Portland Bureau of Transportation (PBOT) response to community questions from the NE 9th Ave Neighborhood Greenway open house event held, October 17th, 2019

1. **Will a diverter at 9th and Killingsworth do anything about the congested bottleneck at the north side of 9th and Alberta? Will it do enough?**

A traffic diverter at 9th & Killingsworth would result in a minor reduction of the level of traffic along NE 9th Ave, including at NE Alberta.
PBOT will not be installing a traffic diverter at the crossing of NE 9th and Killingsworth as a part of this project.

2. **Why is the city wasting dollars in areas where it is not a priority. Why is the city appeasing new comers vs. listening to residents on their concerns and issues?**

City Council adopted policies support bringing Neighborhood Greenway streets to all neighborhoods, and neighborhood greenways are a cost effective way to support neighborhood transportation needs. This project was initiated in part through King Neighborhood Association requests, and strongly supports community requests for speed reduction, crossing enhancements, and Safe Routes to School programs.

3. **North/South traffic on 9th between Alberta and Killingsworth TOO FAST. As a preferred thoroughfare, how will it be calmed down?**

We will be installing speed bumps to slow traffic. The team is also working on designing crossings at the intersections of NE 9th and Emerson and 9th and Webster that will slow traffic without restricting vehicle movements.

4. **I'm concerned about the intersection of NE 7th and Going. Will you follow through with commitment to install a 4-way stop there?**

The current plan for the NE 7th and Going intersection is to flip the stop signs so traffic on 7th has to stop, in order to enhance the safety of the NE Going Neighborhood Greenway.

5. **Bicycling on Vancouver and Williams during rush hour is dangerous. Can the greenway help with safety there?**

The greenway will provide a low-stress alternative to the bike lanes on Vancouver and Williams.

6. **Through Irving Park, could we add a paved path next to the fields without the hill?**

Portland Parks & Recreation and PBOT will collaborate on a planning process to identify enhancements through Irving Park.

7. **Why not other streets 6th, 7th, 8th….?**
   Why is NE 9th Ave impacted by this project…why not other streets?

PBOT's planning team went through a robust outreach and planning process in order to determine the route for the NE 9th Avenue Neighborhood Greenway. We heard many alternative route considerations from constituents for 8th, 10th, 11th, 13th, 14th and 16th. All routes through the neighborhood were also considered in the formation of the 2030 bike plan adopted by council in 2010 (see network map here). In 2016, City Council directed PBOT to evaluate the two proposed routes on 7th and 9th. The decision to move forward on NE 9th Ave was announced in March 2019 (described in detail here) and comes after engaging thousands of people in some way or another over the past three years.

8. **Why not try temporary treatments? Trial set ups.**

PBOT sometimes installs interim or pilot designs to allow for testing, learning and adjusting as a part of our neighborhood greenway projects. This project anticipates using interim design tools as a cost-savings strategy but is not recommending trial installations as a part of the project.

9. **Can we change the stop signs so bikes don't have to stop along the route so frequently?**

The design team is looking at adjusting the stop signs at various location along the route to give priority to cyclists on the neighborhood greenway. Intersections we're looking at include NE 9th and Jessup and NE 9th and Webster.

10. **It has often taken me 5 minutes to get across Killingsworth. Pedestrians/cyclists are not visible/acknowledged. Cars speed down Killingsworth causing previous sentence. Will current plans bring speeds down, too? Would flashing lights (like by the pedestrian crossing on Killingsworth and 30th Ave) be an option on 9th and Killingsworth.**

PBOT is currently installing a median crossing island and marked crosswalks at NE 9th & Killingworth to support Safe Routes to School. This design meets Federal Highway Administration (FHWA) guidelines for pedestrian crossings based on an evaluation of parameters such as traffic speed and volume, pedestrian crossing distance etc. The pedestrian refuge islands will reduce the pedestrian crossing distance from 36 feet to 14 feet and pedestrians will only have to cross one direction of traffic at a time. The new pedestrian refuge islands should have a slowing effect on traffic in the vicinity of NE 9th Ave as traffic must deflect to avoid hitting the islands. Given PBOT's finite resources, a rectangular rapid flashing beacon is not recommended at this location.

11. **Nobody has discussed traffic lights! Why not!? That would tame a lot of problems. Like all the crashes I hear at all hours.**

PBOT is not supportive of installing traffic signals on a local street like 9th Ave because traffic signals attract traffic. This is counterproductive to the environment PBOT desires to establish and maintain on local streets.

Additionally, a traffic signal is much more expensive than alternative safety and crossing solutions. A typical traffic signal can cost anywhere between $250,000 and $500,000 to install, and sometimes much more. Since these types of improvements are so expensive, there would need to be a compelling reason to justify this level of investment.

12. **Do greenway streets that slow traffic tend to push people to the next street over, increasing traffic there?**

Speed reduction tools such as speed bumps are not associated with major shifts in traffic patterns. However, it is possible that some drivers may choose other routes. It's hard to know exactly where people will go, so we will be collecting pre- and post-project traffic data. We will also be developing a mitigation plan in case traffic volumes on other streets goes over our threshold of 1,000 cars/day.