

Meeting Notes

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

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 (21st-23rd) be considered for 23rd 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.