

Meeting Notes

Project:	Northwest In Motion (NWIM)	
Purpose:	Community Advisory Group Meeting #6	
Date:	July 15 th , 2019	
Time:	5:30 – 7:30 p.m.	
Location:	Congregation Beth Israel, Goodman Hall, 1972 NW Flanders, Portland, OR 97209	
Attendees:	<u>Community Advisory Group</u> Reza Farhoodi, <i>Pearl District NA</i> Matthew Horn, <i>ESCO</i> Daniel Hough, <i>NW Resident</i> Scott Kocher, <i>Oregon Walks</i> Rick Michaelson <i>NW Parking SAG</i> Phil Selinger, <i>NWDA</i> Yashar Vasef, <i>NW Resident, UNA of Portland</i> Alex Zimmerman, <i>NWDA</i>	<u>Project Staff</u> Mauricio Leclerc, <i>PBOT</i> Zef Wagner, <i>PBOT</i> Mike Serritella, <i>PBOT</i> Kathryn Doherty-Chapman, <i>PBOT</i> Jessica Pickul, <i>JLA</i>
		<u>Community Members</u> Jeanne Harrison, <i>NWDA</i> Joel Beinin, <i>Kings Square North</i> Miriam Beinin, <i>Kings Square North</i> Karen Lyman, <i>Cambridge Condo HOA</i> Larry Kojaku, <i>Cambridge Condo HOA</i> Michael Viera, <i>NW Resident</i>
Not in attendance:	Kyle Chown, <i>Chown Hardware</i> Sky Colley, <i>Goose Hollow resident</i> Kaylin Dugle, <i>PSU student/ Bristol Urban Apartments</i> Stephen Gunvalson, <i>PedPDX CAG, NW resident</i> Julie Gustafson, <i>Pearl District Business Association</i>	Josh Kashinsky, <i>Congregation Beth Israel</i> Jim Kennett, <i>NW International Hostel</i> Kari Lorz, <i>New Seasons Market</i> Piseth Pich, <i>Legacy Good Samaritan Hospital</i> Mike Uhrich, <i>St. Mary's Cathedral</i>

5:30-5:40 | Welcome & Introductions

Jessica Pickul (JLA) provides context and outlines the goals of this evening's meeting. The topic of the next NWIM CAG meeting will be focused on garnering feedback on an initial draft plan and will likely happen in October.

Zef Wagner (PBOT) adds that previously discussed parking/traffic analysis will be included at that next meeting point. Phil Sellinger (CAG members) asks if the group can get interim updates - Zef responds in the affirmative and agrees to provide periodic updates.

Zef provides clarification regarding the length of the public draft review period for the Northwest in Motion plan - specifically, CAG members will be given significantly more time for review than the Tier 1 Projects Design Concepts book released ahead of this meeting.

5:40 - 5:50 | Public Comment

After an initial show of hands, two meeting attendees express interest in sharing public comment. Jessica allots the time equally to each person (5 minutes each).

- Public Comment #1 [speaking for residents at 2475 Westover Rd]:
 - Traffic calming proposals don't seem accurate. Specifically talking to NW Johnson, NW Westover, NW 25th.
 - Requests traffic light; stop sign is not adequate. Speaks to sight-line limitations; speed limit should be 20mph. Proposal as is does not address that; it's inadequate.
 - Also - big back up of traffic at 25th/Lovejoy - closing access at 24th is just going to make it worse. If there is going to be something added there; there should be some kind of signal or traffic light to let people know.
- Public Comment #2 [King's Reach Condos - Townhomes on NW 24th]:
 - After two-year monitoring period, there is a hope that there will be additional public comment. With increased development at and around 24th Ave, installing traffic diverters would create too much traffic diversion on local street. Traffic would be diverted on 23rd Ave and 25th Ave and would create additional traffic and require signal upgrades. Before 'coercing 24th to adhere to greenway standards', other options should be considered for bicycles. The needs of all roadway users should be considered including those accessing childcare.

5:55 – 6:00 | Public Involvement Updates, Jessica Pickul (JLA)

Jessica leads Public Involvement update describing a range of public involvement activities throughout the month of June.

Jessica shared higher-level “Key Themes from Public Involvement”. Zef clarifies that the granular details will be sorted out with public involvement during the project implementation phase

- **Q:** Glad to see engagement with Home Forward – did they bicycle?
 - **Zef Wagner:** 2 of 18 exclusively bike; lots of walkers and transit users. Support for diverters, new transit services; etc.

6:00 – 7:15 | NWIM Tier One Projects Feedback, Zef Wagner (PBOT)

Jessica gives directions about how to participate (norms of engagement; how to indicate that you have something to share; “temperature reads” protocol, etc.)

Zef reviews ‘Neighborhood Greenway’ strategy, which includes a “*focus-on-the-edges-first*” approach with ties to historical patterns of traffic diversion in Northwest. The focus is on regional and neighborhood-to-neighborhood trips first. Internal neighborhood traffic diversion is considered as “phase 2” if the initial approach turns out to be insufficient. Zef walks through the ‘wait and see’ approach.

- **Q:** Density of the greenways is defined by the portals around the edges. This is the beginning of how we figure it out – do we have too many greenways in the plan?
 - **Comment (C):** We’re following details of the bike plan
 - **C:** Relaying what we’re hearing from engagement.
- **Zef:** We heard that in feedback – this is the spacing based on the bike plan; not able to do it on the east side because of the grid, etc. We’ve heard that too - This is an area where we can follow our plan and see how it works.
- **Q:** I think this is a great approach (start with the edge) – because of the density here in NW; the base level circulation may be higher than in other parts of the city.
- **Zef:** That’s something can and should consider in the Neighborhood Greenway update – I’m personally more interested in looking at peak hour. Also, if we can get to 14% bike mode share (average of close-in neighborhoods) we would see a major reduction in trips. If what happens on the east side happens here, the overall impact would be huge.

Zef provides details and a brief discussion about interim vs permanent treatments. Goes through a couple examples.

- **Q:** Is there perhaps one step up in quality for pylons?
- **Zef:** We’re always looking for better treatments.

Zef begins walking through each project with changes.

#1 - NW Johnson Neighborhood Greenway

Zef shares that this project has the highest potential for ridership – speaks to number of destinations. Proposing monitoring and mitigation (preemptive) on NW Kearney (initial modeling makes in clear there would be a big impact).

- **Q:** Also need to monitor 18th and Lovejoy intersection to see impacts on Streetcar.
- **Zef:** Initial modeling is not impacting Lovejoy too much.

2 - NW Marshall Neighborhood Greenway

Zef shares that PBOT heard a lot of concern about diversion around 18th and 19th, which prompted a second look at counts. It may be that the 15th diverter may be sufficient and then take a monitoring approach if necessary after counts.

Implementation would begin with a temporary diverter next summer, measure one year later; then commit if necessary to additional diverter. In the meantime, PBOT would like to work with Legacy on a TDM plan to see if we can shift some commuters to other modes.

#3 - NW Pettygrove Neighborhood Greenway

PBOT received comments about the need to put a protected bike lane on NW Overton

- **Q:** Residents at condo at 9th and Overton meeting; had a meeting and they support the diverter at 9th – May need to consider a four-way stop at 11th to help make it more clear who has the right-of-way.
 - **C:** It is consistently difficult to know who has right-of-way (rides daily).
- **Zef:** I can see a couple of arguments for adding a stop sign there.

#4 - NW Savier Neighborhood Greenway

Received some comments about segment near Upshur/27th about loading/unloading. After investigating, PBOT decided not to change the plan. Considering flipping the stop signs at 28th.

- **Q:** Is there interest in changing the design of the diverter at 27th (which often gets cheated)?
- **Zef:** We do see that from time to time in lower traffic areas. That's something that I want to talk to our Neighborhood Greenway coordinator about – we're having trouble at a couple of locations.

Zef clarifies phasing on NW Savier path with development.

- **Q:** Does that require an amendment to the Conway master plan?

- **Zef:** No, because it's temporary; this may take multiple years for redevelopment to occur and trigger updates.
- **Q:** Isn't there a hotel planned?
- **Zef:** I think maybe – that would require an amendment. We would try to make driveway access off Savier – Raleigh is more appropriate. Once it's fully developed; it would require a diversion plan.
- **Q:** Is there any thought about requiring developers to build a protected bikeway?
- **Zef:** We are definitely interested in that if there's an interest in updating the Conway Master Plan.

#5 - NW 24th Ave Greenway

This project garnered lots of concerns (and support). Due to the network, changes here would create more disruption than the east/west greenways. What we found was a lot of support for doing the diversion at the edges (Vaughn/Westover). Similarly, to Marshall, we looked at a phasing approach – which would address concerns. Vaughn diverter on hold to see what happens with NW Streetcar Study and signal alterations near HWY 30 / I-405. Potential diversion mitigation near Thurman and Lovejoy as a “Phase 2”.

- **Q:** Is the next step automatically diverters?
- **Zef:** Phase 1 – diversion at ends, speed bumps, etc.; then a year later measure volumes, then re-engage the public about a conversation about what happens next. We're hesitant to remove parking and put in bike lanes.
- **Q:** The challenge here is to get the through traffic to take I-405. It's already busy on 25th; could and likely will get worse. I strongly support the diverter at Vaughn, I would hate to see diversion near Thurman (which plays an important role in the neighborhood). A good example of adapting the plan to address feedback – but you're going to hear more pushback throughout.
 - C: I like the strategy of capping at both ends – but we'll need to take a close look at Raleigh – speaks to safety of kids crossing while getting to school.
 - C: I still don't see how the plan would stop someone from using 24th to get from Lovejoy to Vaughn.
- **Zef:** Our traffic engineer on this project thinks that the intersection improvement at 23rd and Vaughn will attract those trips (on 24th). Diverter would only need to be in the northbound location between Raleigh and Thurman.
- **Q:** [speaks to regional traffic issues impacting streets in Northwest] “We have to maintain the castle wall as best we can”. We need to realize there's going to be winners and losers when you change how you make it easier or harder to drive. This is where I'd really like

NWIM to think about a district wide traffic calming approach. [speaks to the goal of achieving a 20mph district].

- **Zef:** Sometimes we talk about each of these projects individually, but taken as a whole (23rd, 24th, 25th, etc.). [speaks to policy issue of upgrading an intersection without a signal]. Speaks to difficulty of transportation planning disconnect between the role NW Cornell Rd plays in regional traffic.
- **Comment:** 20mph throughout the district!

Temperature read for all changes to all greenways yields: 7 Greens, 0 Yellows, 1 Red

Comments on Neighborhood Greenways overall:

- Transportation committee has talked about this; this is aligned.
- I don't see how speed bumps is going to volumes; diverters simply work, they change vehicle flow over night. Speaks to Clinton Street. On Clinton you see people riding with their kids; interior diverters will get families to ride.
- City speaks to 8 to 80; I don't see a lot of young kids riding or playing the street – if we want to meet our policy goals, achieve our mode splits goals; we need to be able to talk about it. We need to think a bit more boldly about where we need to go
- I'd like to suggest the diverter idea one step further; and actually close of streets – where people can sit, read – speaks to Vancouver BC case study.
- I prefer street closure; something more pedestrian friendly. Diverters can confuse drivers. My priorities in NW for biking are Johnson and Northwest.
- Just not ready to support a plan that has interior diverters in the neighborhood (really orange). Should have other elements besides diverters after measuring.

#6 - NW Glisan & Everett

PBOT decided to merge two project from an earlier draft list together. Also, rather than targeting the bike lane on Everett, we decided to take a 'multimodal approach' to see how the street performs with the planned changes (including NWIM and NW Flanders).

- **Q:** I saw comments to extend bike lanes on Glisan – is that included?
- **Zef:** Yes, this methodology should really include both Glisan and Everett.

- **Q:** I think Zef's approach to Everett makes sense. 21st and Glisan is a key corner in Northwest – perhaps the parking SAC can add special amenities to make it a really special place.

Zef talks about pedestrian scale lighting throughout the plan. Clarifies that pedestrian scale lights will be included whenever civil improvements are built.

- **Q:** Does that include greenways too – along the entirety of the route. Where can you leverage new development to get buy in to provide it. It would be helpful in the development review process (greenways, etc. as a development overlay).
- **Q:** Is there a spectrum standard? Is that flexible? Is it 'dark sky' compliant?
- **Zef:** I don't know
- **C:** There's a specific standard.
- **Mauricio:** They do a field analysis. We'll get more information?
- **C:** Yeah, based on my previous work with contracting. Has an impact on sleep and general environment, etc.

#7 - NW Westover / 25th Ave

Strong support for full closure at 23rd and Westover – at this point we feel comfortable with moving forward with that one. Shows interim ideas for the street closure.

- **Q:** There's no windows on the last section of that block on either side. You need to consider how to activate the space – maybe a food cart pod.
- **C:** More consistent programming in the area.

Zef clarifies that the other elements we included in the plan will be funded or addressed with other planning efforts. On 25th/Westover, Zef describes why we're adding speed cushions all along the corridor. 25th and Quimby crossing improvement is going to be funded by Safe Routes to School. We want to include speed cushions when that portion of the plan gets funded.

Updating speed limit to 20mph throughout.

Intrigued by how to address intersection issues at 25th and Johnson – we can work more on a design for that.

- **Q:** What is the timeline for Safe Routes?
- **Zef:** Late this year, or next year

Zef speaks to neighborhood feedback around traffic circles, etc.

- **Q:** Is there a study around big traffic circles vs median crossing. Trade-offs with both – is there a study about how much horizontal meandering is needed?
- **Zef:** Not that I know of, but I know we wouldn't build those the same today.

#8 – NW Vaughn St

Basically, we would just be adding a qualifier for the 24th Ave diverter (based on the outcomes of the NW Streetcar Extension Study). We found an opportunity to add in a bus/right-turn lane between 24th/23rd, which should help transit by bypassing queues of vehicles trying to get on the freeway.

#9 - 18th and 19th

No major changes are suggested.

- **Q:** The one thing I heard is that many people don't feel safe biking on 18th and 19th. Can we extend bike lane on 19th?
- **Zef:** Yeah, we can look into that.

Zef provides a brief overview of Tier 2 projects

Zef discusses changes to the traffic classification recommendations. He provides a rationale for not upgrading 25th, Northrup, and Raleigh to neighborhood collector.

- **C:** I'm still against 18th and 19th & Glisan and Everett -> invitation to 'amp those up' – stickin' to my guns.

Rationale for upgrading 23rd PI and 24th PI based on closing Westover.

- **C:** Against those two as well.

Rational for bike classification changes (topography issues around 27th/29th Upshur, Savier); clean up around Burnside.

- **Q:** Bike classifications make sense; I am similarly concerned about 23rd and 24th PI upgrades. Also - why is Westover a collector?

Support from Vision Zero for lowering speed limit to 20mph – broad consensus at PBOT that this is a good idea. Some federal policy hurdles to jump over.

- **Q:** Would that mean that there were not any 25mph streets?
- **Zef:** Just Burnside, Vaughn.

- **Q:** Would this include signal timing changes to reinforce those speeds?
- **Zef:** Yes, we can look at it – specifically on Lovejoy, etc.

- **Q:** What about protected left turn phases and no right-on-red.
- **Zef:** When we upgrade signals on HCN, we eliminate permissive left-hand turns using a leading-pedestrian interval (LPI). This is not automatic everywhere, but is preferred. For 'no-right-on-red' we're looking at a pilot place.

- **Q:** Because NW is a ped district, it would be good place to try out ped toolkit.

- **Q:** Do we have speed limit signs on every block?
- **Zef:** No.
- **C:** Maybe more signs would remind people.

- **Mauricio:** It would be cool to label it as a 20mphs zone (as they have in Europe)
- **Q:** [Suggestion to pull back parking 20 feet throughout]
- **Zef:** Right now, our policy would be to do it when we implement projects (2 per intersection).
- **C:** I support this as long as we can try and find ways to add back parking (wrong clearance locations; outdated loading zones, etc.)

7:30 | Next Steps & Final Temperature Check

Next time we'll discuss the Draft NWIM Plan which will include projects and programmatic elements, plus funding and implementation strategy.

Final Temperature Check:

- Green/Yellow: with density, we should have much higher mode share; more kids playing in the street; excited to see what this does to the fabric of the neighborhood
- Yellow: Echo need for more internal diverters – good to start with the outskirts, but want more internal diversion
- Greenish Yellow: Like what we're doing, but want to make sure we are doing what we can to meet modal goals,
- Green: Extremely impressed with responsiveness – a lot of concerns that were raised have been addressed through fully and thoroughly. Concern is that we will not have enough money to do much very quickly.
- Yellow: I honestly need to look at it closer, have some specific questions about it, but am encouraged.
- Green: I am happy to see work that's been done; happy with outreach; happy to see lowered speed limits.
- Green with red stripe: SAC would really like to start spending some money, let's agree on somethings.
- A lot of Green, a little yellow: I wish that instead of a million-dollar traffic signal, we could get speed cushions everywhere; wish we could see 15mph zones (which will really change mode share); I wish the plan could be district wide and push for 15.
- Green with a tad bit of yellow: Echoes what's been said; looks like things fell into three categories; 1) diversion impacts; 2) parking loss; 3) automobiles – keep 'em out? Or when they enter, then what? Biggest issue is regional traffic.