

May 19, 2008

**Memorandum**

TO: Steve Townsend, City Engineer  
CC: Greg Jones, Project Management Division Manager, John Gillam, Transportation Planning

FROM: Rich Newlands, Project Management Division

**SUBJECT: St Johns MTIP Project Recommendations**

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***Background***

In 2004 the Portland Office of Transportation was awarded a \$2.155 million MTIP grant to implement elements of the *St Johns Truck Strategy*, adopted by Council in 2001, and the *St Johns/Lombard Plan*, adopted in 2004. The grant was tailored to implement two specific projects from the *St Johns Truck Strategy* (TSI #1 and 2) and two action items from the *St Johns/ Lombard Plan* (transportation action items TC 1 and TC 14/15).

The *St Johns Truck Strategy* consists of a package of improvement projects and administrative recommendations to improve freight mobility on the designated Lombard/ Columbia Blvd freight route, and improve neighborhood livability by reducing the impact of freight traffic on residential streets. A key neighborhood livability issue is cut-through truck traffic on N Fessenden St. Unfunded projects of the *St Johns Truck Strategy* include traffic calming of N Fessenden St with the specific purpose of reducing or eliminating truck traffic on this street. The recommended freight improvements funded by MTIP grant include changes to the intersection geometry at select locations to address turn radius deficiencies and upgrades to the existing signal system to reduce delay.

The primary purpose of the *St Johns/ Lombard Plan* element is to improve pedestrian crossing safety within the St Johns town center and pedestrian district. Action Item TC 1 includes signalization of the N Ivanhoe/ Richmond intersection and TC 14 and 15 recommends curb extensions at various locations, primarily along N Ivanhoe.

Staff commenced a pre-design engineering phase last summer to refine the design concepts contained within both plans through a public involvement process. The following list of improvements has been developed with the assistance of a citizens and technical advisory committee and is recommended to be forwarded to the design engineering phase.

### ***Recommended Improvements***

The following list of public right-of-way improvements has received consensus endorsement of the Citizens Advisory Committee, the St Johns and Friends of Cathedral Park Neighborhood Associations, the St Johns Boosters Business Association, and the Portland Freight Advisory Committee.

#### ***Pedestrian Element***

The following specific improvements are recommended by staff to address the *St Johns/ Lombard Plan* pedestrian elements to improve pedestrian crossing safety.

- P1 Signalize the Richmond/ Ivanhoe intersection
- P2 Interconnect the following signalized intersections to improve signal system efficiency:
- Richmond/ Ivanhoe
  - Richmond/ Jersey/ Lombard
  - Lombard/ Oswego
- P3 Curb extensions with striped crosswalks at the following locations:
- Ivanhoe/ Charleston
  - Ivanhoe/ John
  - Ivanhoe/ Leavitt
  - Ivanhoe/ New York
  - St Louis/ Lombard
  - St Louis/ Central
  - Lombard/ Leavitt\*
- All locations will include 'green street' stormwater management- where practical. All locations will be designed to not impact the function of over-dimensional freight flow. Crosswalk striping is subject to the approval of the State Traffic Engineer.*
- \* *Contingent on budget permitting.*
- P4 Median refuge island with striped crosswalk at the following location:
- Lombard/ Reno

#### ***Freight Element***

The following improvements are recommended to address the freight elements of the project that come from the *St Johns Truck Strategy* to improve freight mobility and address neighborhood livability.

- F1 Upgrade traffic signals at the following locations:
- Lombard/ St Louis
  - Ivanhoe/ Baltimore
- F2 Interconnect the following signalized intersections:
- Lombard/ St Louis
  - Ivanhoe/ Baltimore
  - Ivanhoe/ Philadelphia

F3 Construct 'truck corners' to improve turning radius for freight and provide traffic calming at the following corners:

- Ivanhoe/ Philadelphia (SW/ Daily Bread site)
- Lombard/ St Louis (SW)
- Ivanhoe/ St Louis (SE/ Mult Co Health Clinic)

*Design subject to the approval of the State Traffic Engineer and PDOT. Right-of way acquisition is required at all locations.*

### **Remaining Issues**

In addition to the above list, several neighborhood members of the CAC have proposed the inclusion of the following operational recommendations to be implemented by the project:

- Sign N Fessenden for 'No Thru Trucks'.
- Reduce the speed limit on Fessenden to 25 mph (current 35 mph).

These amendments did not receive unanimous endorsement from the CAC, with the freight representatives objecting primarily on the grounds that the changes are outside of the scope of the project. Review of existing policy contained in the *St Johns/Lombard Plan* compels staff to support this position. Specifically, Action Item TC 6<sup>1</sup> outlines the prerequisites for moving forward with implementation of any traffic calming on N Fessenden with the intent of reducing or eliminating truck traffic. These include the intersection and signal improvements currently under planned as part of MTIP project, and upgrading of the N Burgard Bridge. All are funded with anticipated completion by the end of 2009.

The issue of reducing or eliminating truck traffic on N Fessenden is a priority concern of the St Johns community. The *St Johns Truck Strategy* includes two projects, TC/S 2 and 3, that are conceptually designed to both mitigate the impacts of truck traffic using this non-designated truck route and discourage its use as a non-local route. There is a strong perception that because these elements of the *St Johns Truck Strategy* have not yet been funded, PDOT is not committed to following through with implementation. As a result, staff also proposes the following administrative recommendations to provide the community greater clarity of our continued commitment to completion of the *St Johns Truck Strategy*.

- PDOT will prioritize, to the extent it can, funding of the traffic calming project(s) for N Fessenden St outlined in the *St Johns Truck Strategy* (TC/S Area No. 2 and 3) as well other remaining projects needed to complete implementation of the Strategy. PDOT will submit an application to fund plan development, design engineering and construction through the 2010-13 Metropolitan Transportation Improvement Program (MTIP) for Strategy projects TC/S Area 2 and 3 (lead Rich Newlands, Project Management Division)

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<sup>1</sup> St Johns Lombard Plan, page 55. *"Truck access to the St Johns Bridge- short term: support implementation of the entire St Johns Truck Strategy. The improvements should control vehicle speeds consistent with the posted speed limit and ensure adequate signage to control trucks near the Lombard/Reno pedestrian crossing. Evaluate the potential for special surface treatments and signage to direct freight to appropriate routes. Ensure the completion of the St Johns Truck Strategy projects to improve freight capacity (TCI 1 and 2 and improvements to the Burgard Bridge) on the designated Lombard/Burgard/Columbia Blvd freight route to handle volume and physical loads before implementing traffic calming and safety elements (TC/S 2 and 3) of the St Johns Truck Strategy."*

- PDOT will move forward with truck guide signing of the N Portland Rd/ Columbia Blvd/ Columbia Way intersection this spring. Improving signage of the designated freight route is one of the administrative recommendations of the Strategy<sup>2</sup>. The intent of the guide signage to better direct trucks to use Columbia Blvd to access the St Johns Bridge, rather than to use the Columbia Way shortcut route. A second phase with signing to prohibit non-local trucks will follow upon completion of the MTIP Project and Burgard Bridge improvements<sup>3</sup> (funded by Traffic Operations, Peter Mason, lead).
- PDOT will work with the Portland Freight Advisory Committee to study the intersection of N St Johns St / Lombard to identify potential improvements to address freight route safety concerns and potential amendment of the *St Johns Truck Strategy* (lead Bob Hillier, Freight Coordinator).

### **Budget Status**

<u>Total Budget</u>	
Grant	\$1,934,000
Match	\$221,000
Total	\$2,155,000

Design refinement phase	\$83,584
PE and construction phases	<b>\$2,071,416</b>

<u>Cost Estimate</u>	
Original construction ('03)	\$963,000
Revised construction (2/08)	\$1,062,006

Engineering & ROW Acquisition	\$823,105
Contingency	\$186,304

Total	<b>\$2,071,416</b>
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<sup>2</sup> St Johns Truck Strategy, page 40.

<sup>3</sup> St Johns Truck Strategy, page 52: References Transportation System Plan, North District policies 2 and 6, both of which specifically direct PDOT to restrict truck traffic on non-truck route streets south of Columbia Blvd. The St Johns Truck Strategy policy analysis notes that the recommendations support these policies through, among other things, an aggressive signage program. Page 25 clarifies: *"The prohibition of trucks on Local Service Streets has been considered and included in the possible bicycle/pedestrian actions, although the Advisory Committee's interest in improvements was more focused on discouraging trucks on neighborhood streets, so as not prohibit local deliveries."*

# Appendix

## Public Involvement Process

### Citizens Advisory Committee

Brenda Hanke	St Johns Neighborhood Assoc.
Barbara Quinn	Friends of Cathedral Pk, Neighborhood Assoc.
Anya Stewart	Friends of Cathedral Pk, Neighborhood Assoc.
Steve Weir	North Portland Business Association
Erik Palmer	Resident
John Cenicerros	Resident
Robin Plance	Resident
Gary Boehm	St Johns Boosters Business Assoc.
Linda Braden	Portland Freight Advisory Committee
Ann Gardner	Portland Freight Advisory Committee
Steve Bates	Portland Freight Advisory Committee
Bob Russell	Portland Freight Advisory Committee
Jeff Swanson	Schnitzer Steel

### Meetings

#1	July 18, 2007
#2	October 3, 2007
#3	November 8, 2007
#4	December 11, 2007
#5	March 5, 2008
#6	May 14, 2008

Open House            February 5, 2008  
                                 St Johns Community Center  
                                 ~75 attendees

### Stakeholder Group Presentations/ Endorsements

Friends of Cathedral Park Neighborhood Assoc.	April 8, 2008
St Johns Neighborhood Assoc	November 12, 2007 April 14, 2008 (endorsement)
St Johns Boosters	May 8, 2008

### Technical Advisory Committee

Ben Baldwin	Tri-Met
Kate Freitag	ODOT
Dave Nunamaker	Bureau of Environmental Services
Arriann Sperry	Bureau of Planning
Amy Rose	Metro
Kathy Mulder	PDOT/ Traffic Design
Nelson Chi	PDOT/ Signals
John Wood	PDOT/ Civil Design
Bob Hillier	PDOT/ Freight Coordinator
April Bertelsen	PDOT/ Pedestrian Coordinator
Roger Geller	PDOT/ Bicycle Coordinator
Patrick Sweeney	PDOT/ Transit Coordinator
Brett Kesterson	PDOT/ Engineer of Record