

PBOT

PORTLAND BUREAU OF TRANSPORTATION

1120 SW Fifth Ave, Suite 1331, Portland OR 97204

Phone: 503-823-4000 Portland.gov/Transportation

Mingus Mapps Commissioner Chris Warner Director

Northwest Parking District Stakeholder Advisory Committee (SAC)	Zoom Meeting Dec. 5, 2022 5:15 p.m. - 6 p.m.
--	--

To watch meeting recording go to:

<https://us06web.zoom.us/rec/share/Go3n-SxbqfOmpUu83vfxFWFC-TxJqroe6t0iyHNVnJJRYvOqrh3eCU8HSqRpvIWq.-3JKdcgz82n8Q2vd>

Meeting Summary

Members in Attendance

Daniel Anderson (At-Large)
Jeanne Harrison (Northwest District Association)
Parker McNulty (Northwest District Association)
JoZell Johnson (Northwest Business Association)
Paige Miller (At-Large)
Steve Pinger (Northwest District Association)
Meg Pirrung (At-Large)
Peter Rose (At-Large)
Jay Ternberg (Northwest Business Association)
Amy Spreadborough (Northwest Business Association), Vice Chair
Greg Theisen (Northwest District Association)
Todd Zarnitz (Northwest Business Association)

Members Absent

Alexandra Zimmermann (At-Large)

Portland Bureau of Transportation (PBOT) Staff

Kristan Alldrin (Program Manager)
Mauricio Leclerc (Area & Project Planning Section Manager)
Stanley Ong (Parking Program Specialist)
Erika Nebel (Parking Operations Division Manager)
Bryan Poole (Senior Transportation Manager)

Consultant Staff

Tracy Smith (Inhance)

Public in Attendance

Karen Karlsson

Rick Michaelson

Lewellyn Robison

Northwest 21st and 23rd Intersection Enhancement Project

Topic: Bryan Poole presented the draft scope for the Northwest 21st and 23rd Intersection Enhancement Project

Key Presentation Points:

- Previous draft scope was shared at the June SAC meeting. There were concerns about size, focus of scope and cost. There was also a desire for more actionable items.
- Bureau of Environmental Services (BES) is planning on significant sewer and storm water upgrades in Northwest, currently estimated in 2024/25.
- PBOT is already planning to do curb extensions in many intersections in the project area
 - Focus of this project is along 21st and 23rd
 - 9 locations are being considered for enhancement
- This project will look at streetscape enhancements/amenities.
 - Previously have heard from the SAC a desire for placemaking and other design elements
- Plan would call for hiring a consultant to work on developing on streetscape enhancement elements
 - Refined list of improvements for each location
 - Once at 30% design with BES, the goal is to know which elements are being included in the project. Need to know by end of June 2023 what the other elements are.
- Project benefits
 - Estimated 25-50% cost savings by incorporating into BES project
 - Less disruptive to the street and businesses if projects are constructed at the same time
 - There is a five-year moratorium on altering newly paved streets. Unlikely to be able to alter for five years.
- If project is not approved
 - Move forward with only curb extensions
 - Designs shared with SAC for feedback
- If project is approved
 - PBOT will work with consultant to develop scope of work not to exceed \$150,000

- 9 intersections will be developed comprehensively.
 - PBOT staff will provide update in 2023 regarding scope of work and timeline
- Future work could build on this enhancement project to determine street design standards but is beyond the scope of this project.

Key Discussion Points:

- Amy asked where new curb extensions will be installed. Bryan said in the 9 intersections; and the blue locations if funding allows.
- Jeanne asked if PBOT will pay for curb extensions regardless of the recommendation for this project? Bryan said yes, and that they are optimistic about funding.
- Committee members asked for additional information about the street paving moratorium. Mauricio said that the moratorium is in place to maintain the structural integrity of the street. Every time you cut into the street, it damages the structural integrity. Bryan said that there is a strong desire to do it correctly the first time.
- Steve asked if street lighting is beyond the scope. Mauricio said that street lighting design is not beyond the scope and can be explored.
- Steve said that the NWDA is interested in curb configuration and street furnishings (especially lighting); and is less interested in the medallions, pavement patterns and wayfinding. Is there a way for the 9 intersections can act as a pilot project for the rest of 21st and 23rd? Bryan said that what is proposed can be applied to the rest of the district in the future. Regarding lighting, pedestrian lighting is fairly cost prohibitive. If doing curb extensions, it might make it possible to be further applied. Steve asked if this can potentially result in a set of standards that can be applicable to the rest of 21st and 23rd. Mauricio said that this will not result into standards. But this will result in standards for 9 intersections that may be used a basis for future design standards. Steve asked if anything in the project process requires council approval. Mauricio responded no. Steve asked if the plan can be used for Council approval in the future? Mauricio said that this can be a foothold into a larger streetscape plan. PBOT would like to choose a standard lighting or bench throughout the project.
- Todd asked what obligation would BES have to follow the proposed design guidelines, and where does funding come from for implementation? Bryan said that the funding has come through NWIM for the curb extensions. There will be a future funding request of the SAC once the prioritized list of enhancements has been developed for the nine intersections on 21st and 23rd. Todd said that he is concerned with the unknown price tag. He would like to avoid developing a plan only to be shocked at the price. Mauricio said that by doing this project, it will allow us to understand costs and what specific elements people want.
- Jeanne suggests to possibly partner with private and individuals on funding specific elements.

- Jeanne asked to clarify that 23rd and Glisan is not being left out, is it because it's on a separate track? Bryan said that is his understanding and will follow up.
- Peter said that the SAC previously voted to prioritize repaving 23rd. He's also trying to understand the five-year moratorium. Will the 4 intersections on 23rd have to be removed due to repaving? Bryan said that he thinks that streetcar only impacts 23rd Avenue north of the project. Mauricio said that this is only south of Johnson and that reconstruction of 23rd will trigger its own processes.
- Peter asked if 23rd were hypothetically repaved in the project area, will these have to be torn out? Bryan said that what potentially may be impacted is the crosswalk. The five-year moratorium only applies between the curbs.
- Peter asked how many parking spaces will be lost. Bryan said that is currently unknown as the curb extensions are currently being designed. An update will be given to the SAC about parking impacts. Amy added that the curb extensions will occur regardless of if the enhancement project moves forward or not.
- Steve asked to confirm if \$150,000 is to be applied to program engineering, not hard costs. Bryan said yes, soft costs only.
- Steve asked what is the participation of the SAC for the initial portion of the programming. Bryan said because of the tight timeline and feedback about the cost of public engagement in the scope presented in the summer, public engagement will be limited. Once the consultant develops the list, they will refer to the SAC for input. They will still engage with the NWDA and businesses, especially adjacent businesses.

Motion: Steve made the motion to accept this proposal with the caveat that it gets to a set of standards that can be generally applied or close to those standards, and participation of business and resident interests be defined and appropriate. Jeanne seconded motion

Key Discussion points:

- Amy asked Steve if she is understanding the motion correctly, that it is on the condition that there is involvement of the business and neighborhood community on the design. Steve said programming and design. Amy added for clarification, that it's also on the condition that the SAC would look at the standards from this project as a potential guideline for future application throughout the district. Steve said yes, it should be like a pilot for the larger piece.
- Greg asked to make sure that this is in line with NWDA recommendations. Steve said that that's why getting really close to having a set of standards and having appropriate levels of participation are key conditions of the recommendation.
- Greg asked if BES's role comingled or are they not part of the design/planning effort. Mauricio said that BES's role is to replace the pipes, so it largely will be on PBOT. It's up to PBOT for anything beyond that. The tricky part is coordinating, but that is where the savings comes from. Greg encourages PBOT to use BES's approach used

on Cornell where he gets an email or postcard weekly that updates what is happening in the upcoming week. Mauricio requested an example, and he will pass along.

Vote:

Daniel Anderson - yes

Jeanne Harrison - yes

JoZell Johnson - yes

Paige Miller - yes

Steve Pinger - yes

Meg Pirrung - yes

Peter Rose - yes

Jay Ternberg - abstain

Greg Theisen - yes

Todd Zarnitz - no

Amy Spreadborough - yes

Parker - absent

Alex - absent

Yes - 9, No - 1, Abstain - 1, Absent 2

Motion passes

Meeting Adjourns at 6:00 PM.