

NORTHWEST IN MOTION

Community Advisory Group

Meeting #7

October 15, 2019

WE KEEP PORTLAND MOVING.



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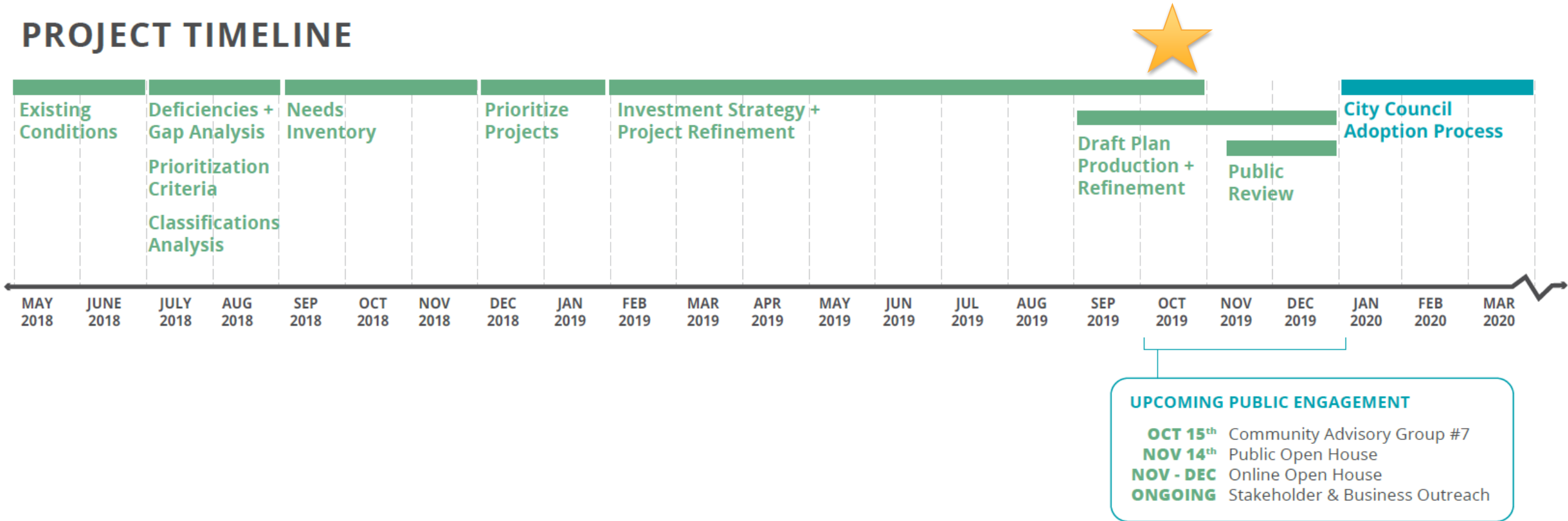
Tonight's Agenda

5:30 p.m.	Welcome, Introductions + Agenda Review
5:40 p.m.	Project Update
5:45 p.m.	Public Comment
5:55 p.m.	Program Recommendations
6:15 p.m.	Project and Classification Updates
6:30 p.m.	Impact Assessment
6:45 p.m.	Implementation Strategy
7:00 p.m.	Early Review Draft Feedback
7:20 p.m.	Next Steps and Final Thoughts



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PROJECT TIMELINE

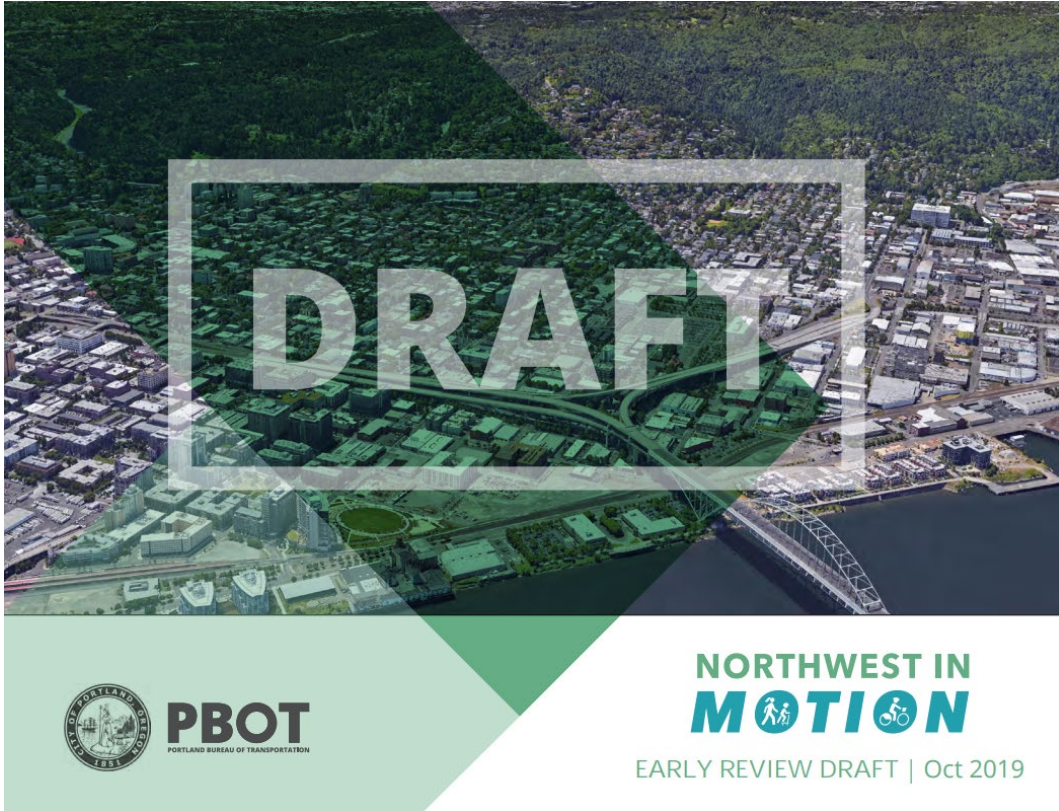


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Early Review Draft



An Early Review Draft is ready!

This includes:

1. **NW Portland Today & Tomorrow**
2. **Plan Process & Community Engagement**
3. **Project Recommendations**
4. **Program & Policy Recommendations**
5. **Summary of Plan Benefits & Impacts**
6. **Funding & Implementation Strategy**
7. **Plan Monitoring & Reporting**

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Public Comment



Do you have anything to share with the group?

Program Recommendations



PROGRAM RECOMMENDATION #1

Make Improvements to Street Lighting



RECOMMENDED ACTIONS

- **Develop an inventory of lighting needs and deficiencies throughout the district.**
- **Identify a funding strategy to address a prioritized list of lighting needs.**
- **Incorporate lighting requirements into frontage requirements for new development.**
- **Develop a strategy to proactively maintain trees impacting street lighting levels.**



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Program Recommendations



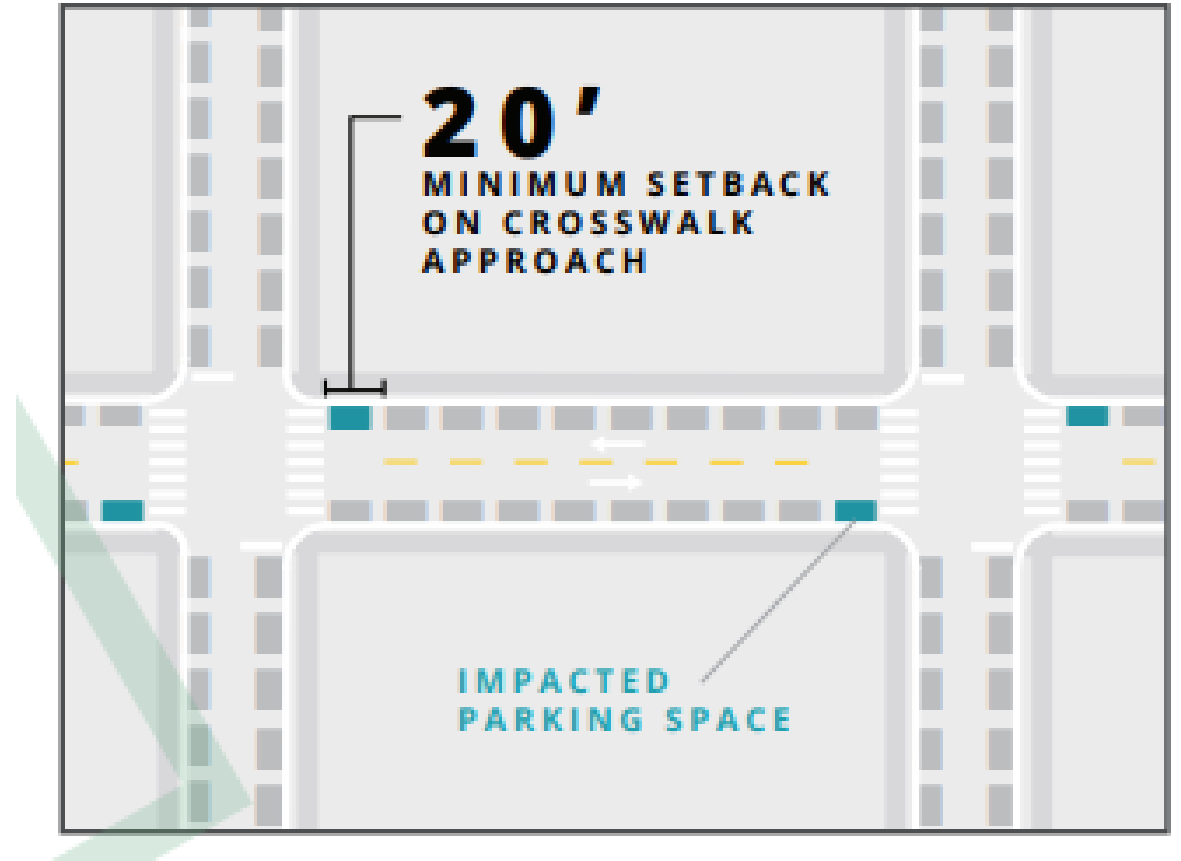
PROGRAM RECOMMENDATION #2

Improve Visibility at Intersections



RECOMMENDED ACTIONS

- **Implement intersection daylighting on all new NWIM recommended projects.**
- **Identify funding to apply retroactive intersection daylighting on all neighborhood greenways, main streets, and safe routes to school.**
- **Conduct a study to assess the parking impacts of district-wide intersection daylighting.**



Program Recommendations



PROGRAM RECOMMENDATION #3

Explore Opportunities for Raised Sidewalk Crossings



RECOMMENDED ACTIONS

- **Develop an approved design for a raised sidewalk crossing for consideration in future major paving projects on Portland's commercial main streets, such as CI.2 - NW 23rd Ave Corridor Improvement project.**



Program Recommendations



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Program Recommendations

PROGRAM RECOMMENDATION #4

Main Street Improvements



RECOMMENDED ACTIONS

- **Develop partnerships between PBOT and local businesses to identify opportunities to expand the pedestrian through zone.**
- **Maintain adequate pedestrian through zones through better regulation of outdoor seating, A-boards, and other potential obstructions.**
- **Partner with TriMet to re-evaluate bus stop locations within the pedestrian through zone.**



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Program Recommendations

PROGRAM RECOMMENDATION #4

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Program Recommendations

PROGRAM RECOMMENDATION #5

Green Street Improvements



RECOMMENDED ACTIONS

- **Develop a future green street right-of-way standard for NW Pettygrove and potentially other streets within Northwest.**
- **Coordinate with BES to consider bioswale or other stormwater treatments when developing capital projects.**



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Program Recommendations

PROGRAM RECOMMENDATION #5

Green Street Improvements



RECOMMENDED ACTIONS

- **Develop a future green street right-of-way standard for NW Pettygrove and potentially other streets within Northwest.**
- **Coordinate with BES to consider bioswale or other stormwater treatments when developing capital projects.**



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Program Recommendations

PROGRAM RECOMMENDATION #6

Invest in Transit Amenities



RECOMMENDED ACTIONS

- **Conduct an inventory of current station amenities at bus stations throughout Northwest.**
- **PBOT should work collaboratively with TriMet and private developers to maximize the opportunity for improved transit stops whenever capital projects are implemented in the district.**



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Program Recommendations

PROGRAM RECOMMENDATION #7

Improve ADA Access



RECOMMENDED ACTIONS

- **Develop a small, on-going program for sidewalk maintenance and repair.**
- **Continue seeking ADA improvements with new projects and through the 'curb-ramps-by-request' program.**



Program Recommendations

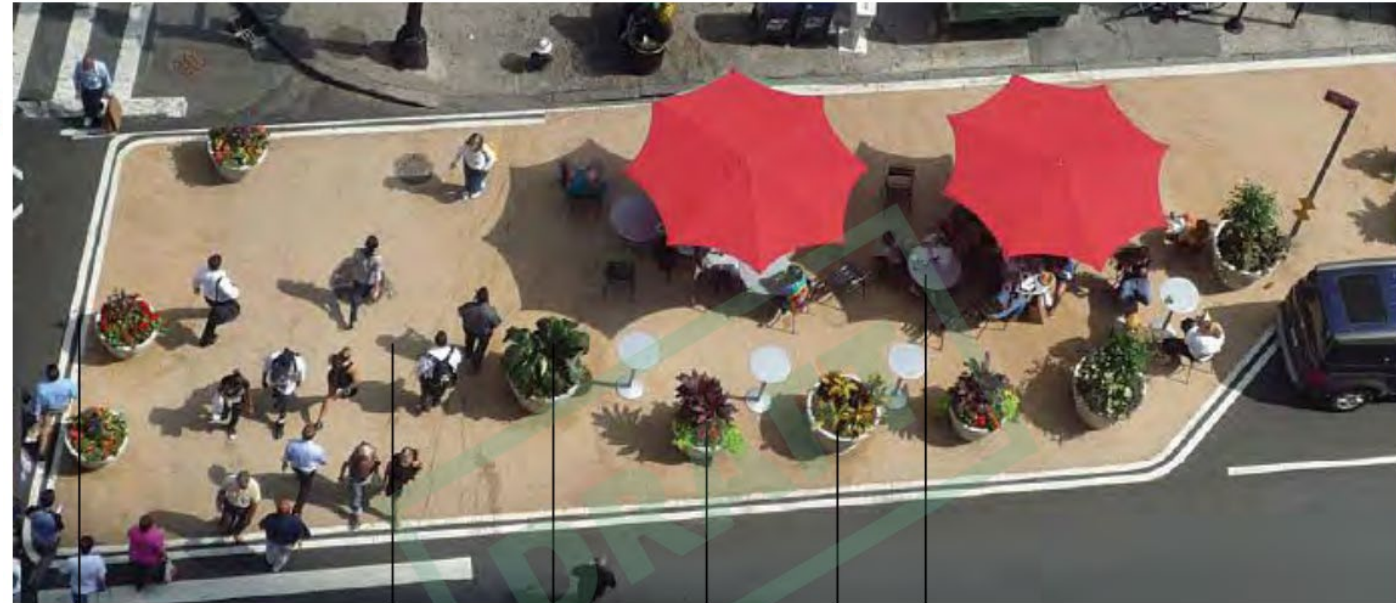
PROGRAM RECOMMENDATION #8

Develop Better Tactical Urbanism Tools



RECOMMENDED ACTION

- **Expand the set of approved tools available for interim plazas and treatments in the right-of-way to include the use of epoxy gravel, street planters, and moveable street furniture.**



Clearly delineated edgeline marking with traditional striping. These marking can be further reinforced with posts in higher conflict areas.

Decorative planters help reinforce the edge of the pedestrian realm while improving the beauty and general aesthetics of the interim plaza.

Sand-colored epoxy gravel helps create an attractive, durable and people-friendly surface.

Moveable street furniture and protection from the elements help activate this space and encourage people to use it.

Program Recommendations

PROGRAM RECOMMENDATION #9

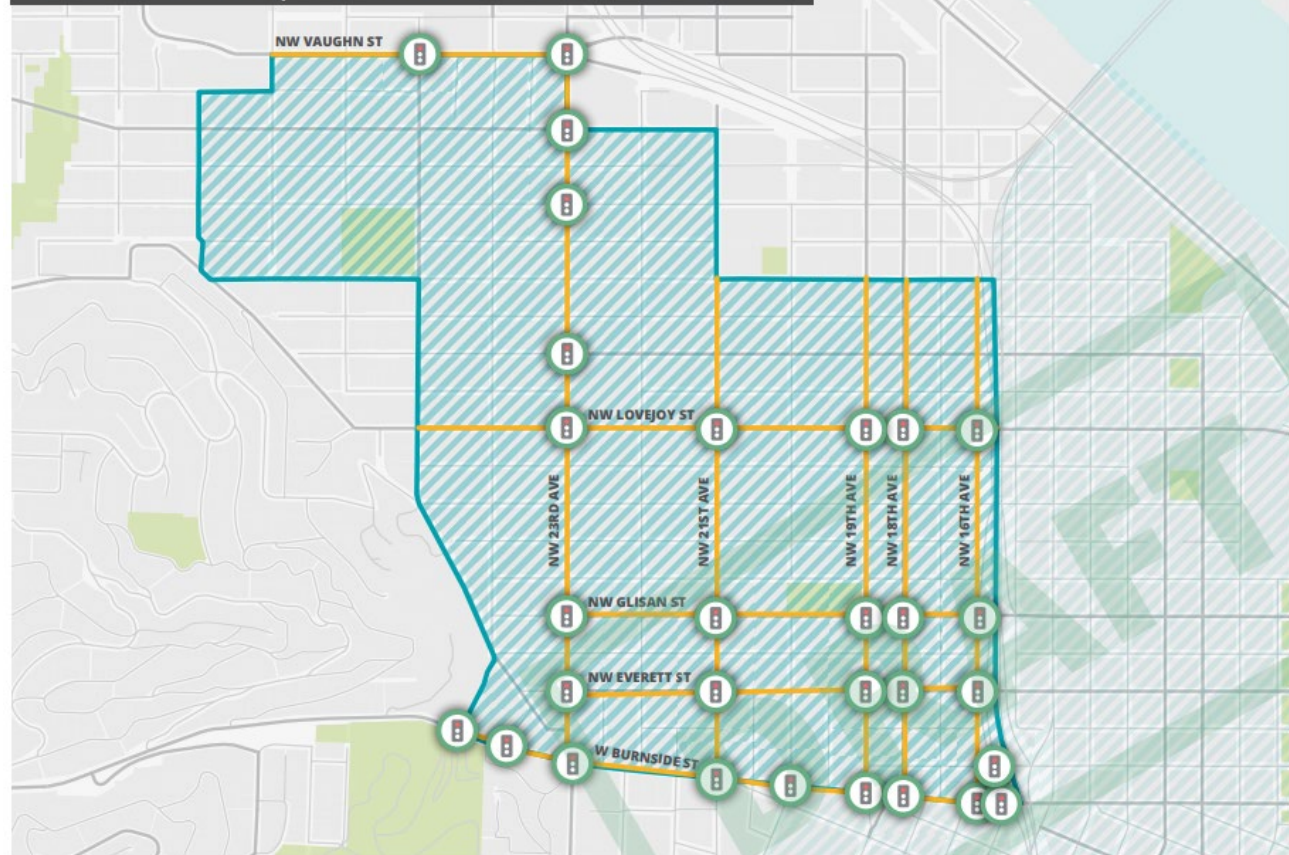
Make Safety Improvements at Signalized Intersections



RECOMMENDED ACTIONS

- Develop and implement a 'No-Turn-On-Red' pilot program in the Northwest Pedestrian District.
- Seek opportunities for signal improvement and modifications to eliminate permissive left turns.
- Retrofit all existing signalized intersections within the Northwest Pedestrian District to have a leading pedestrian interval.
- Implement 'left-turn-calming' at intersections with safety concerns or a history of crashes.

TRAFFIC SIGNALS | NORTHWEST PEDESTRIAN DISTRICT



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Program Recommendations

PROGRAM RECOMMENDATION #9

Make Safety Improvements at Signalized Intersections



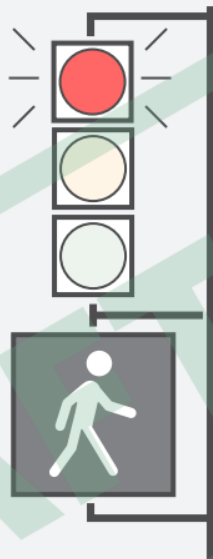
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- Retrofit all existing signalized intersections within the Northwest Pedestrian District to have a leading pedestrian interval.
- Implement ‘left-turn-calming’ at intersections with safety concerns or a history of crashes.

LEADING PEDESTRIAN INTERVAL

Vehicle movements are held at the beginning of the signal phase

Giving people walking a headstart of 3-7 seconds to cross the street



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Program Recommendations

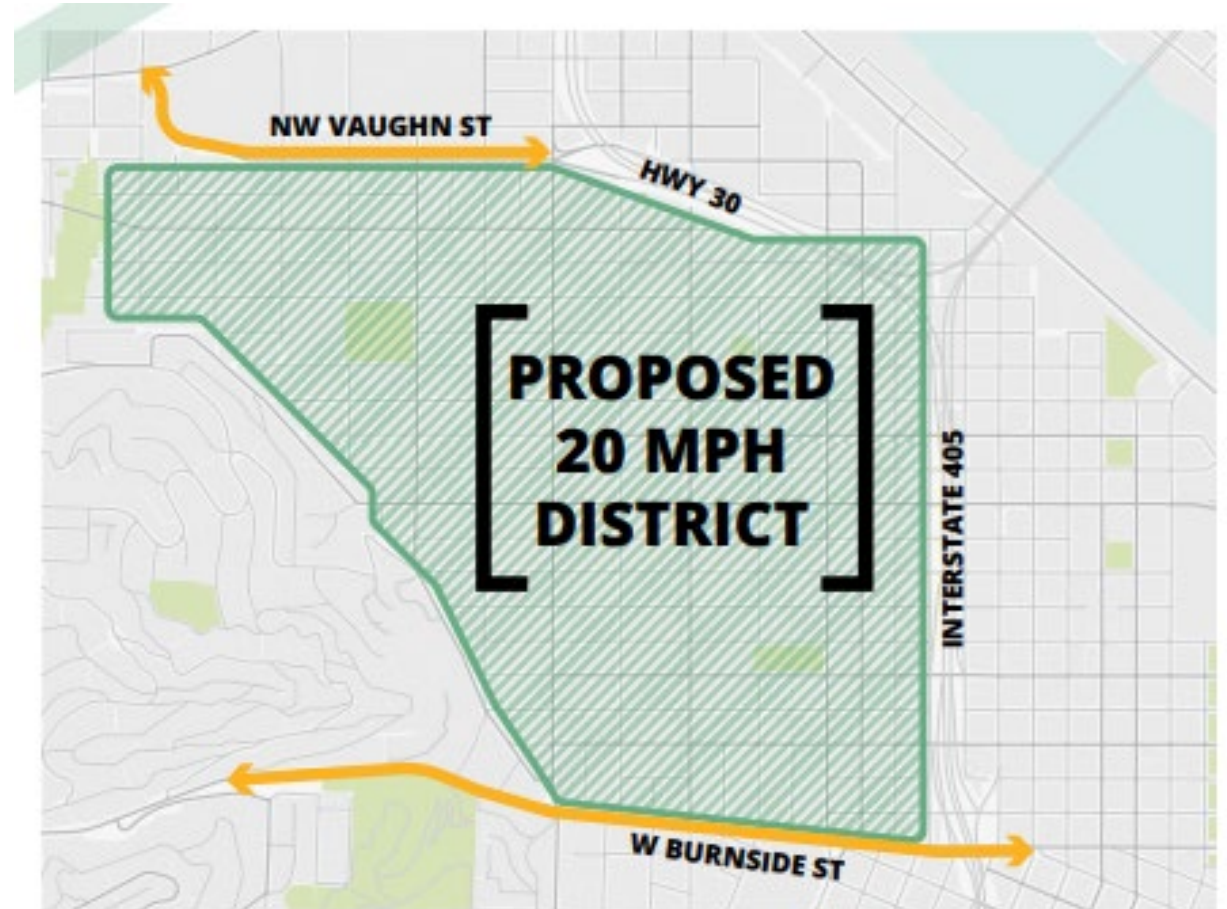
PROGRAM RECOMMENDATION #10

Lower Speeds Throughout the District



RECOMMENDED ACTIONS

- **Continue to lower speed limits in Northwest to create a continuous 20mph district in the area bounded by between I-405, NW Vaughn St, W Burnside St, and NW Cornell St.**
- **Explore the feasibility of implementing a 'home zone' traffic calmed neighborhood in Northwest Portland.**

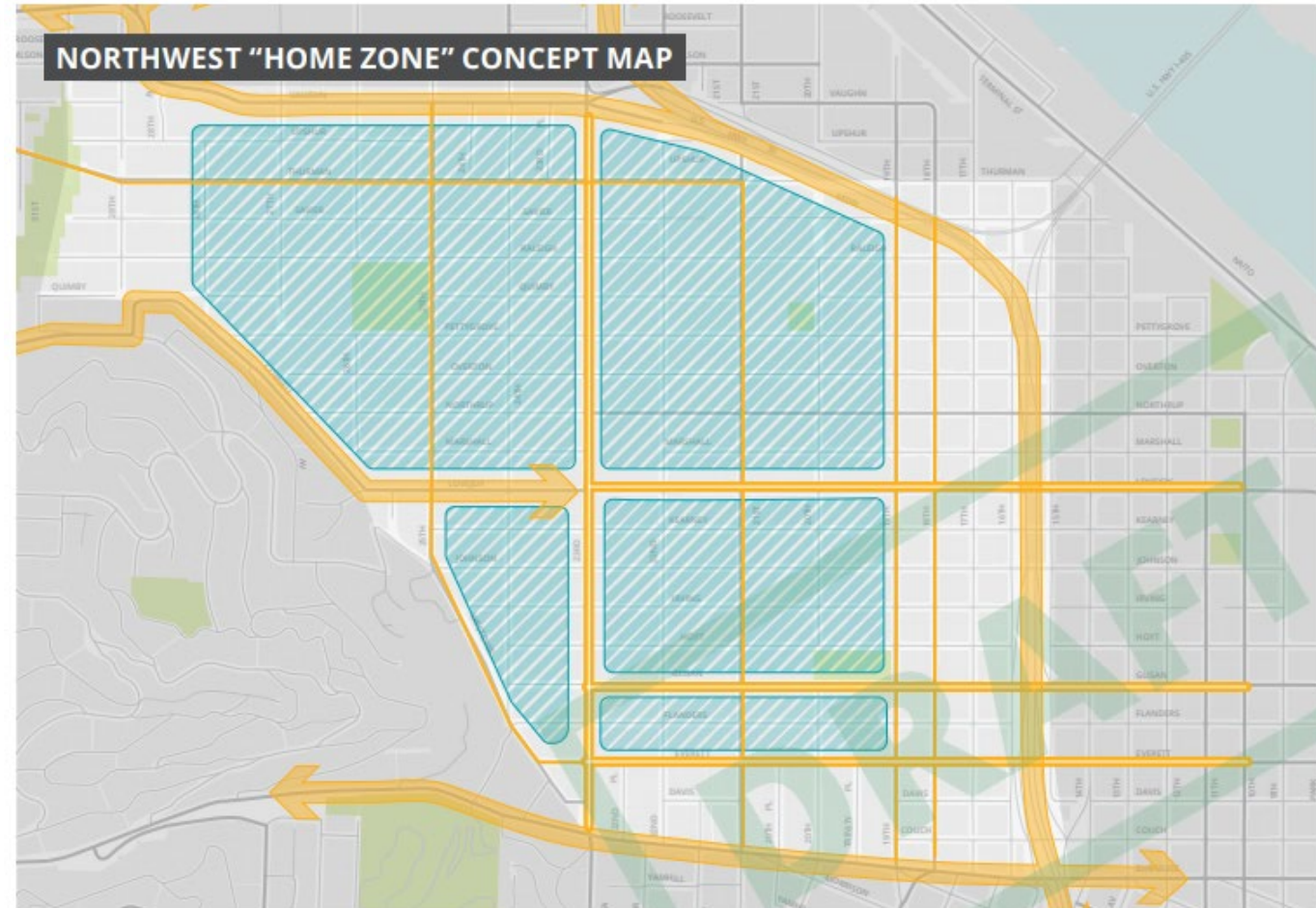


Full extent of proposed district wide application of 20mph speed limit in Northwest Portland

Program Recommendations

PROGRAM RECOMMENDATION #10

Lower Speeds Throughout the District



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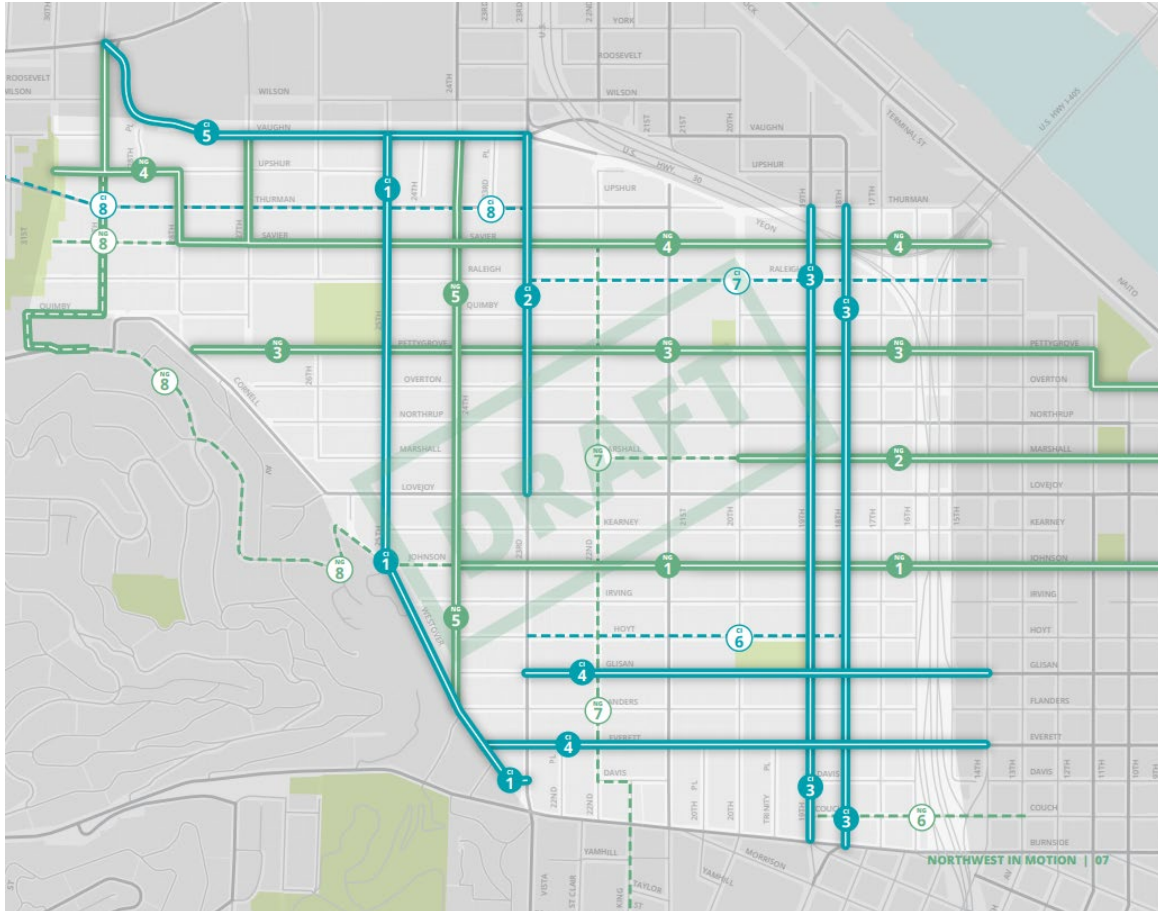
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Discussion



Do you have questions or feedback about Program Recommendations?

Project Recommendation Updates



TIER 1 PROJECTS

NG

Neighborhood Greenways

NG.1 NW Johnson St

Retrofit existing neighborhood greenway to meet established guidelines for traffic speed and volume.

NG.2 NW Marshall St

Retrofit existing neighborhood greenway from NW 9th to NW 16th to meet established guidelines for traffic speed and volume. Extend neighborhood greenway west to NW 20th Ave.

NG.3 NW Pettygrove / NW Overton St

Design and implement a new neighborhood greenway on NW Pettygrove St that meets established guidelines for traffic speed and volume. Add a bikeway connection to NW 9th Ave via NW 11th Ave and NW Overton St.

NG.4 NW Xavier St

Design and implement a new neighborhood greenway that meets established guidelines for traffic speed and volume, with connections north to Vaughn and Nicolai employment areas.

NG.5 NW 24th Ave

Retrofit existing neighborhood greenway to meet established guidelines for traffic speed and volume. Extend bikeway to NW Flanders St Neighborhood Greenway.

CI

Corridor Improvements

CI.1 NW 25th Ave / Westover Rd

Calm traffic along NW 25th Ave and NW Westover Rd by adding traffic slowing devices and enhanced pedestrian/bicycle crossings.

CS.2 NW 23rd Ave

Improve the safety and asset condition of the northern section of NW 23rd Ave by reconstructing the roadway, rebuilding an aging signal, improving pedestrian crossings, and enhancing transit stops.

CI.3 NW 18th / 19th Ave

Provide improved crossings, transit islands and reduce bike/bus conflicts on NW 18th/19th to serve the Line 24 Extension.

CI.4 NW Everett / Glisan St

Improve safety along the NW Everett/Glisan couplet by adding crossing improvements and reducing traffic speeds. Improve bus stop accessibility and reduce transit delay on the Line 77 from NW District to the Pearl District and Old Town / Chinatown.

CI.5 NW Vaughn St

Improve safety along NW Vaughn St and NW Wardway by adding improved crossings and bikeway safety enhancements.

TIER 2 PROJECTS (see page XX for descriptions)

NG.6 NW Couch St

NG.7 NW 22nd Ave / Marshall Extension

NG.8 NW Westover Rd / Macleay Park Circulation

CI.6 NW Hoyt St

CI.7 NW Raleigh St

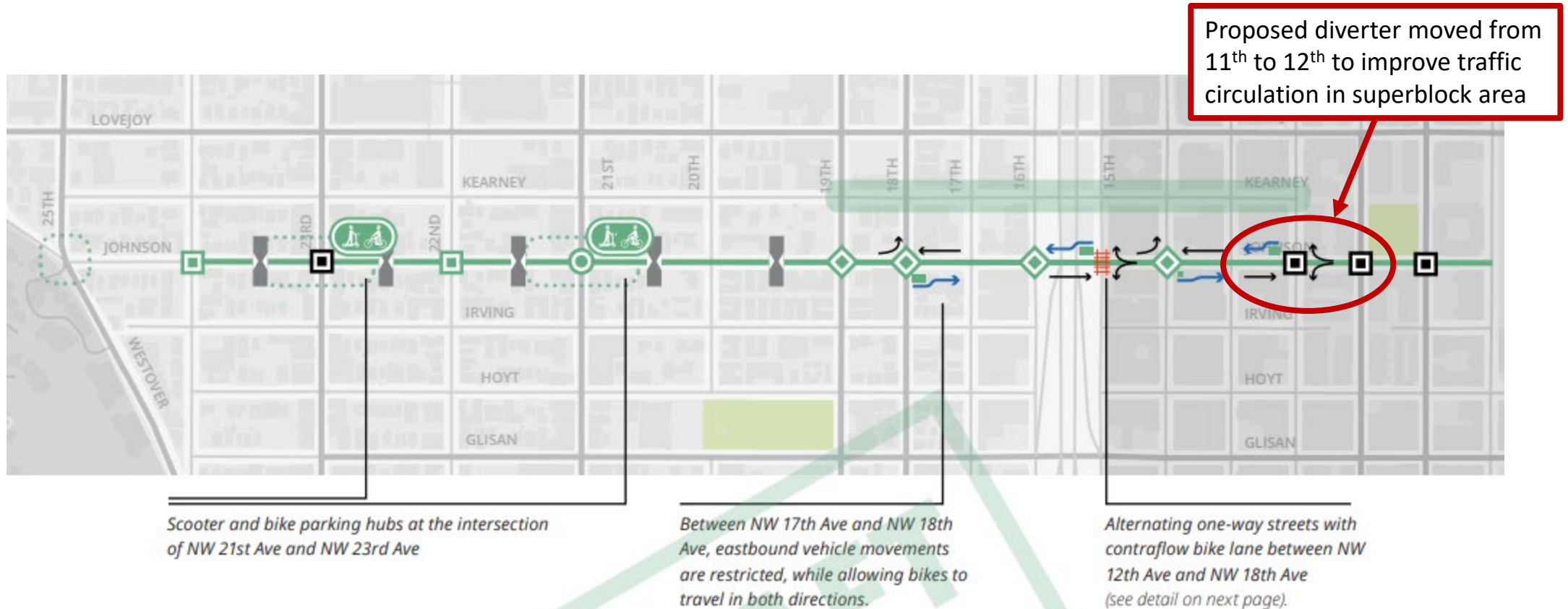
CI.8 NW Thurman St

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Project Recommendation Updates



NG.1

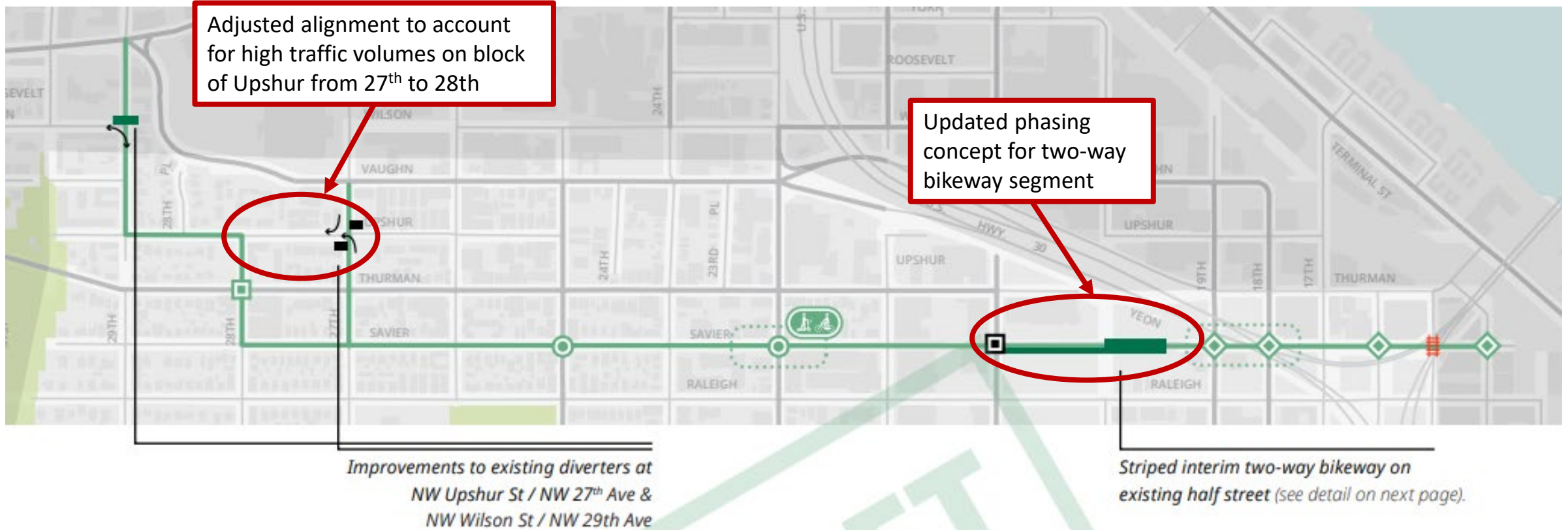
NW Johnson Neighborhood Greenway

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Project Recommendation Updates



NG.4

NW Savier Neighborhood Greenway

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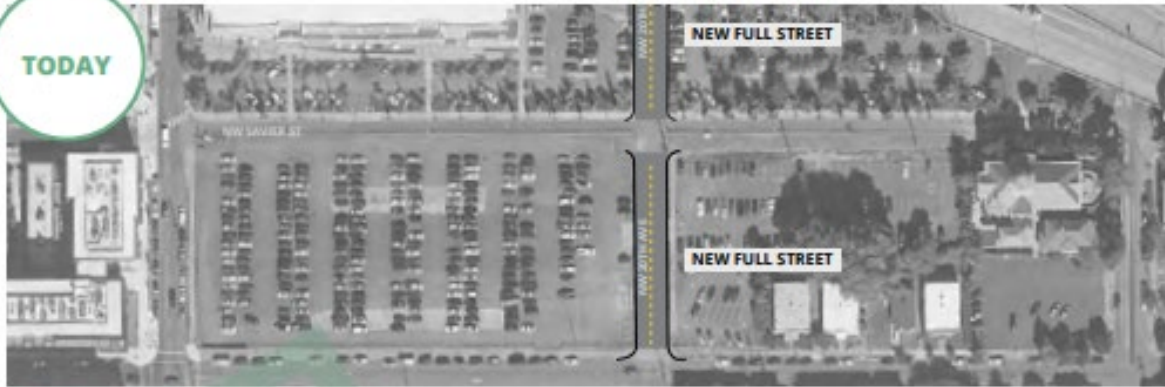


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Project Recommendation Updates

NG.4 NW Savier Neighborhood Greenway

TODAY



2nd
PHASE



1st
PHASE



3rd
PHASE



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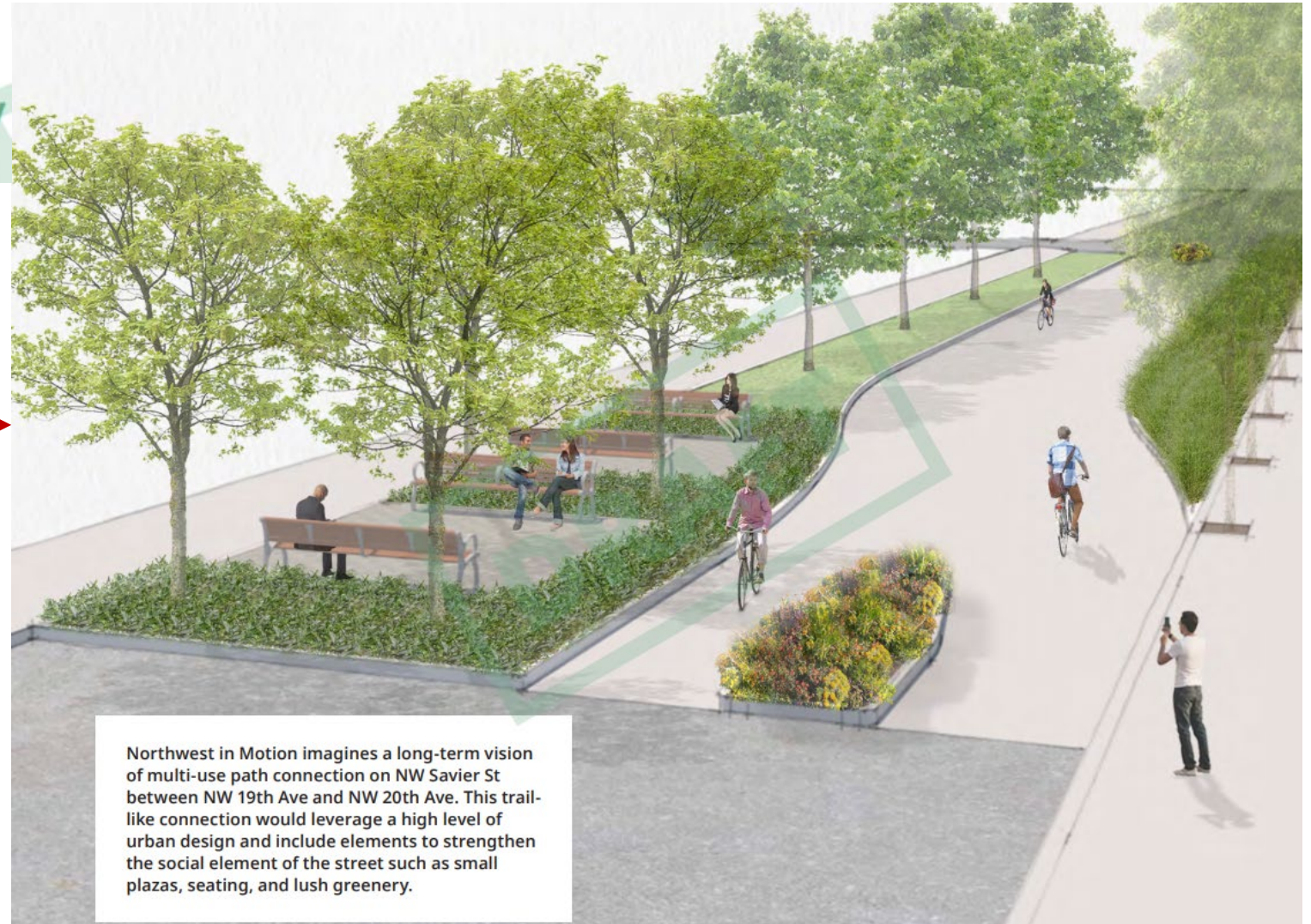
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Project Recommendation Updates

NG.4

NW Savier Neighborhood Greenway

New rendering of potential build-out of permanent ped/bike street between 19th and 20th Avenues



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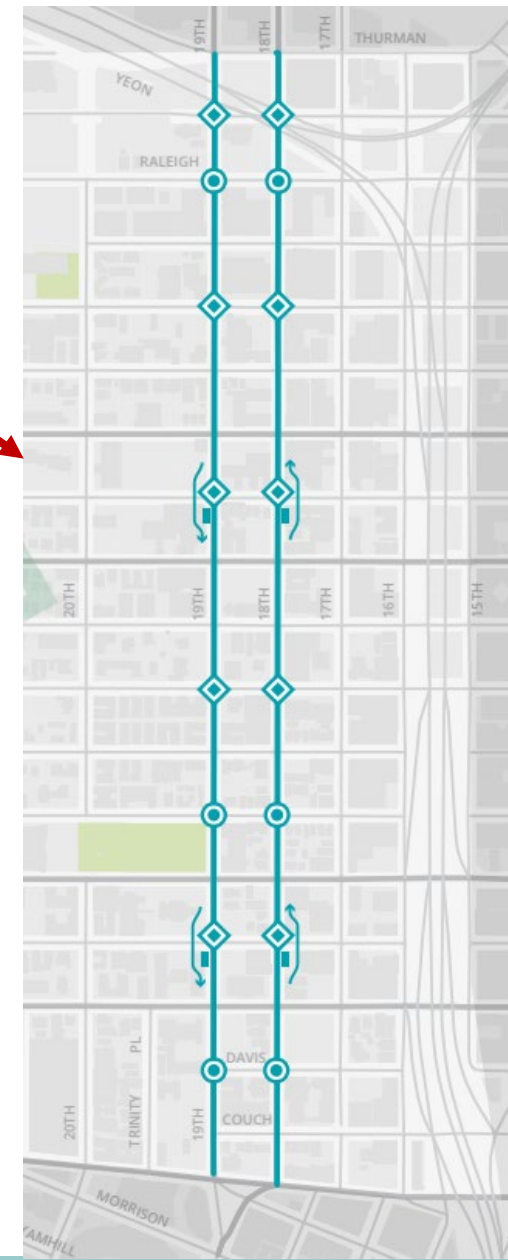
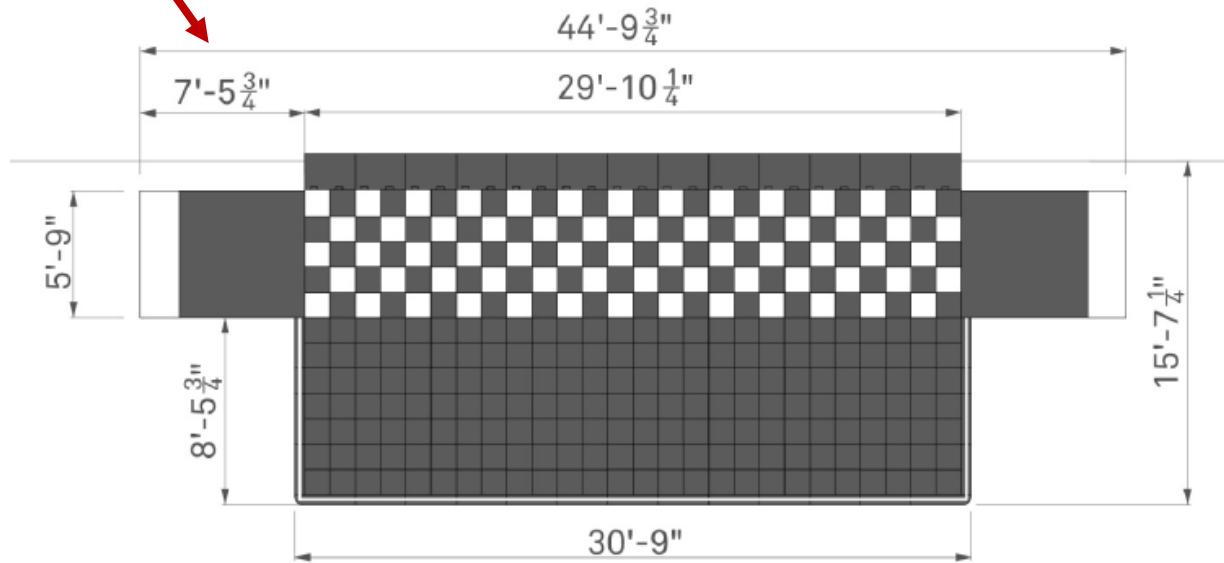
Project Recommendation Updates

CI.3

NW 18th Ave & NW 19th Ave

Moving forward with installation of Zicla modular transit platform (with raised bike lane behind) at NW 18th/Flanders and 19th/Flanders

Added more marked pedestrian crosswalks to fill more gaps and further calm traffic along 18th/19th



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Project Recommendation Updates

CI.3

NW 18th Ave & NW 19th Ave

Moving forward with installation of Zicla modular transit platform (with raised bike lane behind) at NW 18th/Flanders and 19th/Flanders

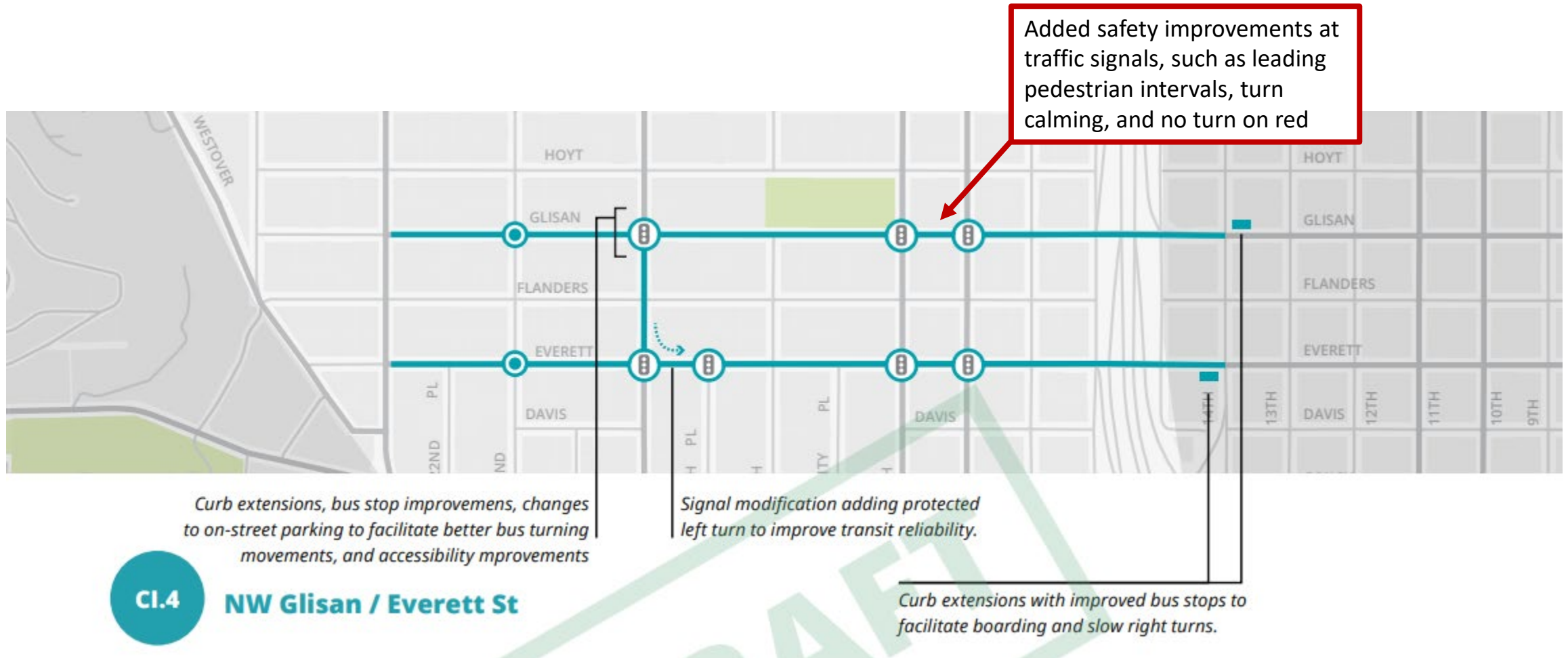


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Project Recommendation Updates



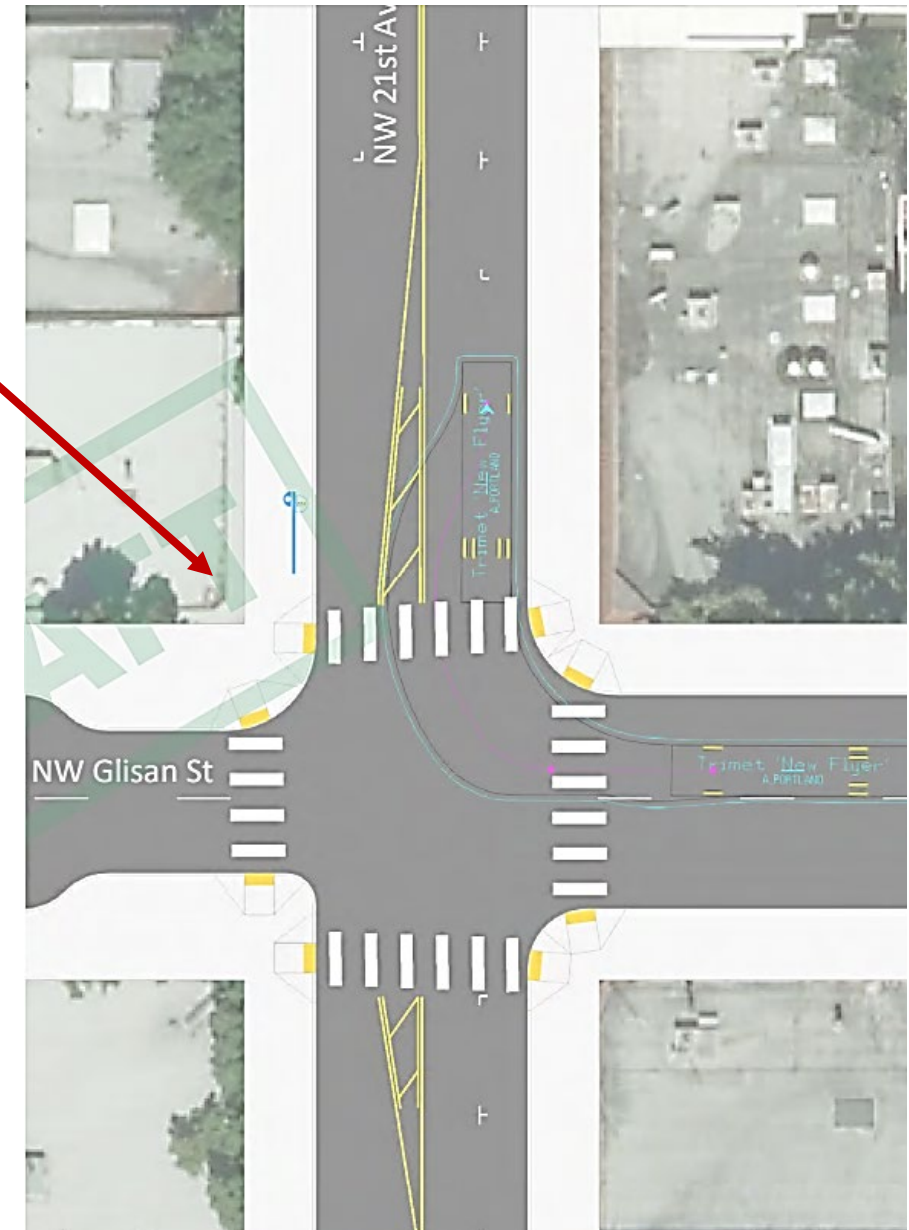
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Project Recommendation Updates

New concept for NW 21st & Glisan intersection redesign improves bus turning radius, addresses bus stop accessibility needs, and provides enhanced pedestrian environment



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Street Classification Updates

We now recommend changing Westover Rd and 25th Ave from Neighborhood Collector to Local Service Traffic Street to reflect proximity to 23rd Ave and long-term desire to reduce longer-distance traffic volumes



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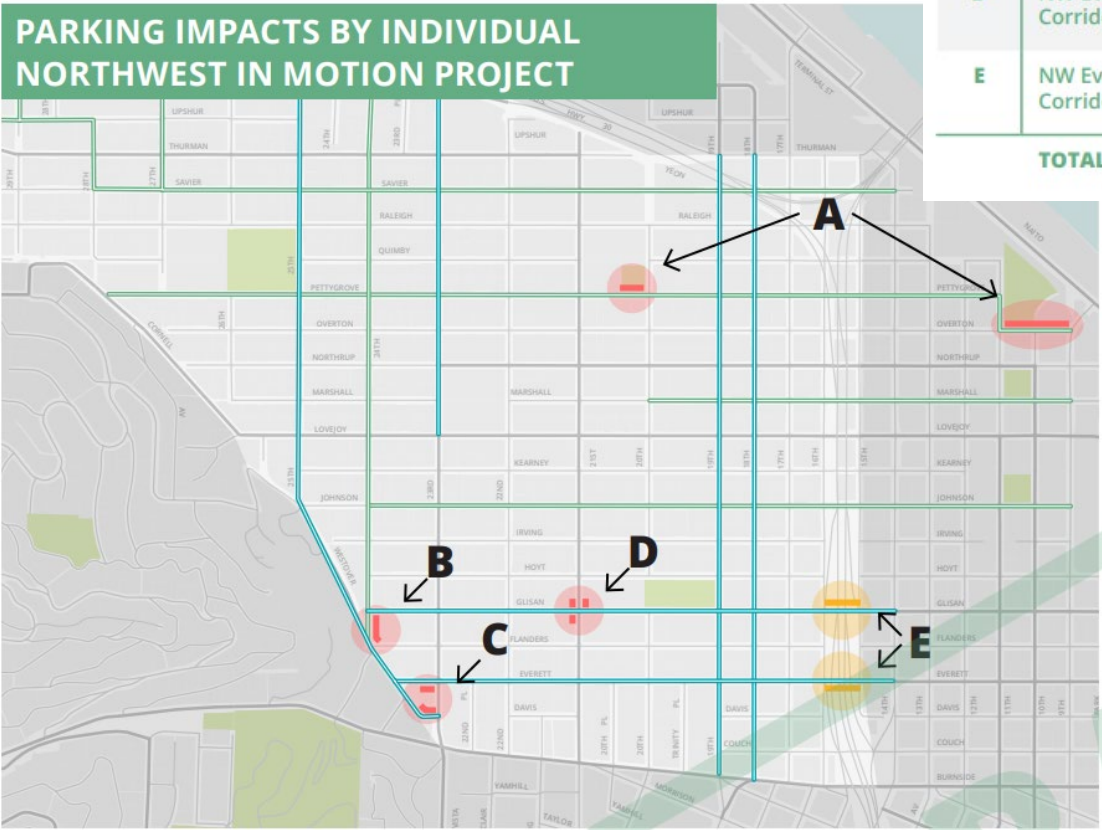
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Discussion



Do you have questions or feedback about Project and Classification Updates?

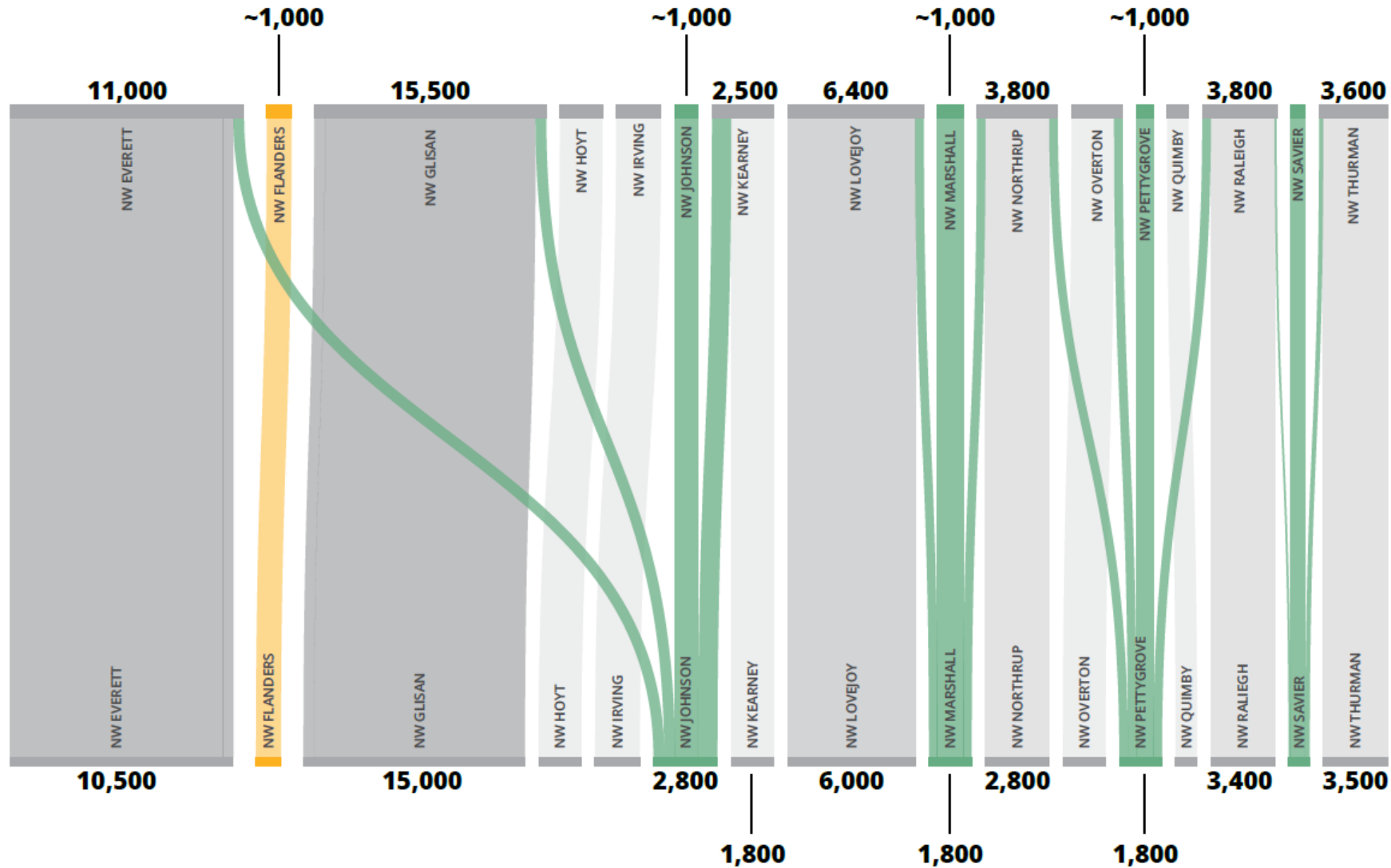
On-Street Parking Impacts



ID	Project Name	# of Spaces	Details / Rationale
A	NW Pettygrove St Neighborhood Greenway	- 20	Remove some parking on NW Overton between NW 9th and NW 11th to facilitate a safe connection to the NW 9th Ave railroad crossing. Limit new parking stalls on NW Pettygrove just west of NW 20th as part of a 'green street' treatment.
B	NW 24 th Ave Neighborhood Greenway	- 6	Remove parking on NW 24th Ave between NW Flanders and NW Glisan to make a better bikeway connection between two neighborhood greenways.
C	NW 25 th Ave / Westover Rd Corridor Improvements	- 12	Remove parking on NW Westover at NW 23rd as part of an intersection simplification and new pedestrian walkway. Remove parking on NW Everett to permit space for a right turn pocket onto NW 23rd Ave.
D	NW Everett / Glisan St Corridor Improvements	- 8	Remove parking on NW 21st and NW Glisan to facilitate better bus turning movements.
E	NW Everett / Glisan St Corridor Improvements	+ 16	Ability to add back metered parking on the I-405 bridges on both NW Everett and NW Glisan
TOTAL PARKING IMPACT		- 30	

- Overall on-street parking impact is very low (~30 parking stalls), especially compared to what the impact would be of replacing neighborhood greenways with bike lanes (~1250 parking stalls)
- Analysis does **not** include parking that may be removed at intersection corners to address sight visibility safety needs

Potential Traffic Impacts



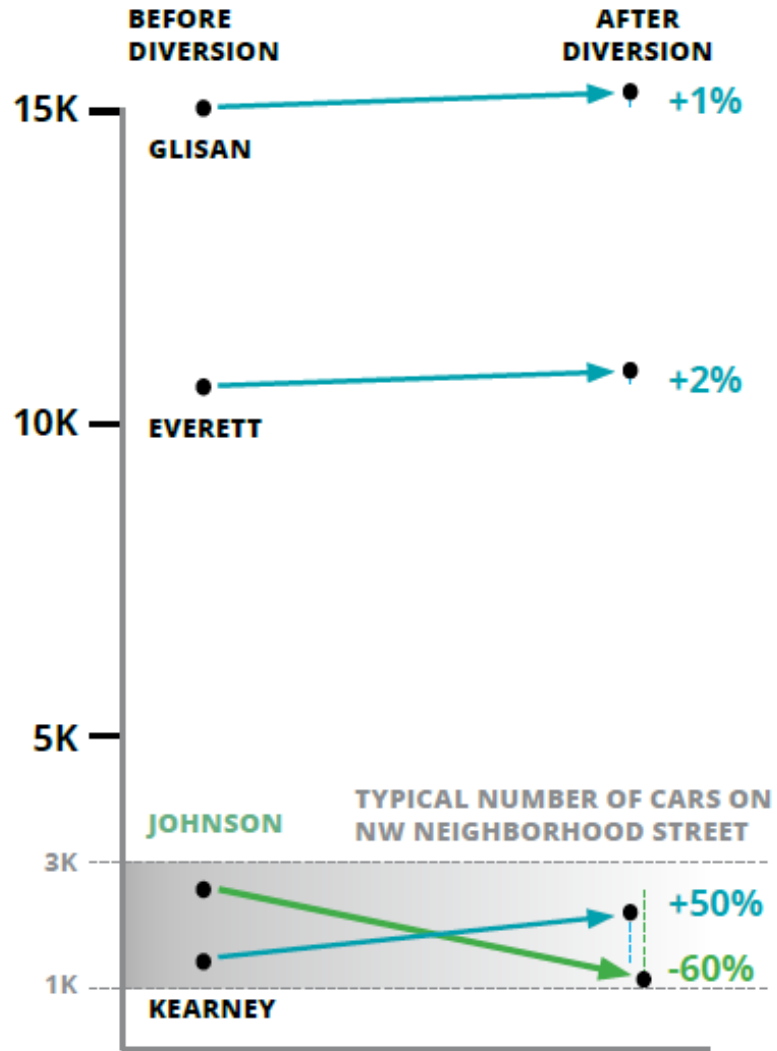
*Existing daily traffic volumes are approximate and anticipated traffic volumes are rough projections that assume no change in mode share

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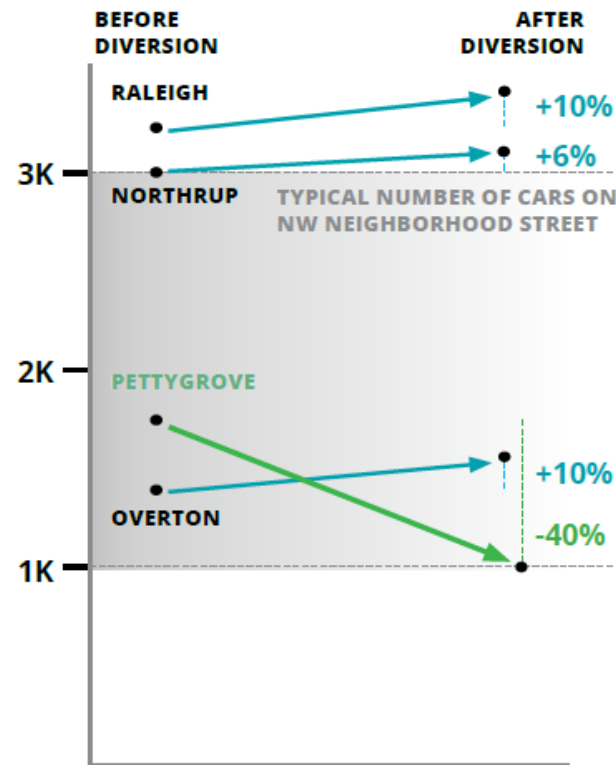
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JOHNSON GREENWAY ANTICIPATED DIVERSION



Potential Traffic Impacts

PETTYGROVE GREENWAY ANTICIPATED DIVERSION



*Existing daily traffic volumes are approximate and anticipated traffic volumes are rough projections that assume no change in mode share

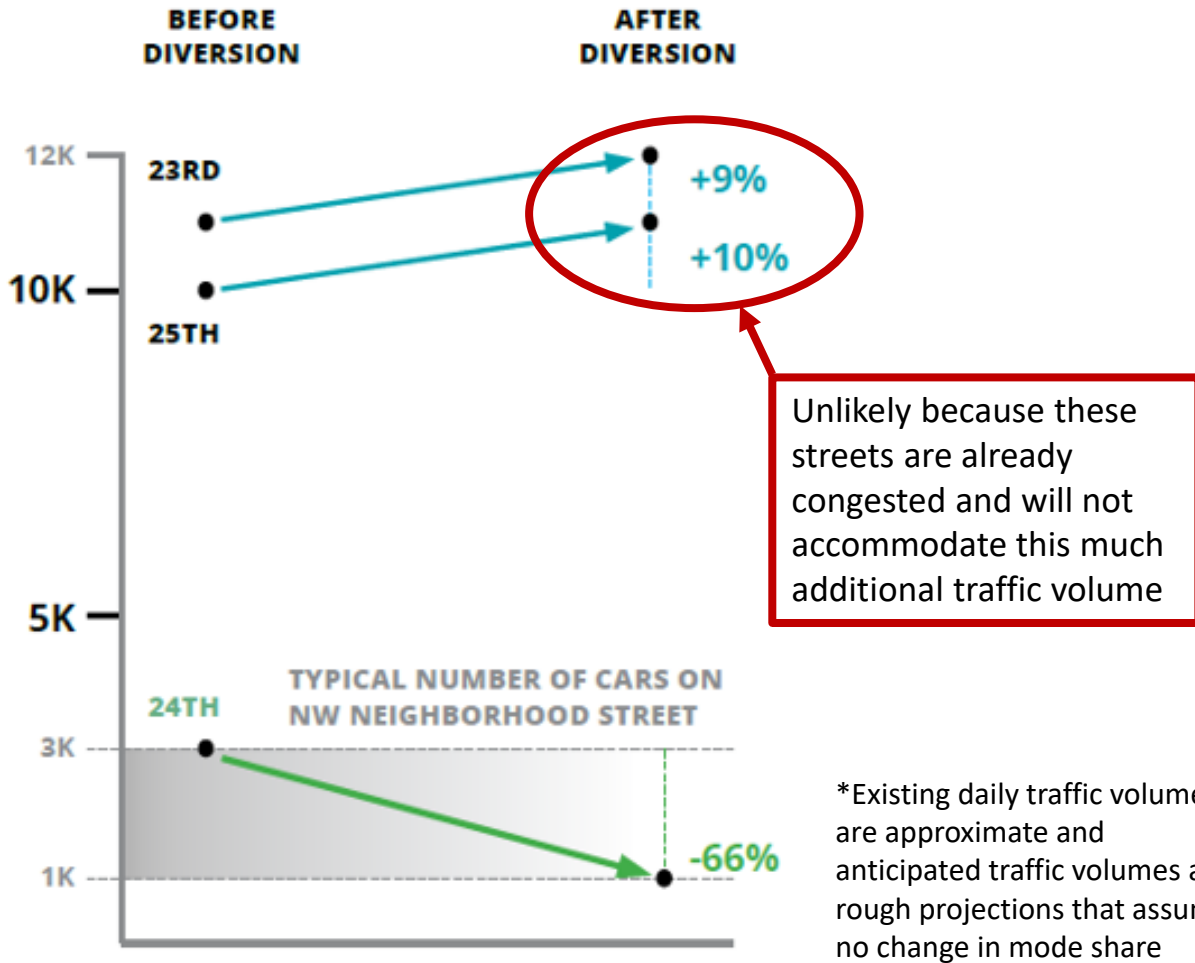
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Potential Traffic Impacts

NW 24TH AVE GREENWAY ANTICIPATED DIVERSION



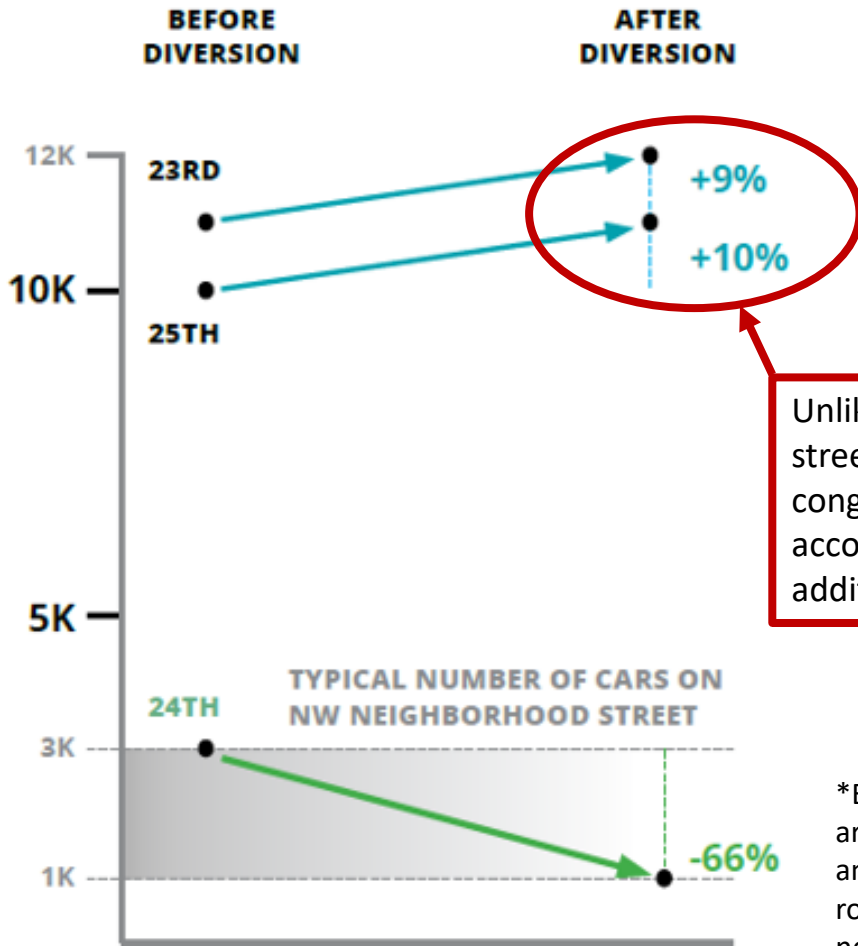
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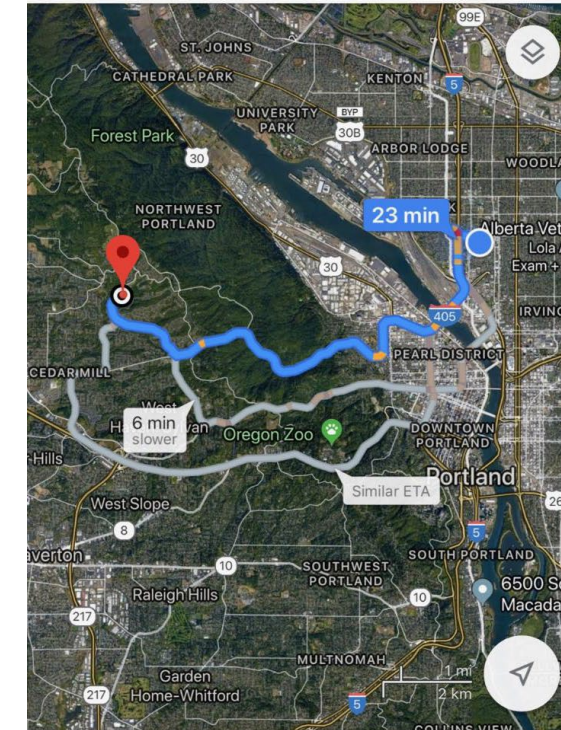
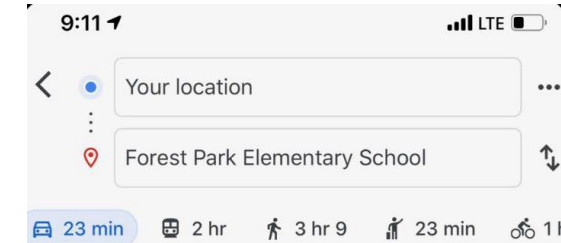
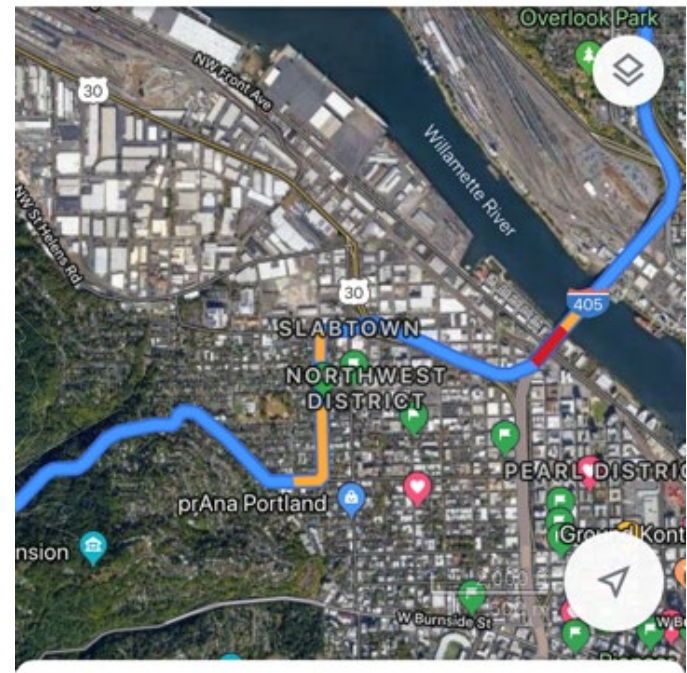
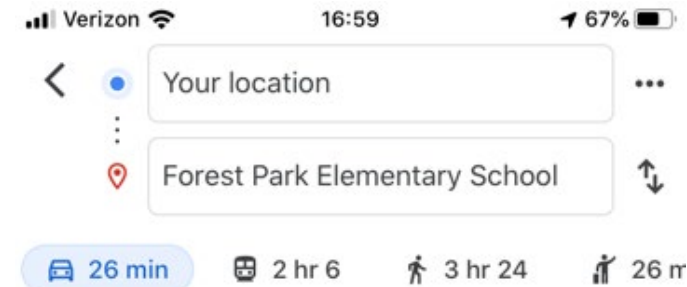
Potential Traffic Impacts

NW 24TH AVE GREENWAY ANTICIPATED DIVERSION



Unlikely because these streets are already congested and will not accommodate this much additional traffic volume

*Existing daily traffic volumes are approximate and anticipated traffic volumes are rough projections that assume no change in mode share

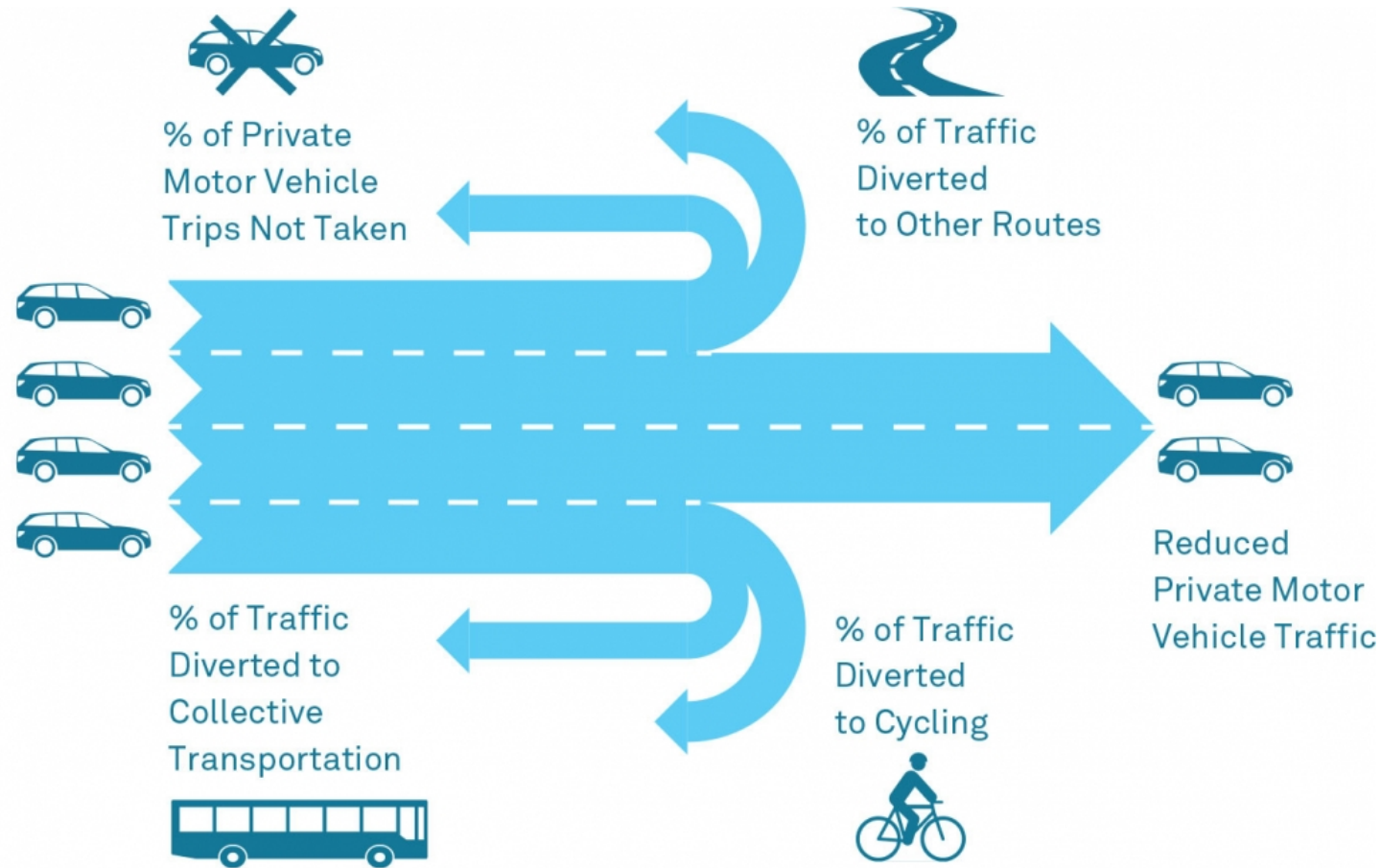


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Potential Traffic Benefits



Traffic Evaporation. Research shows that when road capacity is shifted to other modes, some peak-period traffic disappears from the network. Drivers shift to other modes, make trips at other times, or shift destinations.

Graphic:
Oxfordshire Livable Streets

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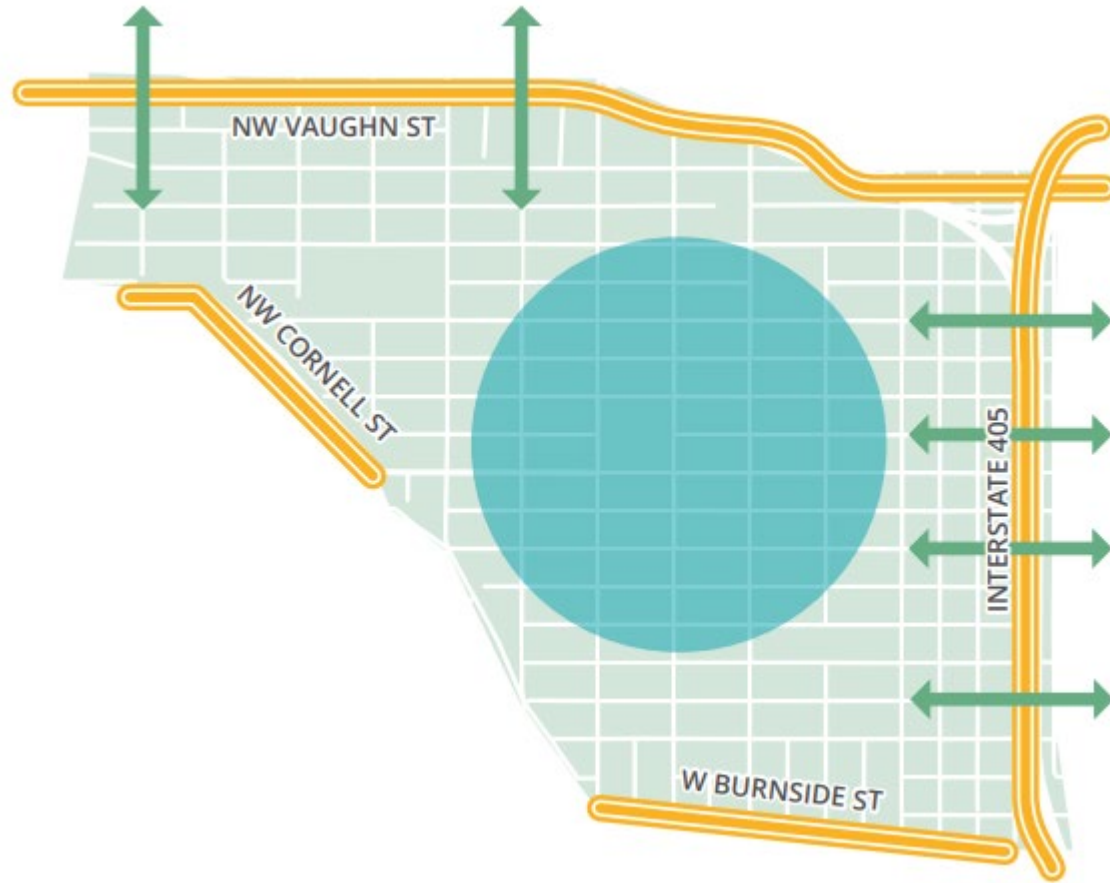


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Potential Traffic Benefits

- Some regional cut-through traffic is likely to stay on the regional network when capacity is reduced, especially in the case of NW 24th Ave, because alternate routes are already congested during peak hours
- If we are successful in doubling bicycle commute mode share in NW from 7% to 14% (similar to inner Eastside neighborhood average), our model predicts a reduction in PM peak hour traffic of roughly 1200 motor vehicles, or the equivalent of West Burnside PM peak westbound traffic
- Several of the proposed transit priority improvements include left turn signals that will also improve general traffic operations and safety at congested intersections

Neighborhood Greenway Strategy

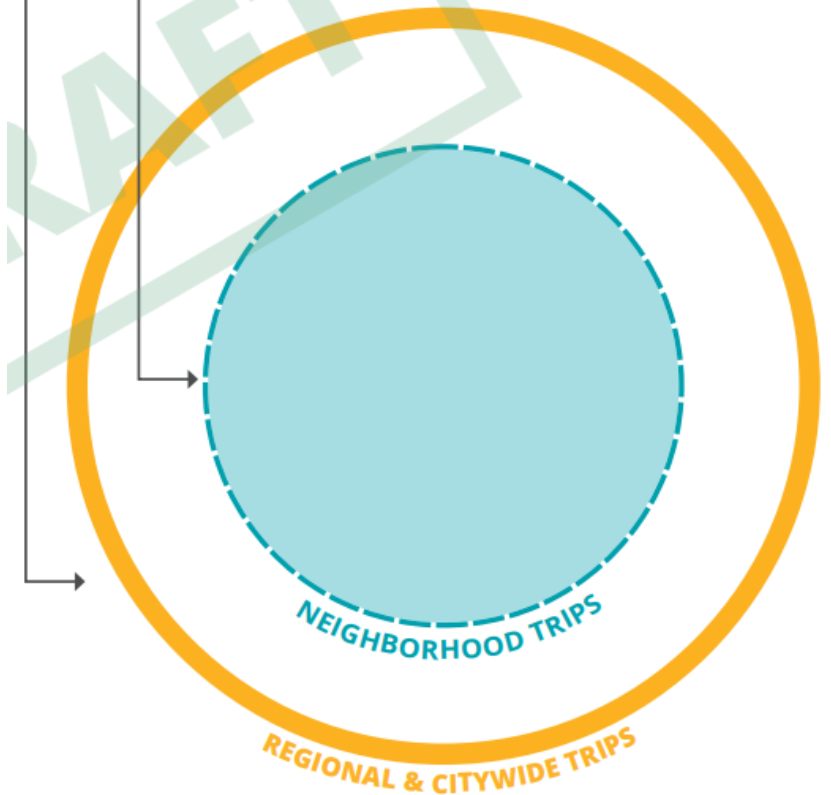


#1 Reinforce existing edges.

I-405, W Burnside, NW Vaughn St, and NW Cornell Rd & NW Westover Rd define the edges of Northwest. These natural edges can be strengthened to redirect through traffic to collectors, traffic calm the neighborhood as a whole, and support the neighborhood greenway network.

#2 Strategically consider additional traffic pattern changes.

If the initial diverters are insufficient, it may be necessary to implement additional traffic diverters to direct neighborhood vehicle trips away from the greenways network. These changes would be pursued after a clear period of traffic monitoring and community engagement.



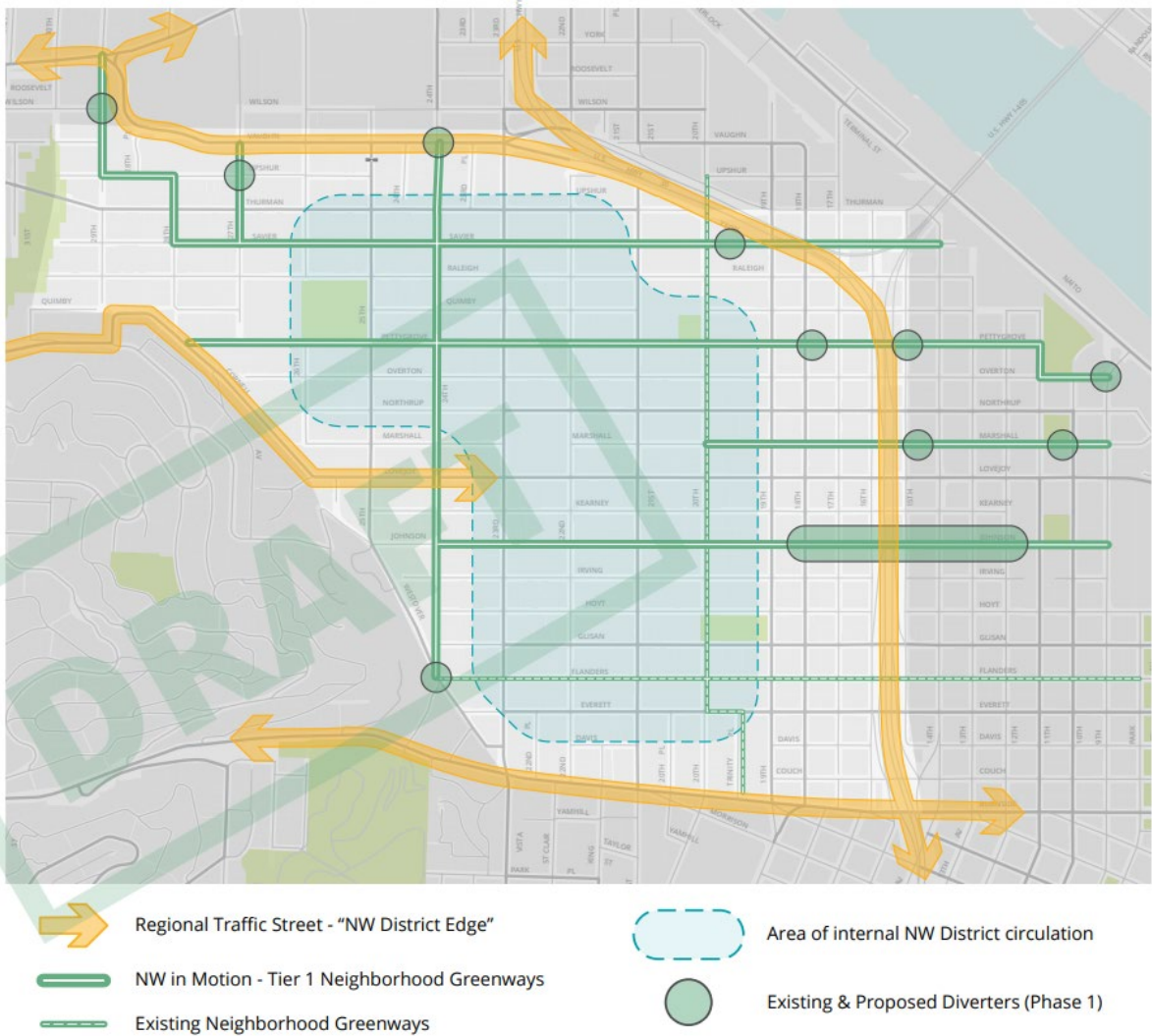
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Neighborhood Greenway Strategy

Neighborhood Greenway Phase 1



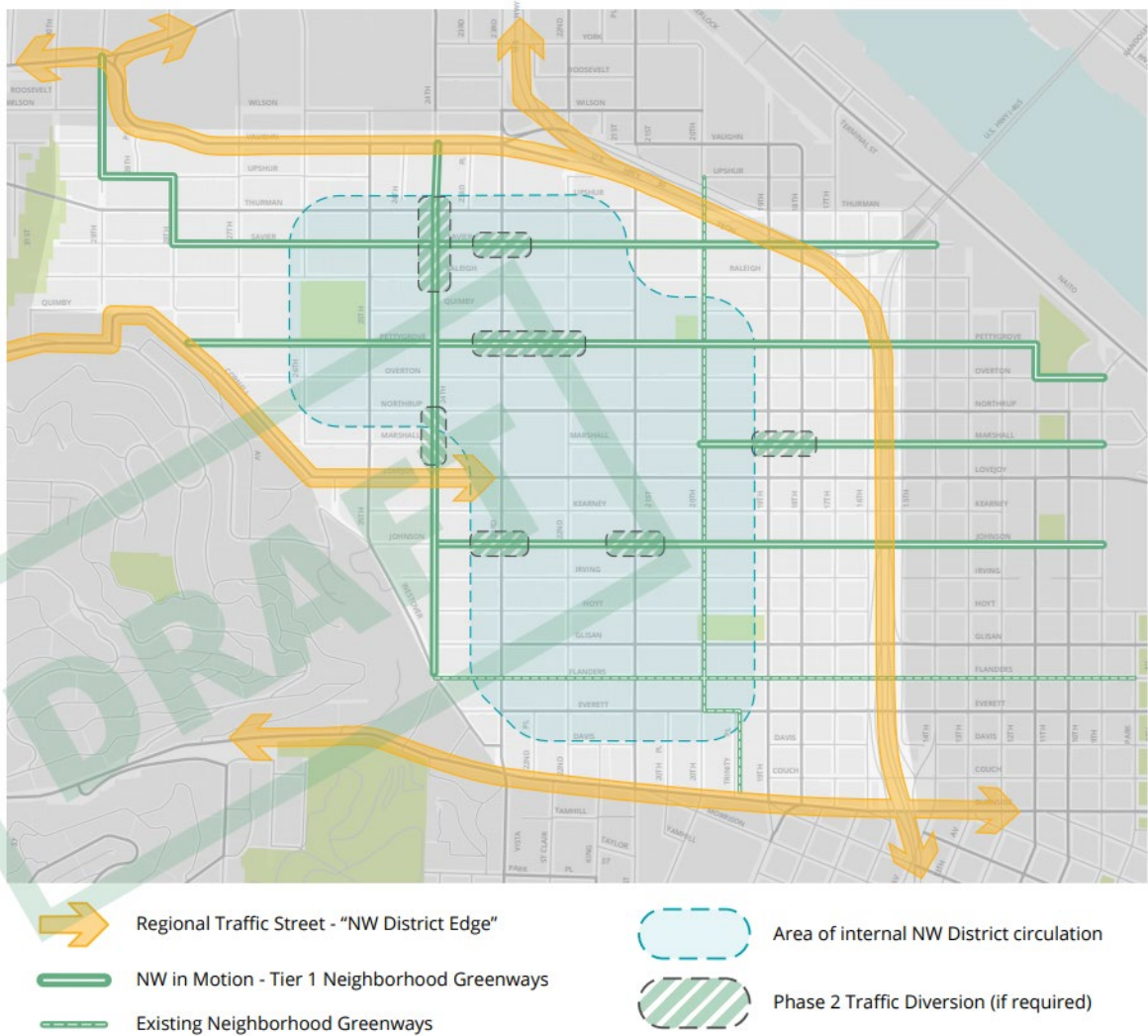
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Neighborhood Greenway Strategy

Neighborhood Greenway Phase 2



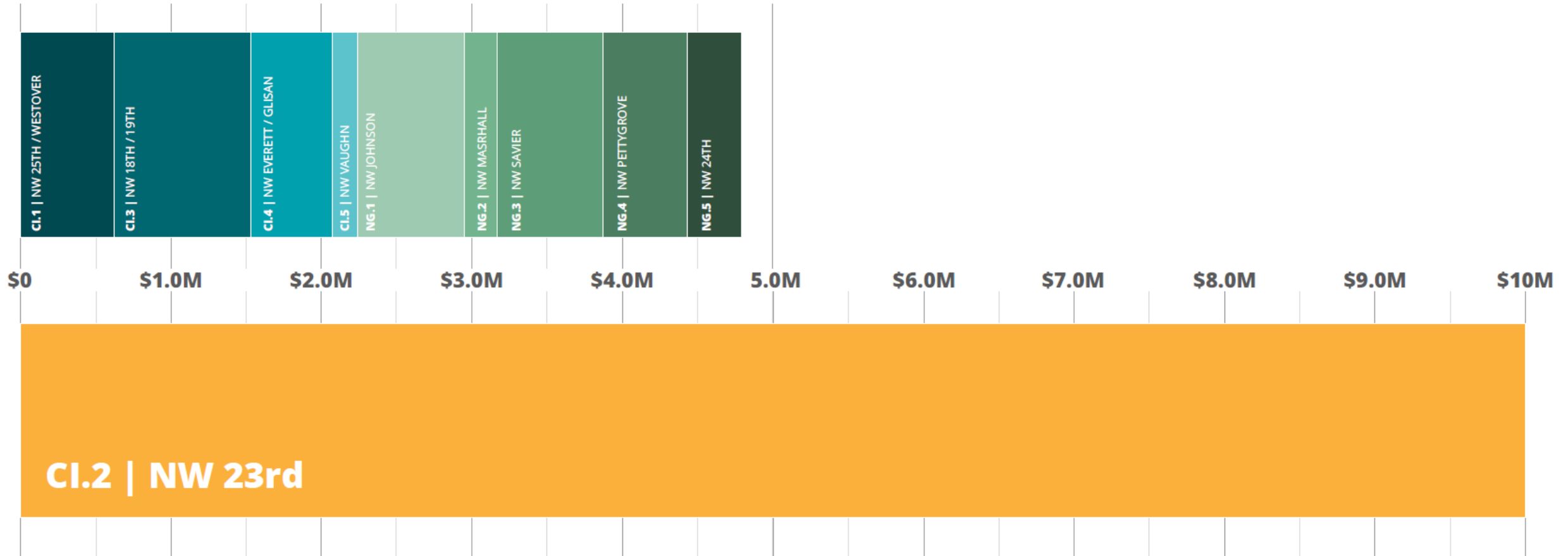
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Discussion



Do you have questions or feedback about the Impact Assessment?

Funding Strategy



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Funding Strategy



Net Parking Meter Revenue

A portion of the net parking meter revenue from Zone M in the NW District Parking Management Plan area must be spent on projects and programs within the area that reduce demand for parking or expand parking supply. Some of that portion is expected to be dedicated to Northwest in Motion Plan implementation, primarily the Tier 1 capital projects but also for programmatic investments. Based on revenue projections and recent discussions with PBOT parking staff, we expect that roughly \$2.5 million of parking revenue may be available for Northwest in Motion. PBOT would match this with other funding at a one-to-one level. This funding has not yet been formally requested or allocated, but for planning purposes we are expecting this level of revenue would be available.

Funding Available:

\$2.5m; additional funding potentially available.



Ongoing Quick Build Network Completion funding:

Northwest in Motion draws on three Quick Build Network completion programs for project implementation funding. These programs include Neighborhood Greenways; Bikeway Network Completion; and Transit Spot Improvement program.

Funding Available:

Approximately \$425,000 - potentially renewable annually.



Transportation System Development Charges

Whenever a new building is constructed in Portland, including a home, store, office, etc., the developer pays Transportation System Development Charges (TSDC). The fee covers part of the cost of building transportation facilities to serve development—things like roads, sidewalks and other facilities that get people to where they need to go.

Eligible Funding:

\$1.5m confirmed (eligibility up to \$5m upon request)

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Funding Strategy

- NW 23rd Ave needs full reconstruction from Lovejoy to Vaughn and signal upgrade at Thurman, at a cost of roughly \$10,000,000
- Triggers curb ramp upgrades, removal of old trolley tracks, stormwater upgrades, and possible underground utility relocation
- Primary funding opportunity is the next round of Build Portland in 2021, but NW-specific leverage will likely be needed in the form of parking revenue, TSDCs, or other sources

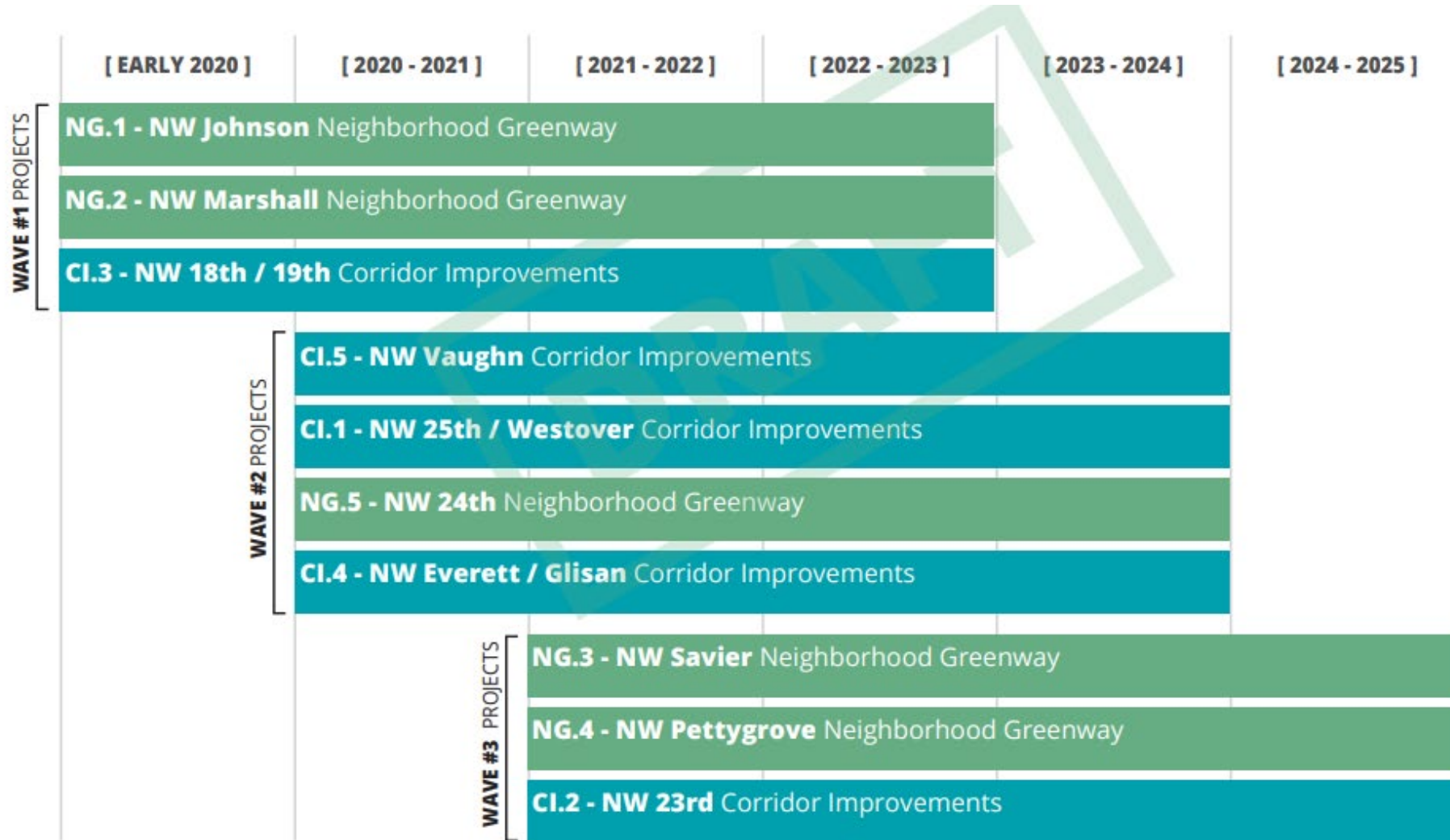


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Project Implementation



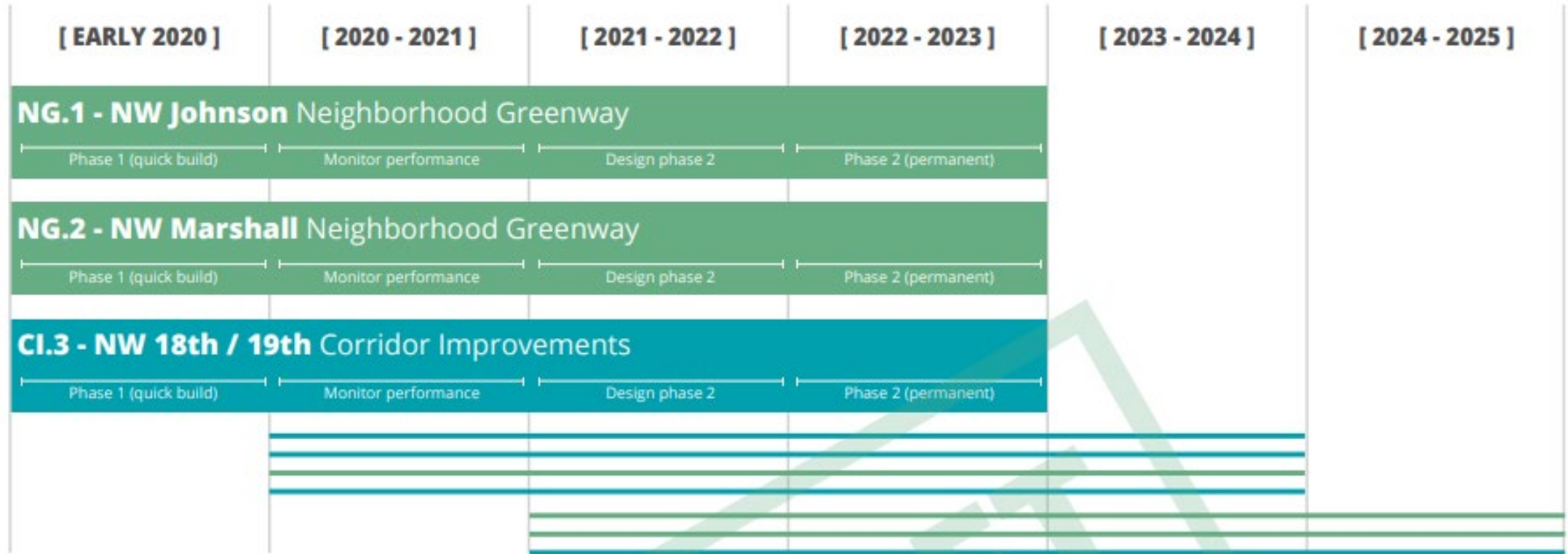
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Project Implementation

WAVE ONE PROJECTS



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Project Implementation

WAVE TWO PROJECTS



Project Implementation

WAVE THREE PROJECTS

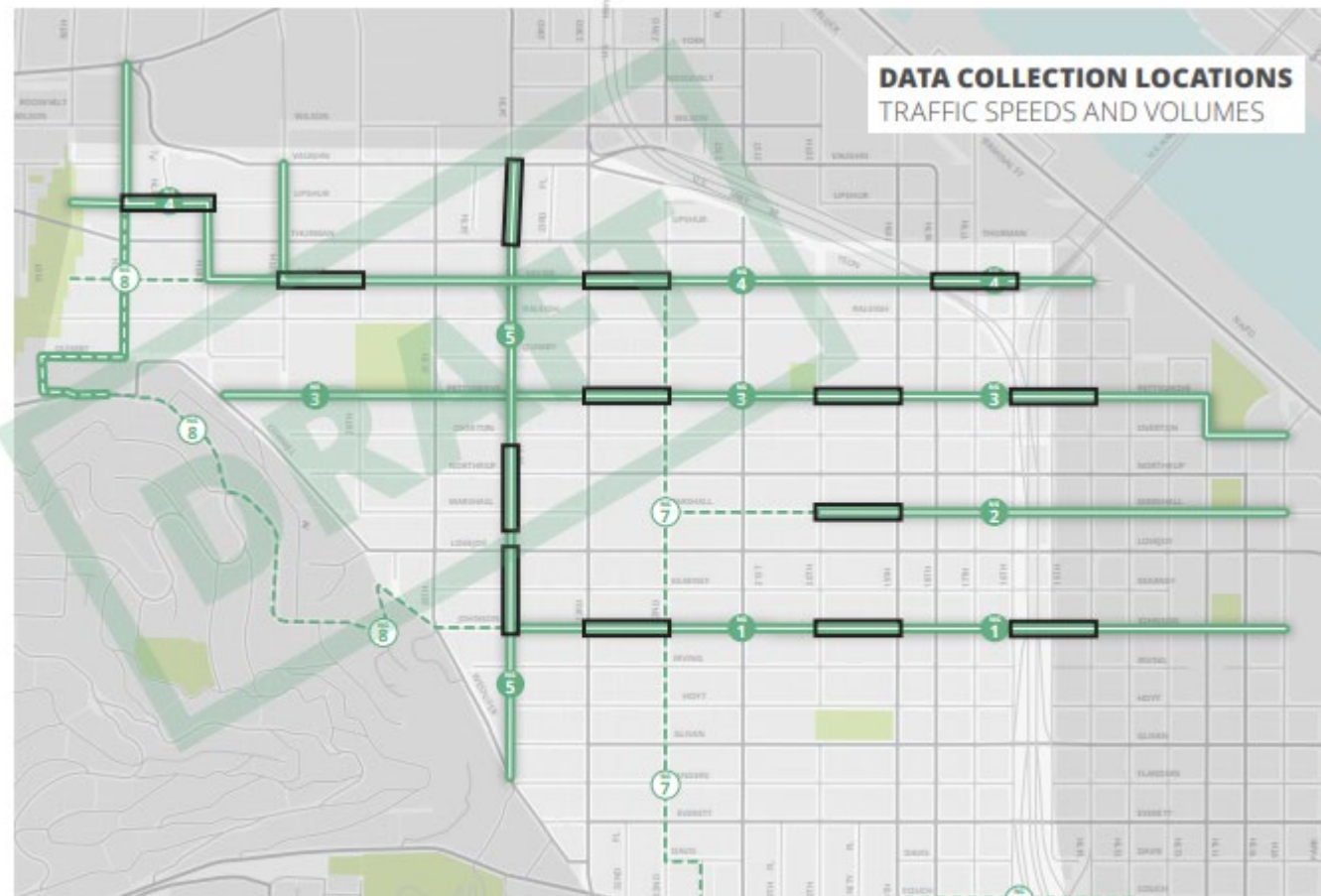


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Monitoring and Reporting



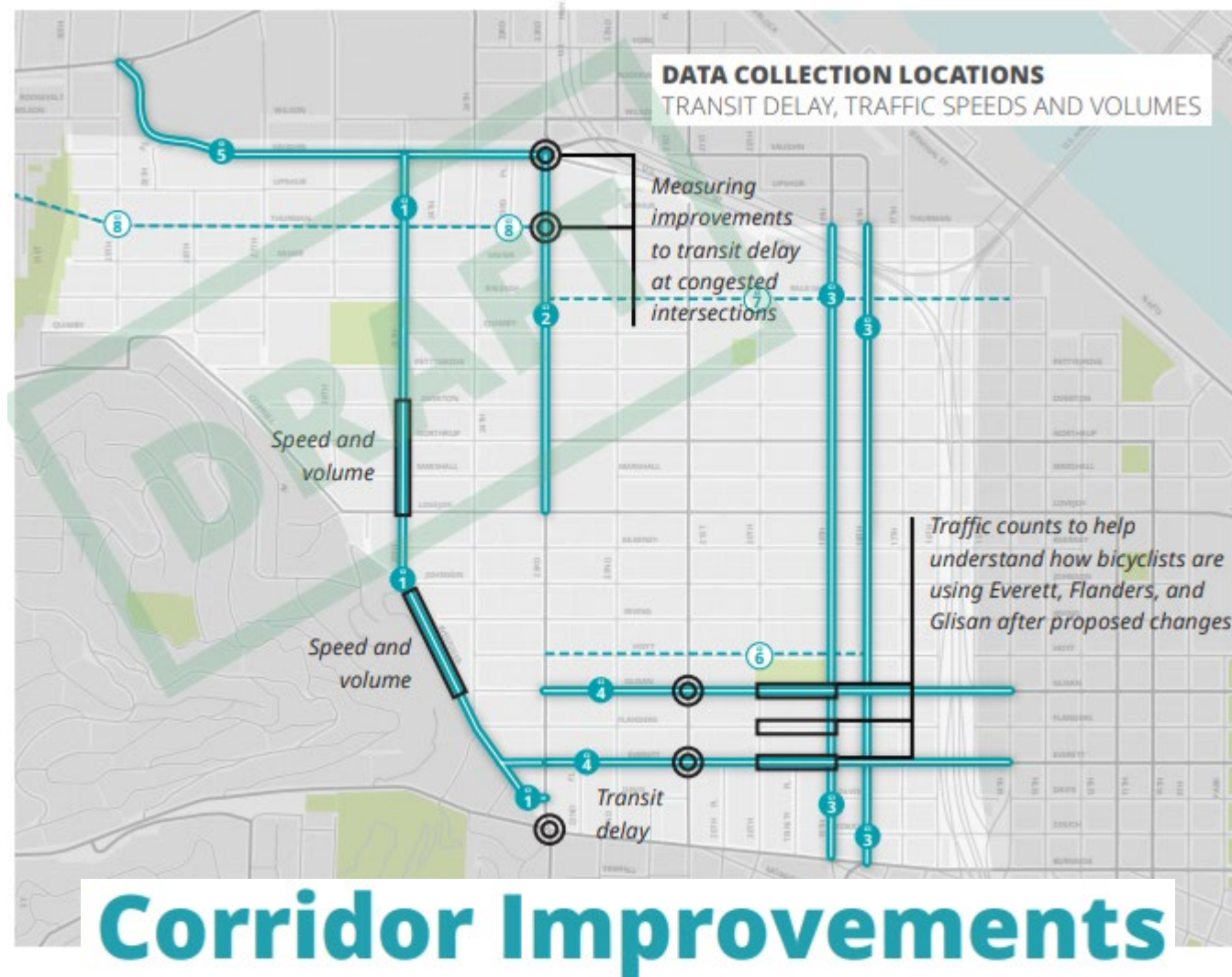
Neighborhood Greenways

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Monitoring and Reporting



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Discussion



Do you have questions or feedback about the Implementation Strategy?



Feedback Activity:
How satisfied are you with the results of the NWIM Early Review Draft?



Next Steps

- Release of a Public Review Draft for comment mid-November to mid-December
- Open House 5 to 7 pm on Nov. 14th at Chown Hardware's Eleanor Room
- Recommended Draft for City Council early next year
- **How would you like to stay informed?**



Thank you!