

## Community Advisory Group Meeting #2

July 30, 2018

WE KEEP PORTLAND MOVING.





## Welcome! Let's introduce ourselves.



# Tonight's Agenda

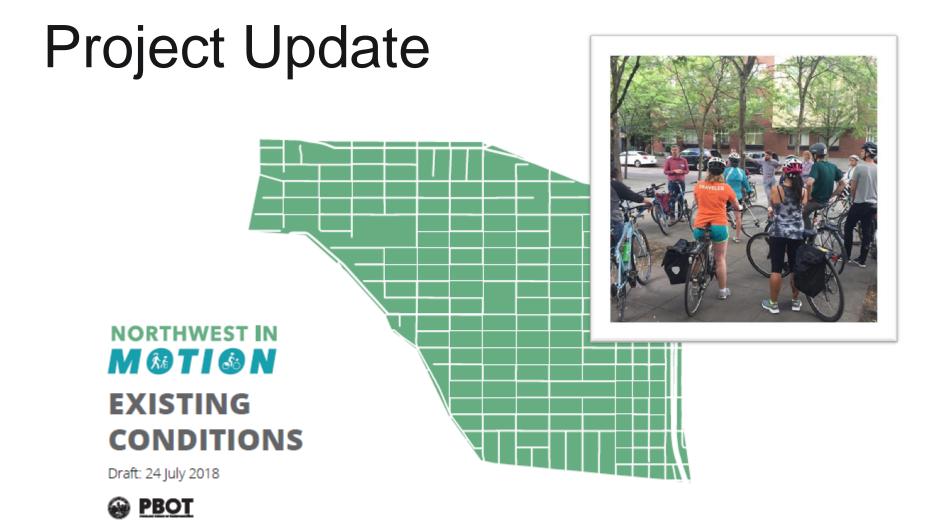
- 5:30 Welcome, Introductions, General Updates
- 5:40 Public Comment
- 5:50 Project and Public Involvement Update
- 6:00 Existing Conditions Findings Overview
- 6:20 Street Classification Overview
- 6:55 Group Activity: Mode Prioritization
- 7:25 Wrap Up and Next Steps



## Public Comment



# Do you have anything to share with the group?





# Public Involvement Update

## 71 people have participated in the online open house 124 map comments to date



Where is it challenging for you to bike, walk or connect to transit options?

Can't see the map? Click here to reload.



# Public Involvement Update

## We have also...

- Hosted a NWIM Pedalpalooza 2018 ride
- Presented to NWBA
- Provided project info to NW businesses

## Coming up...

- Tabling at New Seasons (Thanks Alexandra!)
- NWIM walks in September
- Affordable housing focus group (TBD, summer)





Draft: 24 July 2018





## NORTHWEST IN M & T & N EXISTING CONDITIONS

v. 23 July 2018

- 5 How are people in Northwest getting around?
- 6 Mode share map
- 7 Who is traveling in Northwest?
- 7 Equity matrix
- 9 What is the land use context in Northwest?
- 9 Zoning
- 10 Population and job density: Today and 2035
- 11 Where are there safety concerns for pedestrians and bicyclists?
- 12 Pedestrian fatalities and injuries
- 13 Bicyclist fatalities and injuries
- 14 Auto fatalities and serious injuries

- 15 Where are there deficiencies in the bicycle network?
- 16 Bike network
- 17 Neighborhood Greenway performance
- 18 What are the planned changes to the transit network?
- 19 Transit map
- 20 What projects are already funded in the area?
- 21 Funded projects map

#### **PROBLEM STATEMENT**

Inner Northwest Portland is a rapidly growing Town Center. Given its density and proximity to the Central City, more people travel by car today than its context suggests. One contributing factor may be a number of gaps and deficiencies in the walking, bicycling, and transit networks. Such deficiencies include Northwest's network of Neighborhood Greenways, none of which meet the City's guidelines for a low-stress bikeway. In an effort to improve access and help address a region-wide stagnation in the share of people traveling by transit, TriMet is planning new transit lines in Northwest which need to be integrated into the existing transportation network. Fortunately, the Northwest Parking Meter District is generating revenue, much of which must be spent within the project area on projects that reduce the number of automobile trips in the district. When refined, the issues highlighted above will provide a ready list of projects this revenue source could fund to increase the share of people getting around by walking, biking, and taking transit.

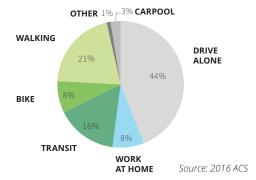
#### **PROJECT PURPOSE**

Create a five-year implementation strategy for active transportation improvements in inner NW Portland, addressing the deficiencies in the network and better connecting Northwest to the Central City.

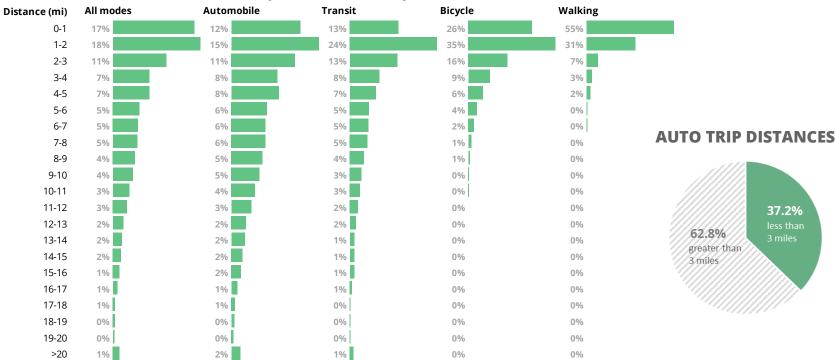
## How are people in Northwest getting around?

As expected from a dense, mixed-use district close to downtown, a greater share of trips are short (less than 3 miles) than trips Citywide. Trips of 3 miles or less are the optimal length for walking and biking. Many of the 37.2% of auto trips shorter than 3 miles take place entirely or mostly within the project boundary. Improvements to active transportation infrastructure in Northwest could be very effective in shifting those trips to other modes. Spatially (see map on next page), drive alone commute rates drop as you near the Central City while walking rates increase. There is no clear spatial trend to transit use, though census tracts well-served by streetcar tend to have a greater share of people commuting by transit. Biking rates are modest considering how close the neighborhood is to major job centers.

#### **NWIM\* COMMUTE MODE SHARE**



\*The project boundaries and the census boundaries do not align, so these figures are estimates. Additionally, because of rounding, the percentages do not add up to 100.



#### **TRIP DISTANCE BY TRAVEL MODE (ALL TRIPS - 2010)**



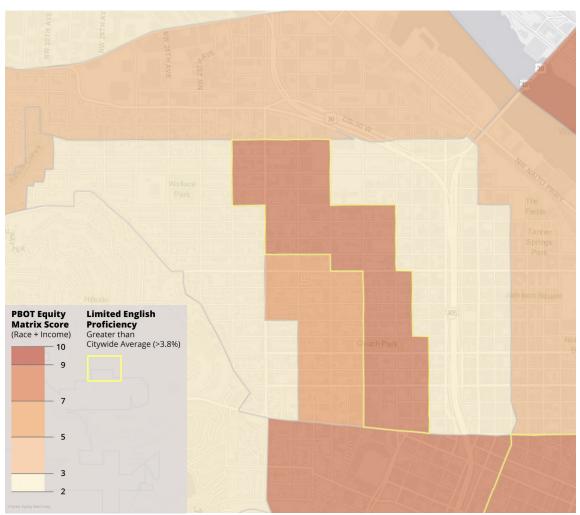
#### **COMMUTE MODE SHARE IN NORTHWEST PORTLAND, BY CENSUS TRACT ACS 2016**

## Who is traveling in Northwest?

The heart of the project area (bounded by NW 19th and NW 23rd) is much lower income and much more diverse than the surrounding areas. Most of the project area's households are at or below the citywide median household income, in contrast to a common perception of northwest as a wealthy enclave. The heart of the project area is at the citywide average percentage of people of color, but the rest of the census tracts are much whiter than the City of Portland is on average. The same central area also has a greater than citywide average percentage of Limited English Proficiency speakers.

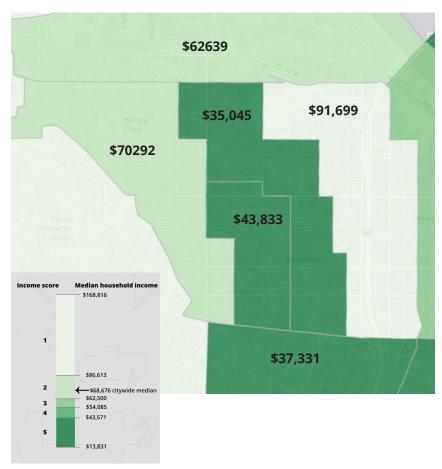
#### CITY OF PORTLAND EQUITY MATRIX

(2012-2016 ACS)



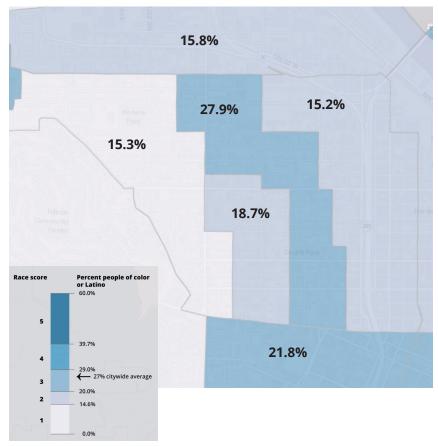
#### **MEDIAN HOUSEHOLD INCOME**

(2012-2016 ACS)



#### **PERCENT PEOPLE OF COLOR**

(2012-2016 ACS)



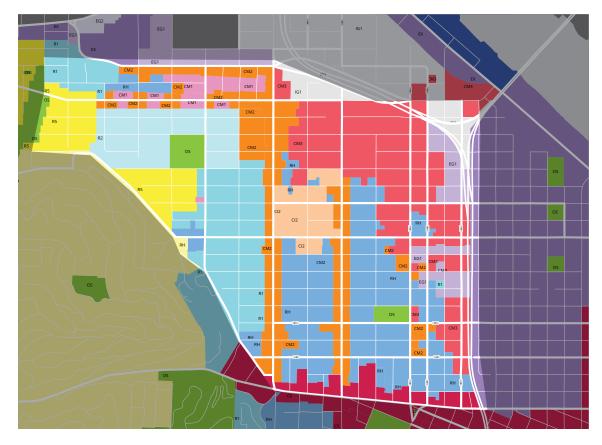


**19%** (3,062 of 16,401) of residents in census tracts at least partially within NWIM boundaries are persons of color as compared to the 28% citywide average.

## What is the land use context in Northwest Portland?

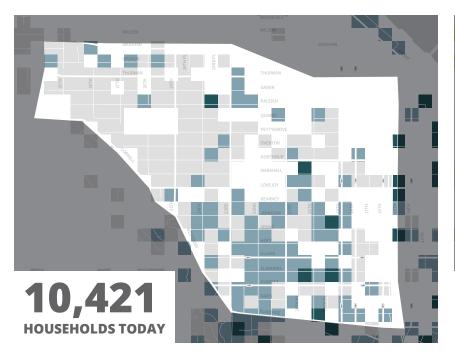
The southern half of the project area is characterized by commercial main streets surrounded by multi-family residential. The northeast corner of the area is where much of the change to northwest has come in recent years. Zoning and population/job projections suggest this are will continue to grow and change. In contrast to the southern half, the northeast corner is zoned to be mixed-use and will likely generate many trips throughout the day. The northwest corner is fringed with mixed-use corridors and has Chapman Elementary at its core. The rest of the subarea is medium and low density residential.

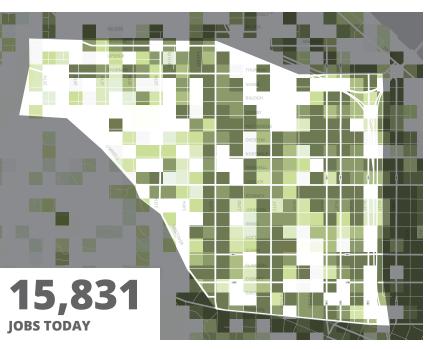
In the next 20 years, the number of households in the project area are projected to increase by 30% (+3000), while the number of jobs are projected to increase 20% (+3000)

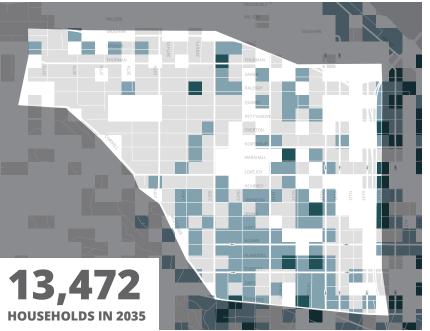


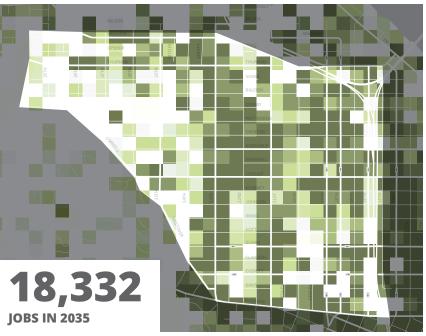
#### **COMPREHENSIVE PLAN ZONING**











# Where are there safety concerns for pedestrians and bicyclists?

#### Pedestrian fatalities and injuries

There are clusterings of crash-related injuries to pedestrians along the busier streets in the district, such as NW Lovejoy St, NW Everett St, and W Burnside. The largest number of pedestrian injuries has usually occurred at intersections of major streets, such as at the corners of the box formed by Northrup, Lovejoy, 21st, and 23rd st. The two pedestrian fatalities in the project area took place at W Burnside & NW 21st and NW Quimby & NW 23rd.

Note: Burnside is identified as a High Crash Corridor for people walking in the City of Portland's Vision Zero Action Plan.

#### **Bicycle fatalities and injuries**

Bicycle fatalities and injuries also tend to cluster along specific corridors where there are high volumes of bicycles or high volumes of vehicles. These corridors include Vaughn, 18th, and Burnside. Neither Vaughn nor Burnside have bicycle facilities while NW 18th has buffered bike lanes.

Note: Burnside is identified as a High Crash Corridor for people biking in the City of Portland's Vision Zero Action Plan.

### Motor vehicle fatalities and serious injuries

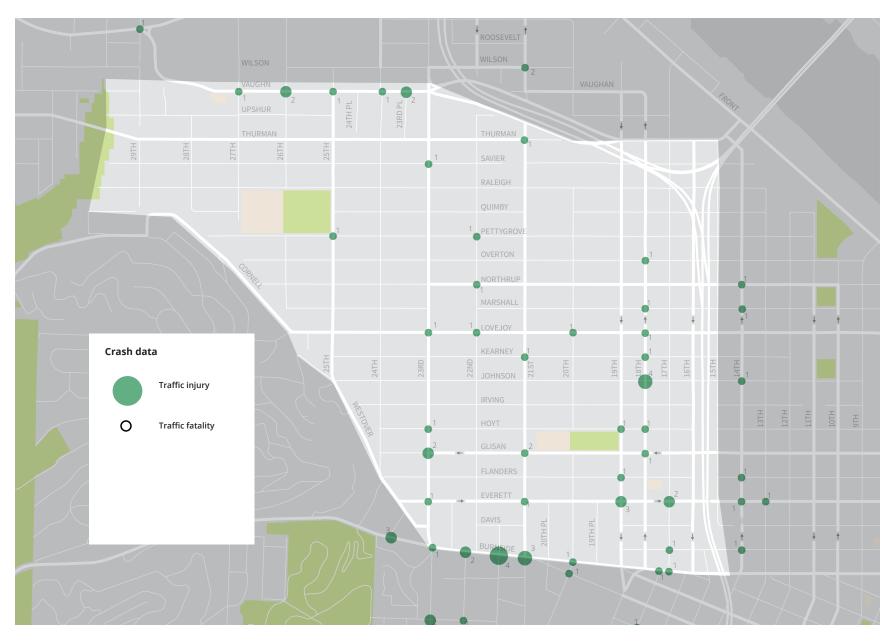
Serious injuries and fatalities to people driving are almost entirely confined to the faster and busier streets (Burnside, Everett, Glisan, Lovejoy, NW 19th, and NW 21st). Given this is where the most injuries occur to people walking and biking, it makes sense for the NWIM plan to focus safety efforts along these streets.

Note: Burnside is identified as a High Crash Corridor for people driving in the City of Portland's Vision Zero Action Plan.

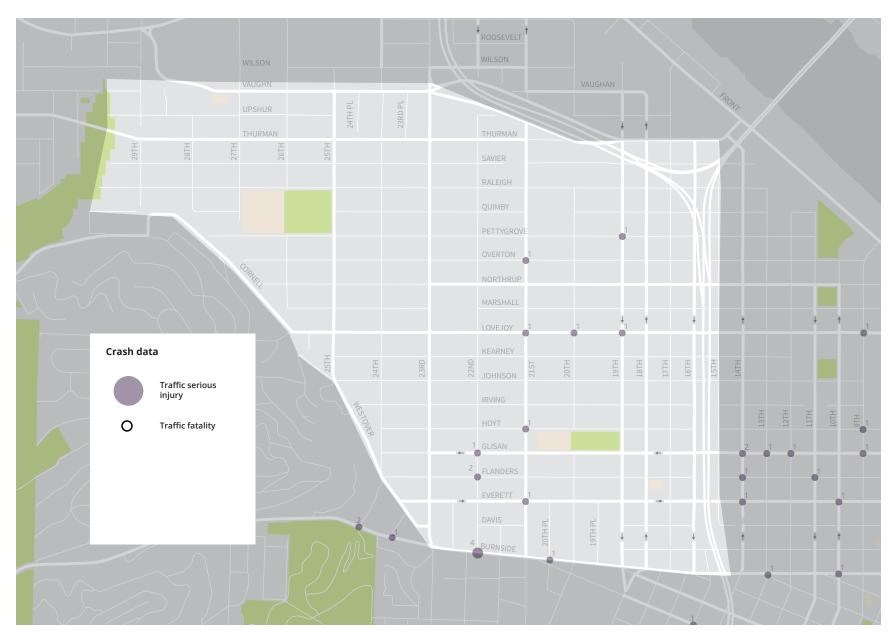
#### **PEDESTRIAN FATALITIES AND INJURIES ('05-'14)**



#### **BICYCLE FATALITIES AND INJURIES ('05-'14)**



#### **MOTOR VEHICLE FATALITIES AND SERIOUS INJURIES ('05-'14)**

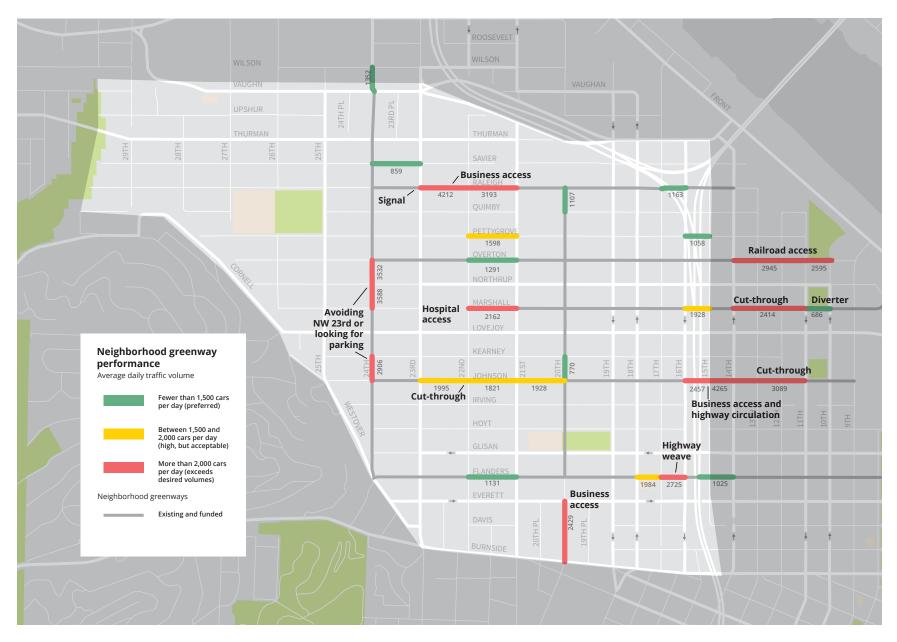


## Where are the deficiencies in the bike network?

Generally the bike network in the western half of the project area (west of NW 20th) is lessdense. North-south connectivity is particularly limited west of NW 20th with no existing or funded bikeways other than a neighborhood greenway on NW 24th. There is almost no east-west connectivity west of NW 24th. In 2015, City Council adopted the Neighborhood Greenways Assessment Report, which among other things established guidelines for how a Neighborhood Greenway is supposed to operate and when the City should intervene to bring a Neighborhood Greenway into compliance. In the Assessment Report, nearly every Neighborhood Greenway in the NWIM project area had automobile volumes which exceeded the guidelines for a low-stress Neighborhood Greenway. Since the 2015 report, vehicle volumes around the City have gone up, and the volumes along NWIM project area Neighborhood Greenways with them. See the Neighborhood Greenway Performance map for specific auto volumes and some potential reasons why volumes are as high as they are.

#### **EXISTING AND FUNDED BIKE NETWORK**





#### **NEIGHBORHOOD GREENWAY PERFORMANCE - MOTOR VEHICLE TRAFFIC VOLUMES**

## What are the planned changes to the transit network?

The transit network in the project area is anchored by the Portland Streetcar line on Northwest/Lovejoy, TriMet Line 15 on NW 23rd and Burnside, and TriMet Line 77 on NW 21st and Glisan/Everett. There are several new transit connections coming to NW: TriMet Line 24 in spring 2019 which will connected inner northeast Portland to northwest and Goose Hollow; TriMet Line 10 that will link northwest and the Pearl district with downtown and southeast Portland; the Portland Streetcar extension to Montgomery Park via Slabtown that will eventually take passengers to NE Broadway and the Hollywood neighborhood. Segments of these new transit lines will operate on streets where there isn't currently transit, so there is a need to plan for access to these services.

#### **TRANSIT NETWORK IN NORTHWEST PORTLAND**

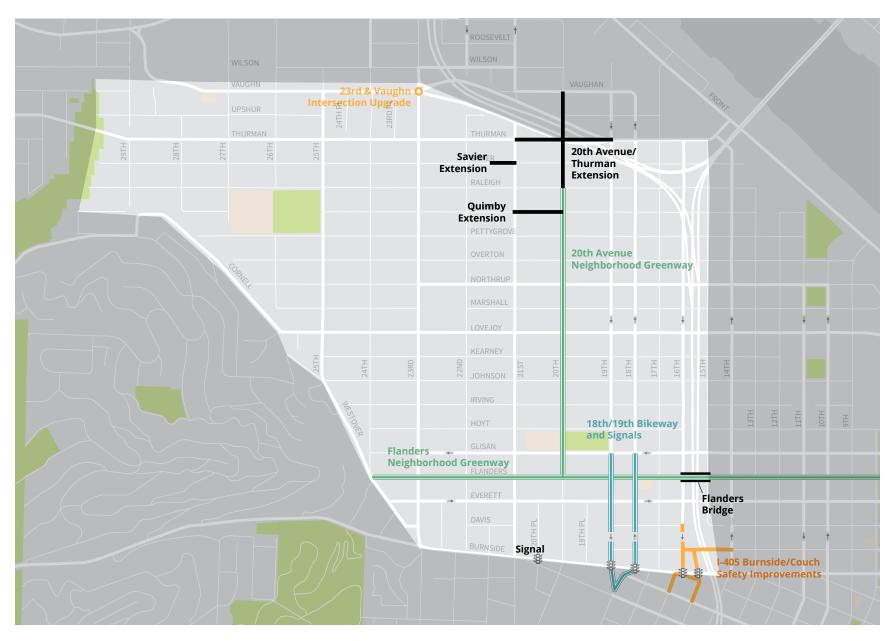


## What projects are already funded in the area?

There are several new connections that will be built in NW in coming years.

- The most significant new connection is a new bike/pedestrian crossing of I-405 at NW Flanders St. This crossing enables the establishment of a Neighborhood Greenway on NW Flanders St, providing a low stress bike/pedestrian connection from the northwest district to the Pearl, tapping into bikeways on Broadway, 2nd/3rd, and Naito Parkway.
- As a part of redevelopment, Savier (21st to 22nd) and Quimby (20th to 21st) streets will be extended to form a more complete street grid. NW 20th Ave will connected under Highway 30 from Thurman to Upshur, while Thurman will connected underneath Highway 30 from NW 19th to NW 20th; this will improve connectivity across the freeway.
- A new Neighborhood Greenway will span nearly the entire project area along NW 20th St from Flanders to Highway 30.
- Several intersections in the district will receive crossing or signal improvements as shown on the map on the next page.
- NW 18th and 19th Avenues will see improved bike lanes with a semi-protected intersection at Burnside.
- A roadway reconfiguration on Burnside, Couch, and 16th will create a car-free block, safer intersections to cross, and simpler circulation for automobiles.

#### FUNDED PROJECTS IN NORTHWEST PORTLAND



# Street Classification Review & Recommendations

D

NUU-MUU's



## What are street classifications?



# **City Bikeways**

**City Bikeways** are intended to establish direct and convenient bicycle access to significant destinations, to provide convenient access to Major City Bikeways and to provide coverage within three city blocks of any given point.

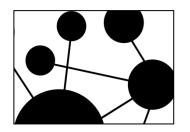


# **Neighborhood Collectors**

**Neighborhood Collectors** are intended to serve as distributors of traffic from Major City Traffic Streets or District Collectors to Local Service Streets or to serve trips that both start and end within areas bounded by Major City Traffic Streets and District Collectors.



# What did we do and why?



1. Classification network completion

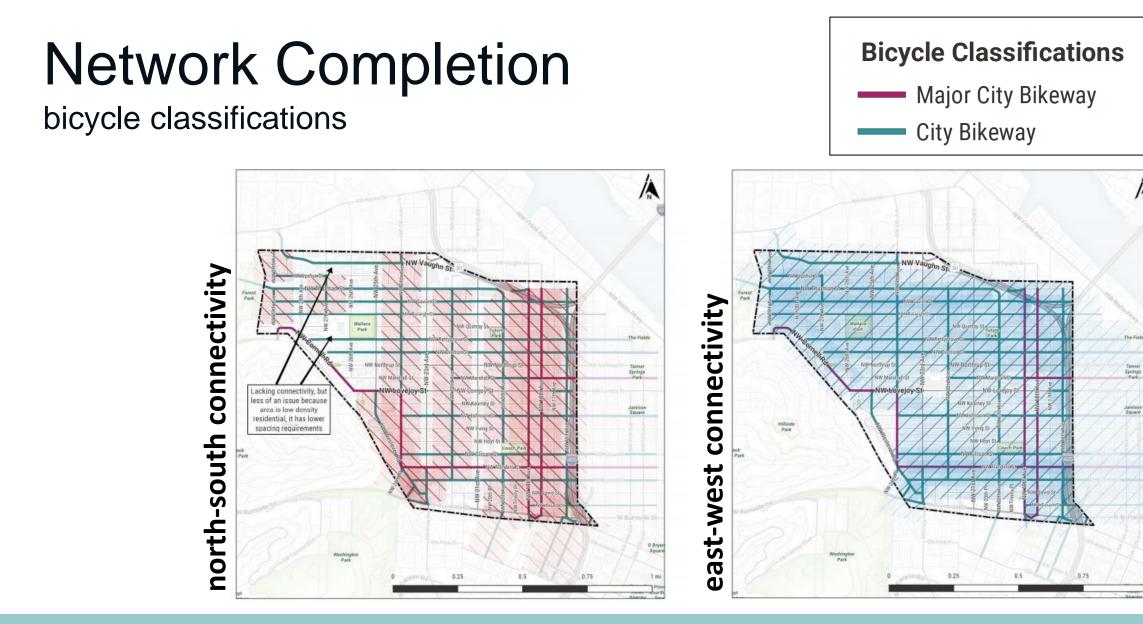


## 2. Classification conflicts



3. Classifications and context



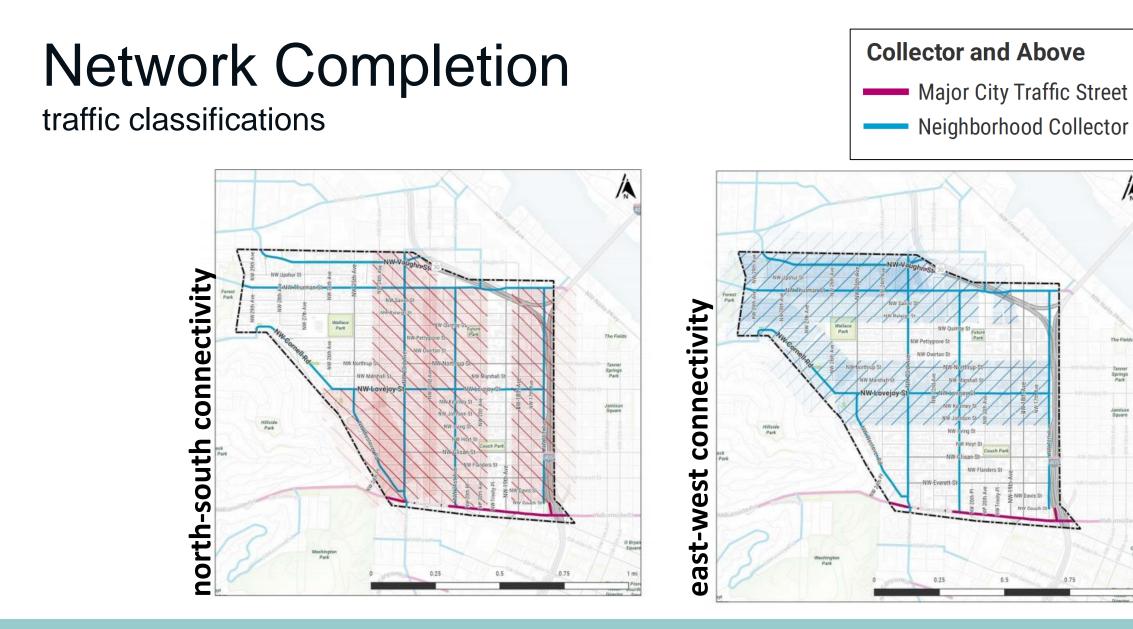


## **Northwest in Motion**



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O Bryan Souare



## **Northwest in Motion**



1

The Field

Jansisan Square

O Bryon

# **Classification conflicts**

Mode	Classification	City Bikeway
Traffic	Major City Traffic Street	
	Neighborhood Collector	
Transit	Major Transit Priority	
	Transit Access Street	
Freight	Freight District	
	Major Truck Street	
	Truck Access Street	
Emergency	Major Emergency Response	
Response	Secondary Emergency Response	
Design	Community Corridor	
	Civic Main Street	
	Neighborhood Corridor	
	Neighborhood Main Street	



## **Classification conflicts**

Mode	Classification	City Bikeway
Traffic	Major City Traffic Street	
	Neighborhood Collector	
Transit	Major Transit Priority	
	Transit Access Street	
Freight	Freight District	
	Major Truck Street	
	Truck Access Street	
Emergency Response	Major Emergency Response	
	Secondary Emergency Response	
Design	Community Corridor	
	Civic Main Street	
	Neighborhood Corridor	
	Neighborhood Main Street	



## **Classification conflicts**



### **High-Level Conflicts**

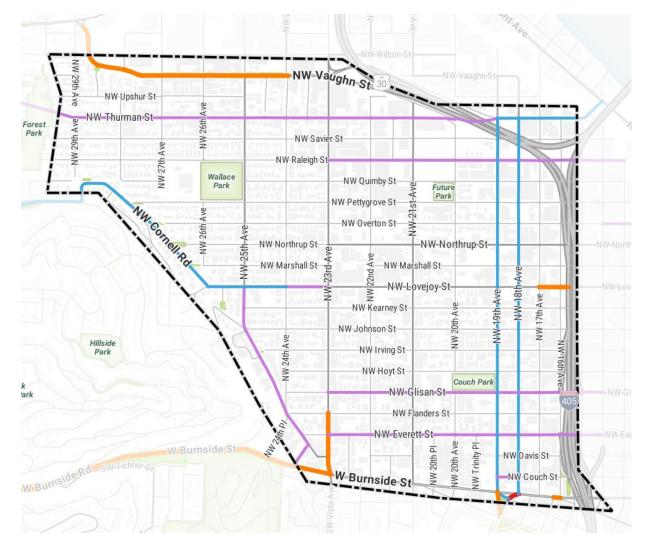
- Major City Bikeway & Major City Traffic Street\*
- City Bikeway & Major City Traffic Street

### **Medium Conflicts**

- ----- Major City Bikeway & Neighborhood Collector Street
  - City Bikeway & Neighborhood Collector Street



## **Classification conflicts**



### **High-Level Conflicts**

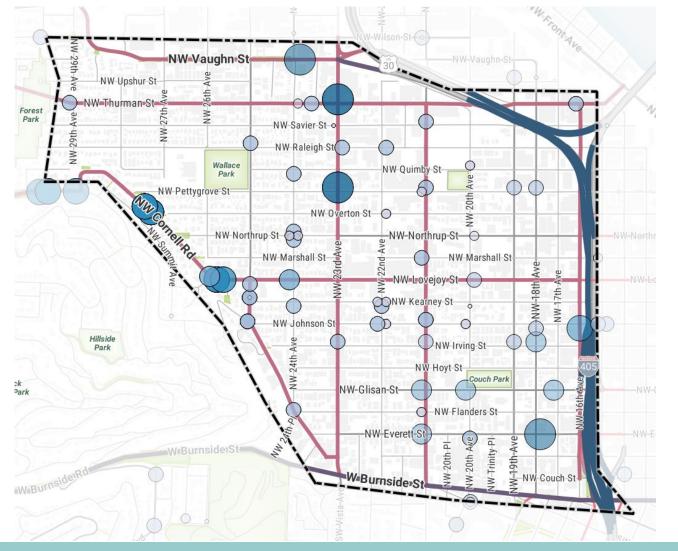
- Major City Bikeway & Major Transit Priority
- City Bikeway & Major Transit Priority

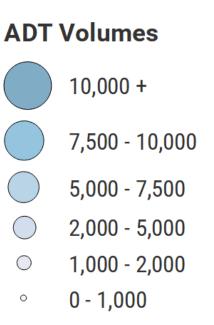
### **Medium Conflict**

- Major City Bikeway & Transit Access Street
- —— City Bikeway & Transit Access Street



## **Classification & context**





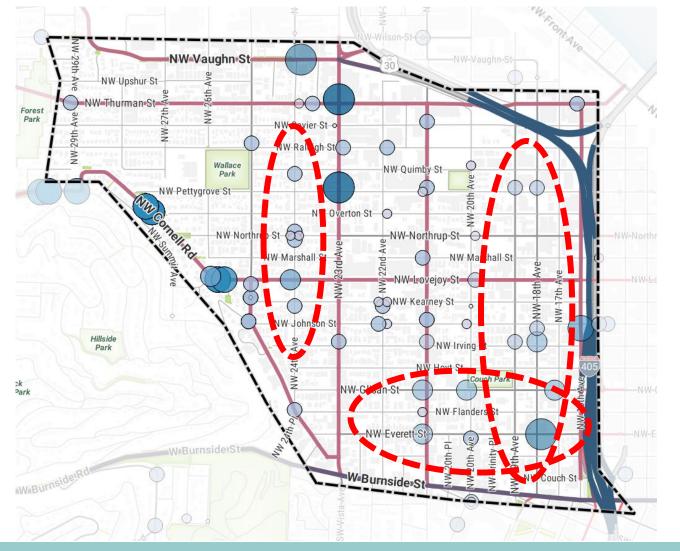
### **Traffic Classifications**

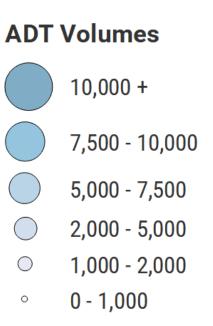
- Regional Trafficways
- Major City Traffic Street
- Neighborhood Collector

Traffic Access



## **Classification & context**





### **Traffic Classifications**

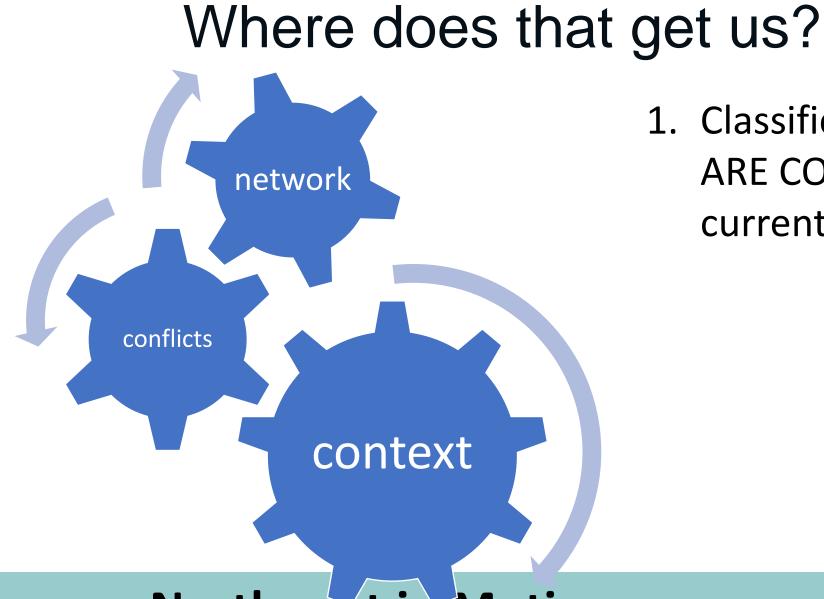
- Regional Trafficways
- Major City Traffic Street
- Neighborhood Collector

Traffic Access



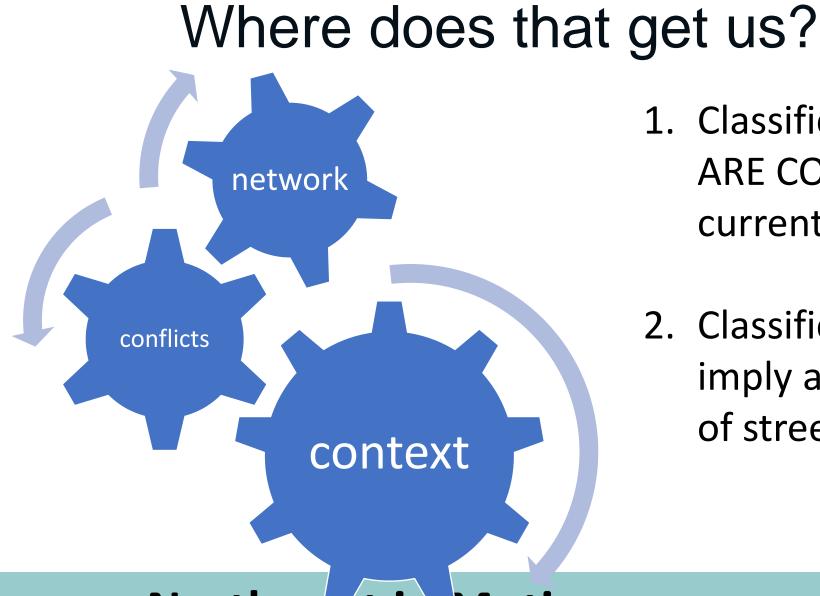






### 1. Classification changes that ARE CONSISTENT with current street function

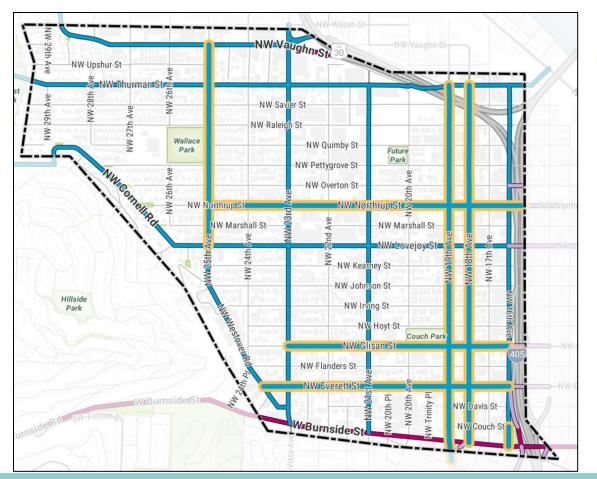




- 1. Classification changes that ARE CONSISTENT with current street function
- 2. Classification changes that imply a SHIFT OVER TIME of street function



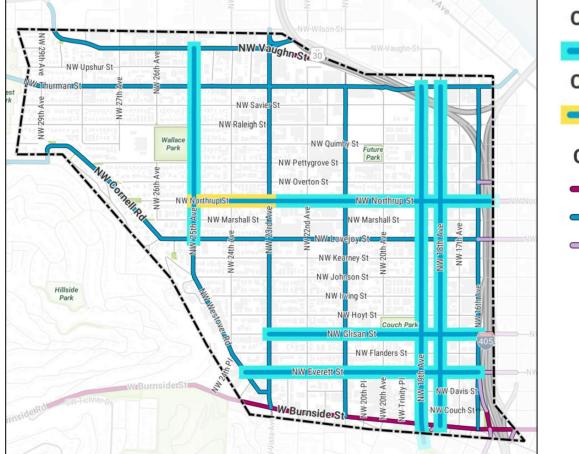
proposed neighborhood collector network



Recommended Traffic Classification Changes
Change from Local Service to Neighborhood Collector
Current Traffic Classifications
Major City Traffic Street
Neighborhood Collector
Traffic Access



proposed neighborhood collector network



### Changes reflective of current street function

Change from Local Service to Neighborhood Collector Changes that imply a shift of street function

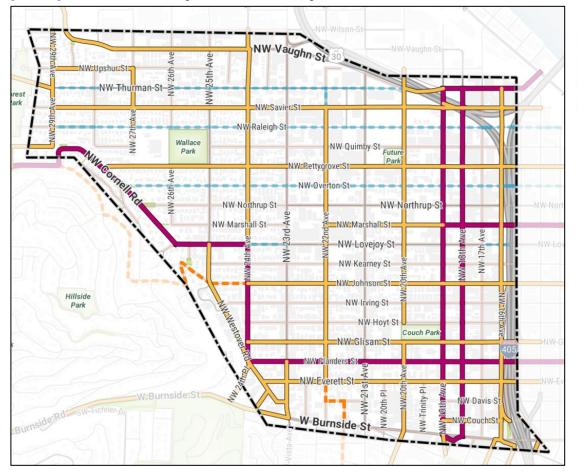
Change from Local Service to Neighborhood Collector

#### **Current Traffic Classifications**

- Major City Traffic Street
- Neighborhood Collector
- Traffic Access



proposed city bikeway network

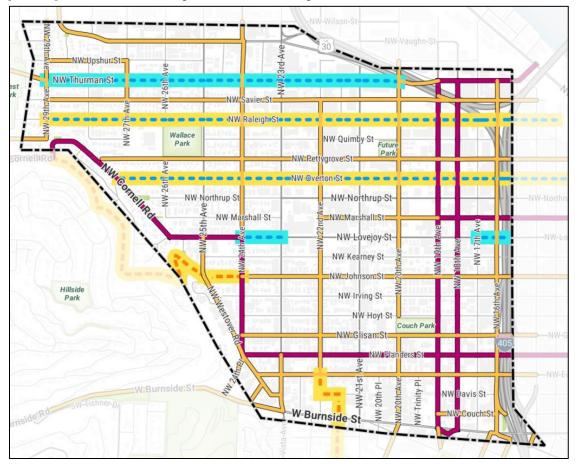


#### **Recommended Bikeway Classifications**

- Current Major City Bikeway (no proposed change)
- Current City Bikeway (no proposed change)
- --- Proposed Upgrade from Local Service Bikeway to City Bikeway
- --- Proposed Downgrade from City Bikeway to Local Service Bikeway



proposed city bikeway network



#### **Changes Reflective of Current Street Function**

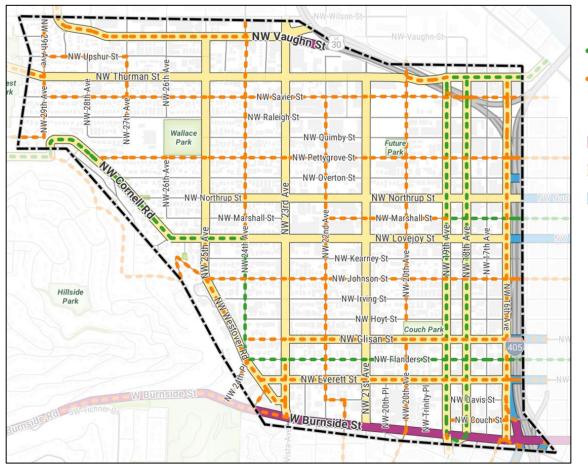
- **Changes that imply a shift of street function**
- Downgrade from City Bikeway to Local Service Bikeway
   Upgrade from Local Service Bikeway to City Bikeway

#### **Current Bicycle Classifications**

- Current Major City Bikeway (no proposed change)
- Current City Bikeway (no proposed change)



### proposed network



### **Recommended Bicycle Classifications**

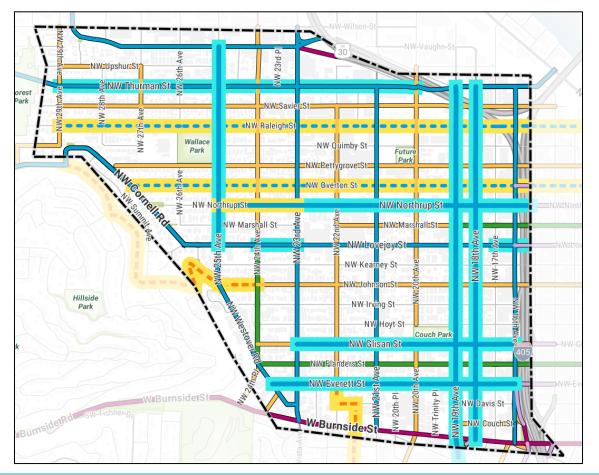
- --- Major City Bikeway
- --- City Bikeway

#### **Recommended Traffic Classifications**

- Major City Traffic Street
- Neighborhood Collector
- Traffic Access



### proposed network



### **Changes Reflective of Current Street Function**

- Downgrades from City Bikeway to Local Service Bikeway
- Change from Local Service to Neighborhood Collector

#### Changes that imply a shift of street function

- Downgrade from City Bikeway to Local Service Bikeway
- Upgrade from Local Service Bikeway to City Bikeway
- Change from Local Service to Neighborhood Collector

#### **Remaining Traffic Classifications**

- Major City Traffic Street
- Neighborhood Collector
- Traffic Access

#### **Remaining Bicycle Classifications**

- Current Major City Bikeway (no proposed change)
- Current City Bikeway (no proposed change)







## Everett, Glisan & Flanders

what should we be thinking about?



#### **Changes Reflective of Current Street Function**

Downgrades from City Bikeway to Local Service Bikeway

Change from Local Service to Neighborhood Collector Changes that imply a shift of street function

- Downgrade from City Bikeway to Local Service Bikeway
- Upgrade from Local Service Bikeway to City Bikeway

Change from Local Service to Neighborhood Collector

### **Remaining Traffic Classifications**

- Major City Traffic Street
- Neighborhood Collector
- Traffic Access

#### **Remaining Bicycle Classifications**

- Current Major City Bikeway (no proposed change)
- Current City Bikeway (no proposed change)



# Bikeway Consolidation – Pettygrove & Savier

what should we be thinking about?



#### **Changes Reflective of Current Street Function**

- Downgrades from City Bikeway to Local Service Bikeway
- Change from Local Service to Neighborhood Collector

#### Changes that imply a shift of street function

- Downgrade from City Bikeway to Local Service Bikeway
- Upgrade from Local Service Bikeway to City Bikeway
- Change from Local Service to Neighborhood Collector

#### **Remaining Traffic Classifications**

- Major City Traffic Street
- Neighborhood Collector
- Traffic Access

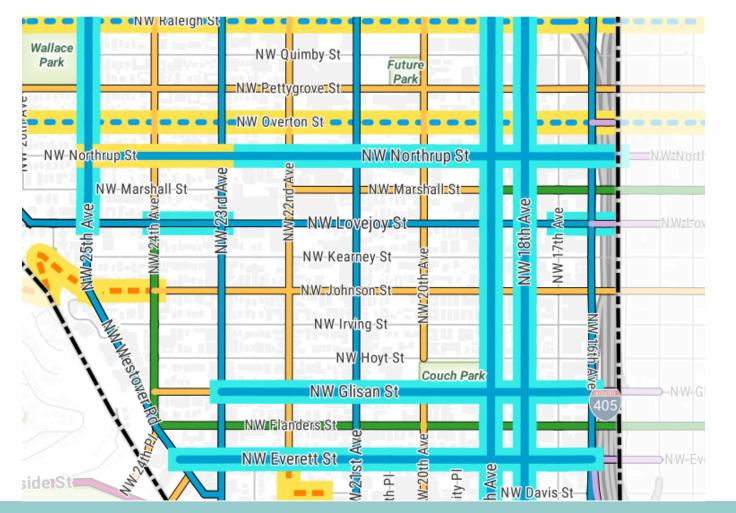
#### **Remaining Bicycle Classifications**

- Current Major City Bikeway (no proposed change)
- Current City Bikeway (no proposed change)



# Upgrading to Collectors – Everett/Glisan, 18th/19th, & Northrup

what should we be thinking about?



#### **Changes Reflective of Current Street Function**

- Downgrades from City Bikeway to Local Service Bikeway
- Change from Local Service to Neighborhood Collector

### Changes that imply a shift of street function

- Downgrade from City Bikeway to Local Service Bikeway
- Upgrade from Local Service Bikeway to City Bikeway
- Change from Local Service to Neighborhood Collector

#### **Remaining Traffic Classifications**

- Major City Traffic Street
- Neighborhood Collector
- Traffic Access

#### **Remaining Bicycle Classifications**

- Current Major City Bikeway (no proposed change)
- Current City Bikeway (no proposed change)



## Let's Roll Up Our Sleeves!

Topic 1: Should we maintain bike classifications on Everett and Glisan, or is Flanders sufficient once the bridge is constructed?

Discuss: What other benefits or issues should we consider with this decision?

You have 7 minutes.

## Let's Roll Up Our Sleeves!

Topic 2: Should we remove bike classifications from Overton and Raleigh and Thurman and consolidate bikeways in that area to Pettygrove and Savier?

Discuss: What other benefits or issues should we consider with this decision?

You have 7 minutes.

## Let's Roll Up Our Sleeves!

Topic 3: Should we upgrade streets that already function as collectors like Everett/Glisan, 18<sup>th</sup>/19<sup>th</sup>, 25<sup>th</sup>, and Northrup to Neighborhood Collectors?

Discuss: What other benefits or issues should we consider with this decision?

You have 7 minutes.

## Wrap Up and Next Steps

- Up Next: Prioritization Criteria & Needs Inventory
- Online Open House: Closes Aug 10
- Join us:
  - Walk 1: Monday, Sept. 10<sup>th</sup>, 6pm @ Wallace Park (meet at southeast corner)
  - Walk 2: Monday, Sept. 17<sup>th</sup>, 6pm @ Couch Park (meet near 20<sup>th</sup> & Hoyt)



## Contact



www.portlandoregon. gov/transportation/ NWInMotion

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# Thank you!