

NORTHWEST IN MOTION

STREET CLASSIFICATION AND PROJECT LIST REVISIONS MEMO

October 29, 2018

1. INTRODUCTION

This memo describes changes the Northwest in Motion project team has made to the proposed street classifications and project list in response to Community Advisory Group feedback, Technical Advisory Committee feedback, and additional staff analysis. These changes will be made prior to the public open house on November 15th, 2018, and subsequent online open house (open November 15th to December 14th), so we can gather feedback from the wider public.

2. STREET CLASSIFICATIONS

The project team proposes the following changes to the previous street classification proposal in the Street Classification Review and Recommendations memo dated September 12th, 2018:

- **Upgrade NW Raleigh St to Neighborhood Collector from 14th Ave to 23rd Ave.**

Members of both the CAG and TAC pointed out that Raleigh is already serving more of a collector function for the Conway Master Plan area given the limited street network (Quimby, Savier, and Thurman are still discontinuous), growing number of destinations (including New Seasons), and the traffic signal at 23rd/Raleigh that gives traffic a protected left turn onto Raleigh. This function is expected to be even more prominent after the completion of the 20th Ave LID project, which will send traffic from Wilson to Raleigh to access the heart of the Conway area (a diverter will prevent traffic from continuing on 20th Ave south of Raleigh). Raleigh already has a Federal Functional Classification of Minor Collector, indicating it is already functioning like a collector in terms of volumes and trip types, despite not yet being designed like a collector. We also received feedback from CAG and NWDA members that designating Raleigh as a Neighborhood Collector would allow collector traffic to disperse among more streets in the northern half of NWDA, reducing pressure on Northrup and Thurman. Finally, Raleigh is designated as a Transit Access Street for a future Line 10 extension, and we typically avoid having bus lines run on Local Service Traffic Streets as much as possible.

- **Shift City Bikeway alignments west of 27th Ave.**

Upon further analysis and field visits, the project team has determined a few small alignment changes are needed in the bikeway network west of 27th Ave. First, the City Bikeway on Savier Street will be extended west one block from 28th to 29th, so that someone whose destination is Cornell can more directly access the 29th Ave bikeway. Second, the City Bikeway on 28th Ave from Savier to Thurman will be deleted, and replaced by adding a City Bikeway designation on 27th Ave where there is an existing diverter at Upshur.

- **Upgrade Line 77 route from Transit Access Street to Major Transit Priority Street.**

The street classifications memo indicated that NW in Motion would not be updating the Transit Classifications because they had been recently updated during the TSP update based on the recent TriMet Service Enhancement Plans. In those plans, the Line 77 was slated for additional frequency, but not all the way up to the Frequent Service level. However, since adoption of the Service Enhancement Plans and the TSP, TriMet has done additional analysis of the Line 77 and has decided that it should upgrade the Line 77 to Frequent Service after all, and with new funding available has decided the Line 77 will be upgraded in the coming years. TriMet has

requested that the Line 77 streets be upgraded accordingly to Major Transit Priority Street to reflect its greater importance, and PBOT concurs.

3. PROJECT LIST

The project team proposes the following changes to the previous project list proposal in the draft Needs Inventory and Project List memo dated October 8th, 2018:

- **Extend 25th Ave Corridor Improvements north to Vaughn.**

The project team has received feedback that traffic calming improvements are needed on 25th Ave between Thurman and Vaughn. Traffic volumes and speeds are high in this segment, so we are extending the project accordingly.

- **Add project elements to 23rd Ave Corridor Improvements to address accessibility issue at Raleigh and bus shelter issue at Thurman.**

NWDA has brought up an issue with the SE corner of Raleigh & 23rd, where a pedestrian signal pole is located within the pedestrian through zone. We are adding this to the project description to encourage any capital project on 23rd Ave to address this issue. Based on a recent walking tour, we are also adding an element to adjust the location of the transit shelter on the west side of 23rd Ave just south of Thurman, which currently blocks the pedestrian through zone.

- **Add a Thurman St Corridor Improvements project bundle.**

Several improvements along NW Thurman St west of 23rd Ave were previously bundled into a Line 15 Improvements project, but this resulted in a Line 15 project that consisted of two discontinuous sections, one on Thurman and one at 23rd/Burnside/Westover. TriMet has also pointed out that the Line 15 branch along Thurman is relatively low-frequency and low-ridership, and may not be the highest priority for transit improvements. However, improvements would still be needed on Thurman even if transit service were not present, because of the main street environment and concentration of activity. For this reason, we are putting these pedestrian enhancements in their own category. We also clarified the description to talk about curb extensions, which have already begun to be implemented along with redevelopment.

- **Add a Raleigh Corridor Improvements project bundle.**

As discussed previously in the Street Classifications section of this memo, we are now proposing that NW Raleigh St from 14th to 23rd be classified as a Neighborhood Collector. Raleigh is also already designated as a Transit Access Street. This new project would redesign the street to meet the intent of those classifications, making it clear that Raleigh is the preferred traffic route through the heart of the Conway area, and making the street “transit-ready” for when the Line 10 is extended to the area. At the recent CAG meeting, Raleigh came up as a need for improvements for all modes, and staff have noted that the pavement quality and design of the street would not currently support transit service as well as we would like. Therefore, we felt adding this project was a reasonable response.

- **Add a crossing improvement at Hoyt/23rd to the Hoyt St Corridor Improvements project bundle.**

Since some people would naturally use Hoyt to access Couch park from as far away as 23rd Ave, staff felt it appropriate to including an upgrade of the crossing at Hoyt/23rd with curb extensions.

- **Add improvements to existing bikeways to the Everett/Glisan Corridor Improvements project.**

While the CAG and TAC seem generally comfortable with focusing this project on pedestrian improvements rather than extending bike lanes beyond where they currently exist, a TAC member did point out that the

existing bike lanes have some clear safety issues, particularly on Everett where bicyclists are traveling downhill at fairly high speeds and are exposed to left-hook risks. In response to this, we are adding a project element to “improve safety of existing bike lanes.”

- **Take a phased approach to Marshall St Neighborhood Greenway.**

CAG members pointed out that the proposed Marshall Neighborhood Greenway extension as described would go to 22nd Ave, but would not connect to another bikeway unless the 22nd Ave Neighborhood Greenway was already in place. They also talked about how difficult it will be to meet performance guidelines on this section near the hospital entrance and parking garages. To address this, we propose taking a phased approach, in which a stand-alone Marshall Neighborhood Greenway project would only extend as far west as 20th Ave, where a neighborhood greenway was recently established, and a stand-alone 22nd Ave Neighborhood Greenway project would have the responsibility of adding the connection on Marshall from 22nd to 20th.

- **Extend Line 77 improvements into the Pearl District.**

The Pearl District Neighborhood Association (PDNA) has recently brought up a number of issues with the Line 77 bus stops on Everett and Glisan, especially a lack of accessibility due to on-street parking being allowed directly in front of bus stops. This is the case for the stops at Everett/14th, Glisan/14th, and Glisan/12th. They have also pointed out that the stop spacing is very close, often only 500 feet apart, less than half the desired spacing of one-quarter mile described in the Transportation System Plan. This close spacing causes reduced speed and reliability for the Line 77, and is not justified given the walkable grid in the Pearl District. Finally, the location of stops is inconsistent on Everett and Glisan, causing confusion for transit riders. PDNA and TriMet have agreed in principle to a solution involving some stop consolidation (remaining stops on the couplet would be at 14th, 10th/11th, and Broadway), improvements to accessibility for remaining stops (bus zones or curb extensions), and parking restoration at removed stops. There is also an opportunity to restore parking on the Everett and Glisan bridges over I-405 as part of this project.

- **Extend the Line 15 Improvements project to include W Burnside bus stop adjustments, as well as a potential realignment of the Line 15 eastbound route from Salmon to Alder.**

As discussed above, the Thurman portion of the Line 15 Improvements project bundle will be broken out as its own project. This change would focus Line 15 improvements on the section that staff analysis indicates has the most potential for speed and reliability enhancements. NW 23rd Ave itself is very constrained and low-speed main street, with little potential for transit enhancements. From the W Burnside & 23rd intersection to the Morrison Bridge, however, we see the potential to significantly reduce travel time and improve reliability by adjusting circulation patterns at 23rd/Westover/Burnside, moving stop locations to the far-side of signals on W Burnside, and potentially re-routing the eastbound Line 15 from Salmon to Alder for a direct path to the Morrison Bridge. PBOT recently conducted a travel time and access analysis of this proposed change to the Line 15 route through Goose Hollow and Downtown and found significant improvements in average speed and reliability throughout the day and including the peak hours. The shift would provide a substantial increase in access to destinations for people living or working in the NW District, especially those traveling through downtown to destinations east of the river, or those whose origin or destination is closer to the Washington/Alder couplet. The shift would also improve the legibility of the transit system for new residents/employees and visitors, because the line would use the Washington/Alder one-way couplet through most of downtown rather than being five blocks apart in each direction. For the smaller number of people whose origin or destination is closer to Salmon St, this impact is only in a single direction of travel and amounts to an additional four blocks of travel for people whose origin or destination is south of Salmon. With an

abundance of north-south transit connection options, including Streetcar on 10th/11th and MAX and bus service on the Transit Mall (all at very high frequencies due to combined lines), the impact should be very low even for people who have difficulty walking the extra four blocks.

- **Clarify that PBOT has funding to implement an “interim” version of the Line 24 improvements on 18th/19th using temporary materials, but that permanent improvements are still needed.**

It was not clear in the previous list that PBOT has secured a small amount of funding to procure and install “modular” transit islands on 18th/19th to support the Line 24 and separate bus/bike conflicts, aiming to complete the work prior to or shortly after the line 24 extension begins service in March 2019. The revised list adds a note to clarify this, but also makes clear that a permanent build-out would require significant additional funding. Because of this, the project remains on the proposed project list.

4. AREA-WIDE IMPROVEMENTS

The project team proposes the following addition to the Area-Wide Improvements section of the draft Needs Inventory and Project List memo dated October 8th, 2018:

- **Restrict turns on red at signalized intersections.**

PBOT has received feedback from the public through multiple planning processes, including the Transportation System Plan (TSP), Vision Zero Action Plan, PedPDX (Pedestrian Master Plan update), and Northwest in Motion, that permitting motor vehicle “turns on red” have become a growing problem for pedestrian comfort and safety throughout the City and especially in high-volume pedestrian areas. In addition, research has shown that restricting turns on red has a demonstrated crash reduction factor for all modes, but especially for vehicle/bicycle and vehicle/pedestrian crashes. Given these factors, we recommend a “no turn on red” pilot program in the NW Pedestrian District, which encompasses most of the NW in Motion project area, to measure and test the benefits and impacts of this operational change before deciding on whether to continue the restriction and whether to expand to other areas.

5. PRIORITIZATION CRITERIA

The project team proposes the following change to the draft Prioritization Criteria presented to the CAG on October 15th, 2018:

- **Add TriMet Low-Income Lines to the Equity evaluation factors.**

TriMet suggested that we add their Low-Income Lines to the evaluation factors for Equity. TriMet sorts their transit lines into “Low-Income” and “High-Income” lines based on the percentage of riders who fall into the lower-income categories. This is a useful way of comparing bus lines for an equity measure.

- **Remove the “Public Support” Prioritization Criterion.**

Several CAG and TAC members suggested that we should primarily make our decisions based on the other listed Prioritization Criteria, which are based on adopted City goals and policies. Public support is an important consideration, but we do not want to prioritize projects based on popularity alone. Therefore, while we welcome public feedback to help us prioritize the projects by providing us useful information and insights, “Public Support” will not be considered as a separate stand-alone criterion.