3.7 million: \$3.3 million is federal money, \$400,000 is city money.
25	June 27th Open House	Verbal Q & A Session	Comment	What did you do to verify the condition and strength of the truss members?
			PBOT Response	The Thurman Street Bridge was load rated; a load rating catalogues the capacities of individual components, such as stringers, beams, and trusses. The truss was load rated, and it was found to be sufficient to carry legal trucks.
26	June 27th Open House	Verbal Q & A Session	Comment	How was the condition of the bridge determined? Ultrasonic testing, visual inspection, etc?
			PBOT Response	The load rating was determined using engineering calculations based on the sizes and cross-sections of the beams, stringers, and trusses.
27	June 27th Open House	Verbal Q & A Session	Comment	Are there any provisions to inspect the condition of the truss during construction?
			PBOT Response	The truss will be monitored, in case any surprises do show up.
28	June 27th Open House	Verbal Q & A Session	Comment	Will the truss be repainted?
			PBOT Response	The truss is currently painted with lead paint, which is difficult to deal with. The paint is in good shape, so we will leave it alone, outside of some spot painting at the intersections between the floor beams and the truss. The trusses can be re painted at any time in the future.
29	June 27th Open House	Verbal Q & A Session	Comment	How many hours per day may the contractors work?
			PBOT Response	Contractors can choose to work 40 or 50 hours a week, but city noise ordinances limit work to certain hours of the day. The city cannot enforce work hours until a work week is chosen.
30	June 27th Open House	Verbal Q & A Session	Comment	Has the city noise control officer been brought in?
			PBOT Response	Yes, PBOT has consulted with a city noise control officer.
31	June 27th Open House	Verbal Q & A Session	Comment	Has anyone considered pre-measuring the hole-to-hole dimensions of the beams before construction using lasers?
			PBOT Response	Currently, the bolt holes on the beams are obstructed by the trusses, so they cannot be measured directly at the moment. However, the contractor may try to find a way to measure the bolt-to-bolt distances directly, possibly using lasers, as this is in their best interest.
32	June 27th Open House	Verbal Q & A Session	Comment	Given that historic railings are being put in, has there been any consideration towards putting in historic lighting?
			PBOT Response	There was no historic lighting on the bridge, and there are no plans to upgrade or change the lighting on the bridge.

33	June 27th Open House	Verbal Q & A Session	Comment	Would the new bridge allow for lighting to be put in after completion?
			PBOT Response	Once the bridge is completed, new lighting is possible, and even more likely, as the bridge is now more sound.
34	June 27th Open House	Verbal Q & A Session	Comment	Will the new road surface be asphalt again?
			PBOT Response	The new road surface will be asphalt on a corrugated steel deck.
35	June 27th Open House	Verbal Q & A Session	Comment	How long is the pavement projected to survive until it needs to be repaved?
			PBOT Response	The new pavement will most likely last substantially longer than the current pavement.
36	June 27th Open House	Verbal Q & A Session	Comment	Why do we need asphalt at all?
			PBOT Response	The corrugated steel deck needs some sort of pavement surface over the top. There are other pavements available, but they are not favorable: concrete is too heavy, and fiber-reinforced plastic decks are more expensive and less durable. The new decking will match the weight of the old. Also, asphalt is easy to repair; we can scrape off the top 2" of pavement, and replace it.
37	June 27th Open House	Verbal Q & A Session	Comment	Are there any seismic upgrades required that will be done during the project?
			PBOT Response	This structure is considered low vulnerability to seismic activity according to a 1994 study, so no retrofits are required.
38	June 27th Open House	Verbal Q & A Session	Comment	Will there be temporary signage in place for the no-parking?
			PBOT Response	Temporary no-parking signs will be put up.
39	June 27th Open House	Verbal Q & A Session	Comment	What about temporary stop signs at 29th & Wilson and at 29th & Upshur?
			PBOT Response	Temporary stop signs are not favored by PBOT. People will become used to the stop sign, and thus, once the sign is removed, there would be confusion.
40	June 27th Open House	Verbal Q & A Session	Comment	Will there be signs marking 29th as a dead end?
			PBOT Response	A request for an evaluation for DEAD END signage has been submitted to Traffic Operations.
41	June 27th Open House	Verbal Q & A Session	Comment	What about temporary or permanent speed-bumps on Wilson?
			PBOT Response	Speed bumps are outside of the scope for this project allowed for by the funding, and Portland also has discontinued its speed-bump program due to lack of funding.

42	June 27th Open House	Verbal Q & A Session	Comment	Is it safe to say that if there is a problem with people speeding and not stopping, that something will be done about it later?
			PBOT Response	Police enforcement will be requested if there is evidence of a significant speeding and stop compliance problems. However, speed data collected on NW Thurman St between June 29 and July 3, 2013, revealed an 85th percentile speed of 30 mph in both directions and less than 2% of all traffic traveling at speeds in excess of 35 mph. This is not indicative of a significant speeding problem on NW Thurman St.
43	June 27th Open House	Verbal Q & A Session	Comment	What are the traffic counts for the project area?
			PBOT Response	NW Thurman St Weekday Average Daily Traffic (ADT): 3050 vehicles, peak-hour: 250 vehicles; Weekend ADT: 2990 vehicle, peak-hour: 320 vehicles (data collected June 29-July 3, 2013)
44	June 27th Open House	Verbal Q & A Session	Comment	A 2010 traffic count 4,000 vehicles per day. Should a new traffic count be taken now?
			PBOT Response	Count conducted June 29-July 3, 2013. NW Thurman St Weekday Average Daily Traffic (ADT): 3050 vehicles, peak-hour: 250 vehicles; Weekend ADT: 2990 vehicle, peak-hour: 320 vehicles (data collected June 29-July 3, 2013)
45	June 27th Open House	Verbal Q & A Session	Comment	If the streets along the detour are sufficient right now to carry all of the traffic in the area, why does parking need to be restricted to one side of the street?
			PBOT Response	Three streets along the detour route (NW Wilson St west of 30th Ave, NW 32nd Ave, NW 33rd Ave) measure 24 feet in width. Therefore, those streets operate as 'courtesy-queuing' streets. Approaching full parking demand, these streets are designed to accommodate only one direction of travel at any point in time. NW Thurman St has been classified as a Neighborhood Collector street had it has been configured to permit two directions of traffic simultaneously. Thus, the detour route must also be configured to accommodate two directions of traffic simultaneously. This requires the removal of parking from one side of those narrower streets.
46	June 27th Open House	TriMet Verbal Q & A Session	Comment	The 40 foot standard bus cannot navigate this detour route. Will a smaller bus be used during the detour?
			TriMet Response	This is true, a smaller bus may be used.
			PBOT Response	PBOT forwarded this comment to TriMet for consideration. A TriMet Representative at the June 27th Public Open House stated that TriMet is currently early in the planning stage, and is looking for input from the public.
47	June 27th Open House	TriMet Verbal Q & A Session	Comment	Can the 30 foot bus navigate the detour route; in particular, can a bus and a car going in different directions drive around the corners on the route?
			TriMet Response	TriMet will investigate this situation at a later date. There is some evidence from residents that a 30' bus has navigated the path before with parking on both sides of the street. The idea is that when parking is removed from the corners of the street, that the road will become passable for 2-way traffic, including busses.
			PBOT Response	PBOT forwarded this comment to TriMet for consideration. A TriMet Representative at the June 27th Public Open House stated that TriMet is currently early in the planning stage, and is looking for input from the public.
48	June 27th Open House	TriMet Verbal Q & A Session	Comment	Has TriMet considered using a small bus for the elderly?
			TriMet Response	TriMet is considering all options.
			PBOT Response	PBOT forwarded this comment to TriMet for consideration. A TriMet Representative at the June 27th Public Open House stated that TriMet is currently early in the planning stage, and is looking for input from the public.

49	June 27th Open House	TriMet Verbal Q & A Session	Comment	Has anyone from the Salvation Army Shield Center contacted TriMet? Children and Mothers with young children use the bus from here routinely.
			TriMet Response	TriMet has not heard from the Shield Center at this time. Because of the large number of people from this one source who ride the bus (approx. 30), TriMet will get in contact with the Shield Center during the planning process. Update (July 23, 2013): TriMet representatives had communicated with the Shield Center previous to the June 27, 2013 Open House.
			PBOT Response	PBOT forwarded this comment to TriMet for consideration. A TriMet Representative at the June 27th Public Open House stated that TriMet is currently early in the planning stage, and is looking for input from the public.
50	June 27th Open House	TriMet Verbal Q & A Session	Comment	School children use the city bus system to get to school. Has this issue been addressed?
			TriMet Response	This has not been addressed. TriMet is looking for more input on the matter.
			PBOT Response	PBOT forwarded this comment to TriMet for consideration. A TriMet Representative at the June 27th Public Open House stated that TriMet is currently early in the planning stage, and is looking for input from the public.
51	June 27th Open House	TriMet Verbal Q & A Session	Comment	Will the Number 15 still be making the 11:30 at night run during the project?
			TriMet Response	Nothing has been decided at this point.
			PBOT Response	PBOT forwarded this comment to TriMet for consideration. A TriMet Representative at the June 27th Public Open House stated that TriMet is currently early in the planning stage, and is looking for input from the public.
52	June 27th Open House	TriMet Verbal Q & A Session	Comment	Given that garbage trucks already are causing traffic issues, how will adding a bus change the traffic situation when 2000 more cars are trying to get to work and school?
			PBOT Response	PBOT forwarded this comment to TriMet for consideration. A TriMet Representative at the June 27th Public Open House stated that TriMet is currently early in the planning stage, and is looking for input from the public.
53	June 27th Open House	TriMet Verbal Q & A Session	Comment	Has anyone considered contacting the municipal trash collection service to ask them to curtail their hours?
			PBOT Response	PBOT will inform the trash collection service when the project is under construction.
54	June 27th Open House	Verbal Q & A Session	Comment	Has anyone considered opening up 29th or 30th as a possible outlet for the detour?
			PBOT Response	The closing of 30th street may not be an official City closure; there is somebody looking into this. The construction on 29th is too extensive for this project to remove. Considering that 30th is an unimproved (unpaved) road, detour traffic will not be directed down it even if it is opened, but it would not be stopped either.
55	June 27th Open House	Verbal Q & A Session	Comment	The construction on 29th and 27th was put in place to keep industrial traffic out of the neighborhood, and is important to the existing character of the neighborhood. Removing these features would negatively impact the neighborhood, and should be discouraged.
			PBOT Response	No changes will be made to traffic control at 29th or 27th as part of this project.
56	June 27th Open House	Verbal Q & A Session	Comment	Will the completed bridge be able to carry the fire trucks not currently allowed on the bridge?
			PBOT Response	The completed bridge will have no load restrictions, so yes.
57	June 27th Open House	Verbal Q & A Session	Comment	Will the contract contain deadlines, penalties, are we going to require 50 hour work weeks and a minimum crew?
			PBOT Response	All of these features will be considered. There will be a project duration and liquidated damages in consideration as well.

58	June 27th Open House	Verbal Q & A Session	Comment	32nd and 33rd along the detour route become impassible during inclement weather. Will something be done during the winter months to deal with the issue?
			PBOT Response	The City's Bureau of Maintenance has been informed of the challenges inclement weather posed to the detour route. We are awaiting to hear their proposed plan of action if/when inclement weather strikes.
59	June 27th Open House	Verbal Q & A Session	Comment	How will emergency vehicles get through in this weather?
			PBOT Response	The detour route can support emergency vehicles at all times.
60	June 27th Open House	Verbal Q & A Session	Comment	Could the local money for the project be used for traffic mitigation measures?
			PBOT Response	The \$390,000 match funding from the city does carry the same restrictions as the federal money. Any additional money would have to come from a different program.
61	June 27th Open House	Verbal Q & A Session	Comment	How will continued communication be handled?
			PBOT Response	TriMet will hold another meeting, while PBOT hopes to have information on the city webpage. The project webpage would have the presentation on it, and also updates, which will be published every two weeks. It is possible that these updates may be placed at either end of the construction site too.
62	June 27th Open House	Verbal Q & A Session	Comment	Are the low-slip aluminum planks dog friendly? Will the holes be big enough to catch a dog's nail?
			PBOT Response	The aluminum planks do have holes, but they are small, so they should not cause any harm to a dog.