

Meeting Notes

Project:	Northwest In Motion (NWIM)	
Purpose:	Community Advisory Group Meeting #5	
Date:	April 8, 2019	
Time:	5:30 – 7:30 p.m.	
Location:	Congregation Beth Israel, Goodman Hall, 1972 NW Flanders, Portland, OR 97209	
Attendees:	<p>Sky Colley, <i>Goose Hollow resident</i> Kaylin Dugle, <i>PSU student/ Bristol Urban Apartments</i> Reza Farhoodi, <i>Pearl District NA</i> Stephen Gunvalson, <i>PedPDX CAG, NW resident</i> Julie Gustafson, <i>Pearl District Business Association</i> Matthew Horn, <i>ESCO Corp.</i> Josh Kashinsky, <i>Congregation Beth Israel</i> Jim Kennett, <i>NW International Hostel</i> Scott Kocher, <i>Oregon Walks, NW resident</i> Rick Michaelson, <i>NW Parking SAG</i></p>	<p>Piseth Pich, <i>Legacy Good Samaritan Hospital</i> Phil Selinger, <i>NW resident</i> Mike Uhrich, <i>St. Mary's Cathedral</i> Yashar Vasef, <i>United Nations Association of Portland, NW resident</i> Alexandra Zimmerman, <i>Portland Bicycle Advisory Committee</i> Zef Wagner, <i>PBOT</i> Mauricio Leclerc, <i>PBOT</i> Corrine Montana, <i>PBOT</i> Jessica Pickul, <i>JLA</i></p>
Not in attendance:	<p>Kyle Chown, <i>Chown Hardware</i> Daniel Hough, <i>NW resident</i> Michael Khamsot, <i>Street Trust</i></p>	<p>Kari Lorz, <i>New Seasons Market</i> Katya Ortega-Schwartz, <i>Core Power Yoga NW</i></p>

Welcome and Introductions

- Jessica gave overview of the meeting agenda. CAG members, members of the public and staff introduced themselves.

Project and Public Involvement Update

- Zef reviewed project timeline and gave project updates
 - CAG #6 planned for June
 - Diverter strategy: We heard neighborhood-wide strategy but TAC had concerns that this would be a very different approach compared to other projects we have done. Instead we expect that turning stop signs on side streets will help divert traffic along with other traffic calming treatments, like speed bumps, where needed.
 - Signals: We heard spend less on expensive signals. The ideas we are presenting respond to that feedback. Ideas show low-cost options.

Public Comment

- Westover residents

- Interested in traffic calming
- Concerned about traffic speeds
- Appreciate that NWIM is addressing speeds and traffic calming

Tier 1 Projects Overview and Discussion

Comments from CAG members:

NEIGHBORHOOD GREENWAYS

1. NW Johnson St

- Johnson is cut-through street for drivers, challenging street for cyclist. Add physical barrier? Planters?
 - Zef: Emergency route prevents physical diverters/barriers but may be possible with approval from Fire Bureau
- Project team needs to look more broadly. This idea could cause major traffic issues. Look into traffic impacts.
 - This concept assumes 15th Ave allows southbound traffic to Hoyt. The next phase will refine and we will meet with stakeholders, like REI.
- High speeds on Johnson and low compliance by drivers at pedestrian crossings
- Need diverters so that everyone feels safe and to meet climate and mode share goals
- We are aiming for all user, all ages and abilities and currently don't feel safe biking.
- Add four-way stop?
 - Zef: Will check with traffic engineer.

2. NW Marshall St

- Legacy causes more circulation pushing more traffic off Marshall – unintended consequences.
- Traffic on Marshall does not warrant diversion.
- Four-way stop to slow traffic at 17th?
- Volumes too high. Need to address to meet mode, climate and Vision Zero goals.
- If it is a neighborhood greenway, it needs neighborhood greenway treatment. Should look like NE and SE neighborhood greenways with a steady flow of bike traffic during peak hour.
- Staff walk back and forth on 19th to hospital administrative headquarters.
- Non-compliance issues at three-way stop.
- If people were diverted to 22nd we would have more safety issues.
- Pearl Neighborhood Greenway on Marshall is very popular and the route has already been heavily invested in.
 - Zef: Phasing to be determined in the coming months.
- Neighborhood greenway safety near freeways is most important

3. NW Pettygrove St

- Outreach needed for Overton
- How will people get to westbound parking?
 - Zef: Three-point turns. Parking mainly for building loading purposes.
- What about 23rd diverter?
 - Zef: Still in discussion, not sure yet.
- Business outreach is key. Just because businesses are not active on the sidewalk does not mean that there is less business activity.

4. NW Savier St

- Paint is inexpensive but why paint?
- 23rd and Upshur diverted violated often.
- Non-compliance of private drive at the Carson– how can we emphasize that it is private?
- Mid-block raised speed bump for long blocks.
- Will need diversion when stop signs are turned because people don't want to wait at Raleigh.

5. NW 24th Ave

- People turn left onto 24th and 25th heavily
 - Zef: This concept prevents left turns on 24th and forces people to use signalized intersections.
- Traffic issues will arise in other places with this concept.
- Concerned about traffic on 25th. I like 24th but I am worried about 25th.
- Create a bike option.

TRANSIT IMPROVEMENTS

1. NW 21st Ave

- Irving and Glisan stops southbound – accessibility concerns
- Address bus delays – protected left turn

2. NW 18th and 19th Ave

- Transit islands at 18th/19th and Marshall and 18th/19th and Flanders
- Modular possible. When full concrete bus riders can wait on transit island.
- Near side bus stops not allowed because of pedestrian visibility needs.
- I am not seeing bus/bike conflicts.
 - Zef: Bus and bike ridership low right now but this adds capacity for the future when ridership increases.
- At 21st, remove a parking spot so buses can turn. Prevent back up traffic at that intersection.

3. W Burnside St

- Look at root of the problem upstream

CORRIDOR SAFETY IMPROVEMENTS

1. NW Glisan / Everett St

- Concern about visibility.
- Take parking out – wide pedestrian route.
- Curb-tight with parking protected bike lane.
- People circling – not always predictable or during peak times. Parking in high demand.
- Extend to Glisan
 - School nearby
 - 30-minute parking in this area
 - High crash intersection

2. NW 23rd Ave

- Ambulances go around that block

3. NW Vaugh St

- School crossing phases need improvement
- Try other solutions first
- Cut-through traffic
- Safety could be addressed with daylighting, left turn calming

4. NW 25th Ave / Westover

- Neighborhood collector – speed and volumes
- Speed humps/raised crosswalks
- Johnson better for pedestrians
- Try crossings first
- Pettygrove/25th crossing great
- Medians on every block
- Traffic calming treatments force drivers to pay attention

Final thoughts:

- Consistency needed. Communicate where we are in the process.
- Walk the talk with modal hierarchy.
- Diverter approach is possible.
- I want to bike with my kids – diverters do a fantastic job.
- Diverters like those in British Columbia. Feels like an island without cars.
- Good job reaching out and observing on-site.
- Pay attention to parking.
- I am excited that these changes will improve the neighborhood.
- Multimodal safety and access is the priority – bikes and pedestrians.
- Thank you. I want to help get the word out.
- Diverters are transformative. I am afraid diverters will be removed. Stay bold.
- People walking, playing, jogging will use neighborhood greenways.
- W Burnside still a challenge.
- Not recognizing the uniqueness of NW Portland.
- Every sidewalk needs to be safe. Every street should be a green street.