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Mingus Mapps Commissioner Tara Wasiak Interim Director

NW Parking District Stakeholder Advisory Committee Meeting Agenda

Wednesday, May 3, 2023 4:30-6 p.m.

To attend the virtual Zoom meeting:
<https://us06web.zoom.us/j/86205304689?pwd=bjZRSzFFNVVhMmhxSjRQajN1THo3UT09>
OR call in by phone: 1-888-788-0099
Meeting ID: 862 0530 4689
Password: 538459

Task	Action	Presenter	Time
Welcome & Meeting Ground Rules	N/A	Amy Spreadborough, Vice Chair	4:30 p.m.
Announcements	N/A	Rae-Leigh Stark, PBOT	4:35 p.m.
Project Priority Background	Presentation	Rae-Leigh Stark, PBOT	4:40 p.m.
Public Comment	N/A	Amy Spreadborough, Vice Chair	4:50 p.m.
Project Priority Discussion	Discussion	Amy Spreadborough, Vice Chair	4:55 p.m.
New Business	Discussion	Amy Spreadborough, Vice Chair	5:55 p.m.
Adjourn	N/A	Amy Spreadborough, Vice Chair	6 p.m.

Are you a member of the public? Welcome and thank you for joining! The committee is happy to hear from you. For your convenience, public comment is in the middle of the agenda. You will have the opportunity to introduce yourself and provide comment then. If you'd prefer to submit your comment before the meeting please email or call Stanley Ong at stanley.ong@portlandoregon.gov or 503-865-6449. For project updates and meeting announcements, please sign up for the listserv [here](#).



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NW Parking District Capital Projects

Project Details

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1. Pedestrian Lighting

Details

In 2020, lighting at 41 intersections were identified as being extremely deficient. The intersections identified did not meet base level light level or uniformity guidelines. At most of the locations, it is recommended to install a cobra head light at the opposite corner of the existing light fixture. Of those 41 locations, 9 were prioritized by the NW Parking SAC for Phase 1A and 7 more for Phase 1B.

Total Cost

\$160,000 for Phase 1 (\$10,000 per location for cobra head and labor). Phase 2 TBD.

Allocated

\$100,000. Of that, \$40,000 has been spent installing 5 so far.

Future Need

\$20,000 to complete Phase 1. TBD if Phase 2 includes cobra heads and/or pedestrian lamps.

Feasibility (ease and time to implement)

High

- Installation (including receiving the fixtures and PGE connection) has been extremely slow.
- Phase 1 A: PBOT will move forward with installing 4 remaining locations once light measurements are taken of the first 5 sites, confirming the improvement in lighting.
- Phase 1 B: The subcommittee has already identified the next 7 locations which should be quicker as fixtures were already ordered and in PBOT's possession. Proceeding with Phase 1 Part B will need the recommendation from the Capital Project Subcommittee.

Phase 1 A

Location		Status
NW 22nd Ave	NW Lovejoy	Installed
NW 22nd Ave	NW Kearney	
NW 21st Ave	NW Marshall	
NW 21st Ave	NW Kearney	
NW 21st Ave	NW Johnson	
NW 21st Ave	NW Irving	Awaiting lighting measurement
NW 21st Ave	NW Hoyt	
NW 19 th Ave	NW Johnson	
NW 19 th Ave	NW Marshall	

Phase 1 B

Location		Status
NW 22nd Ave	NW Northrup	Awaiting Capital Project Subcommittee recommendation and SAC vote
NW 22nd Ave	NW Marshall	
NW 21st Ave	NW Northrup	
NW 21st Ave	NW Flanders	
NW 18 th Ave	NW Northrup	
NW 18 th Ave	NW Marshall	
NW 18 th Ave	NW Johnson	

Community Support

High

NW Parking SAC Support

Very High

2. NW 23rd Avenue Rebuild

Details

NW 23rd Ave is Northwest Portland's main street and improvements on this street are a high community priority. While the segment south of NW Lovejoy St is in a good state of repair with high quality sidewalks and smooth pavement, the section between NW Lovejoy St to the northern edge of the district has deteriorated so much that it needs full depth reconstruction to address the pavement issues. The rebuild will cost approximately \$10 million and the goal of the NW Parking District's set aside is to provide a local match toward the project to leverage outside funding.

Total Cost

\$1 million minimum to provide a funding match. More information on actual numbers will be available from PBOT Planning within a year.

Allocated

\$650,000 has allocated to the NW 23rd Ave Rebuild Set Aside

Future Need

\$350,000 minimum

Feasibility (ease and time to implement)

Low

- This project will happen, the question is when.

Community Support

High (determined through NWIM outreach)

NW Parking SAC Support

High

3. District-wide Design Standards

Details

Since 2020 there has been interest among the NW Parking District SAC to fund the creation of design standards for the district. Through extensive public input, the desired look and feel of NW would be translated to City Council adopted standards developers have to follow when developing in NW. Similar design standards have been adopted throughout the city, including in NW for the Pearl and Conway Districts. The benefit of design standards is that improvements get leveraged through private development.

Total Cost

TBD

Allocated

None

Future Need

Unknown

Feasibility (ease and time to implement)

Medium

- Currently, PBOT Planning does not have staff capacity for this project. From now until there is capacity, staff will assess what is needed for this project.

Community Support

Medium

NW Parking SAC Support

High

4. Intersection Enhancement Project and Priority Intersections within BES Project Area

Details

BES will be replacing all the sewer lines in FY 2025-26. Due to that PBOT wants to leverage that work to help build curb extensions, intersection improvements, and placemaking elements at intersections that overlap BES project. There are two parts to this work:

Intersection Enhancement Project

In 2022, the NW Parking District funded the Intersection Enhancement Project to identify options for placemaking elements at intersections along NW 21st and NW 23rd between NW Flanders and Johnson.

Other Priority Intersections within the BES Project Area

These intersections are not located on NW 21st and 23rd Avenues but are located within the BES project area and provide an opportunity to make improvements to the intersections, including curb extensions and crossings. Coordination with this BES project is estimated to save 25-50% of the costs.

The intersections included are shown on page 9.



= Intersection Enhancement Project



= Other Priority Intersections

Total Cost

Allocated

\$150,000 has been spent to go through the planning process

Future Need

TBD: Intersection Enhancement Project costs will be determined Summer 2023

TBD: Other priority intersection costs will be determined by PBOT staff Summer 2023

There's an agreement that \$500,000 of NW parking revenue annually will go toward these projects

Feasibility (ease and time to implement)

High

- Timing is perfect to leverage the BES sewer project
- PBOT Planning has allocated staff time and hired a consultant team

Community Support

Very high, recent public engagement shows high support for curb extensions and making NW safer and more comfortable for people walking.

NW Parking SAC Support

Medium

5. New Off-Street Parking

Details

Beginning in 2019, the NW Parking SAC has set-aside funding to build new off-street parking within the district. Highest demand is located south of NW Hoyt. New off-street parking requires a partnership with a developer.

Total Cost

\$1.4-3.4 million for new parking, however there is an alternative option to lease off-street parking.

Allocated

\$850,000 has been allocated. Of that, \$150,000 has been spent on RWC to conduct the Off-Street Demand and Feasibility Study, leaving \$700,000.

Future Need

Up to \$2.7 million

Feasibility (ease and time to implement)

Low

- Underpriced on-street metered and permit parking make off-street parking less feasible. On-street pricing does not encourage people to park off-street.
- Performance Based Parking Management needs to be implemented and evaluated to determine if it decreased parking demand before new off-street parking can be built.

Community Support

Very low

NW Parking SAC Support

Low

6. Additional Trash Cans

Details

In 2021, the NW Parking SAC funded the replacement of all 42 trash cans located in the district. The new cans are larger, sturdier, and aesthetically pleasing. The City's Trash Can Coordinator has indicated a need for additional cans in the district where gaps exist.

Total Cost

Allocated

\$100,000

Future Need

Unknown at this time how many additional cans are needed.

Feasibility (ease and time to implement)

High

- Additional locations have been identified by the City's Trash Can Coordinator
- The Trash Can Coordinator is very responsive and quick to work with, meaning installation of trash cans can happen quickly!

Community Support

Low

NW Parking SAC Support

Low

7. Temporary to Permanent Curb Extensions

Details

NWIM identified 15 locations on streets with high pedestrian and vehicle traffic such as NW 18th, NW 19th, NW 23rd, NW 25th, and NW Everett. All 15 have been installed with temporary materials (paint and flexible posts) with the goal of gathering the funding to make them permanent. Of those 15:

- 2 are included in the Intersection Enhancement Project
- 4 are included as a high priority intersection within the BES Project Area
- 3 will be constructed when NW 23rd Ave is rebuilt

This leaves 6 intersections shown on page 9.

 = Remaining Curb Extensions

Total Cost

TBD

Allocated

None*

Future Need

Total cost unknown.

Feasibility (ease and time to implement)

Medium-Low

- Locations have already been determined through the engineering analysis and public engagement for NWIM, however these are lower priority than those within the BES project area.

Community Support

Very high

NW Parking SAC Support

Very Low

*NW Parking District revenue has been previously dedicated toward 1) the white painted lines and flexible posts, 2) murals painted within the white painted lines, and 3) the future construction (currently in design) of curb extensions at NW 21st and Glisan, 23rd and Westover, 25th and Quimby, and 26th and Vaughn.

Project Map

Intersection Enhancement Project, Priority Intersections within BES Project Area, and Temporary to Permanent Curb Extensions

