

# Northwest 21st and 23rd Intersection Enhancement Project



December 2022



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

# Background

- Since 2020, PBOT has been working with NW SAC to scope a project to prioritize improvements and develop design standards for NW 21<sup>st</sup> and 23<sup>rd</sup> Avenues
  - This work grew out of the Northwest in Motion (NWIM) planning process
- Scope has shifted and grown during the last two years
- In Summer 2022, PBOT proposed a revised scope of work. The SAC expressed concern about the size and focus of scope, and the cost.
  - Staff heard a desire for a smaller scope with more actionable items

*Traffic signal safety and operational improvements at NW Thurman St and NW Raleigh St*

*Interim "creative curb-extensions" at all unsignalized intersections*

*Opportunities for street-lighting and lighting on building frontages*

*Opportunities for creative crosswalks, street seats, and other community-led placemaking opportunities*

*Reconfigure intersection of NW Westover and NW 23rd Ave. Include a continuous sidewalk crossing*

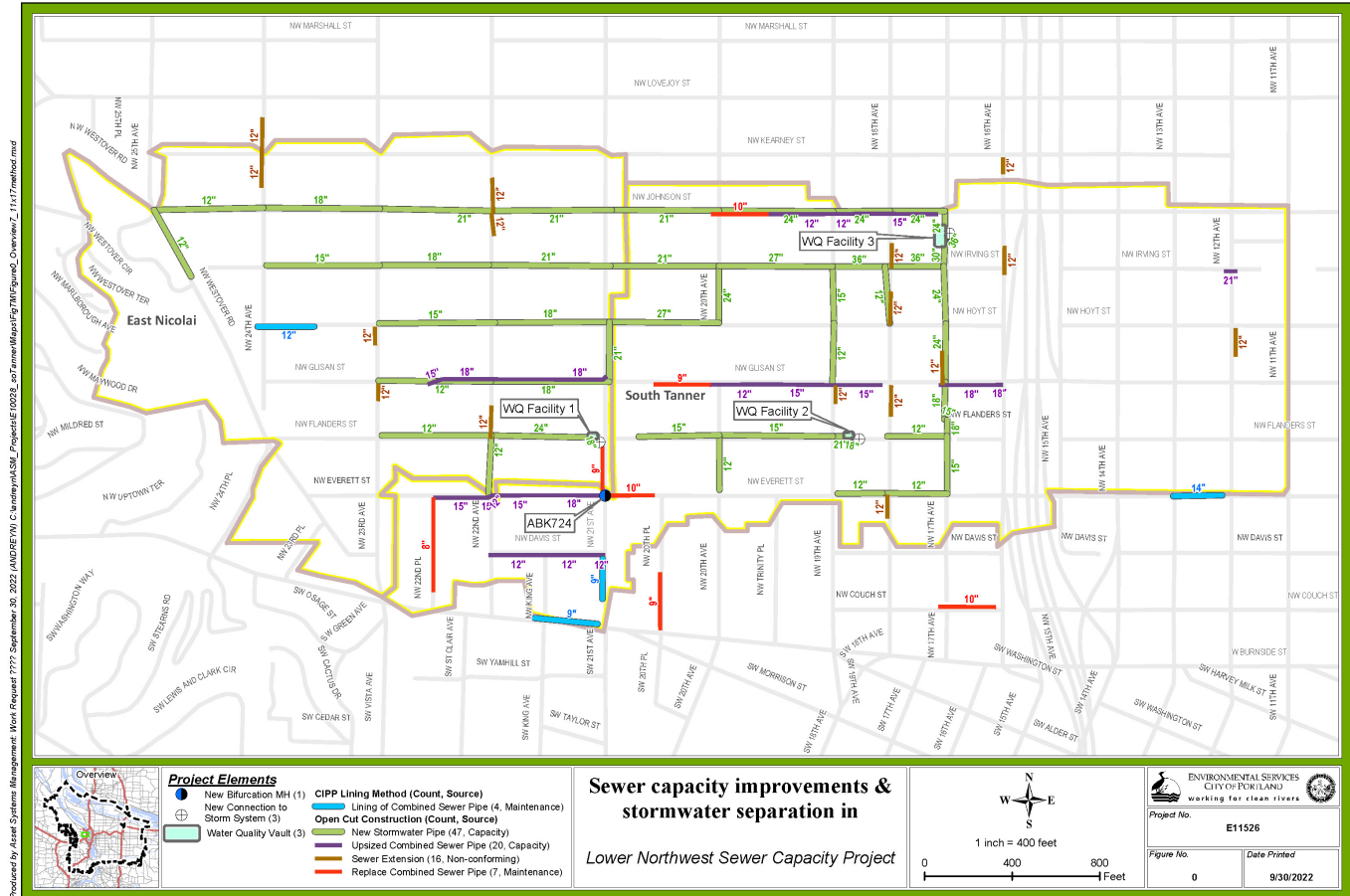
*Adjust signal phasing to favor bus movements and reduce transit delay*



*Recommendations for NW 23<sup>rd</sup> Ave in NWIM*

# Opportunity

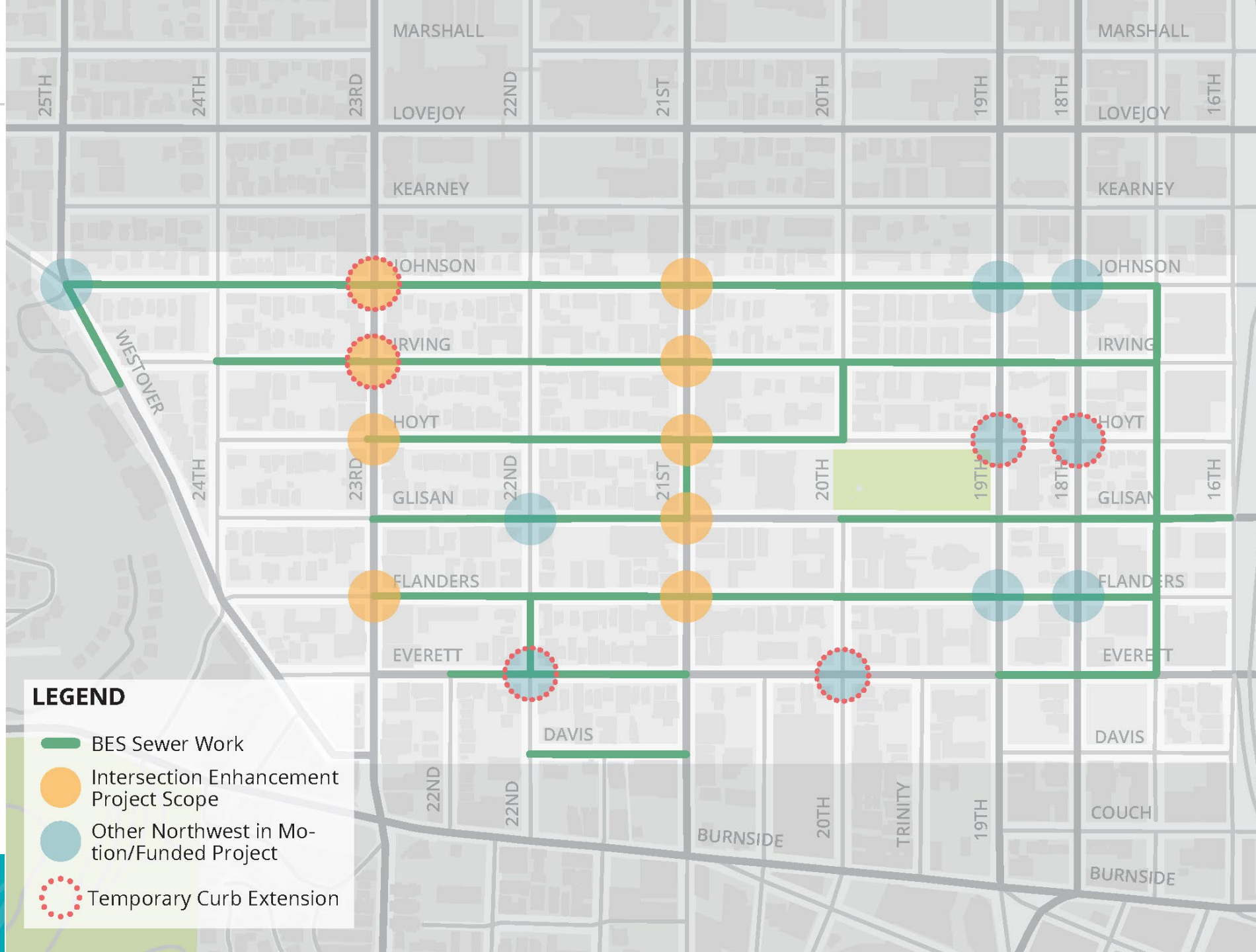
- The Bureau of Environmental Services (BES) is planning to make significant sewer and stormwater upgrades in Northwest (currently estimated in 2025/2026) from NW Johnson St south to NW Davis St
- In coordination with this project, there is an opportunity to make improvements to intersections beyond the standard ADA accessibility upgrades



Draft map of BES project

# Project Scope

- PBOT plans to do curb extensions at many locations that will be impacted by the BES project
- There is an additional opportunity to further enhance intersections along NW 21<sup>st</sup> and 23<sup>rd</sup> avenues, and leverage BES project to reduce costs



# Curb Extension Examples

Curb extensions shorten the distance for people crossing busy streets.

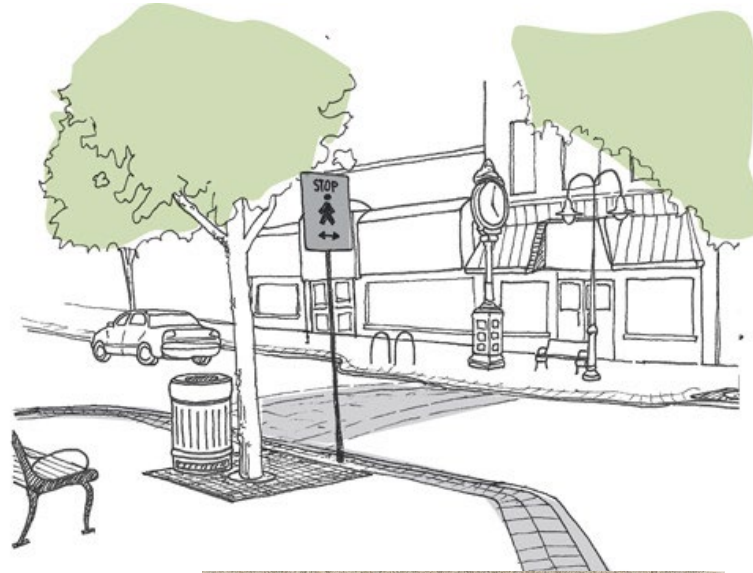


Above: Design concept from Northwest in Motion; top right: temporary curb extension at NW 23<sup>rd</sup> and Johnson; bottom right: curb extension in Slabtown



# Intersection Enhancement Project

- Streetscape enhancements/amenities have been requested by NW SAC in the past
  - PBOT has not had capacity or expertise to move this forward
- Proposed consultant scope of work would develop list of possible enhancements to comprehensively improve multiple locations at the same time, and work with SAC to prioritize investments
- Cost estimates would determine what moves into design and construction



# Project Benefits

- Estimated 25-50% cost savings on incorporating project elements into the planned BES project
- Less disruptive to street and businesses if projects are constructed at the same time
- There is a five-year moratorium on altering newly paved streets, and PBOT unlikely to alter curb extensions once installed



# Next Steps/Future Opportunities

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If the Intersection Enhancement project is **not approved**

- PBOT will still develop designs for standard curb extensions at the locations shown on the map
- Designs would be shared with SAC for comment

If the Intersection Enhancement project is **approved**

- PBOT will work with a consultant on a scope of work and fee with total project budget not to exceed \$150k
- PBOT staff will provide update to SAC in early 2023 on the consultant scope of work and timeline
- Need to get consultant assigned to ensure project can stay on track with the curb extension design and BES project

Future work, if desired, could build on this streetscape enhancement project to determine street design standards and identify additional corridor improvements.



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**Questions?**

