

# NW Pettygrove Neighborhood Greenway and NW In Motion



Spring 2022 Update and Listening Session



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

# Who we are

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## **Liz Rickles**

PBOT Capital Project Manager  
small scale capital projects – typically  
installed by PBOT's Maintenance  
Operations group  
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## **Scott Cohen**

Neighborhood Greenway Program Coordinator  
Greenways are low-traffic and low-speed streets  
where we give priority to people walking,  
bicycling, and rolling  
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**[www.Portland.gov/transportation/pettygrove](http://www.Portland.gov/transportation/pettygrove)**



# Pettygrove Neighborhood Greenway Project

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- Why this project
- When will the project construct/what's next (2022)
- What to expect: Non-permanent materials. Vehicle volume data collection approx. 6 months after install.
- I will next walk through each traffic pattern change.



# 1) NW 9<sup>th</sup> and Overton Traffic Pattern Change



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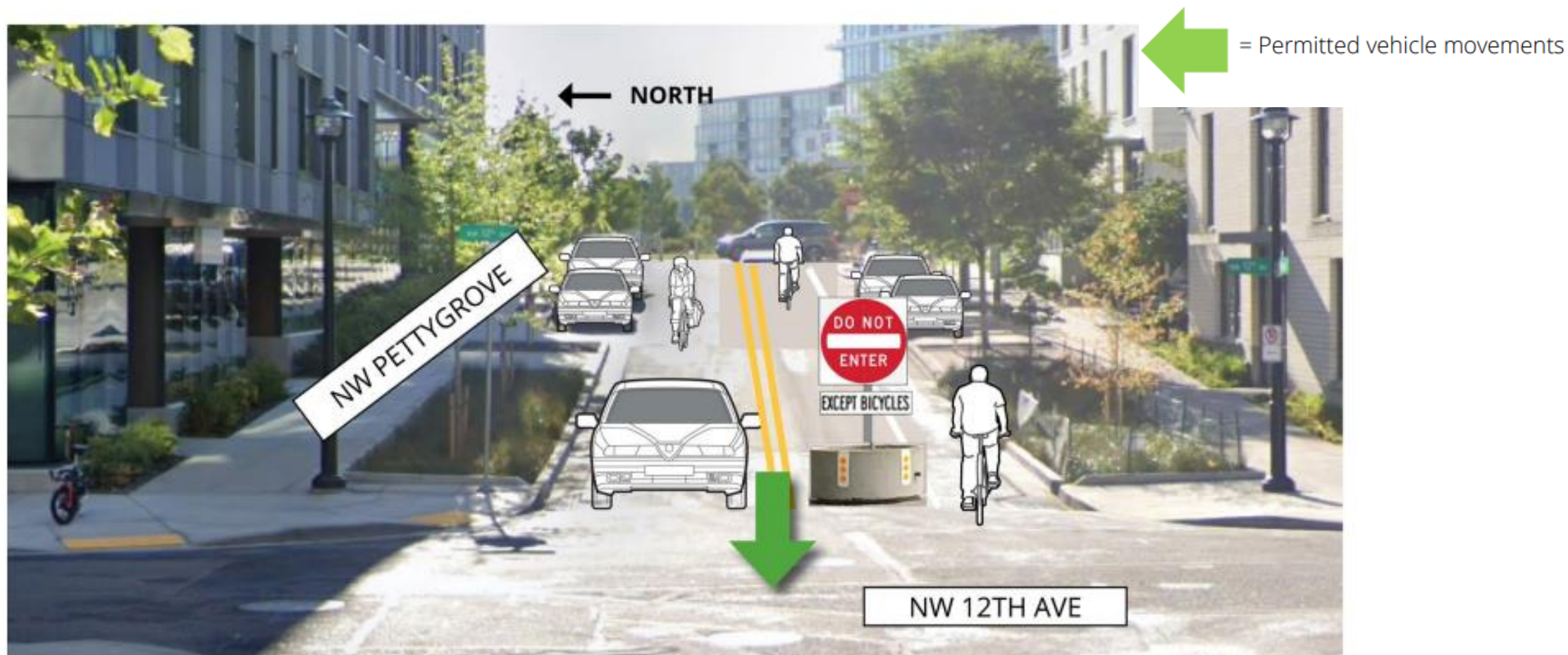
= Permitted vehicle movements

*Prevents westbound vehicle turns onto NW Overton at NW 9th.*



## 2) NW Pettygrove between 11<sup>th</sup> and 12<sup>th</sup> avenues

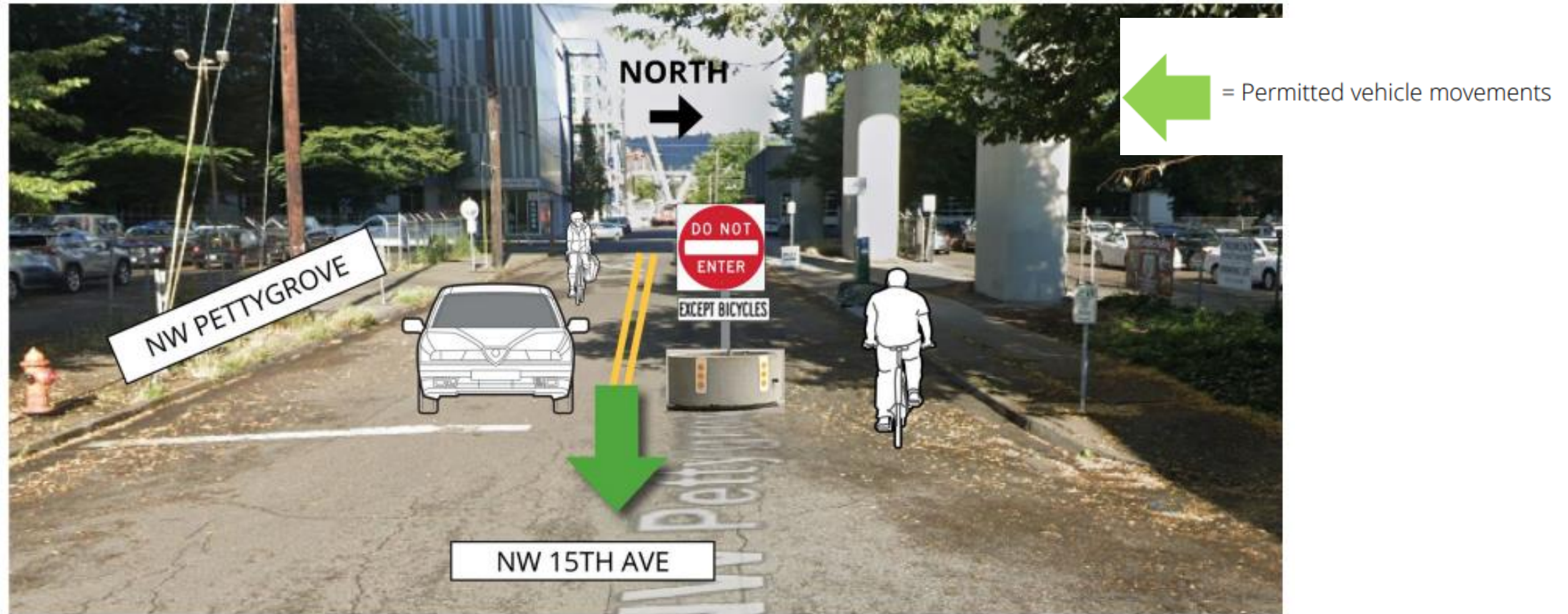
*One-way westbound only auto travel between NW 11th and 12th avenues on the NW Pettygrove Neighborhood Greenway*





### 3) NW Pettygrove between 15<sup>th</sup> and 16<sup>th</sup> avenues

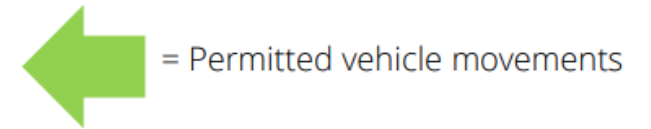
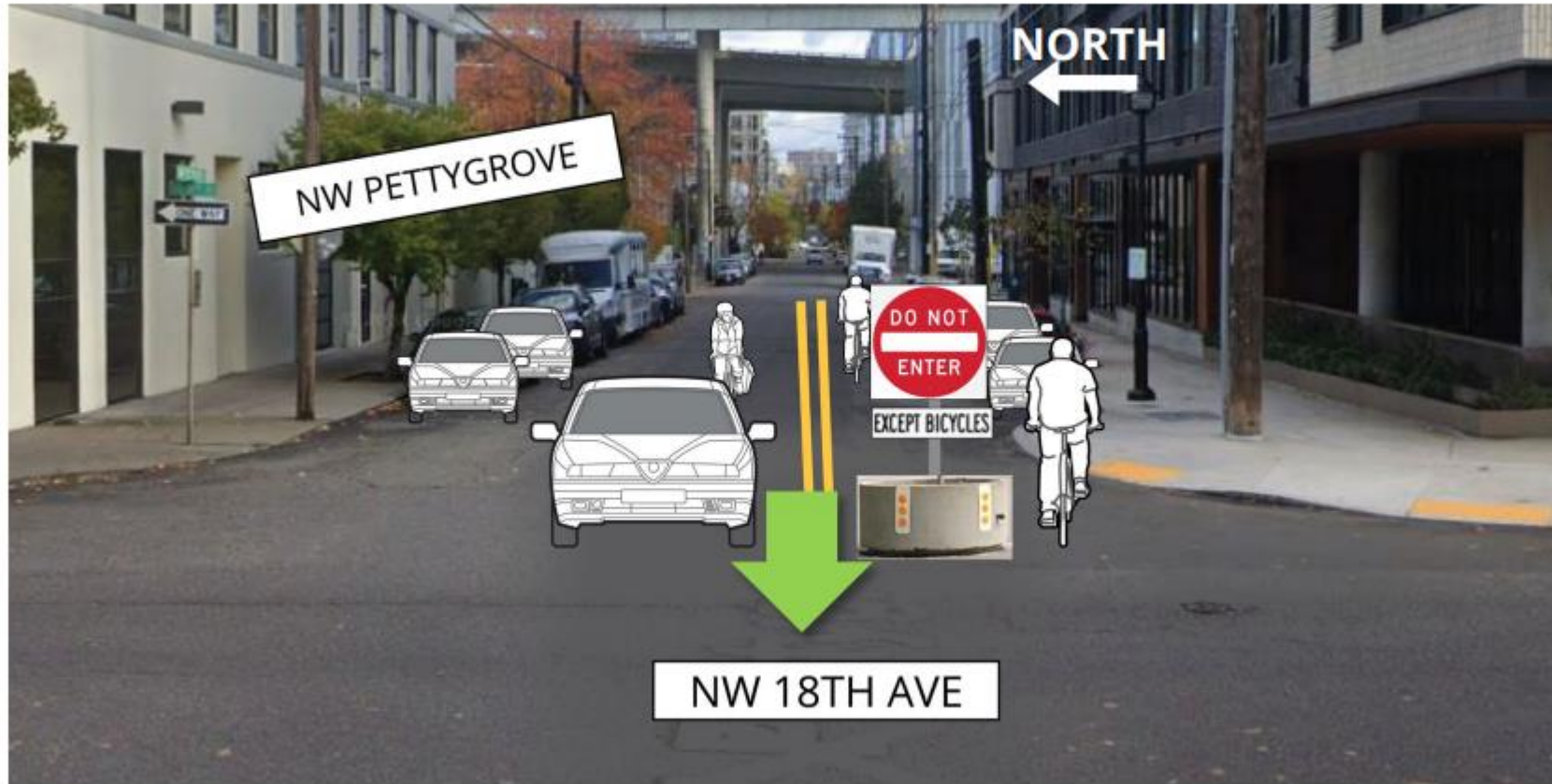
*One-way eastbound only auto travel between NW 15th and 16th avenues on the NW Pettygrove Neighborhood Greenway*





#### 4) NW Pettygrove between 17<sup>th</sup> and 18<sup>th</sup> avenues

*One-way westbound only auto travel between NW 17th and 18th avenues on the NW Pettygrove Neighborhood Greenway*



*\*final design  
does not require  
a planter*

# Implementation Update on Northwest in Motion

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**View the implementation update at [www.Portland.gov/NWIM](http://www.Portland.gov/NWIM)**

- **Includes a snapshot of the projects that are already on the ground and a preview of what to expect over the next year.**



# Implementation Update on Northwest in Motion

The Northwest in Motion Plan recommends two main types of projects for implementation:

- **Neighborhood Greenways** are calm and quiet local streets that are designed to be great routes for walking and biking, forming a network that reaches all parts of the district.
- **Corridor Improvements** are projects that include enhanced crossings, safety improvements at signals, transit spot improvements, and other investments to make Northwest's busier streets safer and more efficient.



# Implementation Update on Northwest in Motion

## Corridor Improvements

CI.1	NW 25 <sup>th</sup> Ave / NW Westover St	New pedestrian crossings and speed bumps were added to these streets to help reduce speeds and improve pedestrian safety. An interim <i>paint and post</i> redesign of the irregular intersection at NW Johnson and NW 25 <sup>th</sup> Ave was piloted during the past year and what we have learned will inform a future permanent redesign.
CI.2	NW 23 <sup>rd</sup> Ave	A signal modification was completed at the busy intersection of NW 23 <sup>rd</sup> Ave and W Burnside St to improve the speed and reliability of Line 15 and Line 20 bus service.
CI.3	NW 18 <sup>th</sup> Ave / NW 19 <sup>th</sup> Ave	Crossing improvements and new bus platforms designed to reduce bike/bus conflicts and improve the performance of Line 24 bus were added at stops near NW Flanders St. Multiple <i>paint and post</i> curb extensions were also completed along this corridor to improve pedestrian safety. These interim treatments included creative decorative murals designed and implemented by community members.
CI.4	NW Everett St / NW Glisan St	Crossing improvements, signal improvements, and transit priority treatments at the Everett/21 <sup>st</sup> and Glisan/21 <sup>st</sup> signalized intersections to improve operations of Line 77 were completed on these two busy parallel corridors.





# Implementation Update on Northwest in Motion

## Neighborhood Greenways

NG.1	NW Johnson St	NW Johnson St was completely redesigned and upgraded through Northwest in Motion. PBOT added new speed bumps, improved crossings of busy streets, and installed multiple traffic diverters to reduce speeds and volumes. The project also included several improved crossings along NW Kearney St to mitigate for anticipated traffic volume increases.
NG.2	NW Marshall St	The neighborhood greenway on NW Marshall St was upgraded and extended deeper into Northwest through the addition of sharrows and signage, new speed bumps, improved crossings of busy streets, and a traffic diverter at NW 15 <sup>th</sup> Ave.
NG.5	NW 24 <sup>th</sup> Ave	The neighborhood greenway on NW 24 <sup>th</sup> Ave was upgraded with improved crossings and speed bumps along the entire corridor. A new traffic diverter was installed at NW 24 <sup>th</sup> and Flanders to reduce speeds and volumes.

# Implementation Update on Northwest in Motion

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## Project Evaluation & Refinements

- **NW Johnson Neighborhood Greenway:** The current placement of diverters at 12<sup>th</sup> Ave and 14<sup>th</sup> Ave has led to 13<sup>th</sup> Ave being the only route into the area, which has become an issue for small businesses during temporary traffic closures on 13<sup>th</sup> Ave. In response, we plan to relocate the traffic diverter at 12<sup>th</sup> Ave to 11<sup>th</sup> Ave to reduce pressure on 13<sup>th</sup> Ave to serve motor vehicle access.



# Implementation Update on Northwest in Motion

Coming in  
2022 and 2023

**\*NEW\* NW Vaughn St Corridor Improvements:** A new median crossing at NW 24<sup>th</sup> Ave will improve crossing safety for people walking and biking, and bike lane enhancements along Vaughn St will help improve bicycle safety. The Vaughn St to 23<sup>rd</sup> Ave right-turn lane will also be extended back to 24<sup>th</sup> Ave to help the Line 15 and Line 77 buses get past the freeway-bound traffic queue.

 [View the NW Vaughn Corridor Improvement Project Recommended Concept from Northwest in Motion](#) (10.09 Mb)

## Upgrades and Changes to Existing Neighborhood Greenways

- **NW Johnson St:** We will relocate the traffic diverter at NW 12<sup>th</sup> Ave to NW 11<sup>th</sup> Ave to improve business access and support a more pedestrian-oriented NW 13<sup>th</sup> Ave. The abandoned rails will also be removed at NW 15<sup>th</sup> Ave to improve bicyclist safety and comfort.
- **NW 24<sup>th</sup> Ave:** We will be adding a new median island and traffic diverter at NW 24<sup>th</sup> Ave & Vaughn St as part of the NW Vaughn Corridor Improvement Project. This treatment will also benefit the NW 24<sup>th</sup> Ave Neighborhood Greenway by lowering traffic volumes and improving access to the industrial areas to the north.

## Additional Northwest in Motion Transportation Investments coming soon:

- Permanent crossing improvements at 22<sup>nd</sup>/Everett, 23<sup>rd</sup>/Westover, 25<sup>th</sup>/Quimby, 26<sup>th</sup>/Vaughn, and 25<sup>th</sup>/Westover/Johnson.
- New speed bumps on Thurman St from 27<sup>th</sup> Ave to Balch Creek Bridge to address very high measured traffic speeds.
- New modular bus platforms on 18<sup>th</sup> and 19<sup>th</sup> Ave at Marshall St (pending evaluation results).
- New bus stop curb extensions on Everett St and Glisan St at 14<sup>th</sup> Ave to improve reliability and accessibility for the Line 77.
- Additional decorative *paint and post* curb extensions along 23<sup>rd</sup> Ave and 25<sup>th</sup> Ave.
- New speed bumps on NW Couch St and NW Davis St between 16<sup>th</sup> Ave and 19<sup>th</sup> Ave to mitigate traffic impacts related to the NW Flanders St neighborhood greenway diverters.

# Questions and Comments

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