

SUMMER 2019 OUTREACH SUMMARY

Outreach Overview

The Portland Bureau of Transportation (PBOT) is moving ahead with Northwest in Motion (NWIM), a project that will develop a 5-year implementation strategy for making walking, biking, and transit improvements in the Northwest District. The project team recently completed a draft list of proposed project concepts, which were made available for public review and comment in June 2019. PBOT provided a range of opportunities for the public to provide feedback on the project list including presentations, tabling events and an online event.

The goals of the outreach were to:

1. Inform stakeholders and community members about the project overall.
2. Share the draft list of project concepts to solicit feedback.
3. Gather feedback about what else should be considered for each project concept before PBOT completes a final list of projects.

This document summarizes the key themes and trends from the outreach activities to help inform the final list of projects for the NWIM plan.

Note: For a more detailed review of the public feedback, refer to the Appendix – All Comments Table, which include all individual results from outreach activities.



Public Notification

The events were promoted in several ways, including:

Project area mailer – A postcard was mailed to all properties located within the project area. The postcard informed stakeholders of the project status and how to provide feedback on the current list of projects.



Print ads – A print ad was included in the June issue of the NW Examiner.

Online ads – Facebook digital ads were used to boost awareness of the outreach opportunity.

Sidewalk decals – Decals were applied on sidewalks along each proposed project corridor. Each decal let people know that PBOT is considering big changes and provided a unique bit.ly (web address) that when visited, displayed images of the proposed improvements at that specific location. This also built awareness of the full project and encouraged people to review and provide feedback on all proposed locations.

Email invitations - An email was sent to project stakeholders to encourage participation in the online open house.

Social media – PBOT’s Facebook, Twitter, and NextDoor pages were used to generate interest in the project, drive traffic to the online open house and promote the tabling events.

Project website – The project website promoted the five tabling events that were held throughout the project area and provided a direct link to the online event.

Additional Outreach

“Office Hours” Tabling Events

PBOT hosted five two-hour “office hours” tabling events to build awareness of the project and encourage people to provide feedback on the draft concepts.

Each tabling event took place outside a local NW Portland business at a prearranged time. Over the course of five tabling events, at two hours each, comments were collected from a total of 29 interested participants.

They were held at the following locations and dates:

- **Sisters Coffee Company**, 6/12/2019
- **Clearing Café**, 6/14/2019
- **Little Bean**, 6/18/2019
- **Trader Joes**, 6/18/2019
- **Escape from New York Pizza**, 6/21/2019

A summary of the feedback received at these events found on page 17.

Community Presentations

The project team presented the draft project concepts to several stakeholder groups in the months of May and June 2019. Each presentation allowed for a brief overview of the draft project list and a group discussion.



- **NWDA Transportation + Planning Committees**, 5/8/2019
- **Pearl District Business Association**, 5/8/2019
- **Edge Lofts Building Condo Association (REI building)**, 5/15/2019
- **Pearl District Neighborhood Association**, 6/4/2019
- **NW Parking SAC**, 6/19/2019
- **Home Forward**, 6/24/2019

A summary of the feedback received at these events found on page 18.

Pedalpalooza Rides

PBOT staff participated in two NWIM-focused Pedalpalooza bike rides.

- **NWIM Pedalpalooza ride** – PBOT hosted a Pedalpalooza ride on June 3 with 22 stakeholders who took off from Lucky Labrador Beer Hall and toured the proposed Neighborhood Greenway concepts. Participants were able to review existing conditions and discuss the proposed greenway projects with project staff.
- **Young Professionals in Transportation Pedalpalooza ride** – PBOT participated in a bike ride on June 20 with members of the Young Professionals in Transportation. This ride was a scavenger hunt that encouraged members to seek out the NWIM sidewalk decals and discuss the project concepts with PBOT staff.

NWIM Passport Experience

Community members were encouraged to provide feedback on the draft concepts while in the actual location of the proposed project via the NWIM passport. To participate, people needed to visit the unique url (web address) created for each location provided on concept sidewalk decals, review the concept and provide feedback. Once people participated at a passport location, the map would check “complete,” much like a stamp in a passport.

The project received a total of 109 comments from the passport locations, from the following locations.

- NW 24th (29)
- NW Glisan & NW Everett (20)
- NW 23rd (19)
- NW 21st (18)
- NW Johnson (14)
- NW Marshall (9)



NWIM prizes for participation

Anyone who provided feedback through the online event was entered to win a NWIM-branded prize. Names of participants were drawn randomly and winners were contacted based on the contact information provided during their participation. Five participants won prizes.

Online Open House

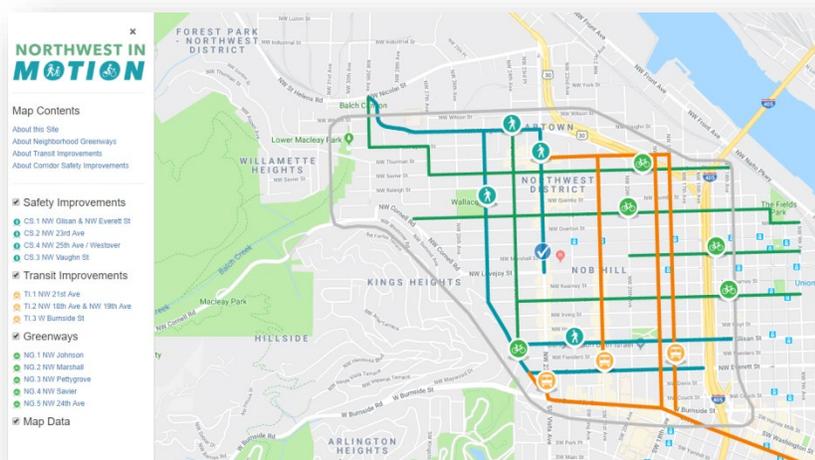
An online open house was available from June 1, 2019 to June 30, 2019. The focus of the online event was to present the draft project concepts on an interactive map and gather feedback on each concept. There were a total of 1,255 unique visitors that participated in the online open house, providing 984 comments.

For each project concept, participants were shown a map of suggested updates, illustrations of what is being considered, and were given two questions to answer. The questions were:

- **Are we on the right track with this project concept?** (Yes, Yes with some changes, No, Unsure)
- **What should we be thinking about as we develop these concepts further?** (open-ended comment)

Following is a summary of all comments received through the online event and by email .

Note: Comments received at tabling events and during presentations have also been reviewed by staff but were more general in nature. At each outreach event, staff encouraged people to provide specific feedback on the concepts online.

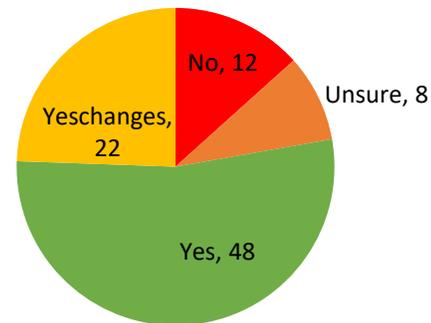


Feedback by Draft Project Concept

NW Glisan and Everett Streets

Online Open House results

A total of 90 people provided feedback on whether they think the project team is on the right track with this project concept. Of the responses, **the majority of participants like the project concept**, with 48 responses for 'yes' and 22 responses for 'yes with changes'. Twelve (12) community members expressed concerns with the concept and 8 participants are still 'unsure'.



Summary of comments from all outreach opportunities

Summary of comments in support of this project concept:

- Priority will be given to pedestrian and cyclist safety over private car traffic/parking.
- Provides better connections, which will lead to people biking more.
- Improves the availability of street parking without compromising on bike safety infrastructure.
- Addresses pedestrian visibility issues.
- Support for curb extensions.

Summary of suggestions for updates:

- Consider adding traffic calming measures between the park and I-405.
- Consider adding crosswalks at NW 20th on NW Everett and NW Glisan.
- Build in additional traffic calming measures such as speed bumps, more signals, rub strips, and more enforcement to stop pedestrians from being hit.
- Reduce the "freeway nature" of NW Glisan and provide light for pedestrians to avoid accidents.
- Improve the signage and crossings near I-405 so pedestrians know where to go.
- Consider removing parking from the north side of NW Glisan to create a bike lane; others suggested protected a bike lane.
- Focus on NW Flanders for the neighborhood greenway.

Summary of the comments with concerns for this project concept:

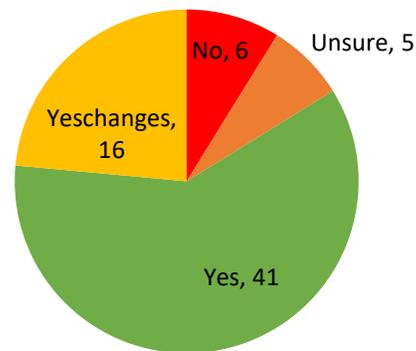
- Need for more parking, not bump outs.
- Does not do enough for bicycle safety.

- Concerns over changing NW Everett – bicyclists use the route frequently.
- This project could disrupt traffic flow and cause more congestion.
- Curb extensions remove drivable roadway and parking without improving pedestrian safety much.
- Bicyclists should be using side streets instead of NW Glisan and NW Everett – the use of which makes everything more dangerous.

NW 23rd Avenue

Online Open House Results

A total of 68 people provided feedback on whether they think the project team is on the right track with this project concept. Of the responses, **the majority of participants like the project concept** with 41 responses for 'yes' and 16 responses for 'yes with changes'. Six (6) community members expressed concerns with the concept and 5 participants are still 'unsure'.



Summary of comments from all outreach opportunities

Summary of comments in support of this project concept:

- Would improve the pedestrian experience.
- Curb extensions are great for visibility.

Summary of suggestions for updates:

- Improved lighting at intersections.
- Consider a car-free NW 23rd Ave between NW Glisan and NW Lovejoy.
- Consider ways to prevent parking near intersections.
- Consider closing NW 23rd to traffic to make it a walking street/plaza.
- Consider adding protected bike lanes to NW 23rd.

Summary of the comments with concerns for this project concept:

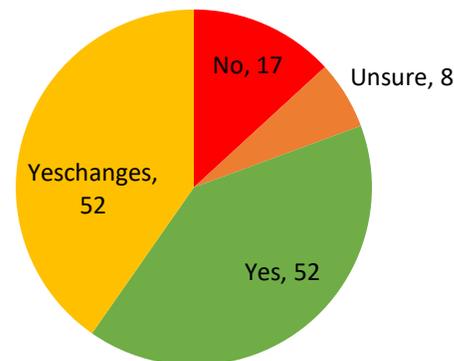
- Minimizing parking removal in the higher alphabet streets and for neighbors.

- NW 23rd is still too dangerous for bicyclists.
- The project will interrupt traffic flow on an already congested street.

NW 25th Avenue and Westover

Online Open House Results

A total of 129 people provided feedback on whether they think the project team is on the right track with this project concept. Of the responses, **most participants like the project concept** with 52 responses for 'yes' and 52 responses for 'yes with changes'. Seventeen (17) community members expressed concerns with the concept and 8 participants are still 'unsure'.



Summary of comments from all outreach opportunities

Summary of comments in support of this project concept:

- It will slow down cars that drive too fast on NW 25th.
- It will make the neighborhood safer for pedestrians/kids/pets.
- Raised crossings will make pedestrians more visible.

Summary of suggestions for updates:

- Consider adding a traffic light at NW 25th and NW Lovejoy.
- Comment suggested including a "your speed" sign under speed-limit signs.
- Explore ways to remove parking near intersections.
- Consider meter parking along NW 25th.
- Add pedestrian activated flashing crosswalk at NW Pettygrove and NW 25th.
- Markings to draw more attention to crosswalks and grab driver attention.
- Remove or reduce traffic circles to increase pedestrian visibility.
- Consider adding speedbumps on NW Westover.

Summary of the comments with concerns for this project concept:

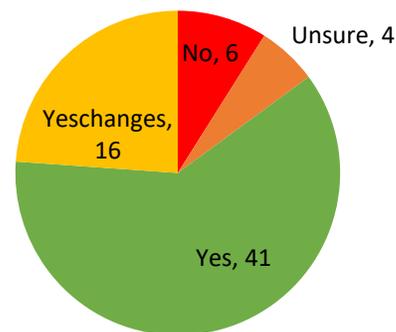
- May worsen traffic congestion.
- Speed humps are not enough to make people feel safe crossing NW 24th.

- There will be long-term impacts on revenue from parking removal.
- Traffic won't be calmed if PBOT also puts a diverter at NW 24th and NW Westover/NW Flanders, putting additional traffic onto NW 25th.
- The traffic slowing measures will just force frustrated drivers to other streets.

NW Vaughn Street

Online Open House Results

A total of 67 people provided feedback on whether they think the project team is on the right track with this project concept. Of the responses, **the majority of participants like the project concept** with 41 responses for 'yes' and 16 responses for 'yes with changes'. Six (6) community members expressed concerns with the concept and 4 participants are still 'unsure'.



Summary of comments from all outreach opportunities

Summary of comments in support of this project concept:

- Improves bicyclist safety and sense of safety with cars.
- Improves pedestrian access and safety.
- It will slow traffic.

Summary of suggestions for updates:

- Implement a pilot program first to see if the changes improve or worsen conditions.
- Consider protected bike lanes.
- Consider adding a left turn signal at NW 25th and NW Vaughn.
- Ensure residents can access their homes; changes may make it more difficult to reach homes than before.
- NW Vaughn and NW 24th need a flashing signal for pedestrians or some markings to slow approaching cars.
- Add more crosswalks near the bus stops.

Summary of the comments with concerns for this project concept:

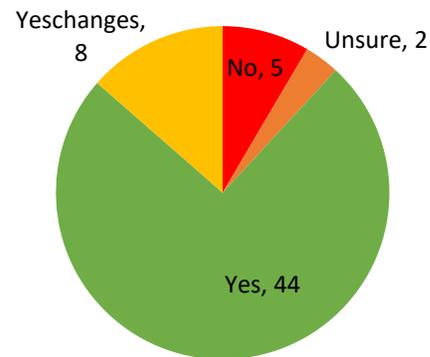
- The project will disrupt the flow of traffic, making congestion worse.

- The corridor is a freight route.
- May cause issues for residents trying to reach their homes by car.
- The changes are unnecessary.

NW 21st Avenue

Online Open House Results

A total of 59 people provided feedback on whether they think the project team is on the right track with this project concept. Of the responses, **the majority of participants like the project concept** with 44 responses for 'yes' and 8 responses for 'yes with changes'. Five (5) community members expressed concerns with the concept and 2 participants are still 'unsure'.



Summary of comments from all outreach opportunities

Summary of comments in support of this project concept:

- Support for improving bus lines to aid traffic flow, specifically the 77 bus line.
- Support for curb extensions.

Summary of suggested updates:

- Consider adding additional street lighting.
- Consider adding bioswells and other environmental streetscape improvements around new bus stop curb extensions.
- Consider speed limit reductions.
- Some comments suggested adding parking instead of proposed improvements, including adding parking garages and angled parking on NW Flanders.
- Consider adding pedestrian signals at NW Flanders and NW Johnson to give priority to pedestrians and bicyclists.
- Consider adding audio alerts for pedestrian signals.
- Suggestion to turn bike lane on NW Everett into a bike/bus shared-use lane.
- Additional curb extension on bus stop at NW Glisan and NW 21st.
- Increased service on 77 bus line.

Summary of the comments with concerns for this project concept:

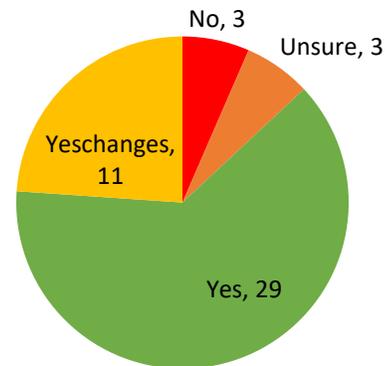
- The loss of parking spaces due to curb expansion.

- Does not do enough for pedestrian safety.
- The closure of either the NW 21st and NW Glisan or NW 21st and NW Irving bus stops would impact access to Trader Joe’s and create longer walk times.

NW 18th and 19th Avenues

Online Open House Results

A total of 46 people provided feedback on whether they think the project team is on the right track with this project concept. Of the responses, **the majority of participants like the project concept** with 29 responses for ‘yes’ and 11 responses for ‘yes with changes’. Three (3) community members expressed concerns with the concept and 3 participants are still ‘unsure’.



Summary of comments from all outreach opportunities

Summary of comments in support of this project concept:

- Support for bus islands and improvement to transit access.
- Support for improving safety and function.
- Support for removing parking.
- Support for improved bike lanes.

Summary of suggested updates:

- Consider switching parking and bike lanes to make a continuous protected bike facility.
- Consider making transitions between bus islands, crosswalks and bike lanes “gentler” with curved edges.
- Consider placing bus island on far side of intersections to increase visibility and reduce bus delays.
- Additional crosswalk at NW 18th and NW Davis.
- Reduce speed limits.
- Consider expanding Zone K parking.

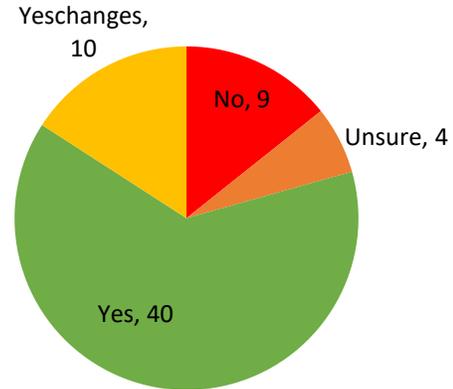
Summary of the comments with concerns for this project concept:

- Local business viability due to parking loss.
- Need to maintain safety of transit riders and bicyclists by designating pedestrian crossing zone.
- Safety of bicyclists using lanes next to parked cars.

West Burnside Street

Online Open House Results

A total of 63 people provided feedback on whether they think the project team is on the right track with this project concept. Of the responses, **the majority of participants like the project concept** with 40 responses for 'yes' and 10 responses for 'yes with changes'. Nine (9) community members expressed concerns with the concept and 4 participants are still 'unsure'.



Summary of comments from all outreach opportunities

Summary of comments in support of this project concept:

- Strong support for car-free NW Westover at NW 23rd to increase pedestrian safety and livability of residents, encourage tourism spending, and easier access to bus lines.
- Strong support for prioritizing bus access and increasing frequency.

Summary of suggested updates:

- Suggestions for the bus Line 15 alignment include:
 - An additional stop on NW 15th Avenue before line turns right.
 - Changing westbound alignment to eliminate use of SW Morrison Street.
- Consider improving ADA access at SW 20th and W Burnside bus stop.
- Consider creating bus only lanes.
- Consider eliminating all turns on red in the entire neighborhood.
- Consider eliminating all left turns on W Burnside.
- Consider improvements to pedestrian crossings on NW Everett at NW Westover.

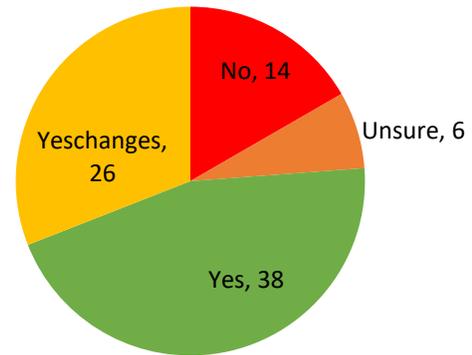
Summary of the comments with concerns for this project concept:

- Circular traffic flows and overflow on NW Everett St.
- Emergency access.
- Prioritizing pedestrian plaza instead of increase sidewalk access city-wide.
- Attracting houseless populations if Westover is closed.

NW Johnson Street

Online Open House Results

A total of 68 people provided feedback on whether they think the project team is on the right track with this project concept. Of those responses, **most of participants like the project concept** with 38 responses for 'yes' and 26 responses for 'yes with changes'. Fourteen (14) community members expressed concerns with the concept and 6 participants are still 'unsure'.



Summary of comments from all outreach opportunities

Summary of comments in support of this project concept:

- Strong support for greenway designation to reduce car traffic and increase bicycle safety.
- Strong support for diverters.
- Support for alternative one-way sections with contra-flow bike lanes.
- Support for improving visibility and adding traffic bumps.
- Support for improving pedestrian safety.
- Support including scooters.

Summary of suggested updates:

- Consider switching parking lanes with contraflow bike lane under I-405 bridge to create protected bike lanes and reduce car speeds.
- Consider reducing parking on the east side of NW 19th Ave to increase visibility for cyclists.
- Consider eliminating left turns on NW Johnson and NW 21st.
- Suggestions to include increased street and signage lighting.
- Consider reducing vehicle speeds.
- Consider adding marked crosswalks to NW 13th and NW 14th Avenues.
- Consider access studies and/or a pilot program to create neighborhood awareness or support of greenway.
- Consider four-way stops on NW Johnson and NW 14th, NW 16th and NW 18th Avenues.
- One comment requested to remove old tracks.
- Consider adding rapid reflecting beacons to increase visibility on NW Johnson on NW 14th, NW 16th, NW 21st and NW 23rd Avenues.
- Consider reducing dedicated bikes and pedestrian streets to one street per 10 blocks north to south.
- Consider moving the project to NW Kearney instead.

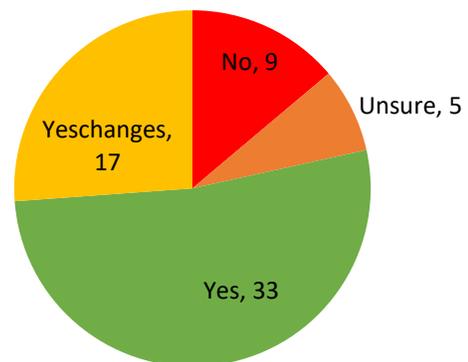
Summary of the comments with concerns for this project concept:

- Current design is not as desirable as previous design.
- Stop sign directions on current plans are not clear. Many respondents expressed support for providing continuous routes with minimal stops for cyclists.
- This plan will increase traffic on NW Lovejoy and does not ensure pedestrian safety on parallel streets.
- Alternative one-way sections will create confusion and difficulty for blind/partially sighted users and users with mobility limitations.
- This does not address cyclist visibility on NW Johnson at NW 14th, NW 16th, NW 18th and NW 19th Avenues and around REI during commuting hours.
- This concept does not improve car traffic and only focuses on bicycle and pedestrian traffic.
- This plan does not address cut-through traffic on NW Johnson.
- Current paving conditions on NW Johnson must be improved for this project to succeed.
- Support for increasing diverters from NW 15th to NW 23rd on NW Johnson create protected low-stress greenway.
- Westbound traffic at NW 15th will be forced to turn north or south, but currently NW 15th is northbound only between NW Hoyt and NW Johnson.
- Support for focusing on Flanders Street Bridge instead of this project.
- NW Johnson Street does not have major employers, shopping or a direct connection to downtown.
- Spending City funds on this project instead of public safety officers or improving the transit corridor on NW 1st Ave.
- This plan will increase traffic congestion and not increase the number of cyclists.
- This plan is not considering emergency response routes.
- When there are diverters, add a new sign that lets people know that there are no right turns.
- What’s the harm for people to leave REI and turn onto NW 16th? People using freeway would use it too.

NW Marshall Street

Online Open House Results

A total of 64 people provided feedback on whether they think the project team is on the right track with this project concept. Of the responses, **most of participants like the project concept** with 33 responses for ‘yes’ and 16 responses for ‘yes with changes’. Six (6) community members



expressed concerns with the concept and 5 participants are still 'unsure'.

Summary of comments from all outreach opportunities

Summary of comments in support of this project concept:

- The crossing islands on NW 14th will make it a lot more comfortable for people cycling on NW 14th and for pedestrians trying to cross the street.
- Comments in support of full diverter at NW 15th.
- General comments of support and requests to expedite project concept implementation.
- The intersection by Safeway can be unsafe for pedestrians and new crossings will help.

Summary of suggestions for updates:

- The contraflow bike lanes for such a short distance is complicated; consider a similar treatment along the whole length of a greenway.
- Additional requests for traffic diversion at the following:
 - NW Marshall at NW 21st Avenue for safe access for cyclists and scooters to hospital
 - West of NW 18th Avenue
- Consider protected bike lanes.
- Consider how this can better connect with NW 9th and the Broadway Bridge.
- Ensure that emergency vehicles can still access the hospital without delays or detours.

Summary of the comments which expressed concern for the project concept:

- Don't do anything that will confuse drivers and those parking near Good Samaritan.
- The businesses on NW Marshall and NW 15th will have reduced parking and limited access.
- Since this greenway stops at NW 20th, consider prioritizing other corridors with longer routes in the area.
- This concept will contribute to additional congestion on nearby streets, in particular NW Northrup and NW Lovejoy.

Other:

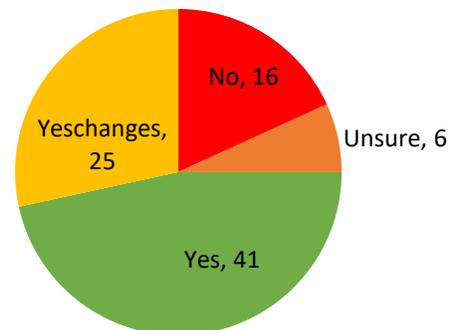
- Comments were mixed on support for scooter parking and the scooter program as a whole. While some support scooters to reduce automobiles on the road and liked the concept of scooter parking, some expressed concern that people won't park in the designated area and that the parking concept is a waste of funds.
- Some comments expressed concern for activities under the 405 overpass. This area can be unsafe. The project should consider ways to improve the safety, visibility and attractiveness of this area.

NW Pettygrove Street

Online Open House Results

A total of 88 people provided feedback on whether they think the project team is on the right track with this project concept. Of the responses, **most participants like the project concept** with 41 responses for 'yes' and 25 responses for 'yes with changes'.

Sixteen (16) community members expressed concerns with the concept and 6 participants are still 'unsure'.



Summary of comments from all outreach opportunities

Summary of the comments in support of this project concept:

- This opens up access for safer cycling with children to/from Chapman, particularly the enhanced striping at the intersection of NW 25th and NW Pettygrove.
- The restriction of eastbound vehicle movements on pettygrove between NW 17th and NW 18th is especially important.
- It will be easier to bike on NW Overton at NW 9th which can be stressful.
- Support for using the Pearl Pettygrove treatment at the future park.
- General comments of support or excitement for making this corridor safer to ride a bike.

Summary of suggestions for updates:

- Ensure that this greenway provides safer and easier crossings of major north/south streets.
- Remember that pet owners will likely drive to Dove Lewis Animal Hospital.
- Suggestion for a scooter and bike parking hub at Wallace Park/Chapman School.
- May need additional traffic calming at NW 25th and NW Pettygrove due to cars speeding down the hill.
- Consider a physical protection for cyclists, in particular at NW Overton and NW 9th.
- It's important to protect our greenways now from future traffic, so a proactive diverter on this stretch at NW 24th would be ideal.
- Suggestion to make the connection to Naito over the railroad tracks.
- Add a 4-way stop at NW Overton & NW 11th due to speeding and visibility issues.
- Consider a safer crossing solution at NW 23rd.
- Consider adding a stop sign at 25th and NW Pettygrove to allow to safer access to Wallace Park.

Summary of the comments which expressed concern for this project concept:

- Concern that the diverter at NW 9th to NW Overton will increase traffic in the area and to the Broadway Bridge.
- The idea of encouraging use of the parking garage driveway as a turn-around for accessing parking is complicated, confusing and may not be possible for larger vehicles.
- It eliminates a direct route to hospitals and takes away garbage truck access to the Encore condo building by prohibiting vehicles traveling west on Overton and NW 9th.
- A lack of 4-way stop signs at NW 11th and 13th could create a dangerous situation due to poor visibility.
- Some would prefer to ride their bike on Overton.
- Concern about increased congestion on nearby streets.
- Concern over the removal of the tree-lined diverter on Pettygrove.
- Concern for more cyclists getting doored on Pettygrove with these changes.

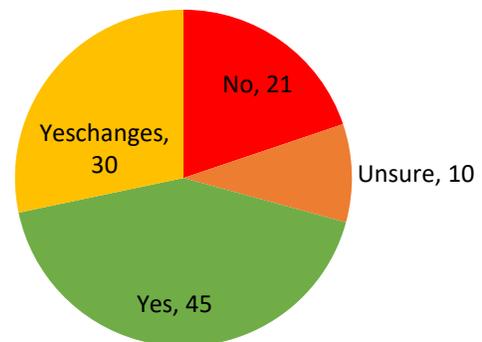
Other:

- Request to test the suggested treatments and adjust as necessary since they may be confusing for some.

NW Savier Street

Online Open House Results

A total of 106 people provided feedback on whether they think the project team is on the right track with this project concept. Of the responses, **most participants like the project concept** with 45 responses for 'yes' and 30 responses for 'yes with changes'. Twenty-one (21) community members expressed concerns with the concept and 10 participants are still 'unsure'.



Summary of comments from all outreach opportunities

Summary of the comments in support of this project concept:

- This would be an improvement for getting to and from Montgomery Park.
- Support for the two-way, bike lane-only treatment between NW 19th and NW 20th with a suggestion to use this idea on other for a greenway on NW Savier rather than NW Quimby to get bicycles away from the New Seasons traffic.

Summary of suggestions for updates:

- Suggestion to add an additional diverter at NW 22nd.
- Review the Conway Master Plan to make sure there isn't a conflict with the bike treatment between NW 19th and NW 20th.
- Consider a traffic signals at NW 23rd and NW 21st to help cyclists cross these busy streets.
- Consider that the Carson owns NW Savier Street between NW 21st and NW 22nd and that is where The Carson South building has their garage entrance.
- Consider traffic diversion in the Slabtown area as continuing growth and development will put increased pressure on NW Savier.
- Suggestion to add stop signs at NW 18th and NW 19th to make the intersections a 4-way stop, as they can be dangerous to cross during rush hour.

Summary of the comments with concerns for this project concept:

- Will add additional congestion to NW 23rd, which is already congested.
- Need a physical barrier for the diverter to prevent cars from getting through, since drivers will ignore or get through it if they can.
- Some questions regarding what would happen to the greenway on Raleigh.
- Concerns for additional cyclists at NW Wilson at NW 29th, where it can already be hard for drivers to see cyclists at fast speeds down the hill.
- This greenway would end at NW 14th, which is a heavily traveled northbound one-way street. Where cyclists would go from there?
- There are better streets to ride a bike on than NW Savier.

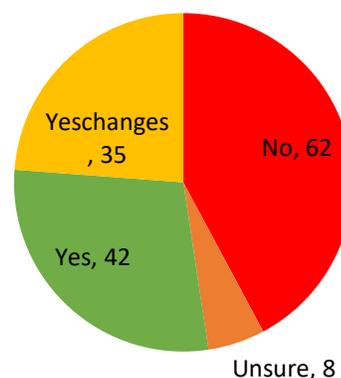
Other

- Concern over the effectiveness of sharrows and whether drivers respect them.

NW 24th Avenue

Online Open House Results

A total of 147 people provided feedback on whether they think the project team is on the right track with this project concept. Of the responses, **participants are divided on whether they like this project concept, and even of those who support the concept, many would like to see changes.** The most common response to this question was 'no' with 62 responses and 8 said that they were 'unsure'. Additionally, 42 responded 'yes' in support of the concept and 35 responded 'yes



with changes’.

Summary of comments from all outreach opportunities

The following is a summary of the comments in support of this project concept:

- NW 24th is stressful to bike on currently, due to vehicle speeds and volumes.
- Overall comments showed stronger support for Project Concept Option 2, for reasons ranging from being more understandable to improving the quality of life for neighbors.
- Several comments focused on how NW Westover and NW 24th is a dangerous intersection and something should be done to make it safer for all modes.
- It’s nice how this works nicely with NW 23rd for relatively easy access to businesses along that street for cyclists.
- This will allow better access to businesses at Uptown Shopping Center and Washington Park for cyclists.

Summary of suggestions for updates:

- Consider moving the one-way divider north to Pettygrove Street as it could protect more neighborhood streets from high-speed cutters between NW 24th and NW 25th.
- Slow vehicles at NW Westover.
- Comments were mixed on the use of speed bumps, with some suggesting to add them to further calm traffic and others believe that they do little to slow cars.
- Consider adding more 4-way stop intersections along NW 24th. Another suggestion was for considering two-way stops for intersecting streets with NW 24th and a barrier preventing car traffic from using it as a throughway.
- Study the area further prior to implementing anything.
- Desire to retain the historic bricks.

Summary of the comments with concerns for this project concept:

- Concern over diverting traffic from NW 24th as neighbors depend on driving on it daily for shopping and daily errands.
- Diverting cars off NW 24th will add to vehicle circulation and congestion in the area, negatively effecting greenhouse gas emissions.
- Will add additional congestion to NW 23rd, which is already congested and carries several tourists and pedestrians already.
- Concerns were expressed over pushing vehicles to NW 25th where Chapman Elementary is located and concerns that that street is already busy.
- Would make access to Fruit and Flower a challenge.
- One commenter suggested creating a dedicated bike lane on NW 24th with 4-way stop signs at intersections rather than pushing more vehicles onto NW 23rd.

Other:

- A few comments suggested trimming trees to improve visibility.

General Comments

- Many comments expressed that PBOT needs to still consider the need for cars and other vehicles on our roads.
- Some senior residents in the neighborhood shared concern that the plan doesn't consider their needs and abilities.
- The green street standards in the Pearl are fantastic. Consider extending them into Northwest so that there is a green edge to new development.
- Make all streets one way in NW area with angled parking on one side of the street, one lane for cars and a curb lane for bikes.
- Consider additional signage to build awareness of the new greenways.
- Several participants asked how many parking spots will be removed due to these project concepts.

Summary of Office Hours Feedback

PBOT hosted five two-hour "office hours" tabling events to build awareness of the project and encourage people to provide feedback on the draft concepts. Each tabling event took place outside a local NW Portland business at a prearranged time. The events were scheduled and promoted through social media posts and notices on the project website. Each event included an optional email sign-up sheet, two Northwest in Motion "Tier 1 | Design Concepts" information packets for public viewing, and takeaway fliers that directed participants to the online house for more information and more commenting opportunities. Over the course of five two-hour tabling events, comments were collected from a total of 29 interested participants.

The following is a summary of the themes heard at those events.

Note: *These comments are considered in the above Feedback by Draft Project Concept portion of this summary.*

- General support for the project goals, especially if the projects reduce greenhouse gas emissions.
- Several comments reinforced that it can be challenging to safely ride a bike on NW streets because of street width, visibility, competition with cars, crossing busy streets, and more.
- This plan is helpful because it helps us with our climate goals – which something needs to be done.
- Anything that can help make people waiting for the bus more visible would help. Sometimes it feels like we are hidden.
- The driver's impulse is to get off the congested streets, so make sure the greenway treatments will be effective.

- Some questions about existing traffic counts prior to making these plans.
- Several comments about how the plan makes it challenging for people who need to drive.
- Requests for protected bike lanes or more separation from vehicles.
- Several comments about how law enforcement is a big piece of keeping streets safe.
- Several general questions about what a greenway is.
- Concerns that diversion will lead to additional congestion.

For a full list of comments, refer to the Appendices.

Summary Feedback from Presentations

NWDA Transportation + Planning Committees (5/8/2019)

PBOT staff presented to both the NWDA Transportation and Planning Committees on May 8, 2019 at the Friendly House. The presentation started with an overview of neighborhood greenways was given and received many questions about growth in the area and how it translates to the growing need for transportation options. NWIM staff then introduced the project and presented on some of the greenways being considered with the plan. Overall, there was much discussion about how these projects may operate and how phasing them slowly will be important. Some members expressed that there is a need to address the current conflicts between cars and cyclists on NW streets. Additionally, there were several concerns about how the diverters could push more cars onto already congested streets. PBOT left the conversation by offering to present to the committees a second time.

Pearl District Neighborhood Association (6/4/2019)

Project team presented to the Pearl District Neighborhood Association on Tuesday, June 4, 2019. The presentation focused on the project concepts that fall within the Pearl District. Overall, the group provided many constructive suggestions for updates to the project, but discussed that the plan meets many of their group's goals. At the conclusion of the meeting, the group provided a statement of full support for the plan. The following are key themes from that conversation. **Note:** *A full summary of that presentation is included in the Appendices.*

- It's nice to have the curb improvements, but if cars don't slow down people don't have time to react.
- Scooter parking – add it to locations where it's safer to cross.
- The alternating one-way streets on NW Johnson will confuse people. People may drive the wrong way.
- I-405 is the pressure valve for the neighborhood and encouraging people to drive through in a convoluted way which may cause additional frustration. Lets get people out of the pressure area and where they need to go.
- There is a lot of anxiety with removing parking. People are concerned where their guests may park.

- Expand the traffic analysis study zone from NW Northrup to W Burnside. If the east west streets are more difficult to drive on we should study where the traffic load will go.
- It's scary when you're on the REI side on NW Johnson and cars speed all the way from NW Glisan to NW Lovejoy. A cheaper solution might be a stop sign.
- NW 25th and NW Pettygrove, the Chapman Elementary parent drop off area, will need to be considered. Don't put a bike lane next to that side of the school.
- It's confusing not having stop signs on NW 11th and NW 13th and NW Pettygrove. People are stopping when they're not supposed to.
- NW Glisan and NW Everett - It's really dark between NW Johnson and NW Glisan on NW 14th. It looks industrial and people speed. Can we add better lighting here?

NW Parking SAC (6/19/2019)

Project team staff presented to the NW Parking SAC at Friendly House on June 19, 2019 at their regularly scheduled meeting. Staff had thirty minutes to present and take comments from the committee. This was the second time that staff has presented to this group, and made plans to come back and present the final plan to them later this fall. Conversation highlights included:

- The group showed interest in a regional growth and traffic study, since much of the congestion issues in NW are not unique and are also affected by congestion on the highway and other streets.
- Some members thought that the plan would include diverters primarily on the perimeter of the district, but there are diverters inside the neighborhood with the latest plan.
- Why is this project considering diverters in the first place? It will funnel traffic to other streets that are already backed up.
- These projects will impact regular traffic.
- It seems like these are ideas that worked in other neighborhoods, and PBOT is forcing them into this neighborhood.
- The group was happy to hear that the projects would be phased over time and not all at once.
- Consider little bumps to protect the bike lane on 18th and 19th.
- Lighting is needed on streets, especially at crosswalks.
- How are you measuring success compare to other important things like congestion and greenhouse gas emissions?
- Some comments from the group emphasized the need to focus on pedestrian-oriented solutions.
- There was much conversation about the potential loss in parking revenue with some of these projects and how the project has considered that with the project concepts.
- The plan feels like it is focused too much on bikes. The city can't ignore that there is a need for cars.
- It will be helpful to know the ballpark costs of these projects as they get more finalized.

Home Forward (6/24/2019)

A one-hour “Community Conversation” style focused discussion took place at Home Forward’s Gallagher Plaza on Monday, June 24, 2019 between 4 pm – 5 pm. Sixteen (16) residents participated in the event, receiving Fred Meyer gift cards and Northwest in Motion bandanas and magnets for their participation. The general response to the project was favorable, with many residents expressing safety and mobility concerns that would ultimately be addressed by many of the project elements.

- NW Johnson can feel unsafe, as there are potholes and cars travel quickly.
- We need more people walking/using transit.
- It is stressful to bike today.
- Drivers don’t always yield to pedestrians.
- Several locations need flashing pedestrian crossings, including at:
 - NW 21st and NW Johnson
 - NW 18th and NW Irving
 - NW19th and NW Kearney
- Pull back parking so curb ramps are not blocked.
- It would be helpful to redo and mark crosswalks.
- Consider adding lighting to the NW Cornell Road stairs and at bus stops.
- Participants like the floating island bus stops.