



Sam
Adams
Mayor

Tom
Miller
Director

Date: March 5, 2012
From: Mauricio Leclerc, Senior Transportation Planner, Portland Bureau of Transportation, Grant Morehead, (PBOT)
To: Portland Planning and Sustainability Commission
Subject: **Briefing on Pearl District Access and Circulation Plan, including recommendations on TSP street classification changes**

This memo is intended to provide some context for the work PBOT is doing as part of the *Pearl District Access and Circulation Plan* (the plan). The plan is currently wrapping up recommendations for multimodal circulation improvements to be implemented over time. Below is a summary of changes in cross sections, traffic operations and signalization, and recommendations on Transportation System Plan (TSP) changes to be considered as part of a future TSP update.

The draft plan has included active participation from the project's Stakeholder Advisory Committee as well as direct input from the public via two open houses. The principles guiding these recommendations are to provide a balanced transportation system, enhance multimodal access and mobility for all users, improve safety of the transportation system, build on and improve livability in the Pearl, enhance connections to the River and to adjacent areas, and support the City's sustainability goals.

Below is a summary of recommendations:

Changes in cross sections

- *Naito/Front Avenue:* reduction in travel lanes from 5 to 3 (including a center turn lane) to provide on street parking and bicycle lanes.
- *NW 15th Avenue:* creating a pedestrian space next to I-405.
- *NW Hoyt Street:* provision of bicycle lanes while maintaining two-way operations.
- *Broadway Bridge:* reduction of one northbound travel lane to provide a wider (buffered) southbound bike lane.
- *NW Park Blocks:* providing buffered bicycle lanes.
- *NW Pettygrove:* creating a green street design that can be implemented with redevelopment of adjacent properties.

Crossing improvements

The plan includes an extensive list of crossing improvements, ranging from additional traffic signals to facilitate safe crossings and traffic flow, to provision of curb extensions and beacons and bicycle infrastructure to enhance safe walking and cycling in the Pearl. Below is a map with crossing improvements.

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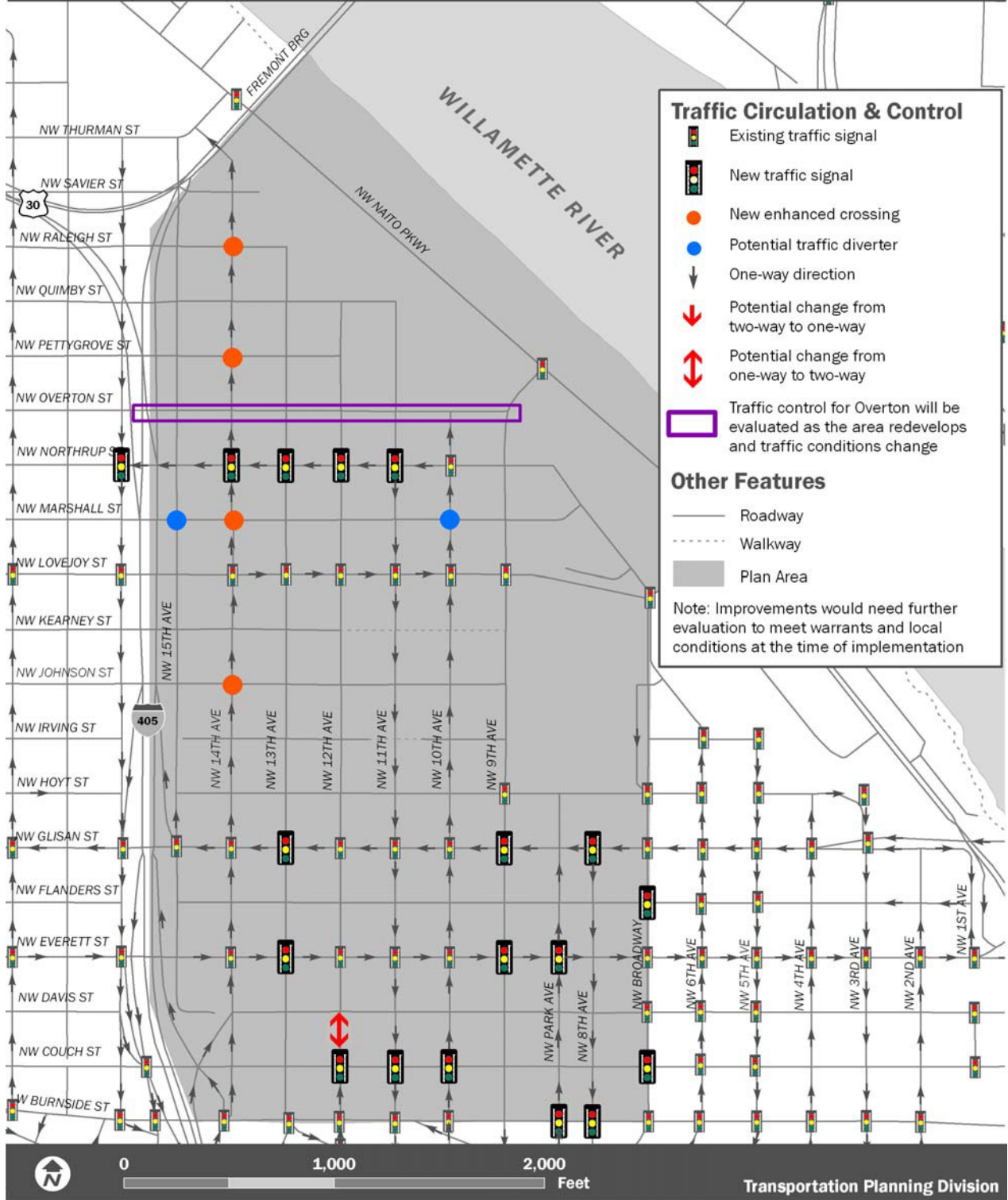
- Traffic signals along Everett and Glisan to fill in gaps.
- Traffic signals in the North Pearl as the area grows overtime.
- Enhanced crossings along NW 14th (Johnson, Marshall, Pettygrove, Raleigh).
- Semi diverter at Marshall to direct westbound traffic to NW Northup St.

Bicycle improvements at:

- NW 14/Everett
- NW 14/Glisan
- NW 15/Glisan.

TRAFFIC CIRCULATION AND CONTROL

Pearl District Access and Circulation Plan



Transportation System Plan changes

The plan also recommends changes to the TSP.

- Incorporate Pearl District Access and Circulation Plan bicycle classification recommendations as part of the Portland Bicycle Plan for 2030 amendments to the TSP.
- Amend TSP to reflect the map changes to the Traffic, Pedestrian, Transit and Emergency Response and Street Design classifications.

Bicycle:

Changing the bicycle classification on NW Lovejoy St from City Bikeway to Local Service Bikeway will reflect the presence of streetcar tracks in both lanes on Lovejoy. Bike lanes were removed from Lovejoy as part of the construction of the Lovejoy-Northrup couplet, which was built to support the streetcar loop project.

Pedestrian:

All of the Pearl District lies within a Pedestrian District. Changing the classification from Local Service to City Walkway on NW 13th Ave, Pettygrove St, and Couch St reflects the role these streets have in providing pedestrians access to recreation, transit, and between neighborhoods.

Transit:

Changing the transit classification on NW 14th and 16th Avenues to Transit Access will support the desired expansion of transit service to redevelopable land in the North Pearl area and in Northwest Portland.

Traffic:

Changing the traffic classification on NW 10th and 11th Avenues, and NW Northrup St from Local Service to Traffic Access will reflect the new one-way operations on Lovejoy and Northrup as portals into the district. Changing NW 14th and 16th from Major City Traffic streets to Traffic Access Street and Neighborhood Collector, respectively, will reflect that the primary function of these streets is to distribute trips within the district, rather than accommodate through trips.

Emergency Response:

Changing the emergency response classification on NW 10th, 11th Avenues, and NW Northrup St from Minor to Major will reflect the new one-way operations on Lovejoy and Northrup.

Freight:

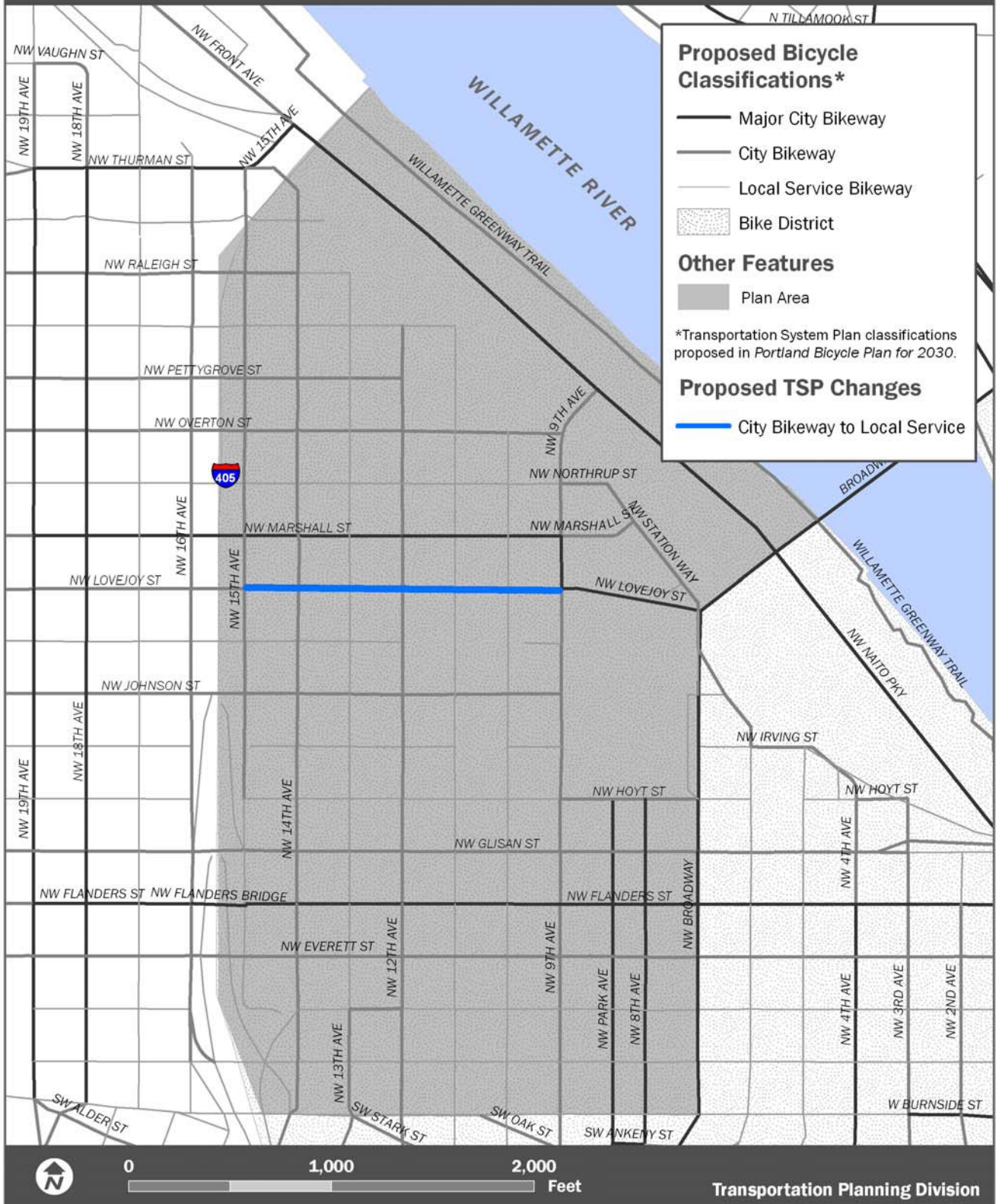
No changes recommended.

Street Design:

Changing the street design classification on NW Everett and Glisan Streets from Local Street to Community Main Street will reinforce the pedestrian-scale commercial activity along these streets and encourage design treatments that accommodate motor vehicle traffic, with special features to facilitate public transportation, bicycles, and pedestrians.

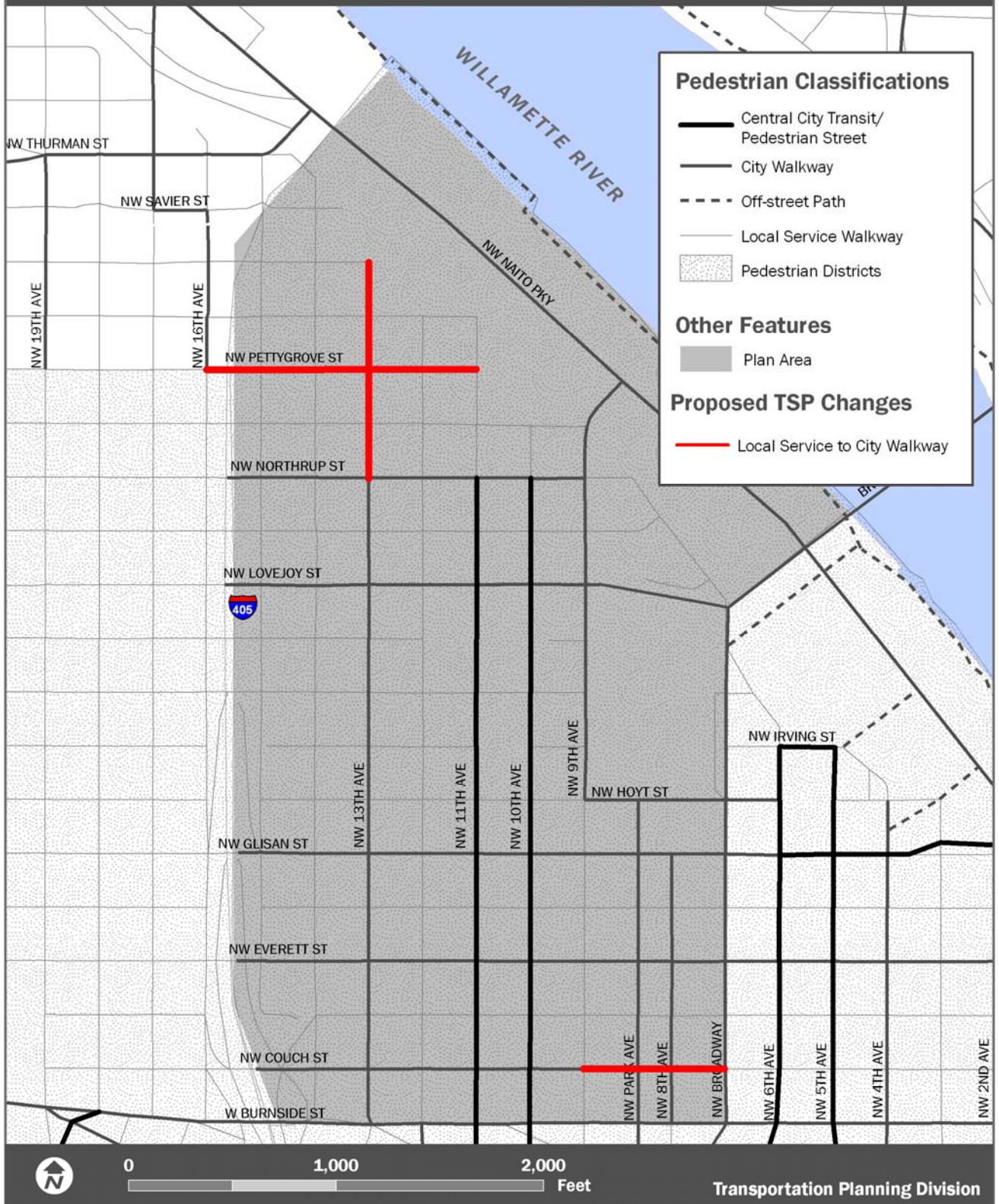
PROPOSED TSP CLASSIFICATION - BICYCLE

Pearl District Access and Circulation Plan



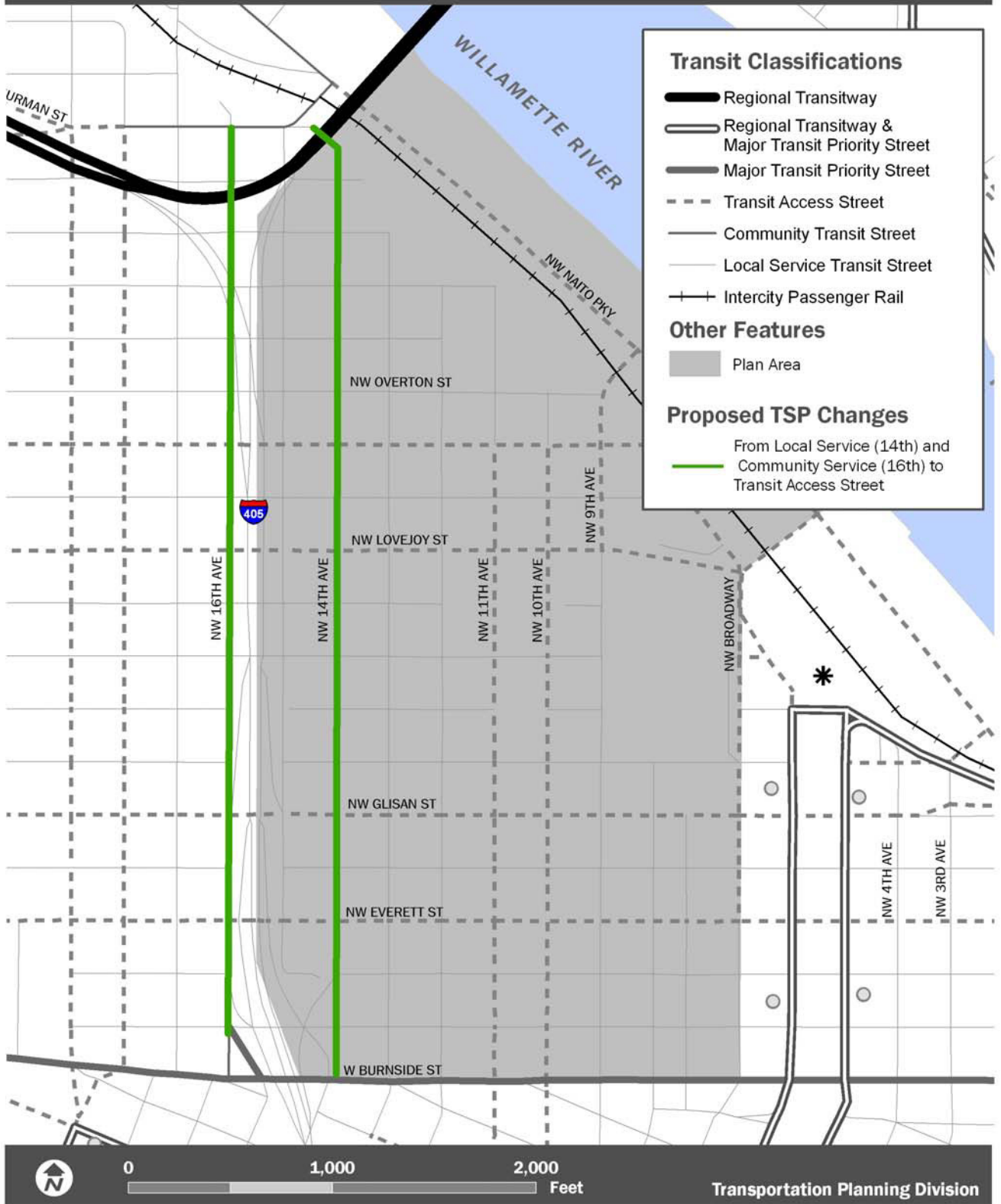
TSP CLASSIFICATION - PEDESTRIAN

Pearl District Access and Circulation Plan

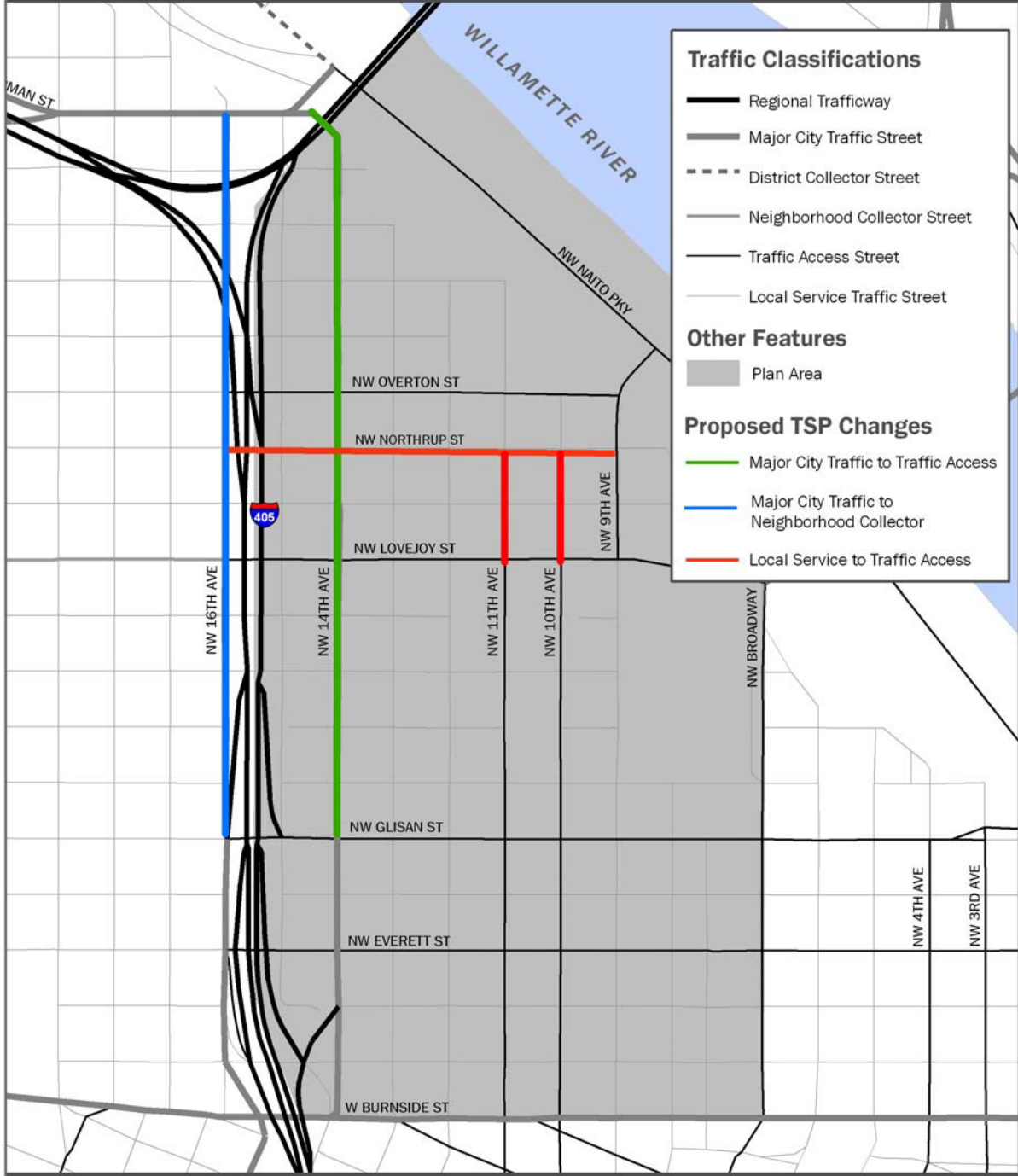


TSP CLASSIFICATION - TRANSIT

Pearl District Access and Circulation Plan



TSP CLASSIFICATION - TRAFFIC
Pearl District Access and Circulation Plan

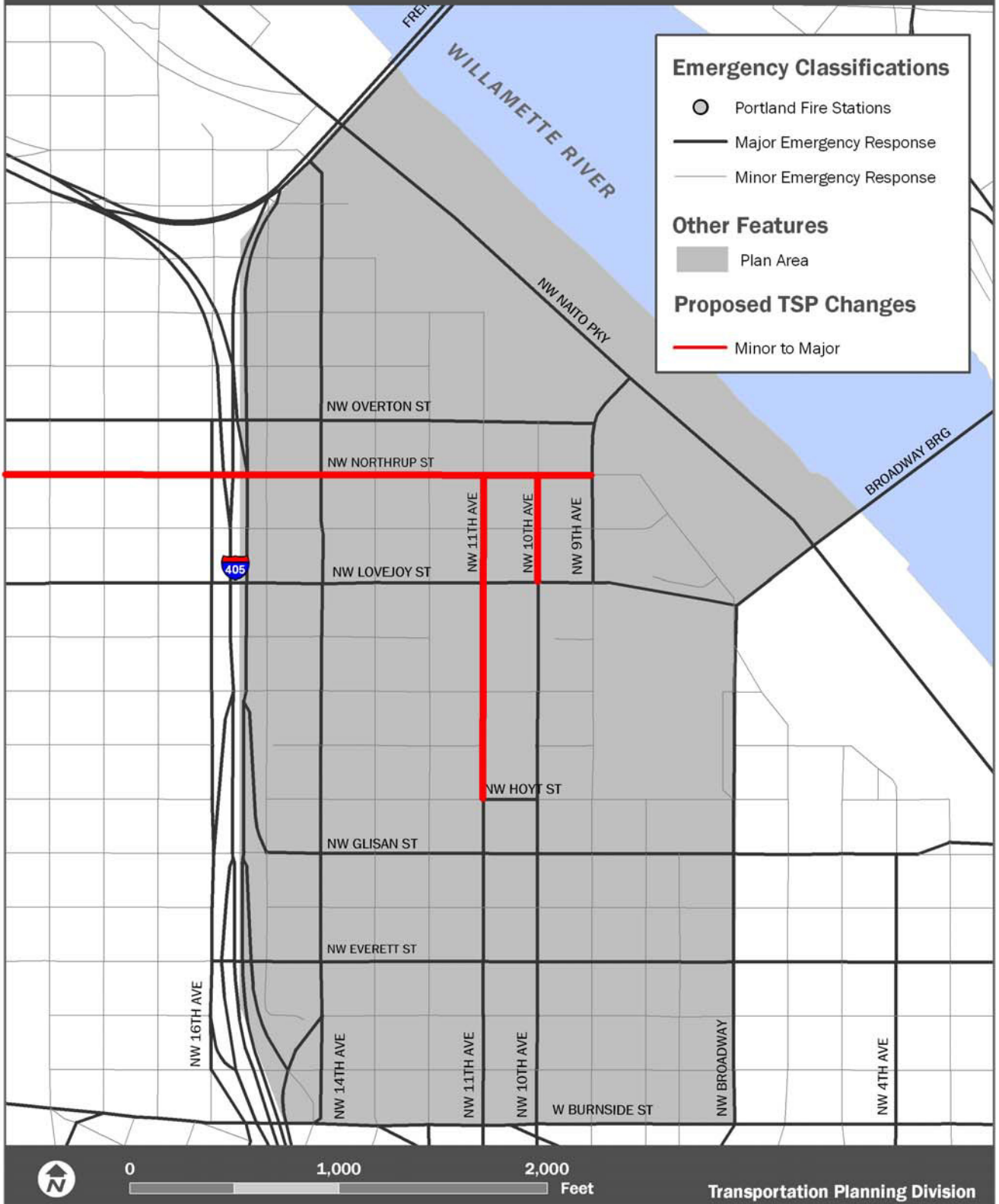


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Transportation Planning Division

TSP CLASSIFICATION - EMERGENCY

Pearl District Access and Circulation Plan



TSP CLASSIFICATION - STREET DESIGN

Pearl District Access and Circulation Plan

