

Meeting Notes

Project:	Northwest in Motion (NWIM)	
Purpose:	Community Advisory Group Meeting #7	
Date:	October 15 th , 2019	
Time:	5:30 – 7:30 p.m.	
Location:	Congregation Beth Israel, Goodman Hall, 1972 NW Flanders, Portland, OR 97209	
Attendees:	<p>Kyle Chown, <i>Chown Hardware</i> Reza Farhoodi, <i>Pearl District NA</i> Stephen Gunvalson, <i>PedPDX CAG, NW resident</i> Matthew Horn, <i>ESCO Corp.</i> Josh Kashinsky, <i>Congregation Beth Israel</i> Jim Kennett, <i>NW International Hostel</i> Scott Kocher, <i>Oregon Walks, NW resident</i></p>	<p>Zef Wagner, <i>PBOT</i> Mauricio Leclerc, <i>PBOT</i> Mike Serritella, <i>PBOT</i> Jessica Pickul, <i>JLA</i> Phil Selinger, <i>NW resident</i> Yashar Vasef, <i>United Nations Association of Portland, NW resident</i> Alexandra Zimmerman, <i>Portland Bicycle Advisory Committee</i></p>
Not in attendance:	<p>Sky Colley, <i>Goose Hollow resident</i> Julie Gustafson, <i>Pearl District Business Association</i> Daniel Hough, <i>NW resident</i> Michael Khamsot, <i>Street Trust</i> Rick Michaelson, <i>NW Parking SAG</i></p>	<p>Kari Lorz, <i>New Seasons Market</i> Katya Ortega-Schwartz, <i>Core Power Yoga NW</i> Piseth Pich, <i>Legacy Good Samaritan Hospital</i> Mike Uhrich, <i>St. Mary's Cathedral</i></p>
Guests/ Members of the Public	<p>Jeanne Harrison, <i>NWDA Transportation Committee</i> Mark Linehan Lawrence Kojaku, <i>Cambridge Condominiums</i> Thomas Metzger, <i>NW Resident</i></p>	<p>Sarah Cole, <i>NWDA Board Member</i> Damien Erlund, <i>NWDA</i> Jeri Stroure, <i>NN + SCRA</i> Gary Goss, <i>Westover Condominium</i> Chris Smith, <i>NW Resident</i></p>

5:35 – Welcome & Introductions – Jessica Pickul (JLA) + Zef Wagner (PBOT)

Meeting begins with an overall framing of the evening by Jessica (JLA) and includes some official business including a review of the agenda and a check for public comment by guests.

Zef gives a full rundown of the new project timeline including the draft development period, public review opportunities, open house, city council adoption, etc. The main elements of the meeting will be a discussion of the early review draft of Northwest in Motion.

5:40 – Public Comment (Multiple meeting attendees)

Four people provide public comment (summarized below):

- **#1** – Commenter works at Montgomery Park and rides from home in Ladd’s Addition every day. Chooses to cycle because he enjoys riding, getting exercise, feels it more reliable, avoids traffic, saves money, etc. Shares he will benefit from changes in NWIM for a variety of trips to and from Northwest. Shares one concern – specifically about the intersection of NW 23rd and Vaughn. – and is sorry to see NWIM doesn’t address this intersection. In summary, shares that benefit to him is better routes; benefits to the neighborhood is to have one last car driving through the neighborhood.
- **#2** – NW residents speaks the issue of using traffic diverters to support the neighborhood greenways strategy in Northwest. He shares a personal story about living car free in Northwest and identifies a range of neighborhood-wide benefits that would come along with calmer streets.
- **#3** – NW resident speaks on behalf of Cambridge Condo Association, regarding the proposed NW 24th Ave Neighborhood Greenway. In short, he requests that PBOT following a sequence of events: 1) Reinforce existing edges; 2) Once that is complete, conduct counts and analyze needs; 3) Make a final decision regarding diversion. He continues by speaking to draft language about waiting to make a final decision about NW 24th Ave until after the edges are complete. Shares that the project (as proposed) is inconsistent with the Neighborhood Greenways strategy identified in NWIM. He closes by urging PBOT to be internally consistent and asks that if there is a reason that cannot be done, PBOT provide a rationale.
- **#4** – A representative from the Slabtown community organization introduces themselves as the TDM coordinator. Shares information about an ongoing survey and thanks the NWIM CAG for their work to bring transportation benefits to the neighborhood.

5:50 – Program Recommendations – Zef Wagner (PBOT)

Zef gives context and provides an overview of how earlier work with the needs inventory helped inform project recommendations. Shares that some of the money associated with plan implementation can and should go to projects - but also some of them can go programmatic elements.

Zef walks through each of the ten program recommendations and holds Q&A at the end. Most questions are centered around NW District 20mph Speed Limit, district level traffic calming and the “Neighborhood Slow Zone Concept”.

- **Question:** On the longer blocks, is it possible to include a mid-block crossing to slow cars down on the longer blocks?
- **Zef:** That is something that we would be interested in exploring. Might have to be context sensitive.

- **Comment:** Why not extend the 20mph district further throughout 20mph speed zone (closer to the freeway).
- **Comment:** Survey to ensure (20mph) signs are in place – especially in transition zones. Some of the program recommendations have maintenance cost that should be accounted for.
- **Comment:** Don't forget the Pearl! Extend all the way to the Pearl. Why not cover all 20mph areas? NW Portland including the Pearl – it's all 20mph!

6:10 – Project Recommendations – Zef Wagner (PBOT)

Zef clarifies that he is only going to discuss changes to the recommendations that have occurred since the previous meeting.

- **NW Johnson Neighborhood Greenway:** Zef gives a rationale for moving a diverter from NW 12th to NW 11th based on circulation and grid connectivity concerns.
- **NW Savier Neighborhood Greenway:** Upon further engagement and investigation, the project team discovered higher volumes on Upshur between 27th and 28th and adjusted the route based on the existing neighborhood diverters. Also provided was more clarity on the NW Savvier path connection. 18th and 19th – Added some more marked cross walks.
- **NW Glisan / Everett Corridor Improvements:** Explains adjustments to transit stop, curb extensions and street parking at the intersection of NW 21st Ave and Glisan.
 - **Question:** Why not include curb extensions on the Southeast corner (of NW 21st Ave & Glisan)?
 - **Mauricio:** That's something we can explore. I think we would see more benefit for the extensions on the west side of the intersections if we had to prioritize.
 - **Question:** Are the existing bollards effective there (at 21st and Glisan)
 - **Zef:** Sometimes but they can create other issues.

General Q&A regarding project recommendations:

- **Question:** Was there a previous version of the Johnson project that had a potential diverter at 9th? Should we add a future monitoring call out for once the Broadway redevelopment occurs?
 - **Mauricio/Zef:** I think that makes sense to include.
- **Comment:** On NW Pettygrove between 11th and 12th – my suggestion is to make this one way west bound – the reason is a) the grade; and b) if you're not able to put a stop at 11th and Overton it might attract drivers to this location. This could make NE Pettygrove an

attractive route for cut-through traffic. Maybe consider it for a potential one-way treatment.

[Other CAG members support this idea]

- **Comment:** *Provides context for the classification changes for Line 10.* I see the change is recommended for 16th and Overton instead.
 - **Zef:** Yes, that made sense to us.
- **C:** Is there an opportunity to put in language about new stops, etc. – stop spacing for the Line 10, etc.
 - **Z:** Yes, we can include some language – that’s why we changed the transit classifications.

- **Comment:** I want to comment that we should not increase classifications on any streets in NW. I don’t see any benefit to that. I don’t think the visibility at intersections is enough – needs to meet ASHTO guidance – I think the raised crossings midblock is a great idea. I like the idea of more small green spaces.

- **Comment:** Starting Jan 1 we will have Idaho Stop law – I think that will change the experience of people riding – I think all intersections on Greenways should be four-way stops.

- **Comment:** I want to quickly represent what I’ve heard from NWDA Planning Commission. There are concerns about Greenways generally, but also concerns about aesthetics, design standards, etc.
- **Comment:** It might be helpful to think about how those ‘enhanced’ temporary installations can be developed.
 - **Zef:** I know maintenance agreements are difficult in the past.
- **C:** Might be opportunities for partnerships with schools, businesses, neighborhood associations.

6:35 – Impact Assessment – Zef Wagner (PBOT)

Zef begins by going over the parking impacts – the plan and projects were developed to have a minimal loss of on-street parking (only 30 lost spots).

- **Comment:** heads up about NW 24th Ave Neighborhood Greenway – there are more major concerns.
- **Comment:** Thank you for doing the analysis. I think it would be great to see in the open house or future publications to try to illustrate the parking (positive) impacts on parking, lower car ownership, less car trips, etc.

Zef reviews the overall traffic impacts of the plan’s project recommendations.

- **Question:** [regarding the traffic flow diagram] Where's the cutline for the graphic? Is 1,000 (cars per day) is the goal? OR what is it supposed to be?
 - **Mauricio:** 1,000 was an input – we asked ourselves, what could it look like? We used illustrative approach to give a picture of what it might look like.

General comments about the Impact Assessment chapter:

- **Comment:** I hope that as the plan is finalized it will highlight major problems: 1) Reducing car trips; 2) Eliminating regional trips through Northwest; 3) Touch on “pricing the curb” to change travel behavior.
- **Comment:** [questions about commuters from Inner Southeast to Northwest]. What about the Transportation Wallet? Has that been effective? Can the plan speak to that?
- **Comment;** I'd like to see modeling about how addressing some of the other local projects that are being completed right now (i.e. Flanders, 18th/19th/Burnside, etc.)
- **Comment:** NWDA is made up a bunch of progressive transportation folks – I think it's wise to put impacts about walking, biking, & transit up front in this section of the plan.
- **Comment:** It would be great to add in some information about some of the TDM work & Line 24.

7:00pm – Implementation Strategy – Zef Wagner (PBOT)

Zef review the implementation strategy and funding sources available to the plan.

- **Question:** How does downtown parking meter revenue play into this?
 - **Mauricio:** The Net Meter Revenue (NMR) for downtown goes into a general pot and does not get parceled out. That can fund many things – Pearl District Plan, CCIM – we can always fund good ideas. Anyway we can add more pots of money. Perhaps Neighborhood Greenways that go into the Pearl could be funded by Pearl and NW jointly.
- **Question:** Does NMR take into consideration performance-based parking?
 - **Zef/Mauricio** – No. It could be more responsive. Performance based parking is primarily about managing parking, rather than generating money.

- **Comment:** From what I've heard from parking revenue projections, \$1.5m is very low. I think we can push harder and get more money for Northwest in Motion.
 - **Zef:** Yes, I think that will require advocacy with Northwest Parking SAC. *Zef clarifies a bit about his understanding of how Parking SAC money is allocated.*

Zef discusses 23rd Ave challenges and opportunities for funding.

- **Comment:** Full road reconstruction triggers "Bike Bill", interesting to consider...
 - **Zef:** Other parallel routes are able to be considered, such as NW 24th Ave.
- **Question:** Does this not qualify for Fixing Our Streets?
 - **Zef:** Potentially for spot improvements. But since this is so complicated, a project of this scope is not in the scope of the program. Build Portland is our main avenue for this type of project. However, that program might not be long-term viable.

General questions about implementation:

- **Question:** Is there any way to split up some of the project elements for Pettygrove – since the main justification for delay a couple years is the park development? Maybe focus on those improvements at NW 9th and Overton now, rather than down the line.
- **Comment:** Strongly suggest that Pettygrove get moved up on the timeline. It's currently very uncomfortable.

7:20 - Next Steps & Final Thoughts – Jessica Pickul (JLA)

Jessica initiates a movement-based feedback opportunity to gauge support for the Northwest in Motion early review draft by Community Advisory Group members. CAG members share their final thoughts:

- **Comment:** I want to bring a more global perspective – UN Goals #11 – Mobility to combat climate change. Drastic action needed to combat climate change. I see a lack of ambitious action and funding committed.
- **Comment:** I think the projects can do more to move mode split – I do appreciate the coherent strategy. I wish we could do it all right now.
- **Comment:** I'm here for Oregon Walks – We have a walkable neighborhood, but we are a car focused neighborhood. This plan is not going to be getting us where we need to go, more incremental, not getting us to where we need to go.
- **Comment:** I like this plan for how multi-modal it is and honors that prioritization. Like a lot of comments – we still don't see a holistic focus on the enjoyment for moving around without a car. It's very planning focused. It doesn't carry the enjoyment of not driving.
- **Comment:** I want to applaud the work you've put into this. You're balancing needs – so I don't have a lot of critique of the plan projects. Even if it's an incremental change, it's still a move in the right direction.

- **Comment:** I represent the international hostel. I'm very excited about the Flanders Bridge (speaks to issues of Glisan sidewalks). I'm glad to see these projects – glad there's funding and glad we're doing something with it.
- **Comment:** I'm mostly satisfied. I feel like this represents what we believe in as an organization. I'm just a little cautious that what we're proposing is going to upset some people. So I'm just being a little cautious.
- **Comment:** Agree with the group. I believe there is a climate emergency. I am here officially as a chair of the BAC – I think the Greenway strategy could work – I think we need to be doing it more quickly. Speaking as a resident, I am worried. I think there's a lot of good stuff here. I do think that we could be doing a little more on the transit projects. Overall, I feel encouraged by it – it's a step in the right direction.

7:30 – Closing

Zef closes the meeting – discusses next steps for engagement and timeline for release of the public review draft in mid-November.