

Pearl District Access and Circulation Plan

March 13, 2012



Purpose

- Review main elements of the plan
 - Multimodal improvements
 - Recommended Transportation System Plan street classification changes
- Timeline for adoption



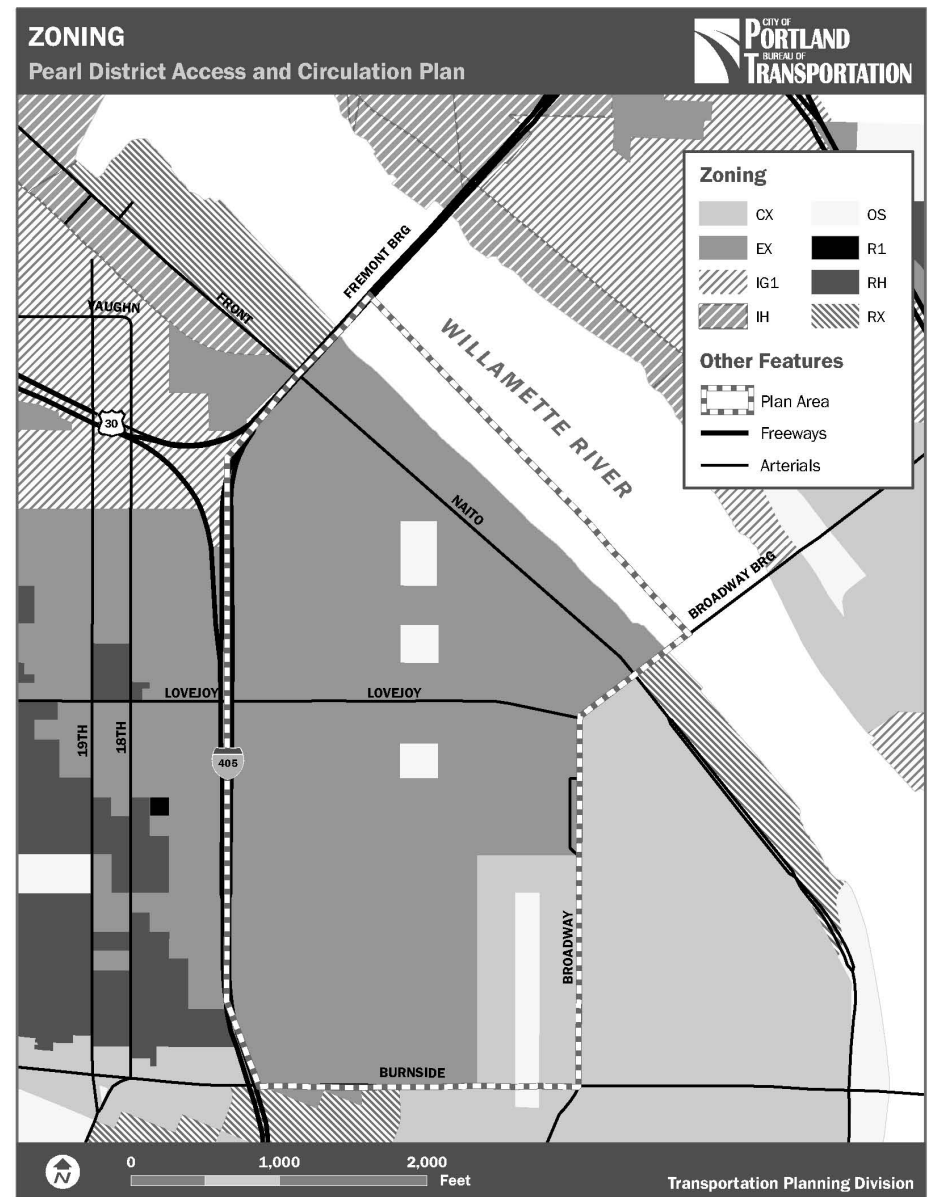
Project goals

- Balanced transportation system
- Enhance access and mobility
- Improve safety
- Enhance livability
- Enhance connections to the River and adjacent areas
- Support sustainability goals



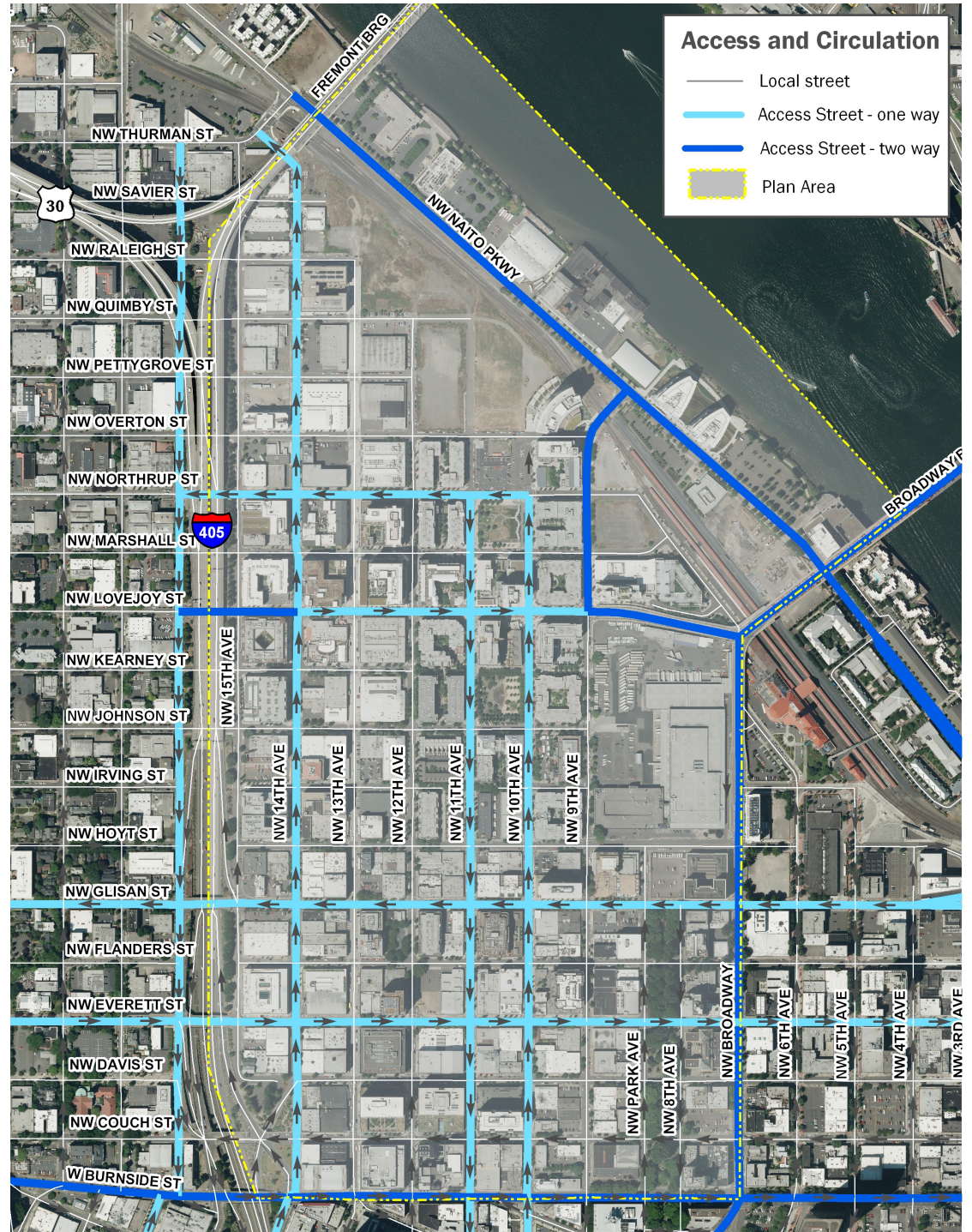
Project context

- Develop overall transportation plan
 - Continued growth and change
 - Guide infrastructure investment overtime



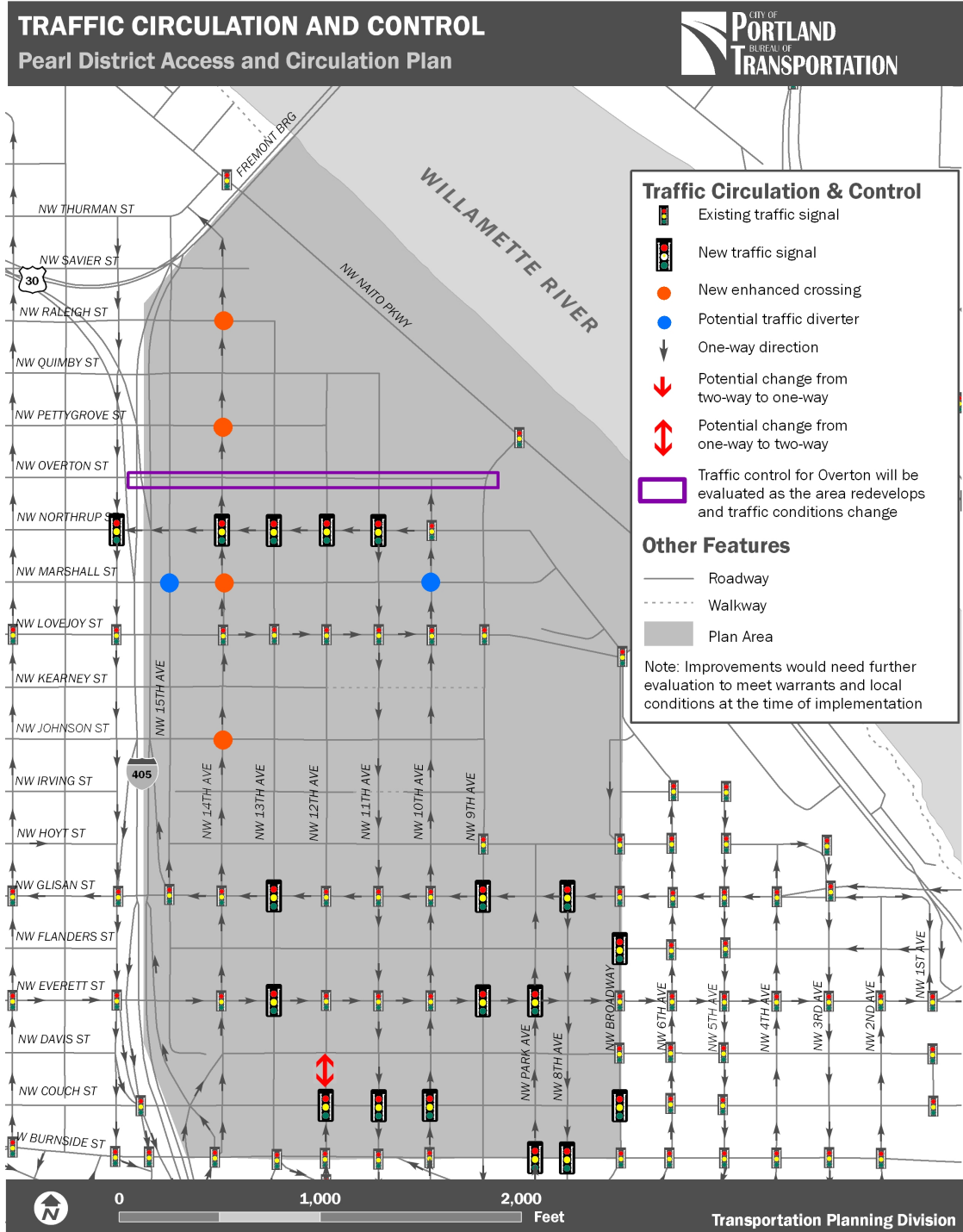
Circulation

- Added safety features, particularly at crossings
- Enhance pedestrian and cyclist access
- Maintain traffic flow and access for private vehicles and transit and emergency vehicles
- Encourage non auto modes of travel



Circulation

- New traffic signals
- New enhanced crossings
- Traffic calming
- Bicycle intersection improvements

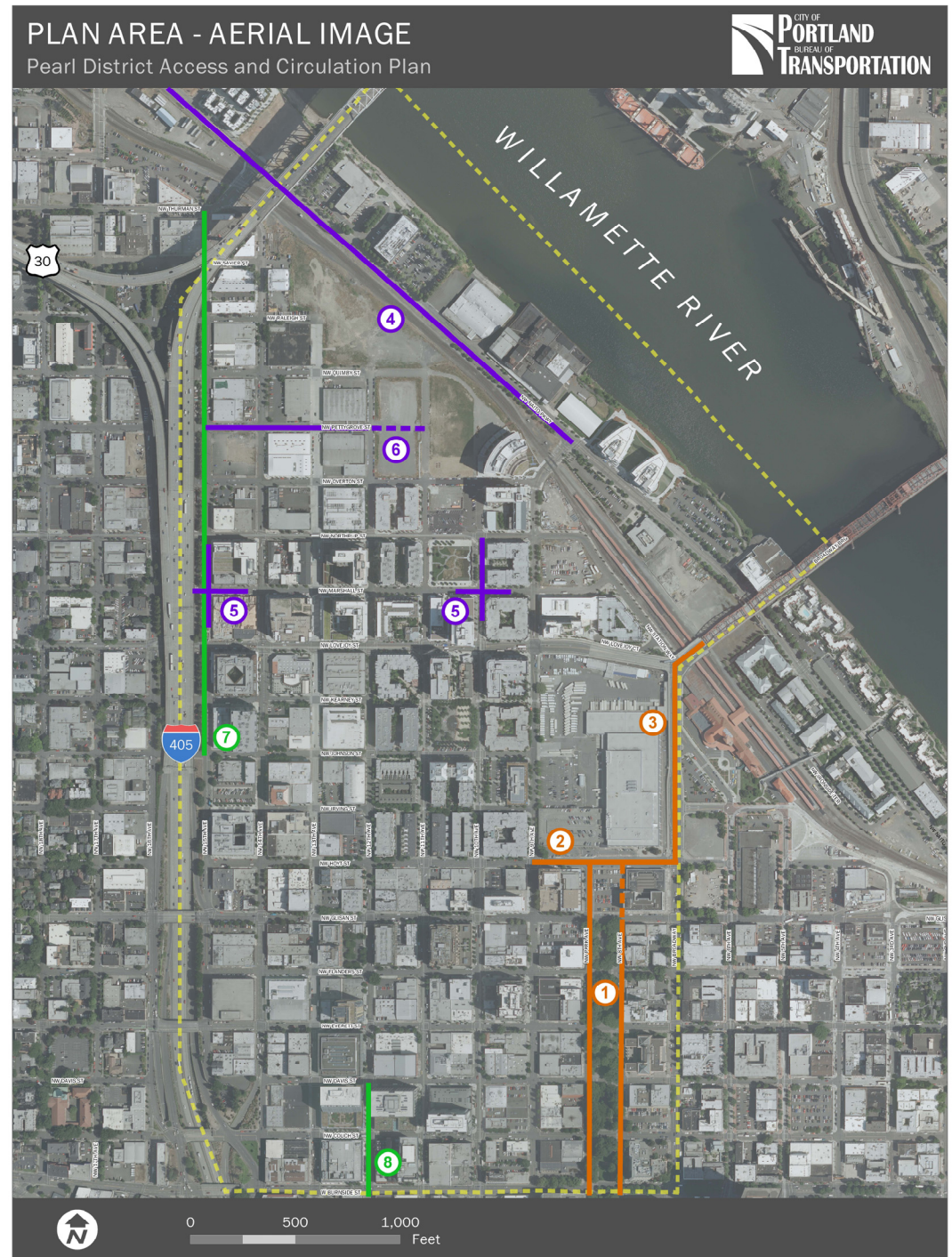


NW 14th at Everett



Study areas

- Naito
- Pettygrove
- Marshall
- Broadway Bridge
- Park Blocks
- Hoyt
- 15th
- 12th



Transportation System Plan

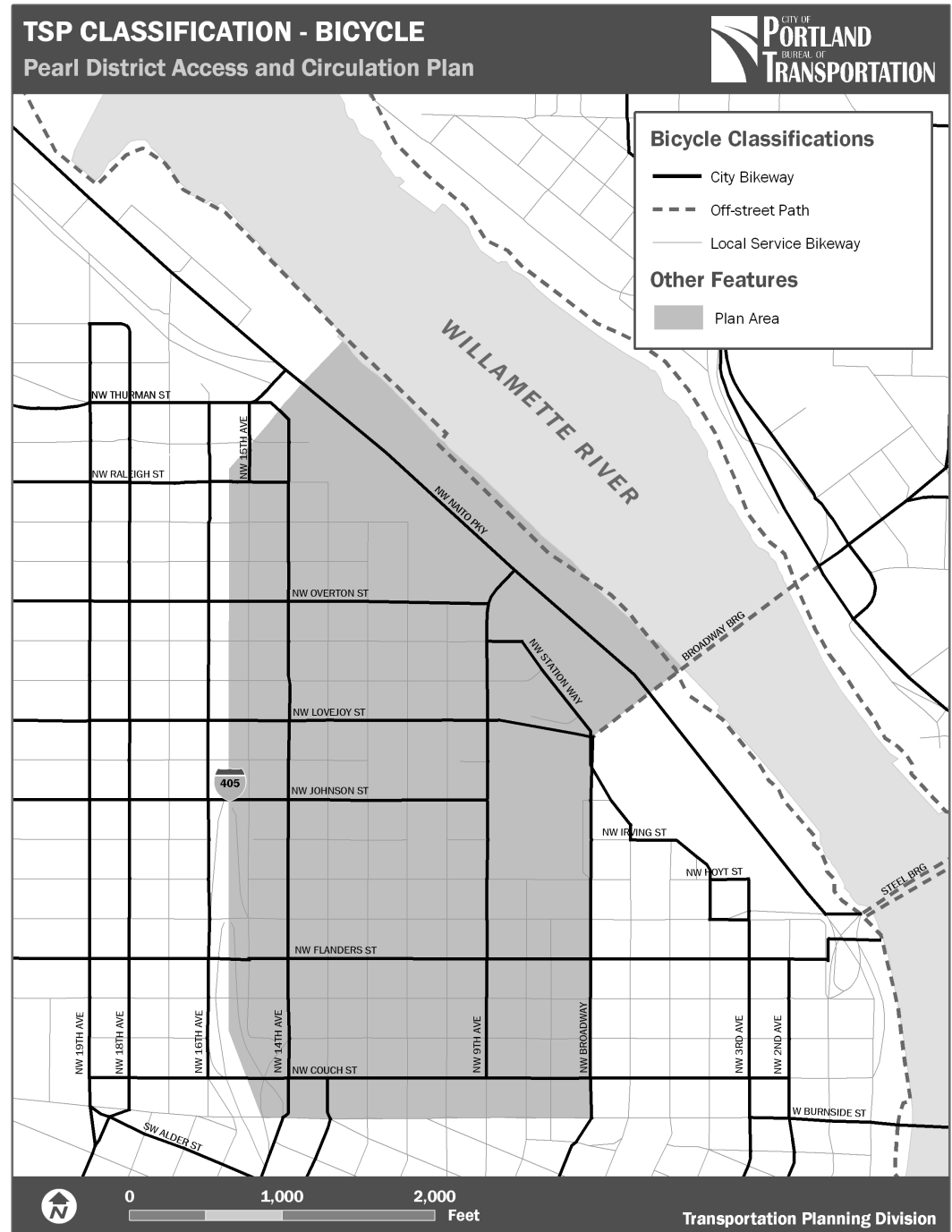
Transportation Element of City's
Comprehensive Plan

River District:

- Evolving high density mixed use area
- Designated TSP Pedestrian District
- Proposed “TSP Bicycle District” under the *Portland Bicycle Plan for 2030*

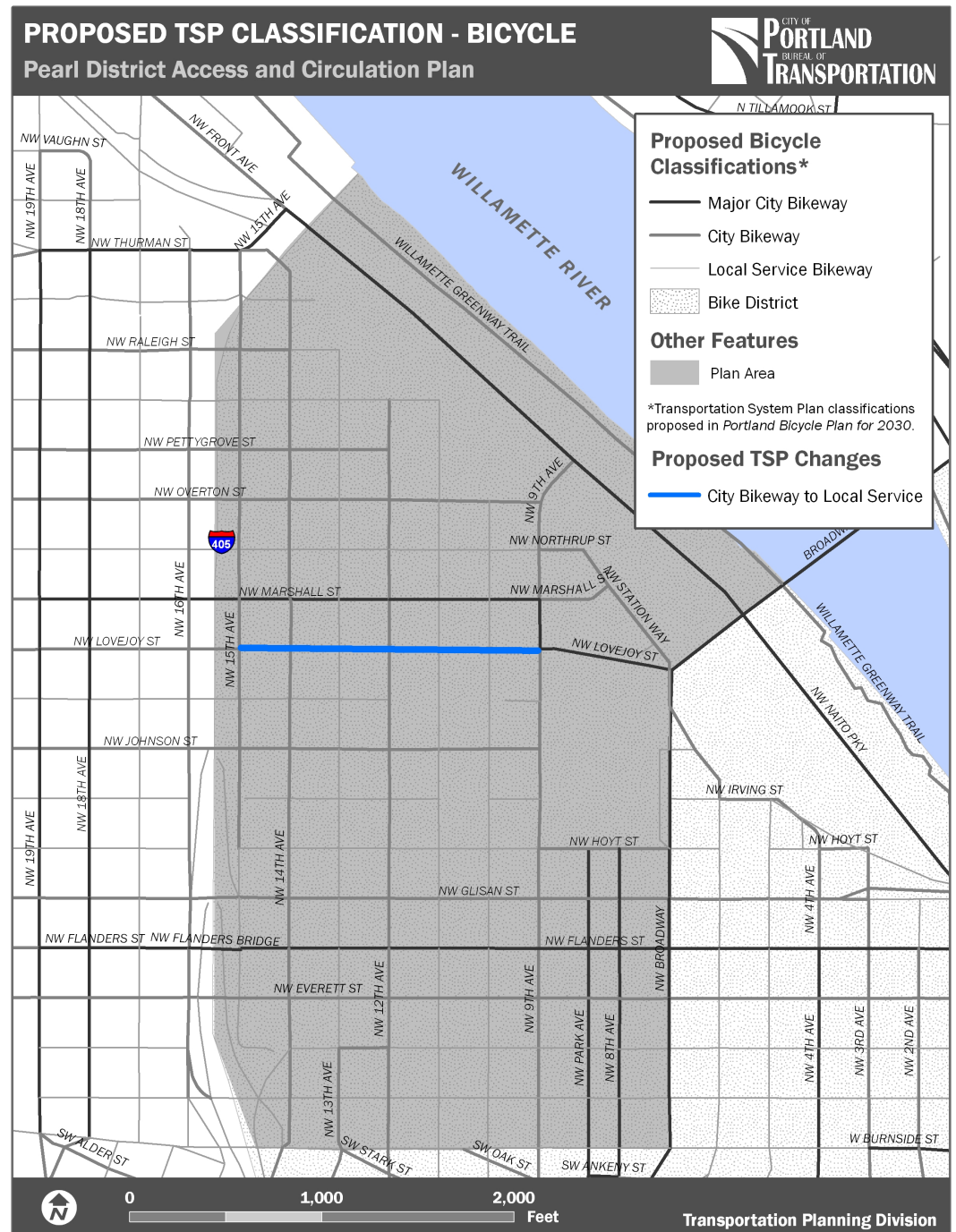
Bicycle

Existing TSP classification



Bicycle

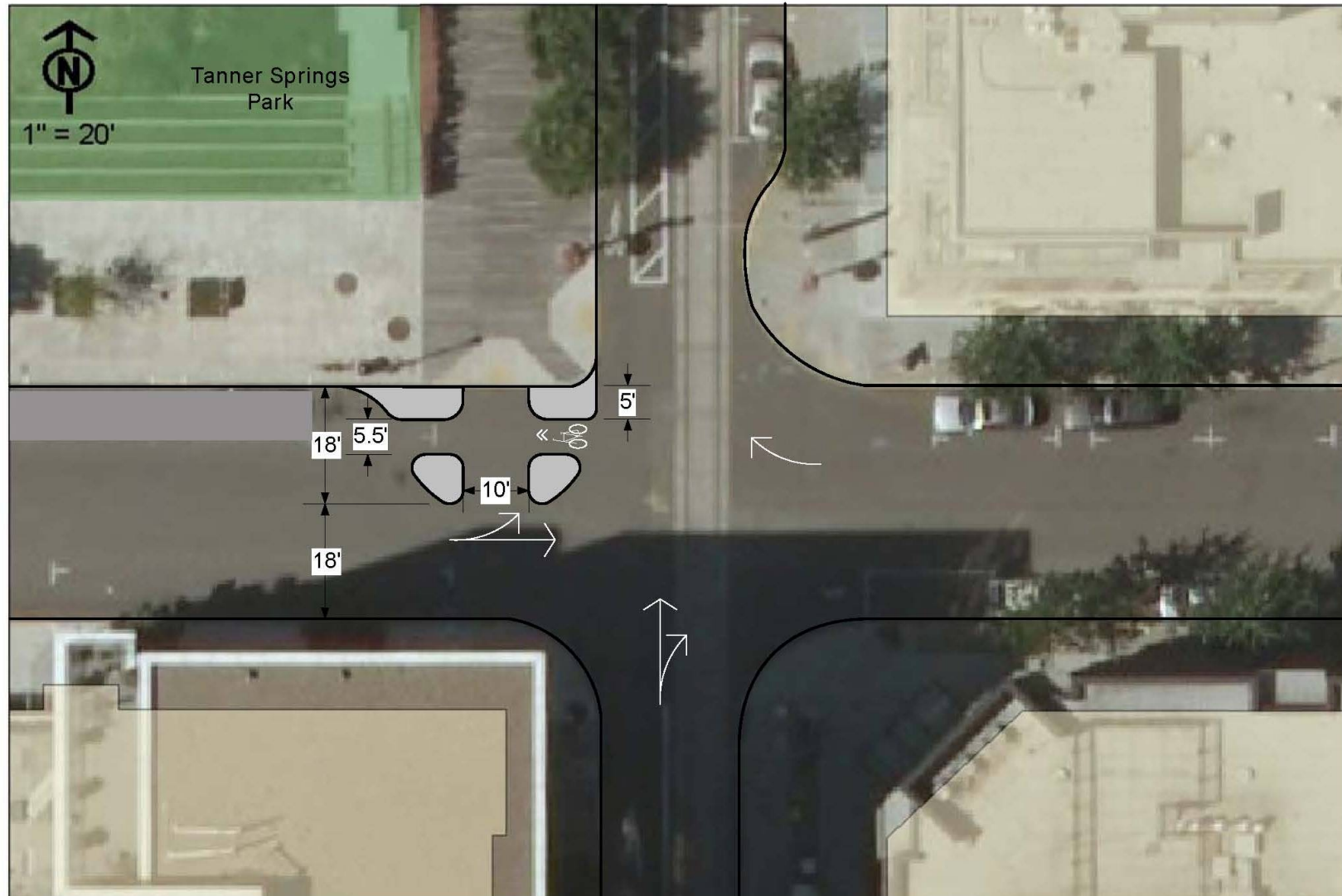
- Proposed TSP Classifications as proposed in the *Portland Bicycle Plan for 2030*
- Plan Remove Lovejoy St due to presence of streetcar tracks



Lovejoy



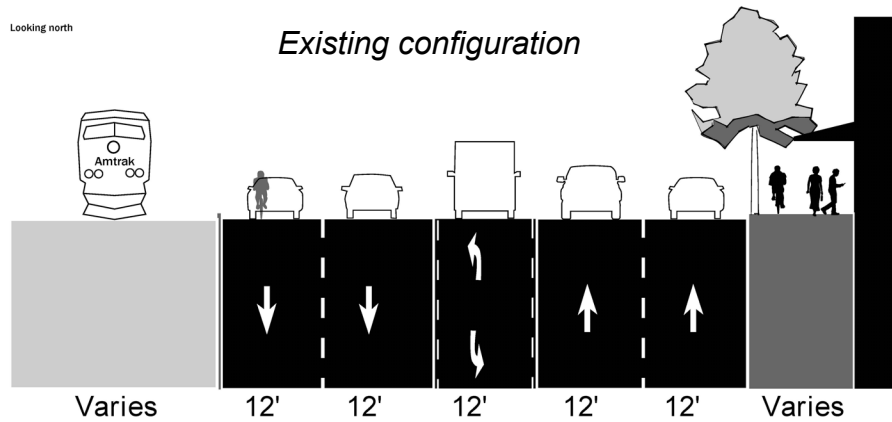
NW 10th Ave & NW Marshall St. – Semi-Diverter



Naito

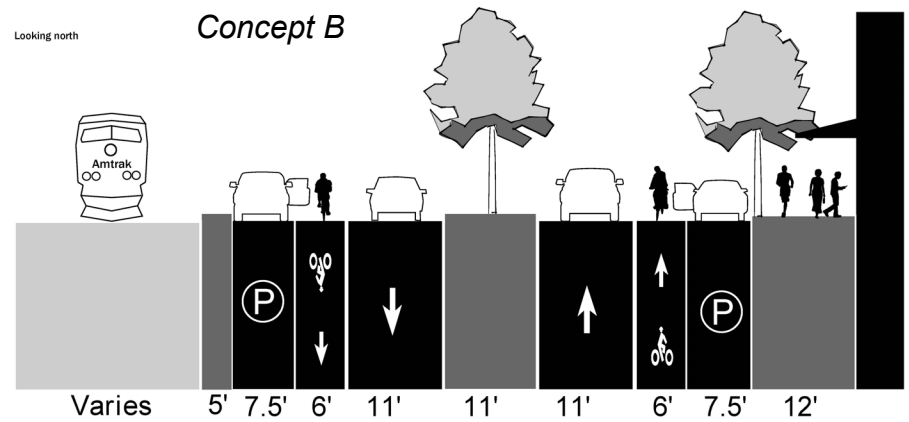
Looking north

Existing configuration



Looking north

Concept B

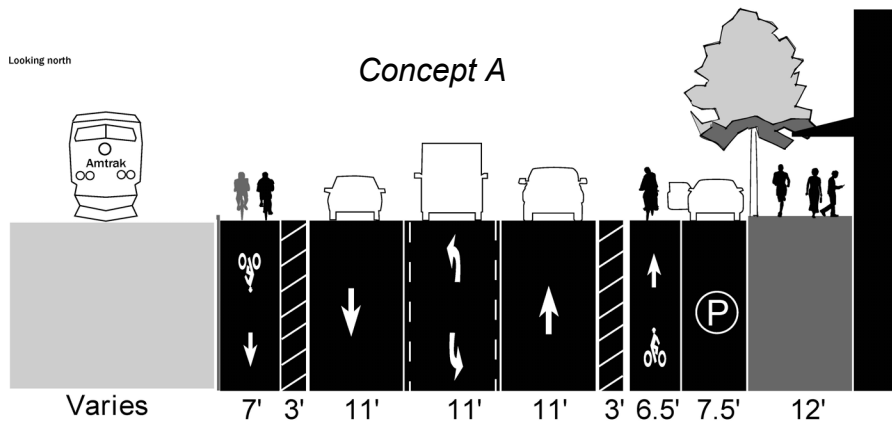


Phase I:

Changes to Naito are proposed in two phases. The first phase would alter the cross section to provide 3 lanes of traffic, 12' sidewalks on the east side, and buffered bike lanes in both directions (below). Parking would be provided on the east side only. Intersections would be designed to accommodate trucks serving the Post Office. The right turn pocket onto 9th Avenue would be eliminated, as observation shows that it is not necessary, even when trains block the intersection. The rail corridor will remain in place.

Looking north

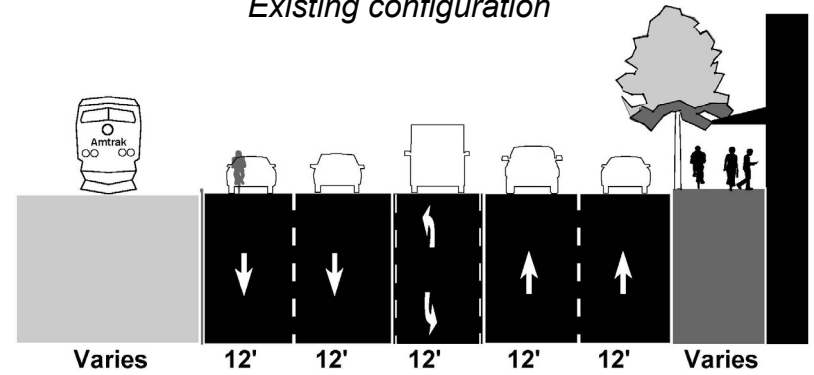
Concept A



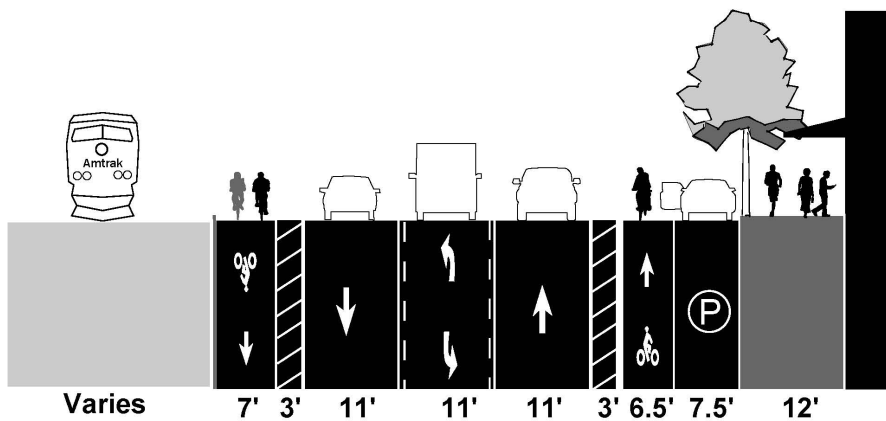
Naito Parkway



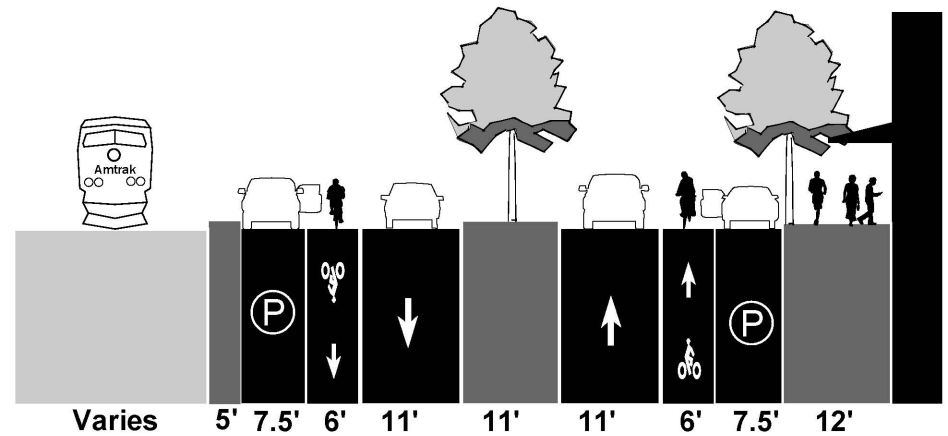
Existing configuration



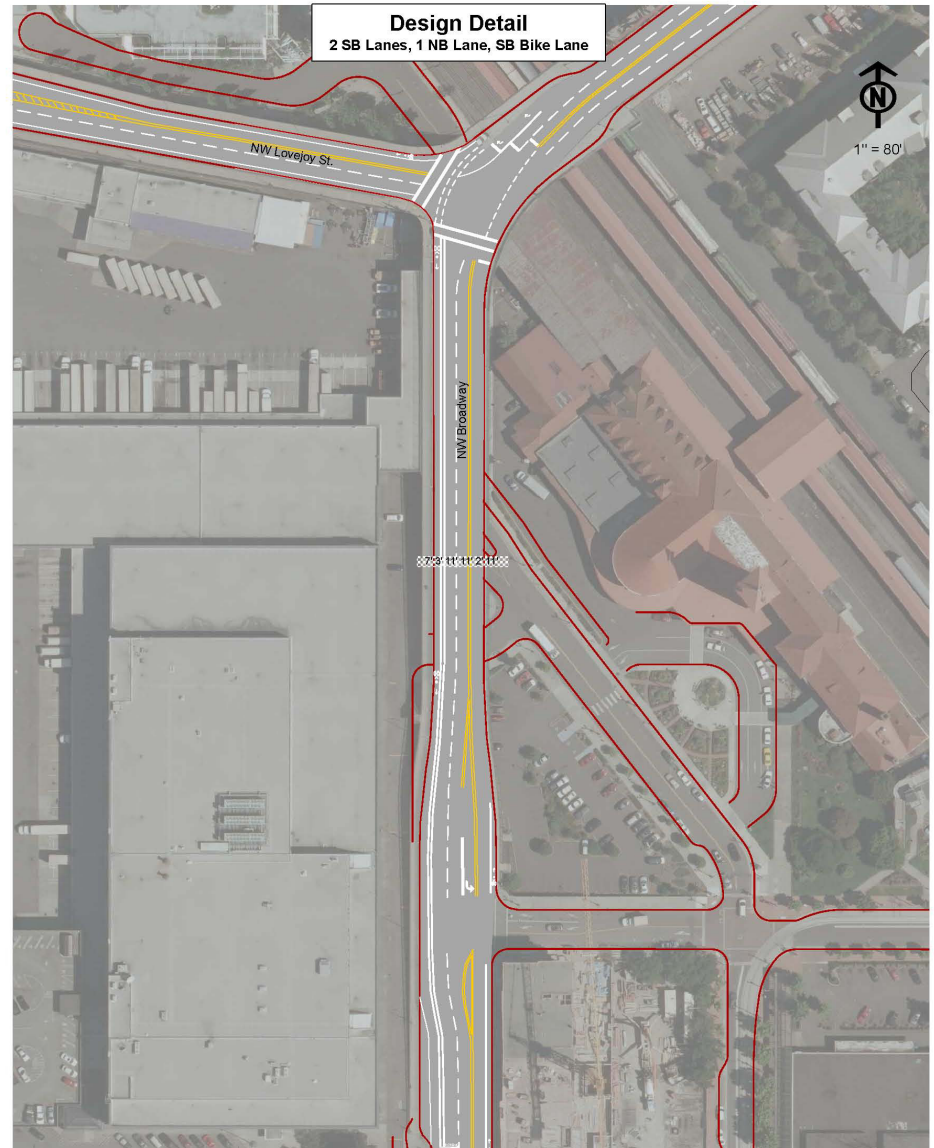
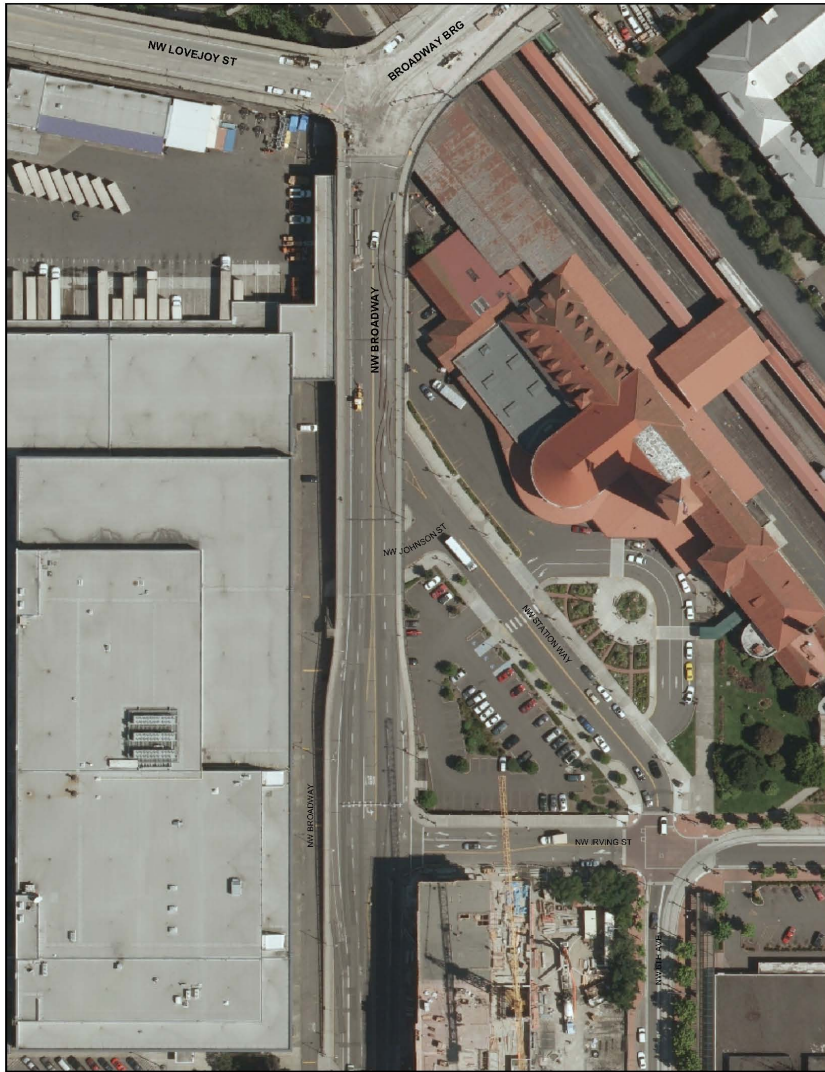
Concept A



Concept B

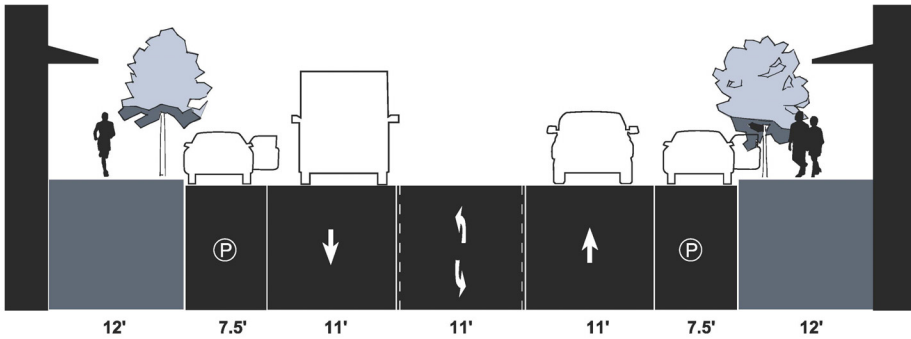


Broadway Bridge



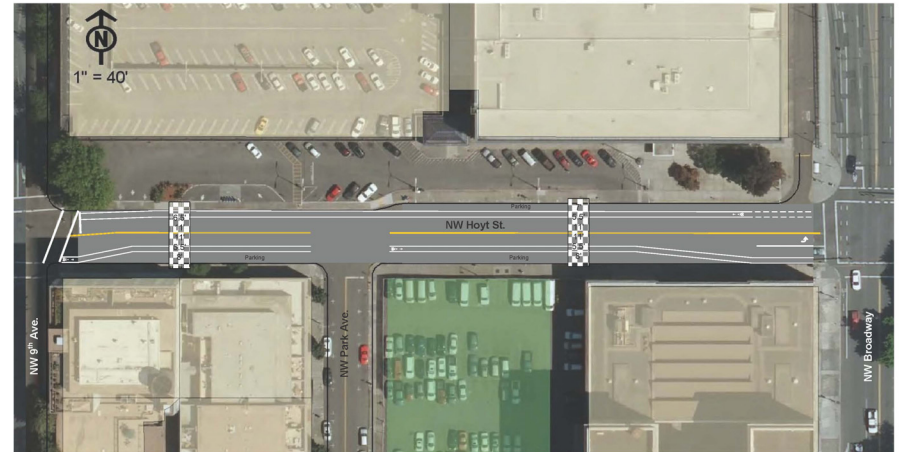
Hoyt

NW Hoyt St (NW 9th - NW Broadway) existing cross section:

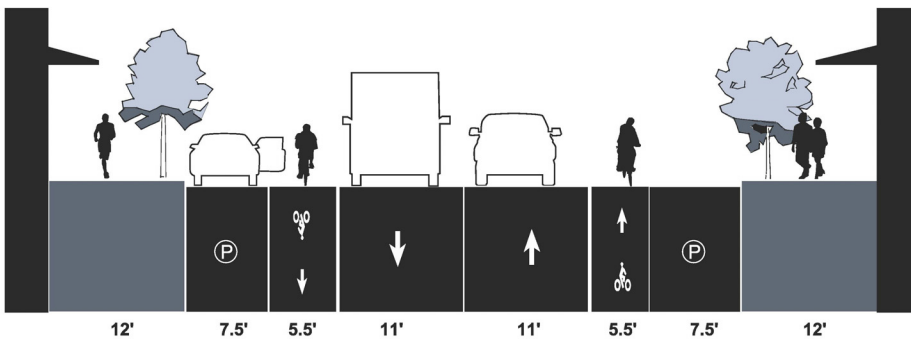


NW Hoyt St between NW 9th and NW Broadway is 72 feet wide, has two 11-foot travel lanes, a dual center turn lane, and parking on both sides. It is a designated City Bikeway.

Aerial view of the proposed cross section for NW Hoyt St from 9th to Broadway



NW Hoyt St (NW 9th - NW Broadway) proposed cross section:



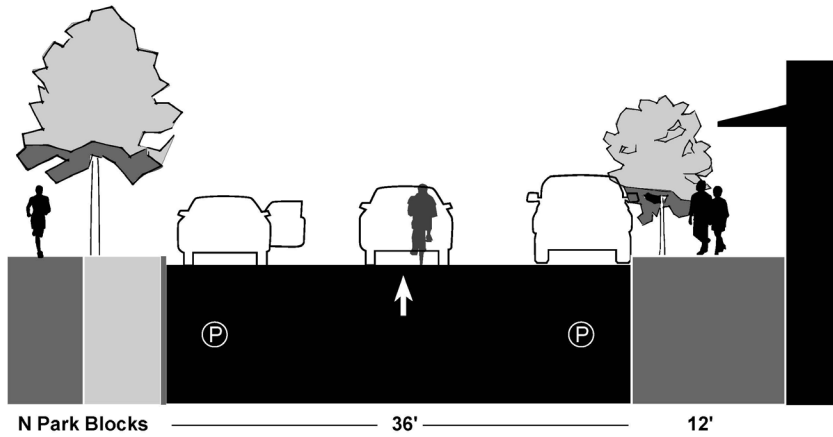
The proposal for NW Hoyt would remove the center turn lane between 9th and Broadway, adding bike lanes in both directions. This will fill a key gap in the bikeway network between the Broadway Bridge and the North Park Blocks. Parking would be retained on both sides of the street, the corner radii and left turn pocket would remain unchanged, to ensure truck turns are not affected.

Comments? Write in the space below:

North Park Blocks

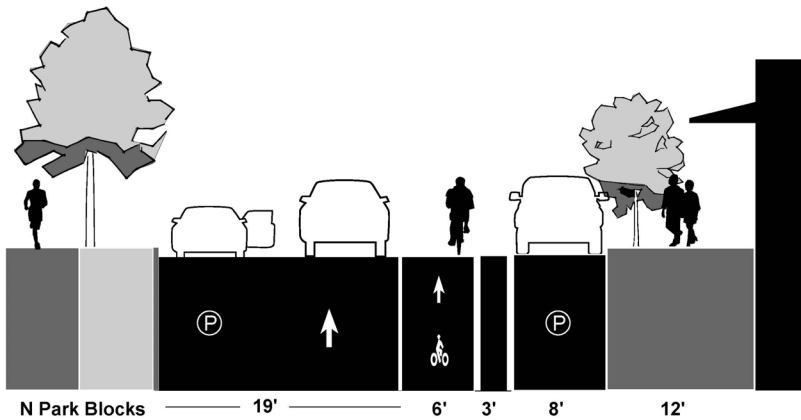
NW 8th Ave - Existing Conditions with Shared Lane Marking

Northbound

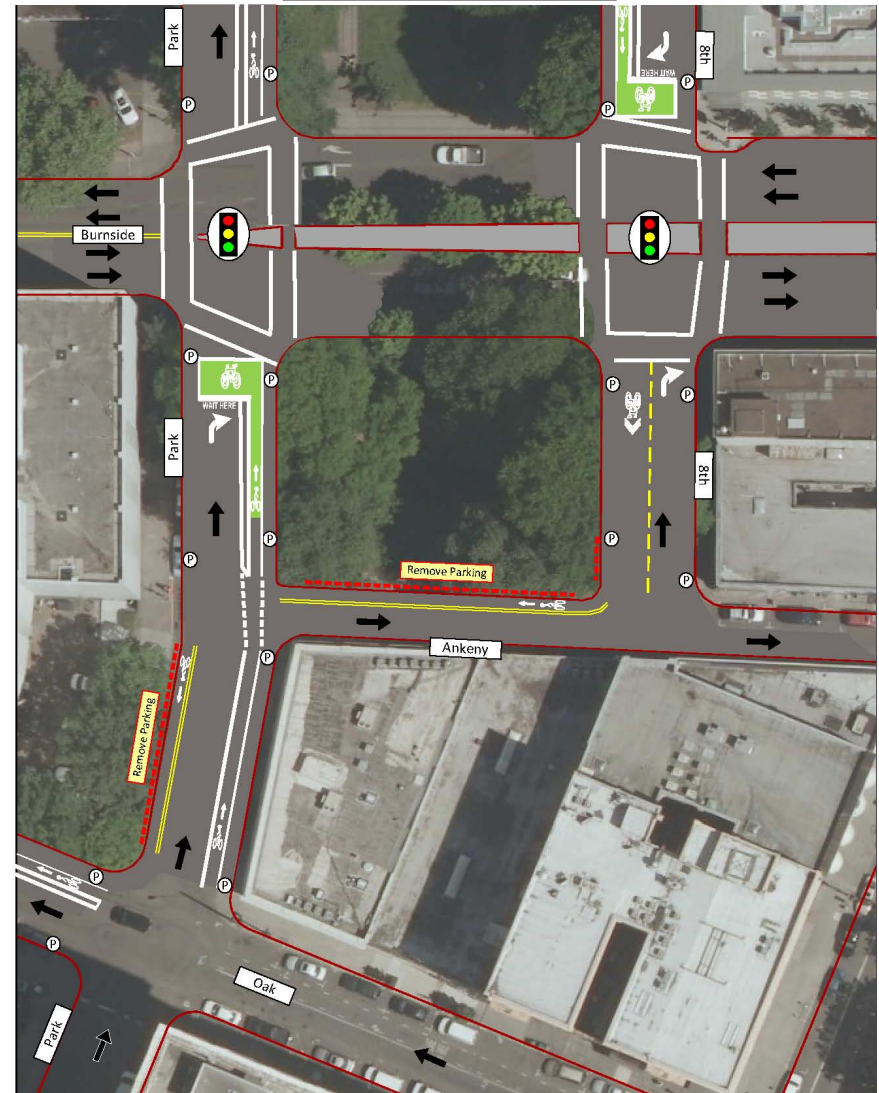


NW 8th Ave - Option 4 - Buffered Bike Lane

Northbound



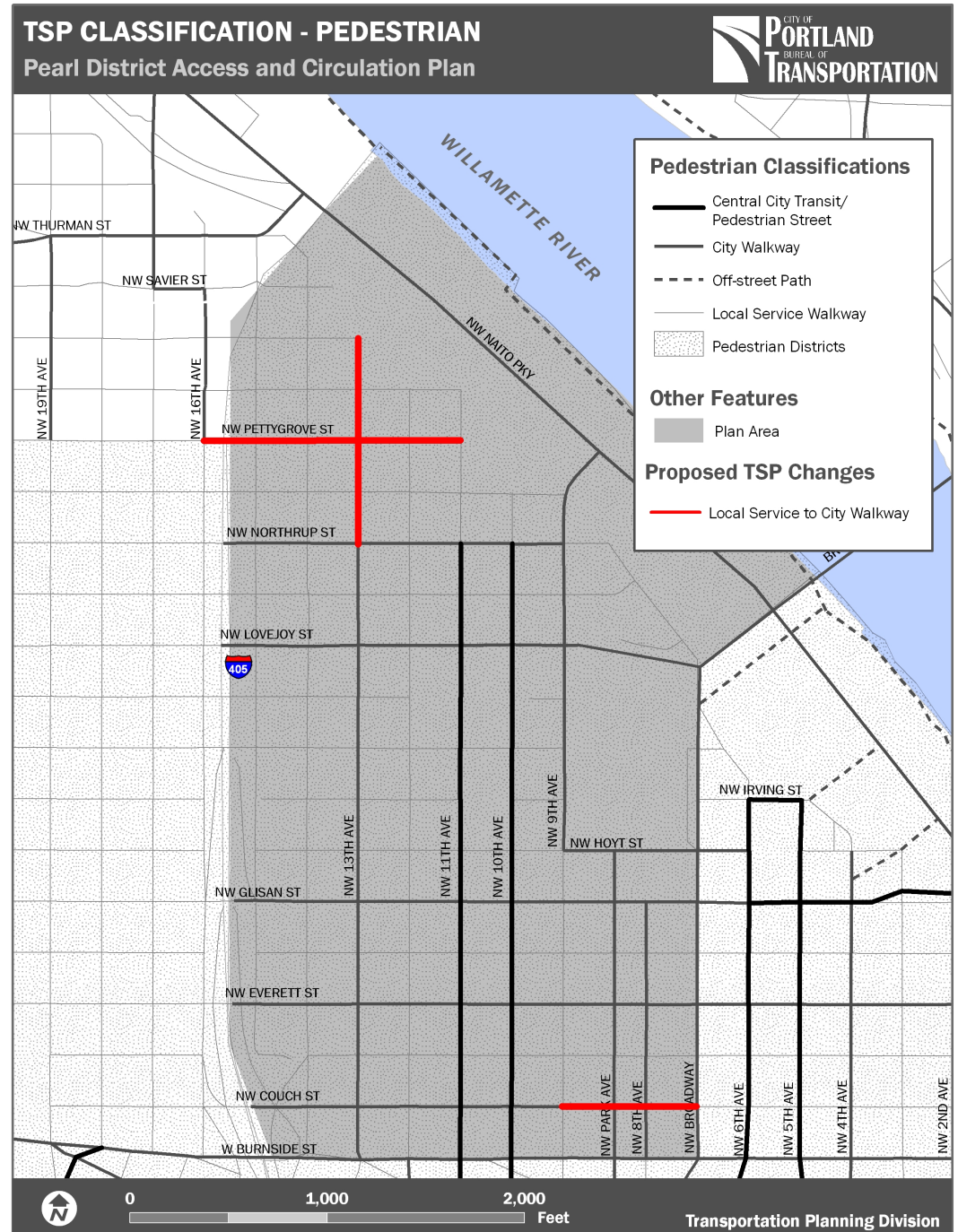
Design Detail
With Signals



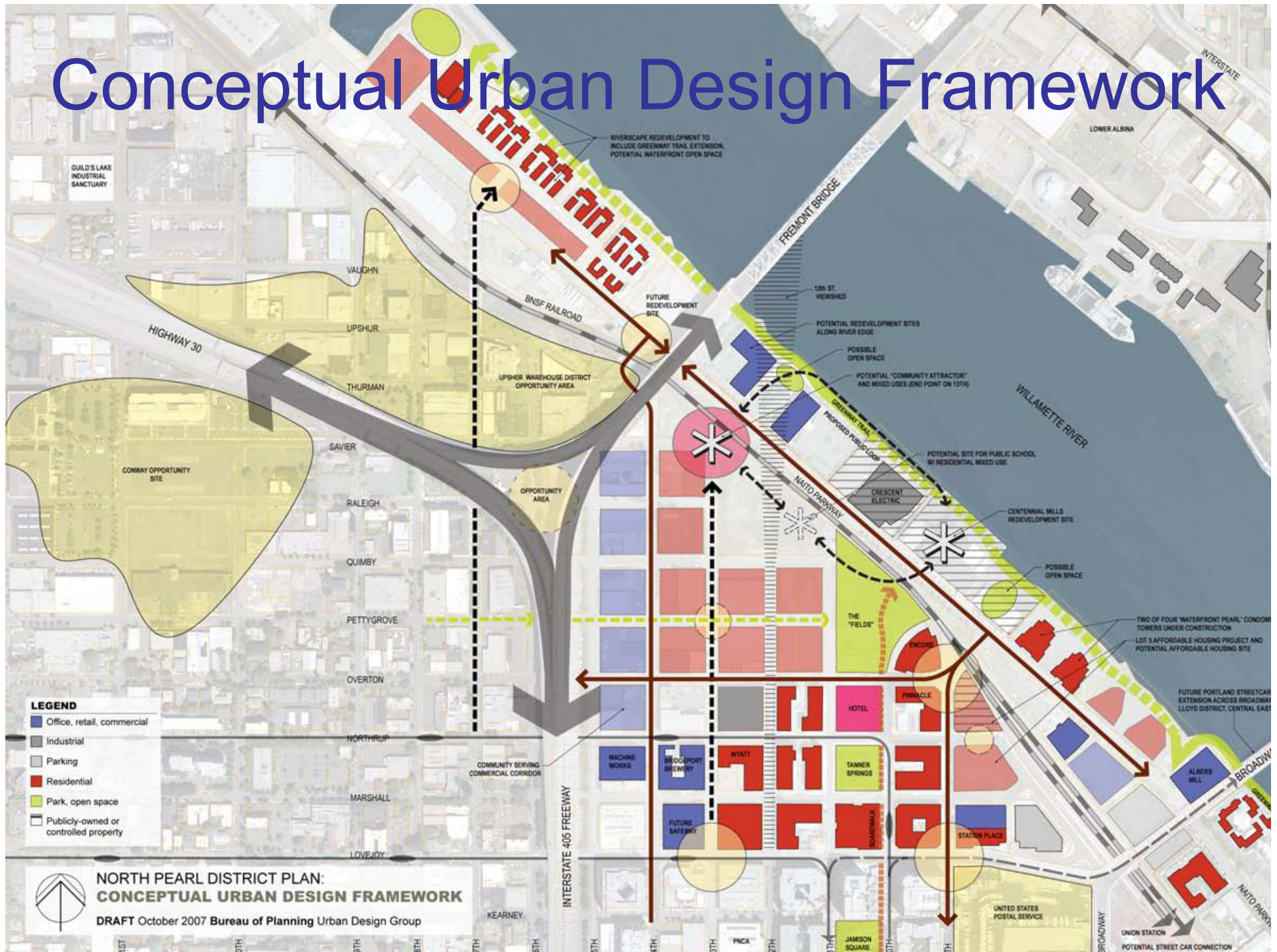
Pedestrian

Pedestrian District Extend:

- 13th Ave
- Couch St
- Add Pettygrove St

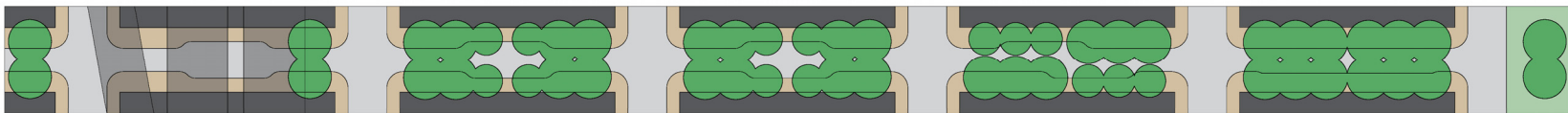
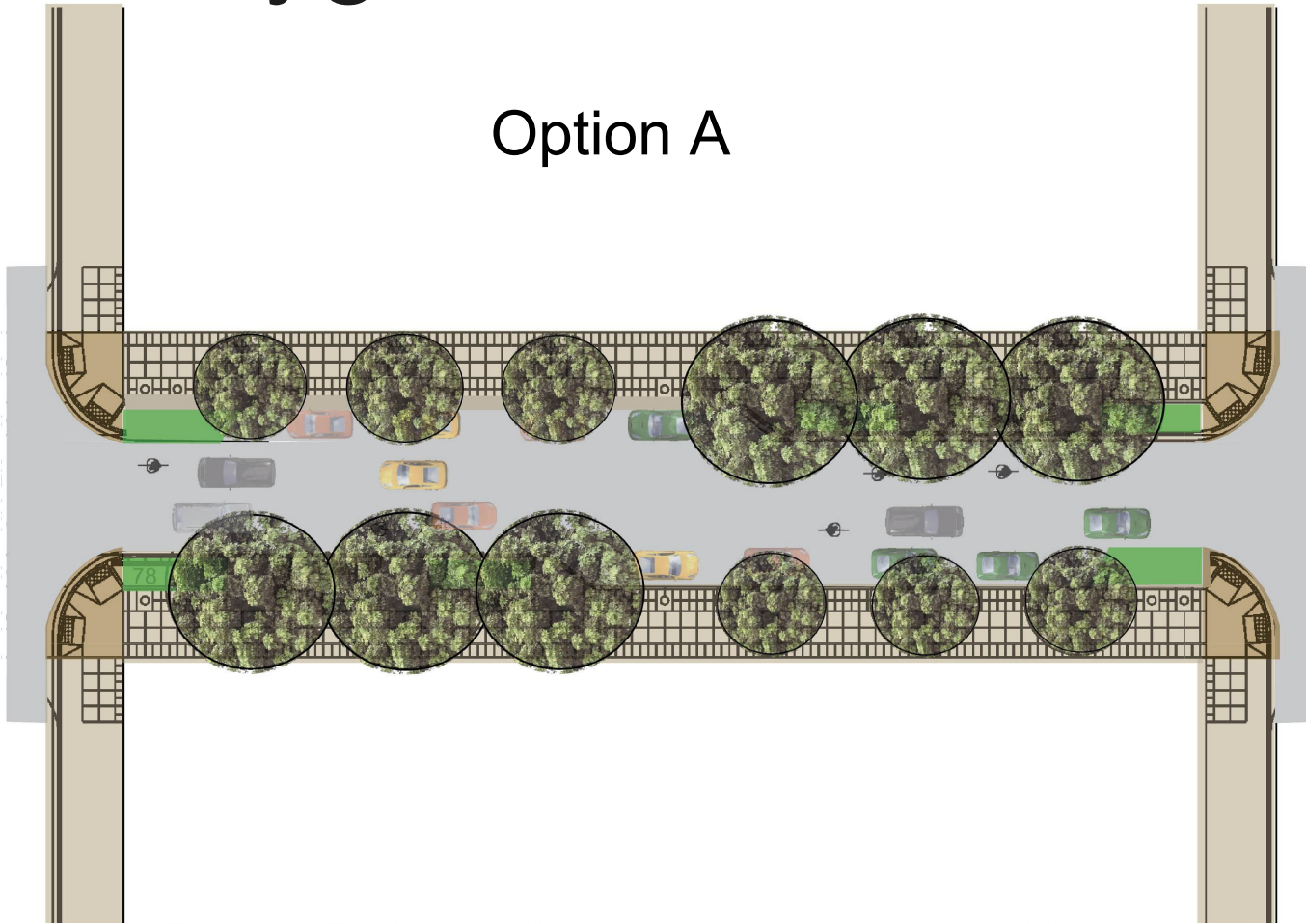


Conceptual Urban Design Framework



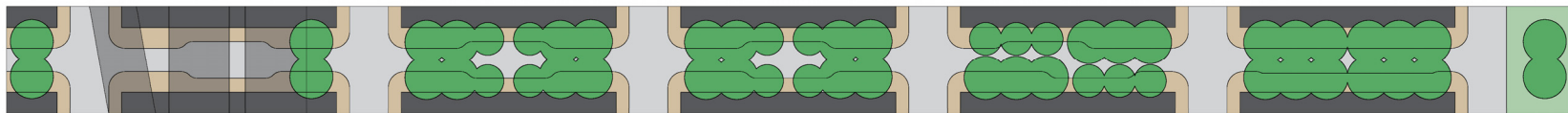
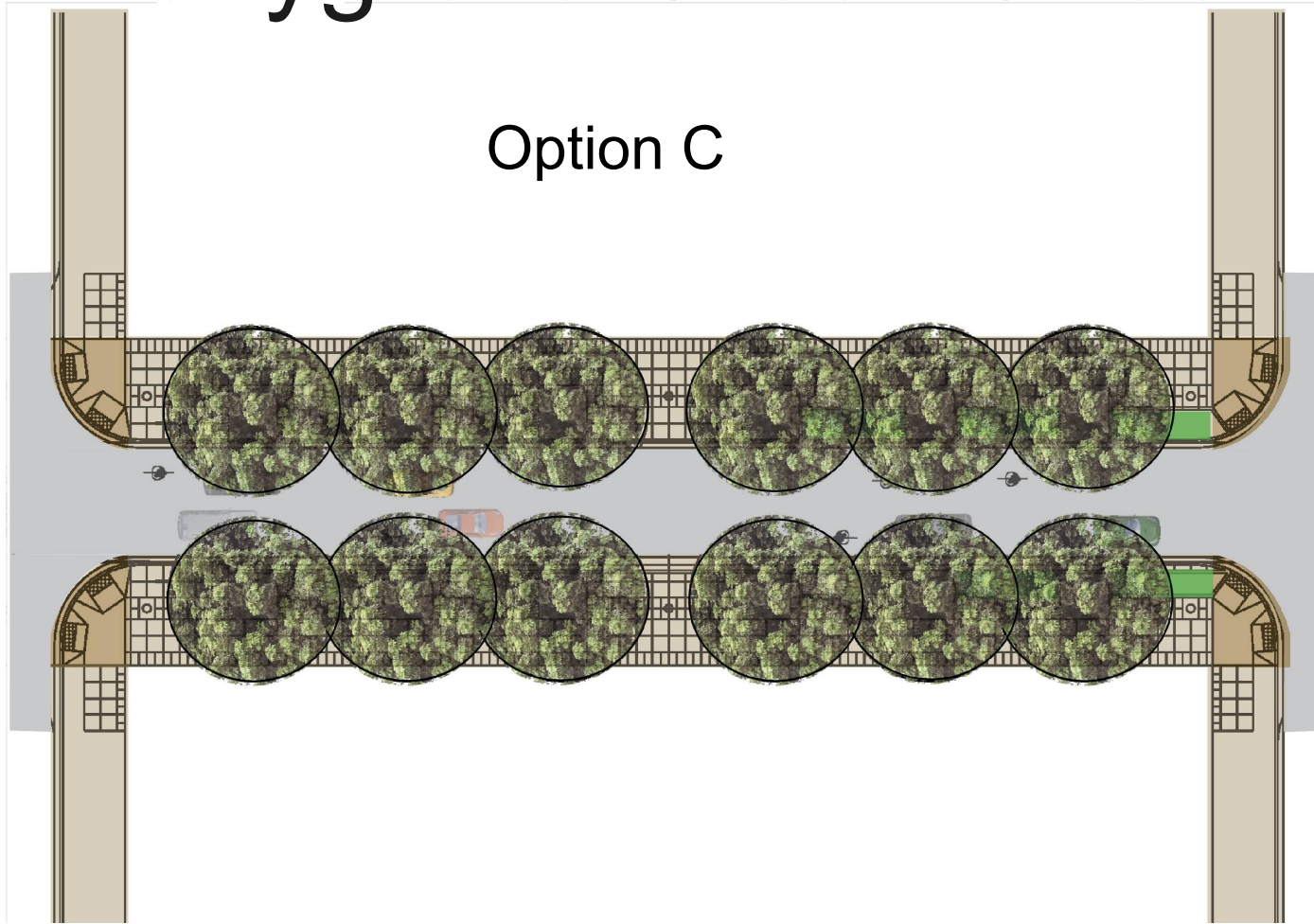
Pettygrove Green Street

Option A



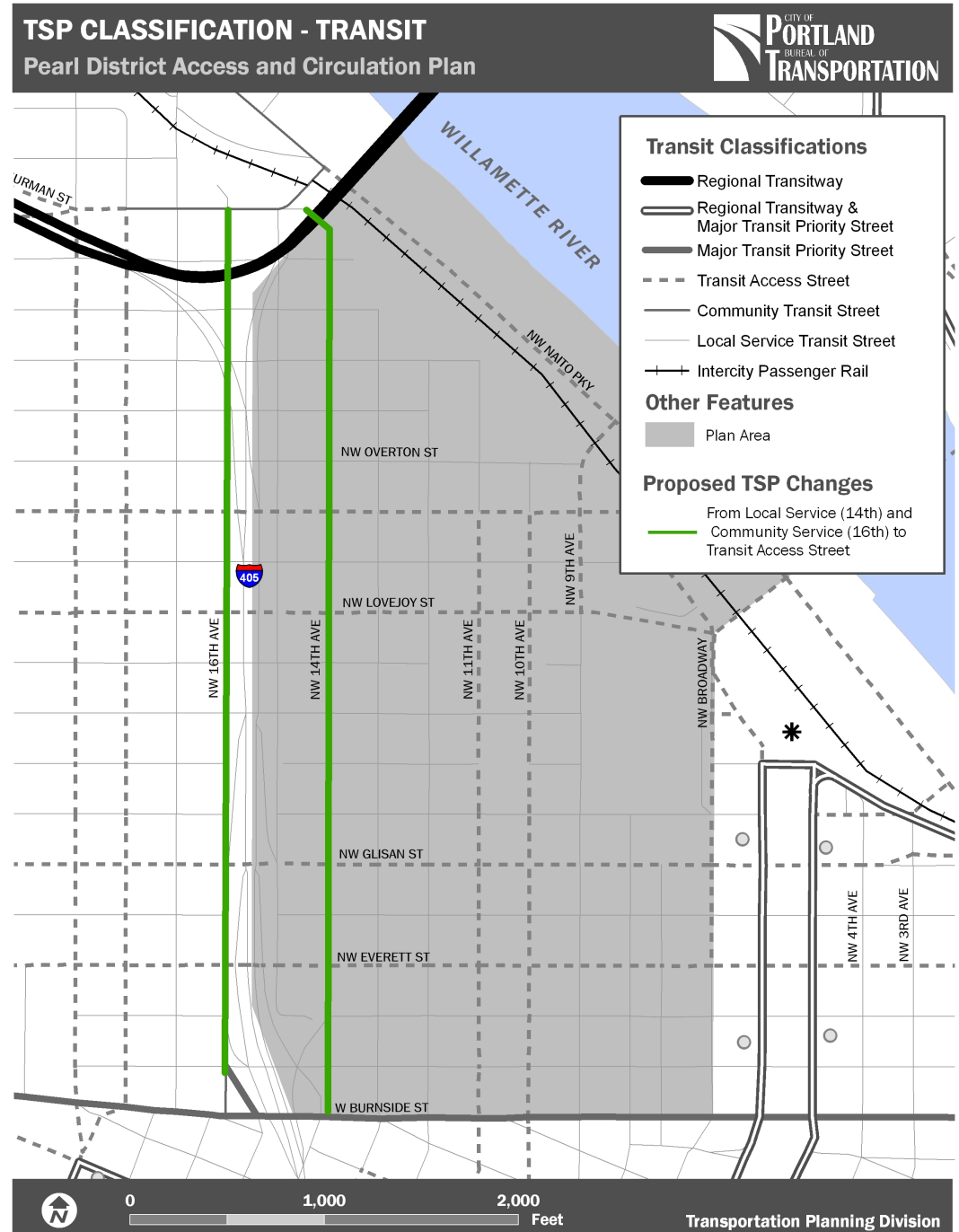
Pettygrove Green Street

Option C



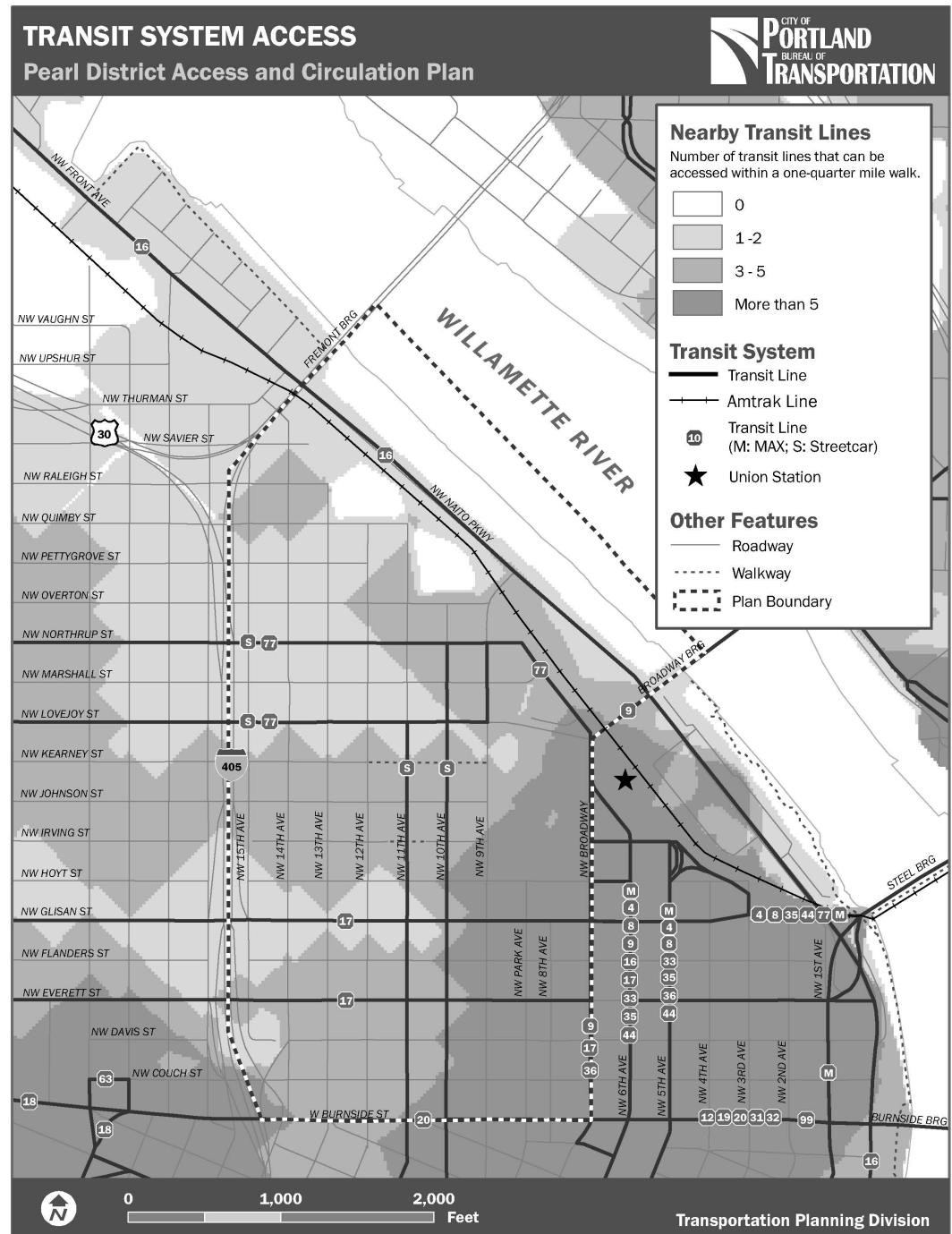
Transit

- Changes to support potential increased transit access into the north and west areas
 - 14th Ave
 - 16th Ave



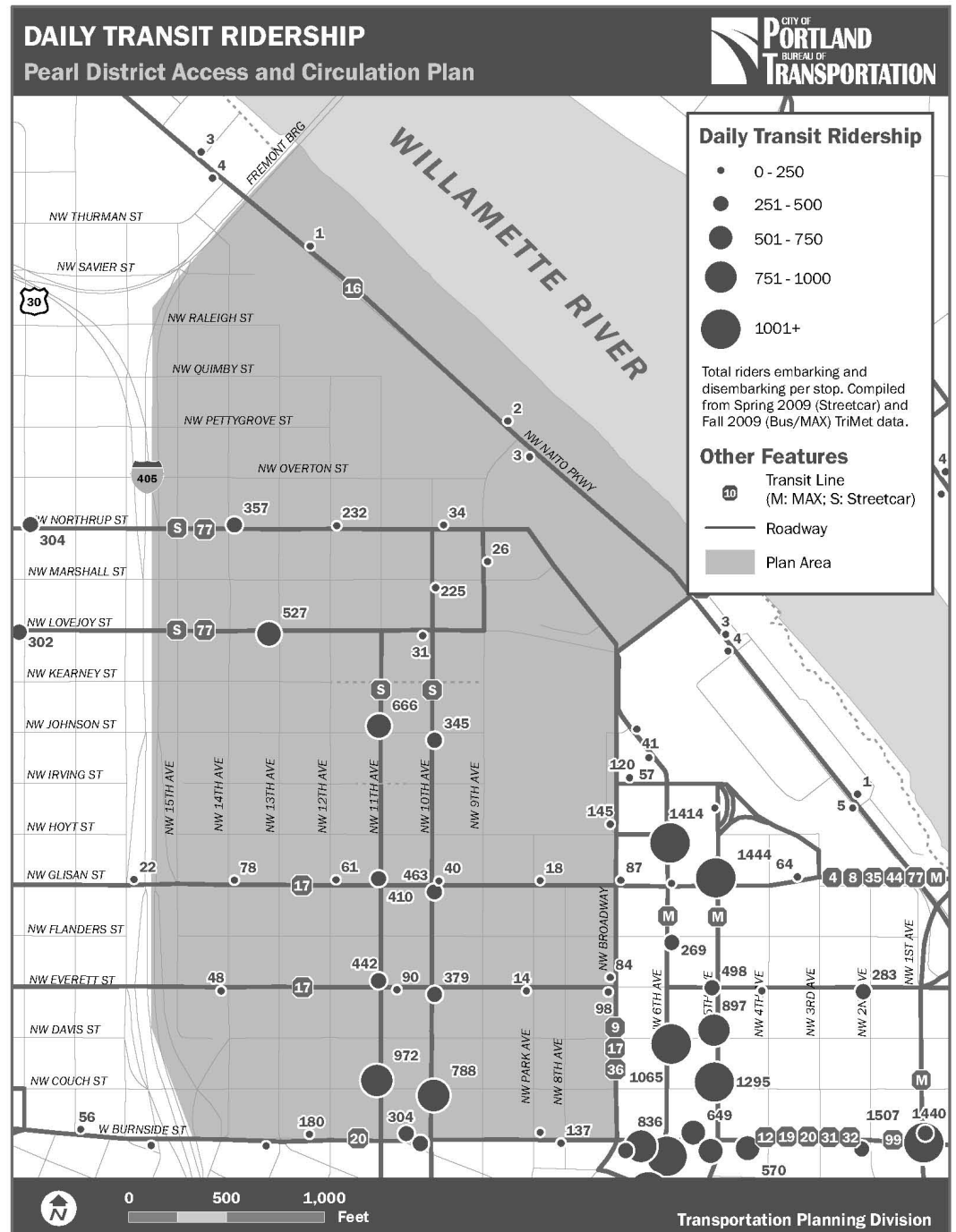
Transit

- Improve service overtime
 - Number of lines
 - Frequency of service
 - Quality of stops
- Increase accessibility in edges of district
 - North Pearl
 - NW 14th Ave



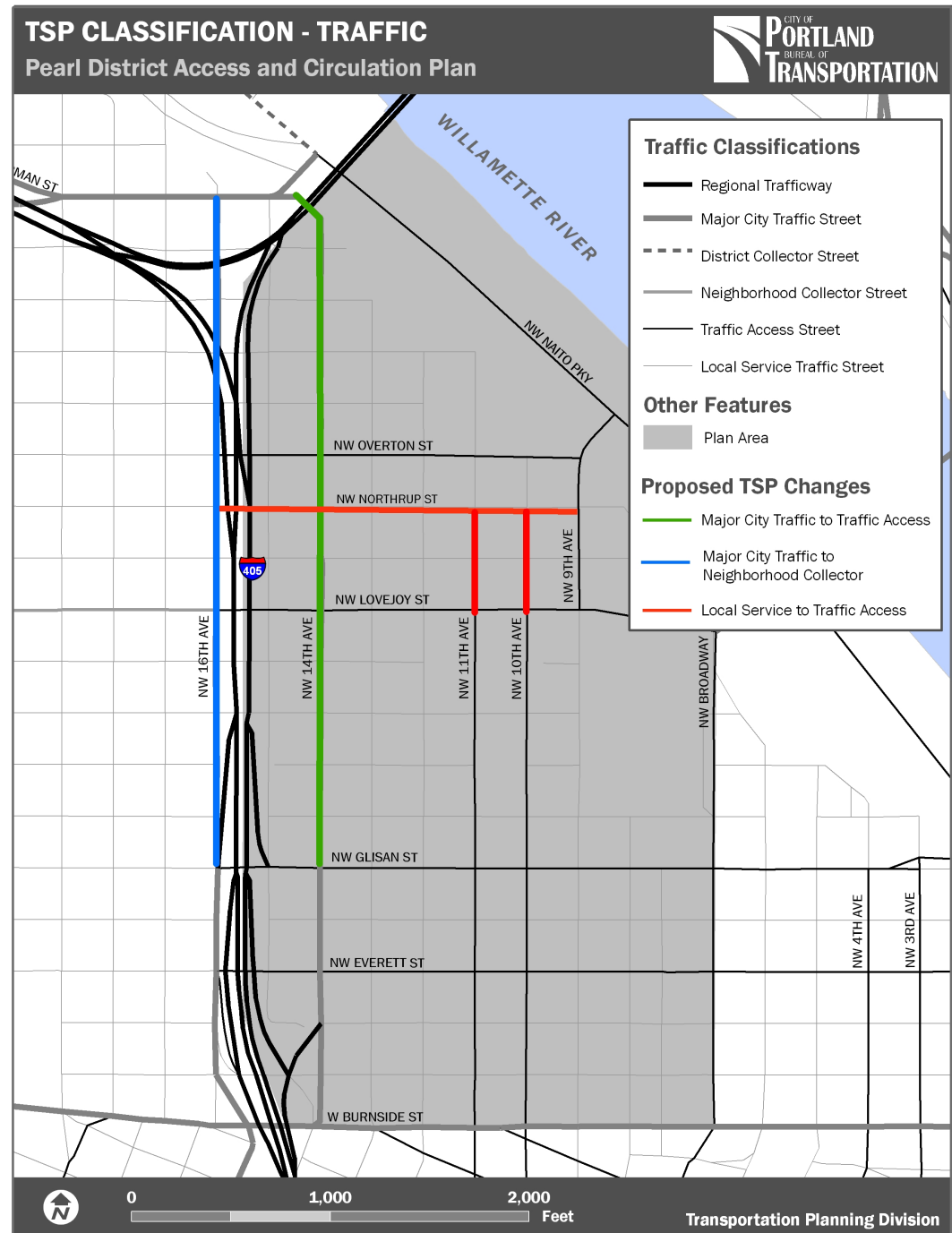
Transit

- Increase service overtime
- Increase accessibility in edges of district
 - North Pearl
 - NW 14th Ave



Traffic

- Changes to reflect existing traffic operations into district
 - 10th Ave
 - 11th Ave
 - Northrup St
- 14th and 16th north of Glisan
 - From Major City Traffic Street to Traffic Access Street/Neighborhood Collector



NW 14th at Everett



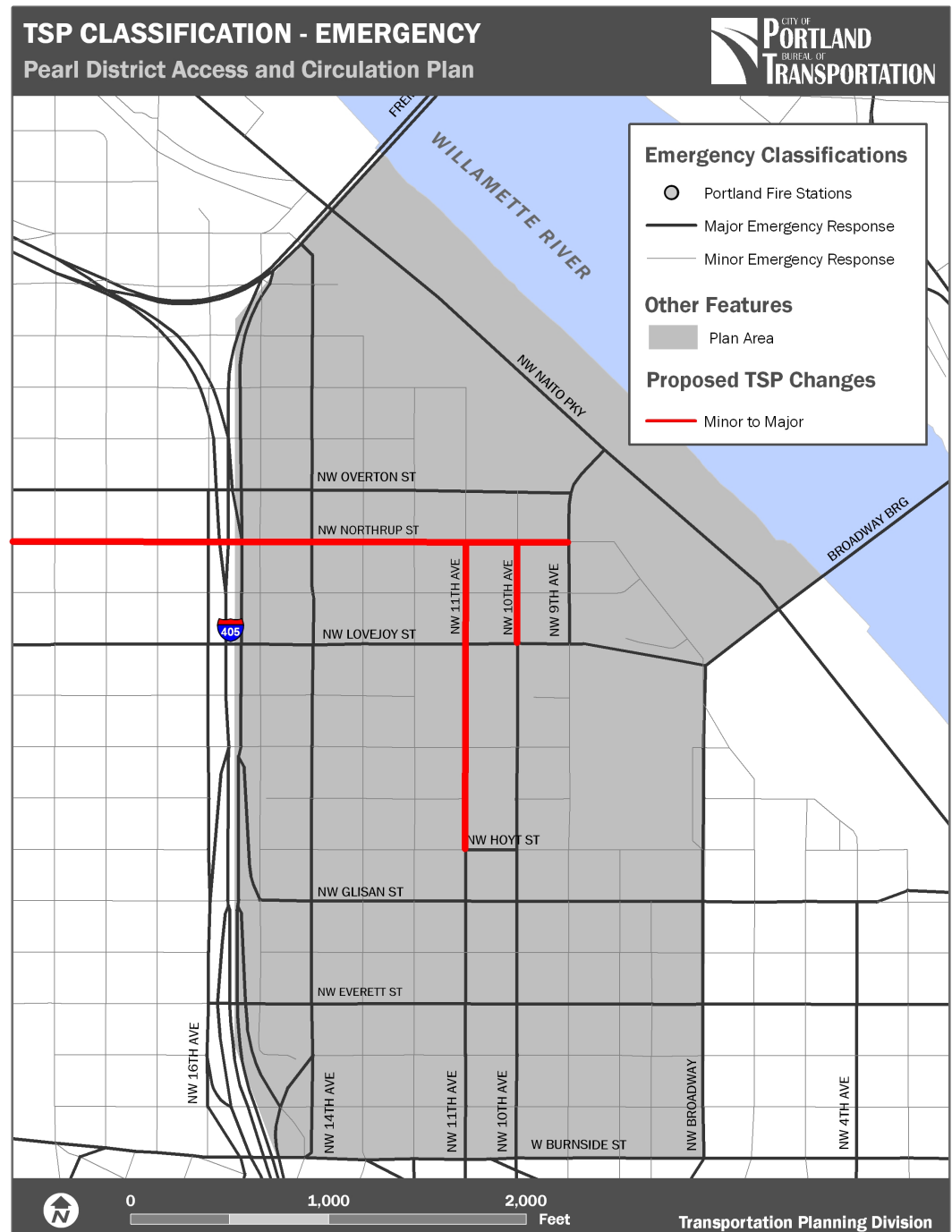
Lovejoy-Northrup Couplet



Emergency

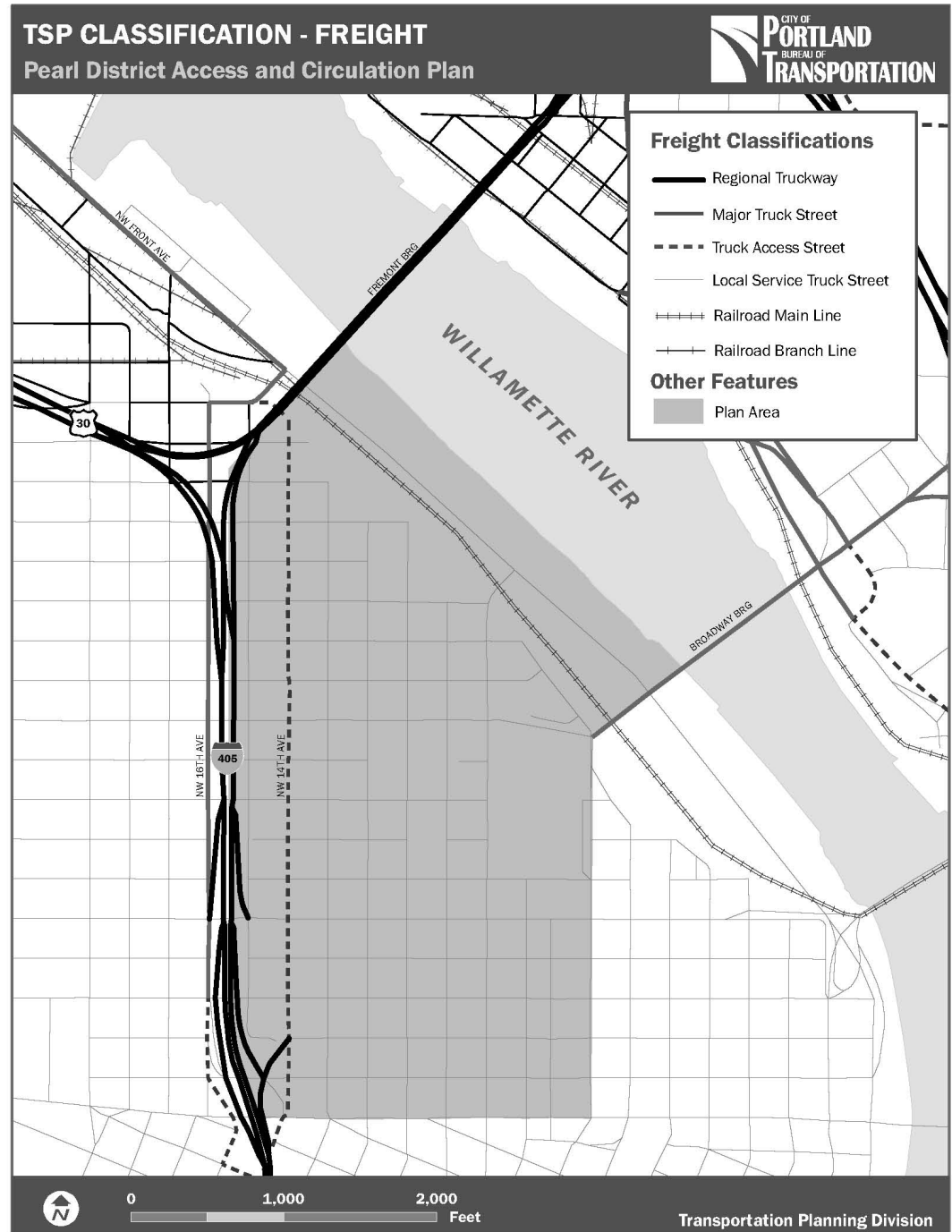
Changes to reflect existing new one-way operations as access streets into district

- 10th Ave
- 11th Ave
- Northrup St



Freight

No changes proposed

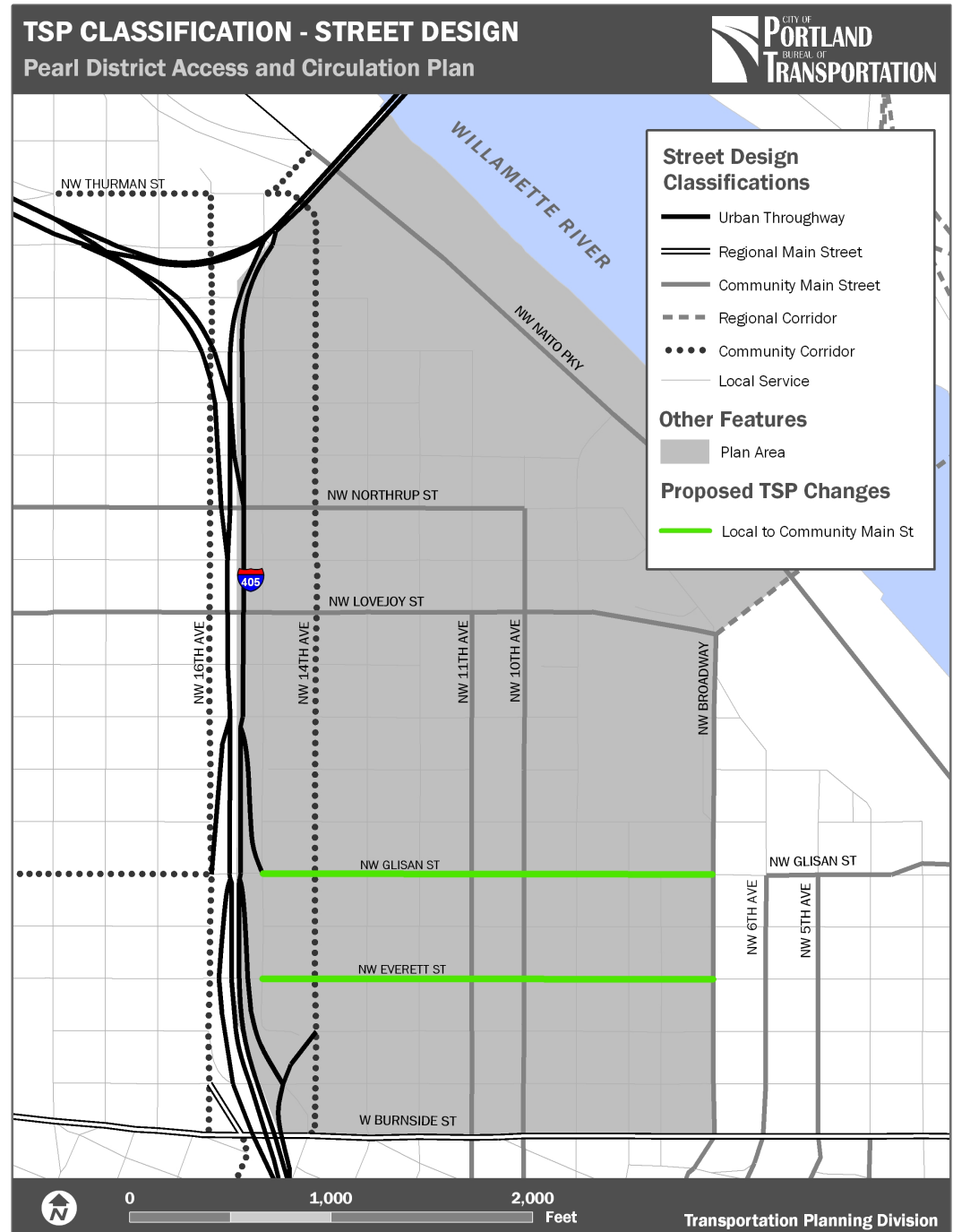


Street Design

Support existing EX zoning and retail activity

Add:

- Glisan
- Everett



Thank you

