

## Meeting Notes

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<b>Project:</b>	Northwest In Motion (NWIM)	
<b>Purpose:</b>	Community Advisory Group Meeting #3	
<b>Date:</b>	October 15, 2018	
<b>Time:</b>	5:30 – 7:30 p.m.	
<b>Location:</b>	Congregation Beth Israel, Goodman Hall, 1972 NW Flanders, Portland, OR 97209	
<b>Attendees:</b>	<p><b>Kyle Chown</b>, <i>Chown Hardware</i> <b>Sky Colley</b>, <i>Goose Hollow resident</i> <b>Kaylin Dugle</b>, <i>NW resident</i> <b>Reza Farhoodi</b>, <i>Pearl District NA</i> <b>Matthew Horn</b>, <i>ESCO Corp.</i> <b>Daniel Hough</b>, <i>NW resident</i> <b>Josh Kashinsky</b>, <i>Congregation Beth Israel</i> <b>Michael Khamsot</b>, <i>Street Trust</i> <b>Bruce Levy</b>, <i>Pearl District NA (CAG alternate)</i> <b>Kari Lorz</b>, <i>New Seasons Market</i> <b>Rick Michaelson</b>, <i>NW Parking SAG</i> <b>Piseth Pich</b>, <i>Legacy Good Samaritan Hospital</i> <b>Phil Selinger</b>, <i>NWDA</i></p>	<p><b>Mike Uhrich</b>, <i>St. Mary's Cathedral</i> <b>Yashar Vasef</b>, <i>United Nations Association of Portland, NW resident</i> <b>Alexandra Zimmerman</b>, <i>Portland Bicycle Advisory Committee/ NW District Association</i> <b>Zef Wagner</b>, <i>PBOT</i> <b>Francesca Patricolo</b>, <i>PBOT</i> <b>Corrine Montana</b>, <i>PBOT</i> <b>Sara Schooley</b>, <i>Toole Design</i> <b>Jessica Pickul</b>, <i>JLA</i> <b>Josh Mahar</b>, <i>JLA</i></p>
<b>Not in attendance:</b>	<p><b>Stephen Gunvalson</b>, <i>PedPDX CAC, NW resident</i> <b>Julie Gustafson</b>, <i>Pearl District</i> <b>Jeanne Harrison</b>, <i>NWDA Transportation</i></p>	<p><b>Jim Kennett</b>, <i>NW International Hostel Business Association</i> <b>Scott Kocher</b>, <i>Oregon Walks, NW Resident</i> <b>Katya Ortega-Schwartz</b>, <i>Core Power Yoga NW</i></p>

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### Welcome and Introductions

- Jessica announced that she will try to address CAG feedback with a new method to make sure everyone has an opportunity to share during meetings. Instead of raising their hands, CAG members can stand their name signs up sideways to indicate that they have a comment.

## **Project and Public Involvement Update**

- Online Open House: Open from June 6-August 10, 96 participants and 150 comments.
- Walking Tours: Zef led two Steptember Walks focused on Northwest in Motion, one on 25<sup>th</sup> and 23<sup>rd</sup> starting near Wallace Park and the other on Everett and Glisan starting near Couch Park. About five people attended each walk and provided detailed feedback about how to improve walkability.
- Affordable Housing Focus Group: A group of affordable housing residents provided feedback on transportation needs in NW Portland. Most participants were seniors and people with disabilities. Participants addressed concerns similar to those mentioned in the Open House and issues specific to their neighborhood and community.
- Upcoming events: North Pearl District Workshop on November 5 and NW Transportation Open House on November 15.

## **Public Comment**

- A member of the public expressed concerns about visibility at the intersection of Northrup and 24<sup>th</sup> and stated the visibility is low for all modes due to parked cars.

## **Needs Inventory & Project List**

- Sara discussed the process of developing the recommended projects list.
- CAG member raised a question about Federal street classifications. Zef explained that ODOT classifications reflect current use and City classifications are aspirational. Projects are planned for current use.
- CAG member noted that the parking meter district is being expanded this fall and will need to be updated in the Needs Inventory & Project List.
- CAG member explained that removing parking from intersections is not enough for some NW intersections. Some may also need curb extensions to improve visibility.
- CAG member raised concern about goal of less than 2,000 vehicle trips for greenways. With that many trips, cyclists are not going to feel safe and comfortable.
- CAG member asked about the pros and cons of bundling projects and opportunities for funding. Zef explained that bundling helps bring together small projects that work together to improve an area and allows projects to be included in the Transportation System Plan (TSP). Bundles are flexible and can be adapted to different funding opportunities.
- Zef shared proposed short-term improvements for Line 24.
- CAG member noted that Project #8 was placed on wrong street in map.

- CAG members asked to see connections to the Pearl District, Central City in Motion projects and connections in general outside of project area.

### **Prioritization Criteria**

- Zef described the prioritization criteria. CAG member noted that NW has good transportation infrastructure so the changes observed for this project may be subtle when evaluated.

### **Street Classification Overview and Recommendations**

- Sara and Zef presented street classifications and recommendations
  - One member asked about classifications for Everett and Glisan. Zef noted that ODOT's classifications are different than Portland's.
  - Some residents preferred traffic to be dispersed across the district and for streets to stay at their current classification.

### **Group Activity: Review Project List**

- **Group #1:** This group prioritized 25<sup>th</sup> and 23<sup>rd</sup> Ave improvements, Everett/Glisan, Johnson and Pettygrove Greenways and Line 24 improvements. NW Raleigh was also highlighted as a priority. The group asked to see connections to Central City in Motion projects.
- **Group #2:** This group prioritized by mode or category. They chose 23<sup>rd</sup> Ave and 25<sup>th</sup> Ave for pedestrian and safety and Savier and Pettygrove for bike improvements. All transit projects stood out especially Line 24 improvements. Marshall and 22<sup>nd</sup> were lower priorities for the group.
- **Group #3:** Safety on Everett and Glisan came up as a concern for both pedestrians and cyclists. 25<sup>th</sup> Ave stood out due to park and school. Hoyt St Crossings were highlighted for connectivity and equity. Rail tracks on Johnson Greenway came up as a challenge. 22<sup>nd</sup> Ave was highlighted for connectivity. Westover is an important route to downtown. Pettygrove and Line 24 improvements were highlighted as important projects. Line 77 needs to be done right to address connectivity and equity. One CAG member addressed Raleigh for current and future development, safety and equity needs. Overall, the group noted that there are so many projects in a small area. The group asked how these will change based on funded projects.
- **Public Comments:**
  - Changing technology, how would these projects hold up?
  - What is perceived safety vs. actual safety?
  - Hospital is an area with distracted, fast driving. Need for safety.
  - Pettygrove is near school and is already slower than Overton.
  - Diverters are a real change that encourage slow driving.