

NW 21ST / NW 23RD INTERSECTION ENHANCEMENT PROJECT

IDENTITY AND PLACEMAKING LOOK BOOK WORKSHOP EVENT NOTES

Event Details

Date and Time: Wednesday, April 12th, 5:00-7:00 pm

Location: Friendly House Garden Room (1737 NW 26th Ave, Portland, OR 97210)

Participants

- Jeanne Harrison, NW Parking SAC, NWDA, NW Active Streets
- Phil Selinger, NW Active Streets
- Dan Anderson, NW Parking SAC
- Amy Spreadborough, NWBA, NW Parking SAC
- Lee Mendelsohn, NWBA
- Paige Miller, NW Parking SAC
- Steve Pinger, NWDA, NW Parking SAC

Staff

- **PBOT:** Corrine McQueen, Mauricio LeClerc, Rae-Leigh Stark, Stanley Ong
- **Toole:** Kristen Lohse, Perrin Falkner, Gwen Shaw
- **JLA:** Jessica Pickul, Camille Pearce

Key Takeaways

- Want the street to be safe, functional, well-maintained, and welcoming.
- Recognize the historic neighborhood and shopping district.
- Consider highlighting popular and iconic intersections, such as NW 23rd & Johnson and NW 21st & Glisan, with additional identity and placemaking elements.
- Increase visibility for people who are driving, walking, and biking – lighting, clear crosswalk markings.
- Add community amenities like trash cans, public seating/outdoor rooms, and bike racks. Consider maintenance, spacing, consistency, specific intersection/corner needs, and room to see and move/keeping the curb extensions uncluttered.
- Consider opportunities to promote businesses and/or partner with businesses on signage, plants, seating, and other amenities.

Group Discussion Notes

What are the baseline needs at intersections in general?

- Lighting
- Clear lines of sight
- Accessibility – clear crosswalk marking
- Trash cans
- Clear space; space to move around
- Wayfinding for people who are driving, walking, biking, and riding
- Transit facilities such as shelters and benches
- Clear guidance and consistency with furnishing zones; transition zone for furnishing between curb extension and sidewalk
- Organized space in general
- Lighting midblock (likely will not be addressed as part of this project but noted)
- Public seating
- Bike racks

What are the baseline enhancements for all intersections?

- Maintainable
- Easily applicable across the NW district– things that work
- Pedestrian-scale lighting and consistency is important
- Could also add wayfinding to light posts, utilize vertical space and partner with businesses
- Slabtown pedestrian lighting is a good example but expensive
- Benches and seating (community gathering spaces) would be great with natural additions
- Trash cans
- Shade for summer
- Consolidating traffic control signage (less cluttered)

Intersection-specific needs

NW 21 + Flanders

- Curb extension existing to remain or do we need to rebuild? (Referring to curb extensions built over a decade ago that don't meet ADA standards)
- Should we do more placemaking in this area? Maybe add pedestrian-scale lighting but have less stuff in that area – it currently feels crowded
- Uneven sidewalks due to tree growth, but like the trees
- New trash cans on NE corner?
- Swap stop signs to allow bike traffic to flow across greenway
- Add bike parking nearby (maybe at the bakery)

- Add amenities that are less specific to a given business

NW 21 + Johnson

- Unified curb treatment
- Like the marked crossing
- Need trash can
- Add pedestrian seating
- Needs a facelift –make it more welcoming

NW 23 + Flanders

- Marked crosswalks
- More greenway awareness
- Make safer for bikes
- Maintain newspaper boxes (struggling with vandalism, remove broken ones) or group them together in a condo box (New Seasons in Slabtown example)
- Bus stop improvements – add shelter and bench

NW 23 + Johnson

- Popular intersection
- Possible add outdoor room/pedestrian seating
- Add raised crosswalk

NW 21 + Glisan

- They love the drinking fountain
- When designing street, need to think about accommodating bus route/right turn (westbound NW Glisan heading northbound onto NW 21st (40' bus turning movement)
- Constrained intersection and busy
- One of the most important intersections – could create identity here
- Pedestrian seating would be nice, subsidize “prettier” street seats here

NW 23 + Glisan

- Consistent crossing treatment (high-visibility crosswalk markings)
- Consider slope/grade changes – sloped sidewalk with seating next to Harlow, feels too steep
- Constricted sidewalks, less accessible curb ramps (guardrails and curbs) – could improve grades with curb extension

NW 23 + Irving

- Better crosswalks
- Bus shelters on inbound stops – typical of TriMet. Add shelters on other stops?

NW 21 + Irving

- Popular area
- Need trash cans – historic complaints
- Possible more lighting
- Having a conduit there would be nice to install future pedestrian-scale lighting (i.e., phase construction)

NW 21 + Hoyt

- Improve crosswalk
- Add vegetation like trees and shrubs
- Intersection feels unwelcoming due to adjacent land use

NW 23 + Hoyt

- More pedestrian traffic
- More raised crosswalks
- Speeding along NW 23rd due to nearby high-way access, remind drivers that this is a neighborhood
- Suggestions to provide raised crossings at all greenways

Questions and Concerns

- When is the public outreach and will there be a workshop?
 - Project team response: This is the main public meeting. A survey, door-to-door business outreach, and stakeholder presentations will happen this spring.
- What are the project limits for each intersection? What's the budget?
 - Project team response: We haven't crunched numbers yet. Want to get a sense of what's need then start working on budget.
- Would we redo curb extensions that were recently completed?
 - Project team response: Probably not. We may if the curb extension does not meet ADA or other standards.
- NW 18th and Glisan (BES) project – is it related to this project?
- Project need: Clarify project area with promo materials – suggestion for name of project/location: South of Johnson
- Desire to think about mid-block look and feeling in conjunction with intersections
- How much parking will be removed?
- Some of the street seats need more maintenance (lots of debris, poorly maintained)
- A-frame boards
 - Accessibility issues and clutter with A-frame boards
 - Idea to put information on a sign on a light pole instead, identifying businesses – lots of support for this idea
- Don't want:
 - More planters, propane heaters, A-frame boards – in general, clutter
 - Sign clutter

- Applying exactly the same thing on every intersection (space things out strategically instead)
- NWBA mentioned:
 - Historic district/oldest shopping district – want to keep its character
 - Lighting
 - Slabtown light style is nice
 - Street name signage like in Alphabet Blocks
 - Wayfinding could be a revenue stream if businesses were charged to put their name on a sign
 - Seating in front of high-traffic businesses
 - Likes informal character, keeping difference between blocks is better (with respect to business-added planters, etc.)
 - Some businesses will add their own seating, etc. to relieve pressure from the public needing places to sit
 - Wayfinding ground markers (for people looking down) to help establish where the district starts and ends/transitions into another district
 - Use these markers as a gateway?
 - Trash cans – current style is fine, add them in places that have seen a lot of trash; trash makes people feel like the area isn't safe
 - NWBA recently acquired new trash cans for the area
- Desire for fewer un-maintained streateries. PBOT is working on updating standards for street seats.