

Meeting Notes

Project: Northwest In Motion (NWIM)
Purpose: Community Advisory Group Meeting #
Date: July 30, 2018
Time: 5:30 – 7:30 p.m.
Location: Congregation Beth Israel, Goodman Hall, 1972 NW Flanders, Portland, OR 97209

Attendees:

Kerry Askler , <i>NW resident</i>	Piseth Pich , <i>Legacy Good Samaritan Hospital</i>
Reza Farhoodi , <i>Pearl District NA</i>	Ed O'Rourke , <i>Pearl Resident</i>
Stephen Gunvalson , <i>PedPDX CAG, NW resident</i>	Phil Selinger , <i>NWDA</i>
Julie Gustafson , <i>Pearl District Business Association</i>	Glen Trager , <i>Pearl NA</i>
Jeanne Harrison , <i>NWDA (CAG alternate)</i>	Yashar Vasef , <i>United Nations Association of Portland, NW resident</i>
Matthew Horn , <i>ESCO Corp.</i>	Alexandra Zimmerman , <i>Portland Bicycle Advisory Committee/ NW District Association</i>
Daniel Hough , <i>NW resident</i>	Zef Wagner , <i>PBOT</i>
Josh Kashinsky , <i>Congregation Beth Israel</i>	Francesca Patricolo , <i>PBOT</i>
Michael Khamsot , <i>Street Trust</i>	Corrine Montana , <i>PBOT</i>
Lindsay Knapp , <i>NW resident</i>	Sara Schooley , <i>Toole Design Group</i>
Scott Kocher , <i>Oregon Walks, NW resident</i>	Jessica Pickul , <i>JLA</i>
Kari Lorz , <i>New Seasons Market</i>	
Rick Michaelson , <i>NW Parking SAG</i>	

Not in attendance:

Kyle Chown , <i>Chown Hardware</i>	Bruce Levy , <i>Pearl District NA (CAG alternate)</i>
Sky Colley , <i>Goose Hollow resident</i>	Katya Ortega-Schwartz , <i>Core Power Yoga NW</i>
Kaylin Dugle , <i>NW resident</i>	Mike Urich , <i>St. Mary's Cathedral</i>
Jim Kennett , <i>NW International Hostel</i>	

Welcome and Introductions

- Francesca gave update on nature of the Community Advisory Group and shared that it is okay for committee members to have casual discussions outside of the meeting related to the project.

Public Comment

- One member brought concerns about street classifications and spending time discussing classifications as part of the CAG. Another member proposed lowering speed limits to 20 MPH across the district.
- One member described conditions on Overton St and asked that the CAG take another look at Overton. There are no speed limit signs and no speed bumps. Construction traffic starts at 4:00 a.m. to accommodate new development. Construction workers occupy street parking. Overton St is an emergency evacuation corridor, which made sense when the street was quieter, but now no modes can get through. Zef mentioned that there may be a future workshop to specifically address Overton St.
- Members named community events for future NWIM outreach, including National Night Out, Slabtown Festival, Park(ing) Day, and WW Block Party.

Project and Public Involvement Update

- Jessica and Zef gave an update on online open house and public involvement. Seventy-one people participated in the online open house with 124 map comments thus far.

Existing Conditions Findings Overview

- Zef shared a presentation on existing conditions
- Some members brought concerns about speeding and enforcement of traffic safety laws.

Street Classification Overview and Recommendations

- Sara and Zef presented street classifications and recommendations
 - One member asked about classifications for Everett and Glisan. Zef noted that ODOT's classifications are different than Portland's.
 - Some residents preferred traffic to be dispersed across the district and for streets to stay at their current classification.

Group Activity: Mode Prioritization

- Jessica offered three questions for small group discussion. Zef, Francesca, Sara and Corrine facilitated and took notes. The following includes comments from all four groups:
 - Topic 1: Should we maintain bike classifications on Everett and Glisan, or is Flanders sufficient once the bridge is constructed?
 - We need to see how Flanders functions as a bikeway in order to determine changes for Everett and Glisan
 - Flanders needs a lot of investment to make it safe and easy for cyclists to use

- Frequent stops for cyclists on Glisan are a barrier for use
- 16th and Flanders is a dangerous crossing
- Proximity is helpful on Glisan and Flanders but fully protected bike lanes are needed
- Don't remove bike lanes on Everett and Glisan. Lanes could be parking protected.
- Need to improve stops on Flanders
- Not sure new traffic classifications will help
- There are occasionally large amounts of traffic for events on Everett and Glisan (specifically related to Congregation Beth Israel), which have visitors that aren't familiar with the area
- Need to have transition from Everett/Glisan to Flanders
- Turn stop signs
- If there's no bikeway, people will bike in lane. Allows the different types of cyclists to choose their route.
- Learn from Everett – potentially use the same treatment on Glisan?
- Bike lane on Glisan after 14th. The uphill makes it threatening to take a lane
- Ensure that there are connections to the Pearl
- Need connection from bridge to 18th and 19th
- Want to give flexibility to cyclists
- Everett is good for commuters
- Everett is safer now
- Keep as is but emphasize Flanders
- Safety or speed?
- Better to not be around cars, Everett is stressful
- Topic 2: Should we remove bike classifications from Overton and Raleigh and Thurman and consolidate bikeways in that area to Pettygrove and Savier?
 - Overton St as a unique problem
 - Difficulty getting to Naito, crossing 23rd and navigating I-405 bridge near Thurman by bike
 - Lack of stops from 9th through 14th is good for cyclists
 - Remove stop signs and add diverters
 - Prioritize Pettygrove to connect to Thurman. Improve Thurman, especially 29th-31st.
 - Need to be real advantages since all streets are calm at this point. It should be obvious which roads are for biking and have very visible and advantageous infrastructure
 - Should have some protection on Savier, potentially Quimby

- Streetcar alignment may go over there in the future – check on alignment and timeline
 - Naito as bike facility to Savier
 - Traffic very high on Overton and Raleigh
 - Intersection painting
 - Better visibility
 - Condense
 - Thurman makes sense
- Topic 3: Should we upgrade streets that already function as collectors like Everett/Glisan, 18th/19th, 25th, and Northrup to Neighborhood Collectors?
 - Northrup should not be classified as a collector west of 23rd
 - Lovejoy and 25th noted as a dangerous crossing
 - Crosswalks and traffic circles on 25th are not working well
 - Traffic calming proposed along 25th especially near the park
 - Maintain or lower speeds to 20 MPH throughout the district
 - Concern about increased traffic on 18th/19th if classification changes to collector
 - Need to reduce speed of collectors
 - Do collectors mean more money for investments? This is important in messaging the need for/advantages of being classified as neighborhood collectors
 - Interesting that 25th and 16th are neighborhood collectors
 - Diversion on 25th, keep people on 405. Don't think that 25th needs to be a collector – it's cut through traffic to the west hills – should be diversion at the north "entrance"
 - Collector shouldn't have two-way traffic and streetcar
 - 18th and 19th, Everett and Glisan makes sense
 - Broader question of whether we want to concentrate or disperse traffic, local or cut-through – previous planning efforts have leaned towards dispersion
 - Everett and Glisan are definitely neighborhood collectors
 - Don't be too wedded to older plans because traffic and density are higher
 - 25th is much harder because it is residential
 - Northrup up to 23rd
 - Hard to handle traffic on 23rd, maybe with more transit