

## Meeting Notes

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<b>Project:</b>	Northwest In Motion (NWIM)	
<b>Purpose:</b>	Community Advisory Group Meeting #4	
<b>Date:</b>	January 14, 2019	
<b>Time:</b>	5:30 – 7:30 p.m.	
<b>Location:</b>	Congregation Beth Israel, Goodman Hall, 1972 NW Flanders, Portland, OR 97209	
<b>Attendees:</b>	<p><b>Sky Colley</b>, <i>Goose Hollow resident</i>  <b>Kaylin Dugle</b>, <i>NW resident</i>  <b>Reza Farhoodi</b>, <i>Pearl District NA</i>  <b>Stephen Gunvalson</b>, <i>PedPDX CAC, NW resident</i>  <b>Matthew Horn</b>, <i>ESCO Corp.</i>  <b>Jeanne Harrison</b>, <i>NWDA Transportation</i>  <b>Josh Kashinsky</b>, <i>Congregation Beth Israel</i>  <b>Jim Kennett</b>, <i>NW International Hostel Business Association</i>  <b>Scott Kocher</b>, <i>Oregon Walks, NW Resident</i>  <b>Rick Michaelson</b>, <i>NW Parking SAG</i>  <b>Piseth Pich</b>, <i>Legacy Good Samaritan Hospital</i>  <b>Phil Selinger</b>, <i>NWDA</i></p>	<p><b>Mike Uhrich</b>, <i>St. Mary's Cathedral</i>  <b>Yashar Vasef</b>, <i>United Nations Association of Portland, NW resident</i>  <b>Alexandra Zimmerman</b>, <i>Portland Bicycle Advisory Committee/ NW District Association</i>  <b>Zef Wagner</b>, <i>PBOT</i>  <b>Corrine Montana</b>, <i>PBOT</i>  <b>Jessica Pickul</b>, <i>JLA</i>  <b>Josh Mahar</b>, <i>JLA</i></p> <p><b>Guests:</b>  <b>Caitlin O'Kelly Moriarty</b>  <b>Tom Jacobson</b></p>
<b>Not in attendance:</b>	<p><b>Kyle Chown</b>, <i>Chown Hardware</i>  <b>Julie Gustafson</b>, <i>Pearl District</i>  <b>Daniel Hough</b>, <i>NW resident</i>  <b>Michael Khamsot</b>, <i>Street Trust</i></p>	<p><b>Bruce Levy</b>, <i>Pearl District NA</i>  <b>Kari Lorz</b>, <i>New Seasons Market</i>  <b>Katya Ortega-Schwartz</b>, <i>Core Power Yoga NW</i></p>

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### Welcome and Introductions

- Jessica gave overview of the meeting agenda. CAG members, members of the public and staff introduced themselves.

### Project and Public Involvement Update

- Reviewed project timeline
- NW Transportation Open House (November 15)
  - 97 participants (17 comment forms)
  - Zef added that the low number of comment forms may have been due to the high number of in-person conversations between the public and staff.
- Online Open House (November 15-December 14)
  - 502 participants (57 commenters)
  - Feedback from CAG:

- Alex: Online Open House format is not always accessible. Printed surveys at locations like libraries or schools would be helpful.
- Too much content in the Online Open House.
  - Zef: We attempted to educate and ask questions using the online open house. For next time, best to focus on one or the other.

### Public Comment

- Regarding Westover Condominiums, glad to hear Westover and 25th improvements were considered.
  - Zef: It seemed to fit with 25th and City traffic engineers had a plan for traffic calming. It made sense to view as one corridor.
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### Summary of Open House Feedback

- Street classifications feedback
  - Overall support for classification updates, with some concerns:
    - Worry about collector changes
    - Pedestrian safety issues
    - Repaving for greenways
    - Do not increase congestion
    - Do not make any changes
- Project list feedback
  - Overall support for listed projects, with some concerns:
    - Collector portion of Westover also needs traffic calming and crossings
    - Speeds are high on Thurman near the Thurman Bridge
    - Concern about protected left from Vaughn to 25th
    - Concern about making Raleigh more auto-oriented
    - Skepticism about bikeways on 29th and on Westover due to steep slopes
    - Mixed feelings about traffic circles
- Projects that best address criteria
  - Line 15 (Performance improvements e.g. moving line to Alder)
  - Pettygrove Neighborhood Greenway
  - 23rd Corridor
  - Line 77
  - 22nd Avenue

### Questions from CAG:

- How did the project prioritization interplay with programmatic changes (diverters, classification changes, neighborhood-wide changes)
  - Zef: Those will be considered as we develop implementation strategy.
- Where would diverters fit in?
  - Zef: Neighborhood Greenway projects on streets with over 1000 cars a day.
- Would lower Thurman (21<sup>st</sup>-23<sup>rd</sup>) be considered for 23<sup>rd</sup> project?
  - Zef: **Possibly**. Curb extensions could be done as part of redevelopment.
- What is the cost of each project?
  - Zef: Projects will cost \$200,000-500,000 no more than \$500,000.
- How did equity get measured?
  - Equity Matrix of low-income people and people of color
  - Affordable housing
  - TriMet has transit routes categorized as equity lines

- Note: PBOT staff will update website draft project list links to criteria

**Group Activity: What will work best in NW?**

**Diverter Strategies: Comments and Questions**

- Community gardens, benches, gathering space and beautifying the space builds buy-in from residents who may not bike themselves.
  - Zef: Long-term maintenance is a challenge with street trees in particular but PBOT is getting better at finding ways to make it work.
- Priority should be to prevent cut-through. We want even distribution of traffic.
- West End example in Vancouver is different than NW Portland.
  - Zef: If I brought this to our engineers, they would probably suggest a traditional approach, diverters near freeways, bigger streets and monitor
- Density is an important factor. Cars aren't shown parked on streets in examples. NW is between two freeways.
- How do we adapt Neighborhood Greenway model to dense, urban neighborhoods.
- Cars are trying to go on the shortest path. Neighborhood wide strategy is needed.
- Walkability is key. NW is a unique neighborhood (given boundaries, density, etc.). Neighborhood approach fits the original feel of neighborhood and makes sense.
- We can't do a piecemeal approach in NW.
- Neighborhood approach makes sense because people benefit from having diverters, kids can play on street. People near but not on diverted streets want diverters.
- There could be conflict between pedestrians and bikes. All streets should be safe for pedestrians.
- Neighborhood Greenways are not just for bicyclists.
- We need to focus on enforcement, cut through traffic, people from Clark County going through to Beaverton. We need red light safety camera.
  - Zef: We can plan for education and enforcement events after construction.
- Concerned about safety due to compact development and narrow streets. People will try drive too fast.
- We need communication about changes before projects are completed to avoid confusion.
- Want to see 10 MPH speeds.
- Worried about perfect being the enemy of the good. How do we time projects with development to put in a comprehensive solution before development factors change?
- How does neighborhood approach relate to project list?
  - Zef: Every street feels calmer. We would have to make a case for why this is the best approach for NW.

**Round Robin Exercise on Diverter Strategies**

- How do you encourage cyclists to use Neighborhood Greenways instead of faster routes?
- Whatever we do, let's not divert cars from freeway
- I like wholistic approach but not if it's going to be a detriment to the project due to cost.
- Plan comprehensively and implement incrementally.
- Political challenges with comprehensive approach.
- Need more detail to make informed decision. What is the actual cost differential?
- How many trees? What specific benefits? Need a more global conversation.
- The neighborhood is very transit accessible. There are a lot of options between walking and driving. That is an important part of the messaging that the City needs to take up.

Overall, CAG favored the comprehensive neighborhood approach.

### **Pedestrian Crossing Strategies**

- What about four-way stops?
  - Zef: One issue is that four-way stop criteria is harder to meet. However, if an intersection qualifies for a traffic signal, you'd have the option for a four-way stop.
- Walking is very dangerous. There are no stop lines and cars get very close to pedestrians.
- Get top-end speeds down using traffic calming strategies.
- Would like to see elevated crosswalks.
- Four-way stops needed. on high traffic streets. It's not safe.
  - Zef raised question of rebuilding half signal behind Fred Meyer.
- Need signals at high traffic streets.
- Curb extensions provide more public space, shorter crossing, bus stop space and signals to drivers that pedestrians are crossing.
- Need traffic signals or curb extensions and four-way stops.

### **Round Robin Exercise on Pedestrian Crossing Strategies**

- All of the above.
- Everett/Glisan, 23rd may need signals.
- A mix of options. Couplets and collectors need signals.

CAG members preferred a mix of options using traffic signals sparingly.