SW Naito Parkway Fixing Our Streets Open House summary

On January 10th, 2018, PBOT hosted an open house for the SW Naito Parkway project at the Portland State University Center for Executive and Professional Education from 4:30 to 7:00 pm. 138 people signed in to the open house. Staff estimated 160 attendees, not including staff members.

The project includes grinding and paving SW Naito Pkwy between I-405 and SW Lincoln and full road reconstruction on SW Naito between SW Harrison and SW Jefferson. The project may include signal upgrades at SW Market, SW Clay, and a new pedestrian signal midblock between SW Harrison and SW Clay Street.

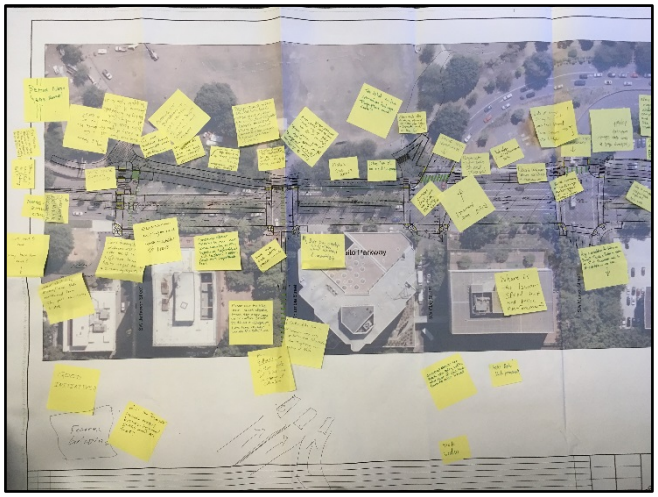
This project is exploring additional elements including, a two-way separated off-street multi-use path between SW Harrison and SW Clay Street and incorporating an on-street, two-way bike facility between SW Clay and SW Jefferson. A full pedestrian signal at SW Jefferson with connections to Tom McCall Waterfront Park and a two-way on-street bike lane connection north of Jefferson are possible, as well. A new traffic signal on the Hawthorne Bridge to improve traffic operations for vehicles approaching from SW Naito Parkway is also a potential project element.

The open house included a large roll out map of the 60% plans; four large poster boards showing details of the plans compared to existing conditions; a video simulation of the traffic modeling showing both existing and expected future conditions; and a 3-D visualization of the project from the perspective of a person driving and bicycling.

Overall, open house attendees were supportive of the project with many questions and suggestions about project details. Below is a summary of some of the recurrent feedback staff heard.

<u>Construction schedule/impacts</u>
Open house attendees were very interested in understanding the schedule and construction impacts. A number of people wanted to know if Naito would be completely shut down during construction.

<u>Separation between bicycle and pedestrian zones</u>
One person suggested PBOT introduce some type of detection between the pedestrian and bicycle environments. PBOT is introducing yellow detectable strips on the SW Madison frontage with the courthouse project and have also discussed them on a facility with the Division Transit Project. These could be incorporated into this project as well.



Some comments provided by open house attendees

<u>Traffic flow</u>
Several attendees were concerned about how the project would impact traffic congestion. Staff included a video of the traffic modeling done by PBOT engineers to help explain that the new traffic signals and updated signal timing should provide a minimum two-minute improvement in traffic flow for northbound drivers during the afternoon commute hours.

Right turns/Right hooks

People were concerned about the potential for right hook crashes between people bicycling and driving at SW Market and SW Harrison at SW Naito. Staff mentioned that PBOT was employing the following tools or observations to help mitigate against right hooks:

1. Creating more sight distance between people bicycling and driving.
2. Prohibiting automobiles to turn right on red in several locations.
3. Low volume of right turning movements at SW Market.

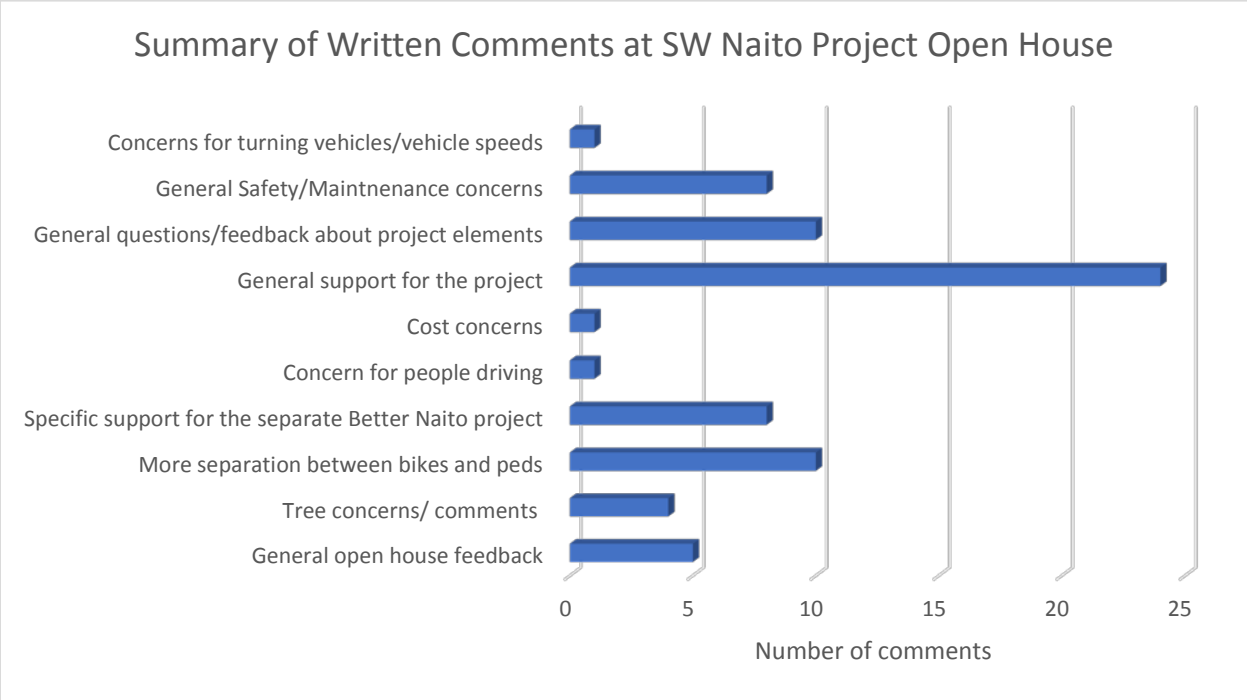
Staff also communicated to people asking about this that PBOT is designing the corridor to allow protected signal phasing if conditions warranted.

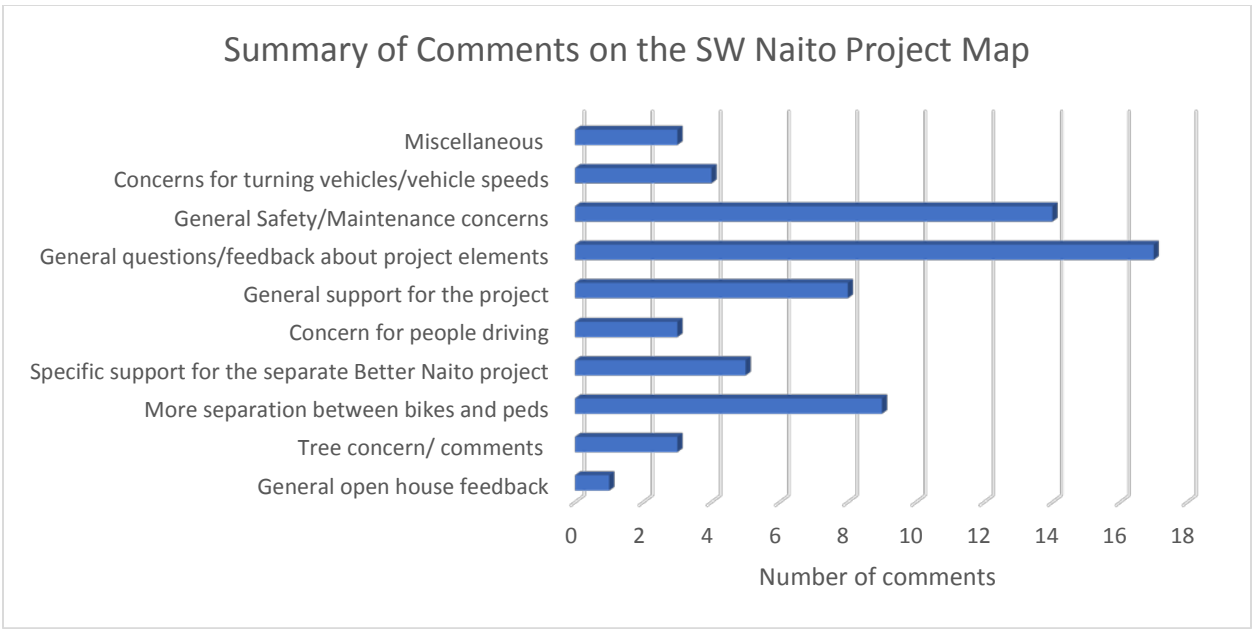
Overall open house feedback

Attendees appreciated the number of visuals, the details included, and the numerous opportunities to talk with staff and provide comments in different formats. People wanted to know when the plans and visualizations will be available on the website. The website was updated on 1/11/18 to include all open house visual elements.

Written comments

Attendees had two different opportunities to provide written comments about the project. Comments cards and a large project map were available for attendees to provide direct comments about the project. Attendees submitted 44 comment cards and wrote 67 comments on the project map (see picture, previous page). The two following charts summarize the feedback submitted.




Summary of Comments on the SW Naito Project Map
Miscellaneous
Concerns for turning vehicles/vehicle speeds
General Safety/Maintenance concerns
General questions/feedback about project elements
General support for the project
Concern for people driving
Specific support for the separate Better Naito project
More separation between bikes and peds
Tree concern/ comments
General open house feedback
0
2
4
6
8
10
12
14
16
18
Number of comments