



N Willamette Blvd

Active Transportation Corridor

**October 30 2024 – Portland City Council
Authority to Bid Ordinance**

Project Scope

\$6.1M federally funded project on N Willamette Blvd between N Rosa Parks Way and N Richmond Ave.

_ \$4,456,000 RFFA, \$1,650,000 TSDC

PROJECT DETAILS

3 Miles
of new all-ages-and-abilities
protected bike lanes



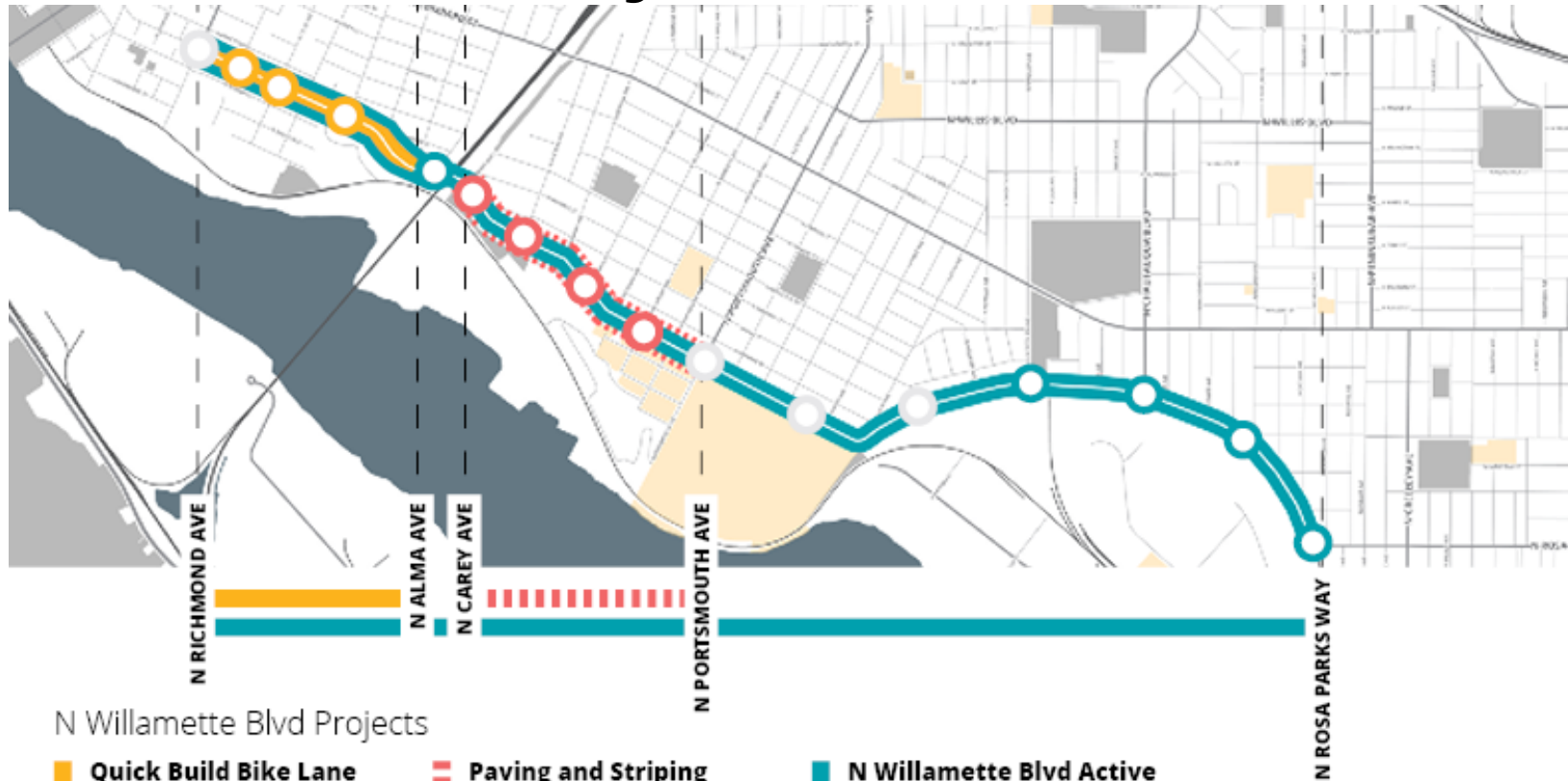
New Crossings
and improved ADA access
throughout the corridor



Better Bus Stops
paired with improved crossings to make
access to transit easier and safer



Three Coordinated Projects



N Willamette Blvd Projects

Quick Build Bike Lane Extension Project

Stripes buffered bike lanes adjacent to curb to close gap. Removes on-street parking.

Construction: 2024

○ Crossing Improvement

Paving and Striping Maintenance Project

Restores pavement (grind and overlay); stripes buffered bike lanes adjacent to curb, constructs ADA curb ramps. Removes on-street parking.

Construction 2023-24

○ Crossing Improvement

N Willamette Blvd Active Transportation Corridor Project

Adds concrete traffic separators to protect bike lanes, crossing improvements, better bus stops, speed cushions. Removes on-street parking.

Construction 2025-26

○ Crossing Improvement

○ Existing Marked Crosswalks

Public Involvement Highlights – Planning Phase

- PBOT’s planning and public engagement work **began in 2018**.
- **~25 public meetings**, presentations, other community touchpoints on and near Willamette.
- *Willamette Blvd Corridor Improvements* ranked as a **top community priority** in *North Portland in Motion’s* Fall 2022 open house.
- Over 400 physical mailings to **all impacted properties** (related to parking removal) with comment period and exemption option.



In-person pop-up for North Portland in Motion at St Johns Farmers Market in Summer 2022



Willamette Blvd Community Bike Ride in Summer 2023

Public Involvement Highlights – Design Phase

- **Additional public presentations** at affected neighborhood associations and coalitions.
- **In-person home visits** offered to all Willamette area neighbors to ask questions and work out site specific issues when possible
- **Project info signage** placed along corridor to boost visibility
- **Door hangers** delivered to all adjacent properties
- **Pre-construction postcards and letters** mailed to residents
- Created **interactive map (53,000+ views)** of full project footprint
- GovDelivery **updates sent to list of 3,000+ subscribers**
- **Letter of support** signed by five north Portland neighborhood associations: Overlook, Arbor Lodge, St. Johns, Portsmouth, and Cathedral Park



Public Involvement – Concerns Highlighted by Neighbors



Project Modifications Based on Public Involvement

- **Constructed ADA parking cutouts** for property owners that lack accessible off-street parking
- **Added speed cushions** to scope based on numerous complaints about speed (vetted design through PF&R)
- Will **widen and reconstruct most impacted driveway**
- **Modified/removed some traffic separators** based on site visits and feedback from property owners
- Pulled back civil demolition extents to **preserve a beloved maple tree**
- **Added additional bike conflict striping** to the plans
- Adding **“No Parking This Block”** signage to project
- Adding an **additional crosswalk** near Cathedral Coffee



Remaining Public Involvement Opportunities

- At 100% plans this winter (early 2025): website and online map updates, GovDelivery email announcement (3,000+ recipients) and presentations/meetings *prior* to bid – minor adjustments still possible
- Prior to construction: physical mailers, in-person pre-construction meeting(s)
- During construction: physical mailers/door hangers, frequent (bi-weekly) schedule updates via website and GovDelivery, onsite troubleshooting as needed



Post-Project Evaluation Plan

After one-year of project completion, PBOT Planning will conduct a thorough post-project evaluation that will include:

Did this project improve safe roadway conditions?

- Traffic volumes and speeds
- Traffic crashes

Did this project increase active transportation and transit use?

- Pedestrian counts (numbers and users)
- Bike ridership (numbers and users)
- Transit ridership at improved stops

Did this project have unintended consequences we should address?

- Monitoring for diversion onto local streets
- Parking study on adjacent streets to assess the need for further mitigation or on-street parking management options.



PBOT will work with community stakeholders to identify additional priorities to include in the post-project evaluation report.