Thank you for coming tonight.

The Portland Bureau of Transportation and the project’s Stakeholder Advisory Committee want you to learn about planning for Phase II the St Johns Truck Strategy.

Project Information:
Please proceed through the following numbered stations to learn more about the various transportation issues and how the project intends to address them. Staff and members of the Stakeholders Advisory Committee are available to answer questions.

Providing Feedback:
Comment cards are available at the sign-in table, comments can also be placed on the draft recommendation maps.

Spanish language presentation (6:30-8:00 PM)
En Español presentacion
Please go back to the lobby and follow the signs to room 4
Por favor regrese al vestíbulo y seguir los letreros al cuarto 4

Group Question and Answer
Session: 7:30 – 8:00 PM
The project originates from this City Council adopted plan.

Overall Purpose:

*Achieve a better functional balance between freight mobility and neighborhood livability in St Johns.*

Overall Strategy:

*Encourage non-local trucks to use the designated official truck route (by improving efficiency and safety) and discourage use of non-truck route neighborhood streets, primarily N St Louis-Fessenden St.*

The main problem with the official ‘around the horn’ truck route is that it’s 2.2 miles longer than cutting through the neighborhood on N St Louis-Fessenden St.
St Johns Truck Strategy Phase II

The Strategy is a package of 8 separate but related street improvements projects:
• 4 Freight mobility projects to encourage use of the official truck route.
• 4 Neighborhood livability projects to discourage use of non-truck route, residential streets.

PHASE I PROJECTS

• N Lombard/ St Louis and Philadelphia/ Ivanhoe (#5 and 6)
  Freight Route Improvements:
  Improved truck turning radius at key corners
  Signal upgrades to improve capacity
  Completed Spring of 2012

• N Burgard (#8)
  Freight Route Improvements:
  safety and capacity
  (Funded for 2014)

PHASE II PROJECTS

• N Portland Rd/ Columbia Blvd intersection (#7)
  Redesign to encourage truck access to N Columbia Blvd/ discourage truck access to N Columbia Way/ N Fessenden

• St Louis-Fessenden corridor (#2 & 3)
  Reduce/ eliminate non-local truck traffic
  Improve overall street livability (traffic calming, pedestrian safety)

• Lombard, west of St Louis (#1)
  Multi-modal street- provide better balance between all users
Technical Advisory Committee:
Includes representatives from various Transportation Bureau divisions, Bureau of Planning & Sustainability, Bureau of Environmental Services, Fire Bureau, Tri-Met, Oregon Dept Transportation, and Metro

Stakeholder Advisory Committee:
Includes representatives from the St Johns Neighborhood Assoc., Cathedral Park Neighborhood Assoc, St Johns Boosters Business Assoc., Port of Portland, Oregon Trucking Assc, Willamette Pedestrian Coalition, local Latino community and local trucking firms

Tech Memo #2
Existing Conditions Analysis

Tech Memo #3
Policy Background

Tech Memo #5
Opportunities & Constraints

Tech Memo #6-7
Preliminary Solutions

Tech Memo #8
Alternative Analysis

Tech Memo #1
Public Involvement Plan

Open House #1

Latino Outreach

Open House #2

N Portland Rd/ Columbia Blvd
Columbia Way
Fessenden/ St Louis corridor
Lombard Truck Route

OPTIONS EVALUATION

DRAFT RECOMMENDATION

FINAL RECOMMENDATION

EXISTING POLICY
St Johns Truck Strategy

PROJECT GOALS & OBJECTIVES

KEY DESIGN ISSUES

DESIGN OPTIONS

TECHNICAL RESOURCES

PUBLIC INVOLVEMENT

TECHNICAL ADVISORY COMMITTEE

STAKEHOLDER ADVISORY COMMITTEE
OVERALL DESIGN GOAL:
Encourage non-local trucks to use N Columbia Blvd (official truck route) for access to and from the St Johns Bridge. Discourage use of N Columbia Way.

KEY ISSUES

N Portland Rd/Columbia Blvd

- Time/distance differential of Columbia Blvd freight route vs. St Louis-Fessenden encourages use of Fessenden-St Louis as a cut-through route.
- Intersection design makes it relatively easy for non-local traffic to cut-through on N Columbia Way to N Fessenden.
- Lack of sidewalks
- Lack of bicycle facilities

N Columbia Way

- Excess capacity (2 south bound travel lanes) encourages non-local traffic use
- The official truck route is 2.2 miles longer than using Fessenden-St Louis.
- Origin and destination study indicates that 55% of the traffic on Fessenden, coming from Columbia Way is non-local.

For southbound N Portland Rd traffic, even with the occasional delay due to the signal, there is still a significant time advantage to going straight onto Columbia Way.

The two travel lanes on N Columbia Way southbound provides more capacity than is needed.

This section is also missing sidewalk...
OVERALL DESIGN GOAL:
Discourage non-local traffic use of N St Louis-Fessenden corridor. Mitigate impacts to neighborhood livability.

KEY ISSUES

- Large percentage of non-local/cut-through traffic (all vehicles, not just trucks)
  - Large street width (52 ft)
    - A) Encourages speeding
    - B) Reduces Pedestrian crossing safety
      - Long crossing distance
  - Major Emergency Response Route
    Limits design options for physically preventing large truck access
  - Neighborhood character lacking
    St Louis-Fessenden looks, as well as feels, more like a through route than a neighborhood street.

- 11,500: Total daily traffic volume
- 9% of total volume are trucks (avg for residential collector street is around 5%)
- 35 mph: posted speed limit

Drivers tend to drive the speed at which the roadway allows them. The wider the road, the faster the speeds (regardless of the speed limit).

The average (85th percentile) speed is between 34 and 44 mph.

Good pedestrian crossing conditions are a function of whether there are enough ‘adequate’ gaps in traffic. The longer the crossing distance the fewer adequate gaps there are. 60 gaps/peak hour is our minimum standard.

Key pedestrian crossing location criteria:
- Bus stops
- School routes
- Through streets
- Community feedback
OVERALL DESIGN GOAL:
Encourage thru trucks to use N Lombard (official truck route) for access to and from the St Johns Bridge. Mitigate neighborhood livability issues.

KEY ISSUES

N St Louis to St Johns Ave
- Roadway width too narrow (36 ft) to safely and efficiently accommodate trucks
- Not enough room for bicycle facilities and on-street parking both sides
- Pedestrian crossing safety
- St Johns Ave intersection safety
- Missing sidewalks

• 9,130: Daily total traffic volume.
• 18%: trucks
• 24%: trucks if all non-local truck traffic diverted off of Fessenden.
• 30 – 35mph post speed limit

The effective travel width south of St Johns Ave is only 10 ft, which is substandard for efficient, safe truck mobility (standard is 12 ft).

• Only one of the six intersections in this section has an improved pedestrian crossing (N Reno), but lacks space for pedestrians waiting to cross.
• Crossing Gap analysis at N Catlin: 65 gaps in the peak hour, is acceptable, but could be better.

N Lombard/ St Johns Ave intersection
The ‘reverse’ curve at this intersection creates poor sight distances- a safety problem for all users.

There is 1,040 lineal feet of missing sidewalk, mostly east of St Johns Ave.
Public Involvement
What We’ve Learned

Open House #1
November 17, 2012
St Johns Community Center

Purpose: introduce the project to the community, identify issues to address and community priorities.

- 75 citizens attended
- 145 comments received

46% of all the comments received focused on three topics:
- Pedestrian and bicycle safety
- Slowing traffic speeds
- Supported the use of traffic calming techniques

Latino Outreach
Latinos make up 19% of the St Johns population, compared to 11% for all of Multnomah Co.

Latino Coffee Clubs contacted for input:
  - Sitton School
  - George Middle School
  - James John School
## OVERALL DESIGN GOAL:

Encourage non-local trucks to use N Columbia Blvd (official truck route) to access the St Johns Bridge. Discourage use of N Columbia Way.

<table>
<thead>
<tr>
<th>DRAFT Recommended Design Tool</th>
<th>Design Objectives</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>N Portland Rd/ Columbia Blvd intersection:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Realign to create new left turn connection from SB N Portland Rd to Columbia Way</td>
<td>✓</td>
<td>✓ Improved access for desired turn movement</td>
</tr>
<tr>
<td>• Increased turn radius from N Portland Rd to Columbia Blvd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Add bicycle lanes and infill sidewalks</td>
<td>✓ Increase delay for access to Columbia Way</td>
<td>✓</td>
</tr>
<tr>
<td>N Columbia Way:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Eliminate one of two SB travel lanes</td>
<td>✓ Remove excess capacity</td>
<td>✓ Reduce crossing distance</td>
</tr>
<tr>
<td>• Provide median refuge islands</td>
<td>✓ Remove excess capacity</td>
<td>✓ Opportunity for street trees</td>
</tr>
<tr>
<td>• Infill sidewalks</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>N Columbia Way/ Fessenden intersection:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Curb extension at NE corner</td>
<td>✓ Reduce turn radius for trucks</td>
<td>✓ Reduce crossing distance</td>
</tr>
</tbody>
</table>

**Summary:**
The draft recommendations for the N Portland Rd/ Columbia Way intersection and Columbia Way are designed so that Columbia Way looks and functions more like a neighborhood street, not a truck access route.

Physical barriers to large trucks are not feasible due to the need to preserve Emergency Response access and response times.
OVERALL DESIGN GOAL:
Discourage non-local traffic use of N St Louis- Fessenden corridor. Mitigate impacts to neighborhood livability- speeding and pedestrian safety. Change street character- more neighborhood oriented.

<table>
<thead>
<tr>
<th>DRAFT Recommended Design Tool</th>
<th>Design Objectives</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Discourage thru truck traffic</td>
<td>Speed Reduction: Visual narrowing lowers design speed</td>
<td>Improve Street Character: Strong visual presence</td>
</tr>
<tr>
<td>Pedestrian Crossing Safety: Slower traffic speeds makes crossings easier</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Improve Truck Route Capacity/safety</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Re-stripe roadway to narrow travel lanes</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Median refuge islands w/ street trees</td>
<td>✓ Overall traffic calming effect helps to discourage cut-thru traffic</td>
<td>✓ Creates chicanes effect in roadway</td>
</tr>
<tr>
<td></td>
<td>✓ Shortens crossing distance</td>
<td></td>
</tr>
<tr>
<td></td>
<td>✓ Strong visual presence</td>
<td>(-) Requires on-street parking loss ~ 100 ft from each corner</td>
</tr>
<tr>
<td>Curb extensions</td>
<td>✓ Shortens crossing distance</td>
<td>(-) Requires some on-street parking loss~ 20-40 ft from each corner</td>
</tr>
<tr>
<td>Rapid Flash Beacons</td>
<td>✓ Improves stopping compliance for pedestrians</td>
<td></td>
</tr>
<tr>
<td>Hybrid Beacon (HAWK signal)</td>
<td>✓ Improves stopping compliance for pedestrians</td>
<td></td>
</tr>
<tr>
<td>Speed Reader Boards</td>
<td>✓ Improves awareness of speeding</td>
<td></td>
</tr>
<tr>
<td>Lower Speed Limit</td>
<td>✓ Overall traffic calming effect helps to discourage</td>
<td></td>
</tr>
<tr>
<td>Education Campaign</td>
<td>Increase awareness with trucking industry of appropriate routes</td>
<td>✓</td>
</tr>
</tbody>
</table>

Summary:
The draft recommendations for the N St Louis-Fessenden corridor are designed to a) reduce the time advantage of using it as a cut-through route, b) make it look and function more like neighborhood street, and c) improve pedestrian safety- the primary livability impact of high non-local traffic volumes.
OVERALL DESIGN GOAL:
Encourage thru trucks to use N Lombard (official truck route) for access to and from the St Johns Bridge.
Mitigate neighborhood livability issues.

<table>
<thead>
<tr>
<th>DRAFT Recommended Design Tool</th>
<th>Design Objectives</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Discourage thru truck traffic</td>
<td>Speed Reduction</td>
<td></td>
</tr>
<tr>
<td>N St Louis to St Johns Ave: Re-strip roadway to increase travel lane widths to 12 ft.</td>
<td>✓ Provides adequate lane widths</td>
<td>(-) Requires on-street parking loss one side of the street.</td>
</tr>
<tr>
<td>N St Johns to Bruce Ave: Re-strip roadway to add bicycle lanes, narrow travel lanes to 12 ft.</td>
<td>Narrower lane widths reduce design speed</td>
<td>✓ Better separate of modes</td>
</tr>
<tr>
<td>At N Reno, shift bicycle route to N Central and N Willamette.</td>
<td></td>
<td>✓ Removes conflict with bicycles</td>
</tr>
<tr>
<td>N Reno pedestrian signal: Add advance truck detection</td>
<td>✓ Signal timing better suited to a truck route</td>
<td>✓ More advance stopping distance</td>
</tr>
<tr>
<td>N St Johns Ave intersection: Realign geometry to improve sight distance safety</td>
<td>✓ Improved sight distances</td>
<td>✓ Improved sight distances</td>
</tr>
<tr>
<td>Curb extensions At N Catlin and N Reno</td>
<td>✓ Shorten crossing distance</td>
<td></td>
</tr>
<tr>
<td>N St Johns to Bruce Ave: Infill missing sidewalk ~ 1,040 ft</td>
<td>✓</td>
<td></td>
</tr>
</tbody>
</table>

Summary:
The draft recommendations for the N Lombard truck route provide a balance between improvements that allow the truck route to operate more efficiently, so it can handle all the truck trips going to and from the St Johns Bridge, and improvements that mitigate the major safety impacts to the neighborhood.
**Improved Crossing Location Criteria**

Overall, the two main considerations to locating the improvements were **good, even spacing (~2 blocks)** and **intersections which have relatively high crossing demand**.

Locations with the highest demand was based on the following criteria:

- Bus stops
- School access routes
- Policy: City Walkways or Bikeways
- Through streets
- Community input

<table>
<thead>
<tr>
<th>Location</th>
<th>Bus Stop</th>
<th>School Route</th>
<th>Walkway Bikeway</th>
<th>Through Street</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>N Kellogg</td>
<td></td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>N Leonard</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>N Central</strong></td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>Existing median island</td>
</tr>
<tr>
<td>N Hudson</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>N Smith</strong></td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td></td>
</tr>
<tr>
<td>N Windle</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>N Seneca/ New York</strong></td>
<td>✔️</td>
<td></td>
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<tr>
<td>N Seneca</td>
<td></td>
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<tr>
<td>N Pier Park Pl</td>
<td></td>
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<tr>
<td>N Iris</td>
<td></td>
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<tr>
<td><strong>N Charleston</strong></td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td></td>
</tr>
<tr>
<td>N Richmond</td>
<td></td>
<td></td>
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<tr>
<td><strong>N Oswego</strong></td>
<td>✔️</td>
<td>❌</td>
<td>❌</td>
<td>❌</td>
<td>Existing beacon</td>
</tr>
<tr>
<td>N Mohawk</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>N Allegeny</strong></td>
<td>✔️</td>
<td></td>
<td></td>
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<tr>
<td>N Tyler</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>N Polk</td>
<td></td>
<td></td>
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<tr>
<td><strong>N Tioga</strong></td>
<td>✔️</td>
<td></td>
<td>❌</td>
<td>❌</td>
<td></td>
</tr>
<tr>
<td>N Buchanan</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>N Calhoun</td>
<td></td>
<td></td>
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<tr>
<td><strong>N Burr</strong></td>
<td>✔️</td>
<td>✔️</td>
<td>❌</td>
<td>❌</td>
<td>Existing ped signal</td>
</tr>
<tr>
<td>N Fairhaven</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>N Alma</td>
<td></td>
<td></td>
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<tr>
<td><strong>N Midway</strong></td>
<td>✔️</td>
<td>✔️</td>
<td>❌</td>
<td>❌</td>
<td></td>
</tr>
</tbody>
</table>
Choosing The Right Tool for Improving Crossing Safety

Crossing Gap Analysis
The first measure of whether a pedestrian crossing is safe and convenient is a gap analysis. It measures the number of adequate crossing gaps (time periods when there is enough time, or gaps in traffic flow, to cross the street (at normal walking pace)).

Adequate gaps are a function of traffic volume, traffic speed, traffic flow, and the crossing distance. The City’s standard for a minimum standard for a good number of adequate gaps is **60 in the peak hour**.

Because crossing distance is an important factor, **curb extensions and median islands** are the first tools to look at because they shorten the crossing distance and are relatively inexpensive.

**Beacons**, such as the Rapid Flash or HAWK signal, are considered if curb extensions and median islands do not get the estimated gaps to **60/ peak hour standard**.

**Traffic signals** are only used if they meet specific technical warrants. Pedestrian volumes and/or side street traffic volumes need to be relatively high.

### How Crossing Opportunities (Adequate Gaps) are Improved by Shortening the Crossing Distance

<table>
<thead>
<tr>
<th>Existing Condition</th>
<th># of Adequate Crossing Gaps/Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>Slow walk speed</td>
<td>10</td>
</tr>
<tr>
<td>Avg walk speed</td>
<td>15</td>
</tr>
</tbody>
</table>

Existing gap data indicates that Fessenden does not meet the minimum 60 gaps/peak hr standard

Conclusions:
The gap analysis shows that by shortening the crossing distance with a median island, the number of adequate gaps during the peak hour could increase by more than double the standard, for both the average walking pace (3 ft/sec) and those slower (3.5 ft/sec) elderly and children.
Choosing The Right Tools for Reducing Traffic Speeds

Drivers moved at the speed at which the roadway allows them to comfortably travel, not necessarily the posted speed limit. The best tools for slowing traffic are those that make traveling at higher speeds uncomfortable. This is commonly done by making the roadway look and feel narrower.

The Draft Recommendation uses a wide variety of tool to do this.

• **Median refuge islands:**
  This is the project’s primary tool for achieving multiple objectives, including speeding reduction. Medians help reduce speeds for two reasons. First, they create a ‘chicane’ effect, which requires traffic move around them as they pass by, which is harder to do at higher speeds. Second, they help visually narrow the roadway with their presence in the middle of the road. Street trees in the medians also help visually narrow the street.

• **Striping narrower travel lanes:**
  Currently, the width of the travel lanes on N St Louis-Fessenden is 12 ft, which is a one foot wider than our standard for Collector streets (that are not also truck routes). By painting in narrower travel lanes, the roadway will feel tighter, causing drivers to slow down. Bicycles benefit by getting a wider bicycle lane.

• **Speed Reader Boards (‘Your Speed Is’ signs):**
  Many drivers do not intend to speed and do not realize they are exceeding the speed limit. This providing real-time speed information has been found to reduce speeding behavior.

• **Reduce speed limit:**
  This requires State approval.

• **Speed Bumps:**
  Speed bumps are very effective at reducing speeds, but are currently not allowed on Emergency Response Routes (such as St-Louis-Fessenden). The City is testing a new ‘fire friendly’ bump design, but it is not yet approved for use.
N Lombard: St Louis – St Johns Ave

Problem:
This section of the official truck route is too narrow (36ft) to safely accommodate freight movement and on-street parking along both sides of the street.

In order to provide adequate lane widths for the truck route (minimum 12 ft), on-street parking needs to be removed from one side of the street.

Parking Utilization Survey:
Last summer the project collected parking supply and demand (utilization) data to assess the potential impact of removing parking from one side, and to determine which side would be best suited for removal.

Survey Results:
- Utilization rates are low on both sides of the streets, well below 50% during all time periods studied.
- All of the total parking demand can be accommodated on one side (either side).
- Removing parking from the west side is recommended because the supply and demand is lower than the east side.

<table>
<thead>
<tr>
<th>Street Section</th>
<th>Street side</th>
<th>Available Parking Spaces</th>
<th>Weekday Utilization (%)</th>
<th>Weekend Utilization (%)</th>
<th>Overall Utilization (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>N St Louis - N Catlin</td>
<td>East</td>
<td>32</td>
<td>5.7</td>
<td>6.2</td>
<td>5.9</td>
</tr>
<tr>
<td>N Catlin - N St Johns</td>
<td>East</td>
<td>26</td>
<td>11.5</td>
<td>30.8</td>
<td>16.1</td>
</tr>
<tr>
<td>N St Louis - N Trumbull</td>
<td>West</td>
<td>17</td>
<td>11.7</td>
<td>1.9</td>
<td>6.9</td>
</tr>
<tr>
<td>N Trumbull - N Catlin</td>
<td>West</td>
<td>18</td>
<td>7.4</td>
<td>7.4</td>
<td>7.1</td>
</tr>
<tr>
<td>N Catlin – N St Johns</td>
<td>West</td>
<td>16</td>
<td>9.4</td>
<td>14.6</td>
<td>11.1</td>
</tr>
<tr>
<td>Overall</td>
<td>East</td>
<td>58</td>
<td>8.3</td>
<td>17.2</td>
<td>10.5</td>
</tr>
<tr>
<td>Overall</td>
<td>West</td>
<td>51</td>
<td>9.5</td>
<td>7.8</td>
<td>8.3</td>
</tr>
</tbody>
</table>
Thank you for coming!

NEXT STEPS

• Compile comments received from tonight's open house.

• Next Month (date to-be-determined):
  Stakeholders Advisory Committee Meeting
  - Review open house results
  - Finalize recommendations

• January-February (date to-be-determined):
  St Johns Neighborhood Assoc presentation of recommendations for endorsement

• Construction: If supported by the community, pursue state and federal grant funding