

Pearl District Access and Circulation Plan

Portland City Council

June 13, 2012



Purpose

- Adopt Plan
 - Multimodal improvements
 - Recommended Transportation System Plan street classification changes



Public Process

- Stakeholder Advisory Committee (14 meetings)
 - Residents
 - Businesses
 - Educational institution
 - Modal representation
 - Pearl District Neighborhood Association
 - Pearl District Business Association
 - Northwest District Association
- Mailings and two open houses

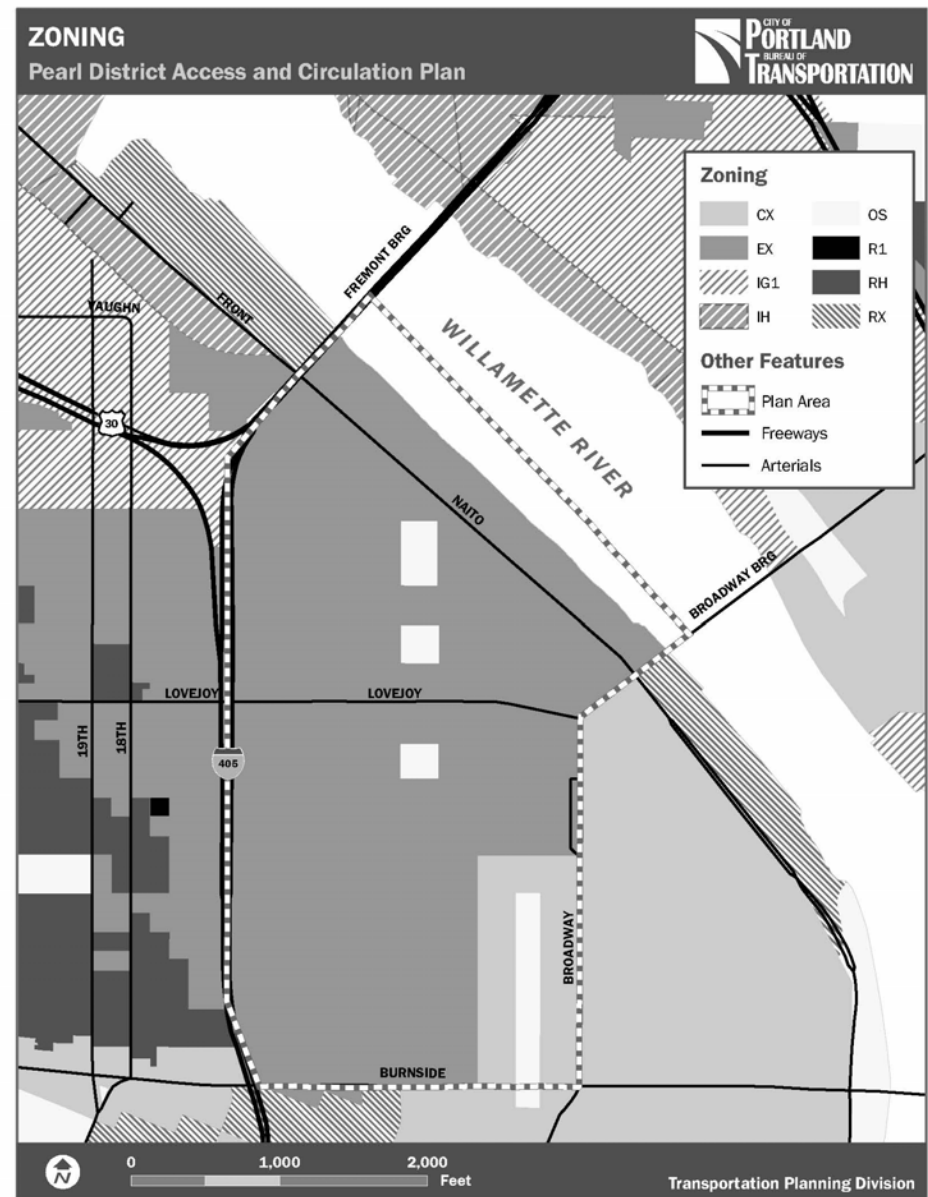
Project goals

- 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 multimodal transportation plan
 - Support continued growth and change
 - Guide infrastructure investment over time

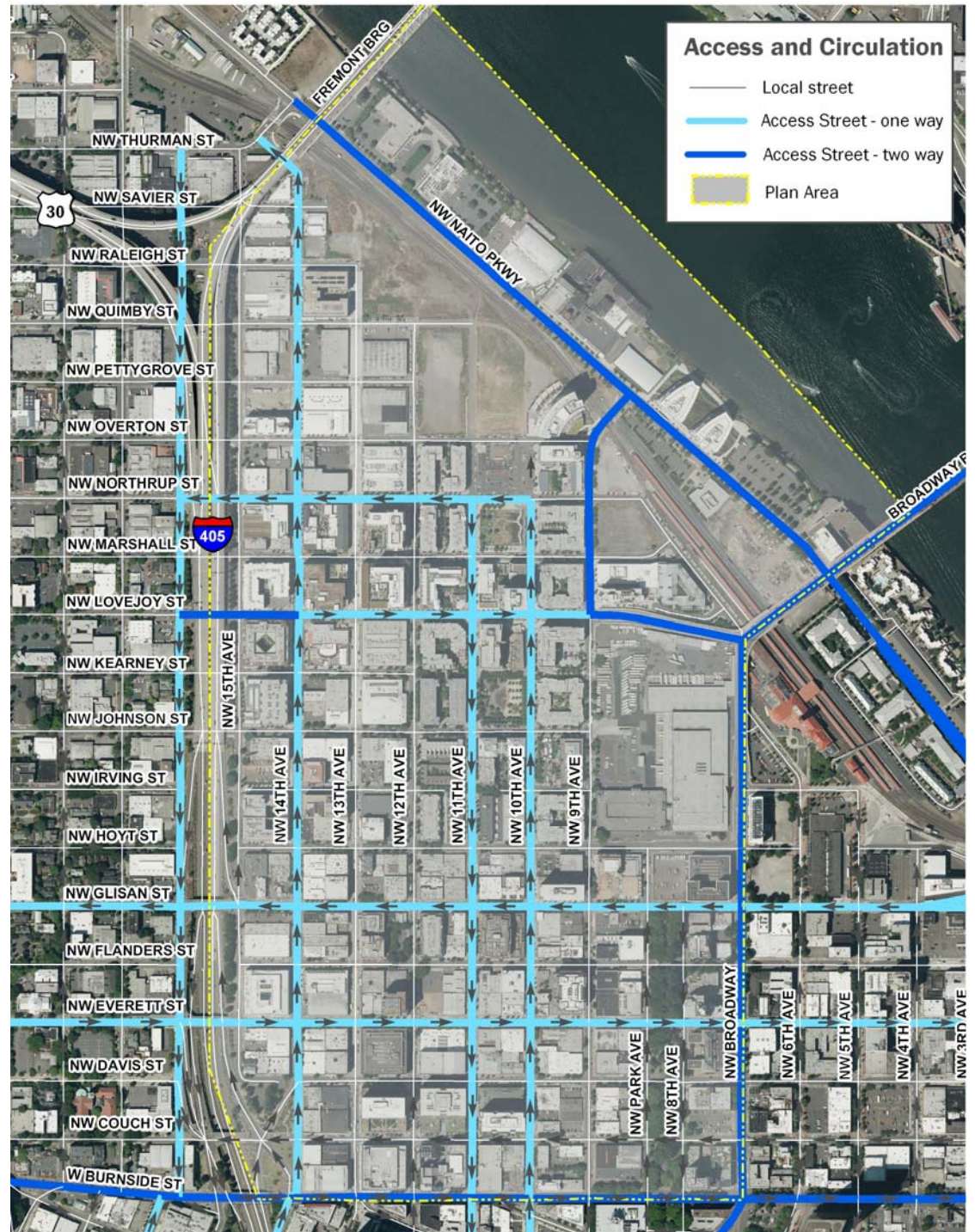


Accomplishments to date

1. Located space for full sidewalk for new Vestas at NW 14th/Everett
2. Modified Lovejoy/Northrup couplet constructed as part of Streetcar Loop project
3. Relocated streetcar stop at 10th/Northrup one block to the north to improve pedestrian and bicycle crossing of 10th
4. Retimed signals on Everett and Glisan to downtown speeds to slow down traffic and facilitate bicycle travel
5. Implemented Pettygrove Green Street with new street designs

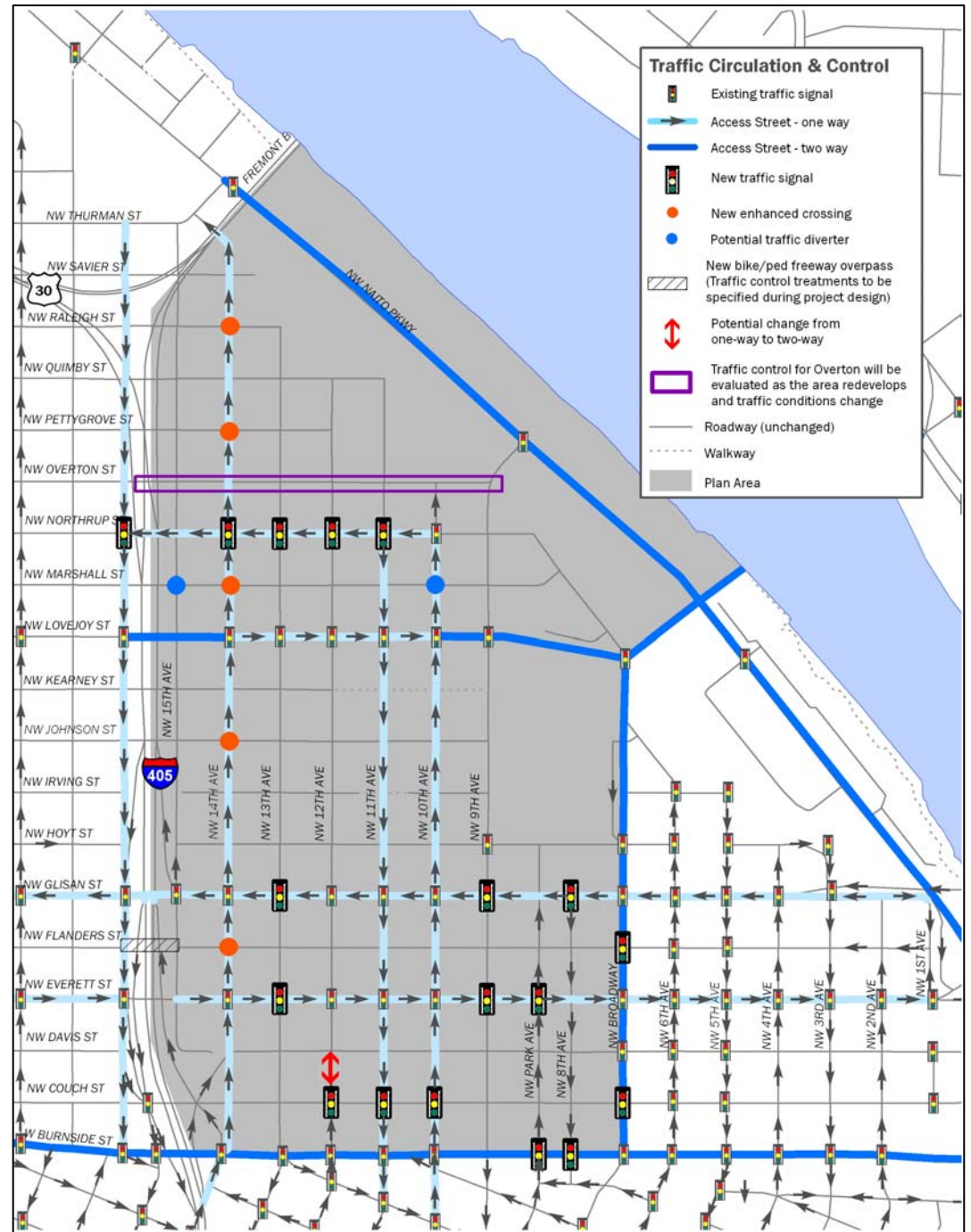
Circulation

- 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



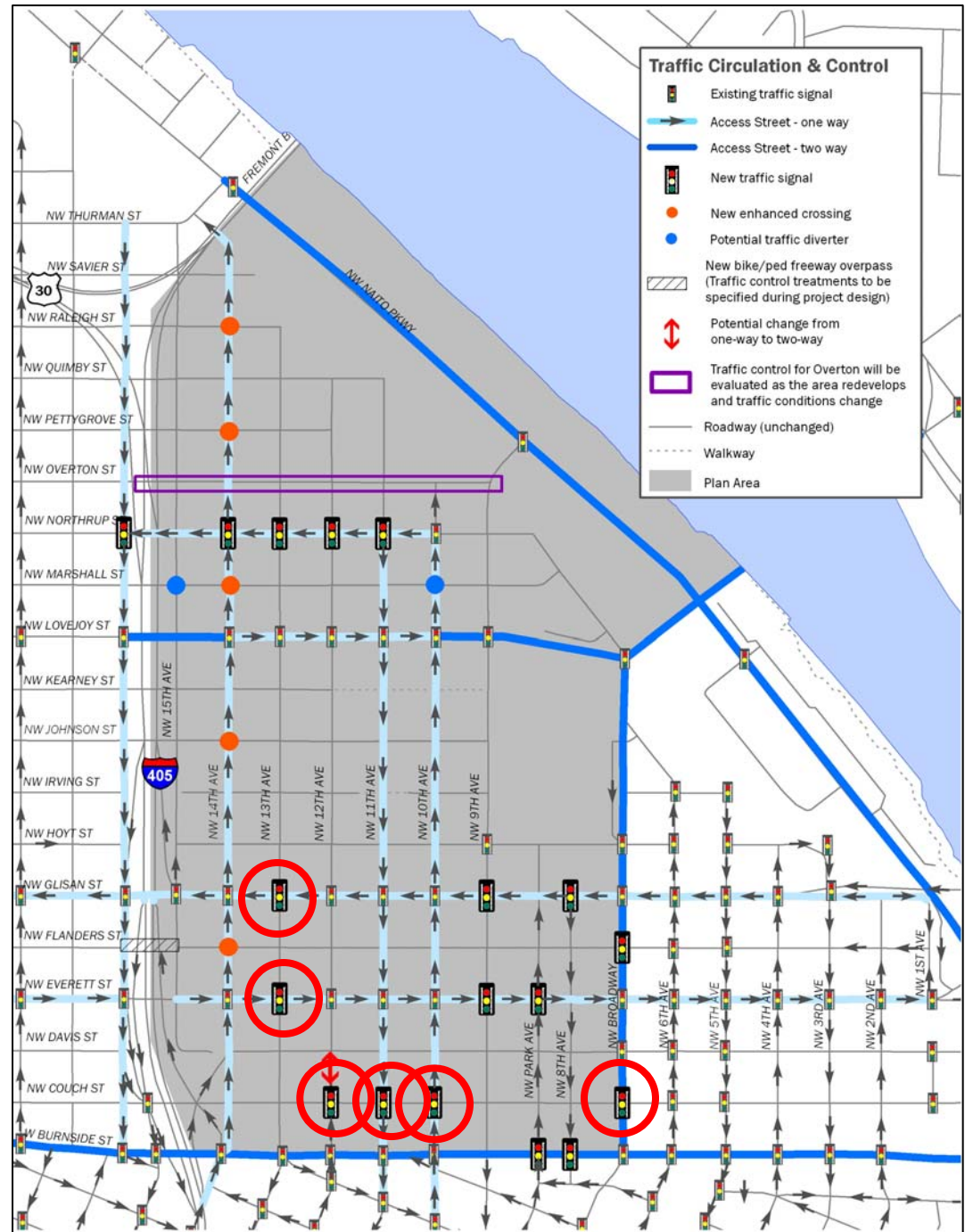
Circulation

- New traffic signals
- New enhanced crossings
- Traffic calming
- Bicycle intersection improvements
- Change in street direction



Circulation

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NW 14th at Johnson

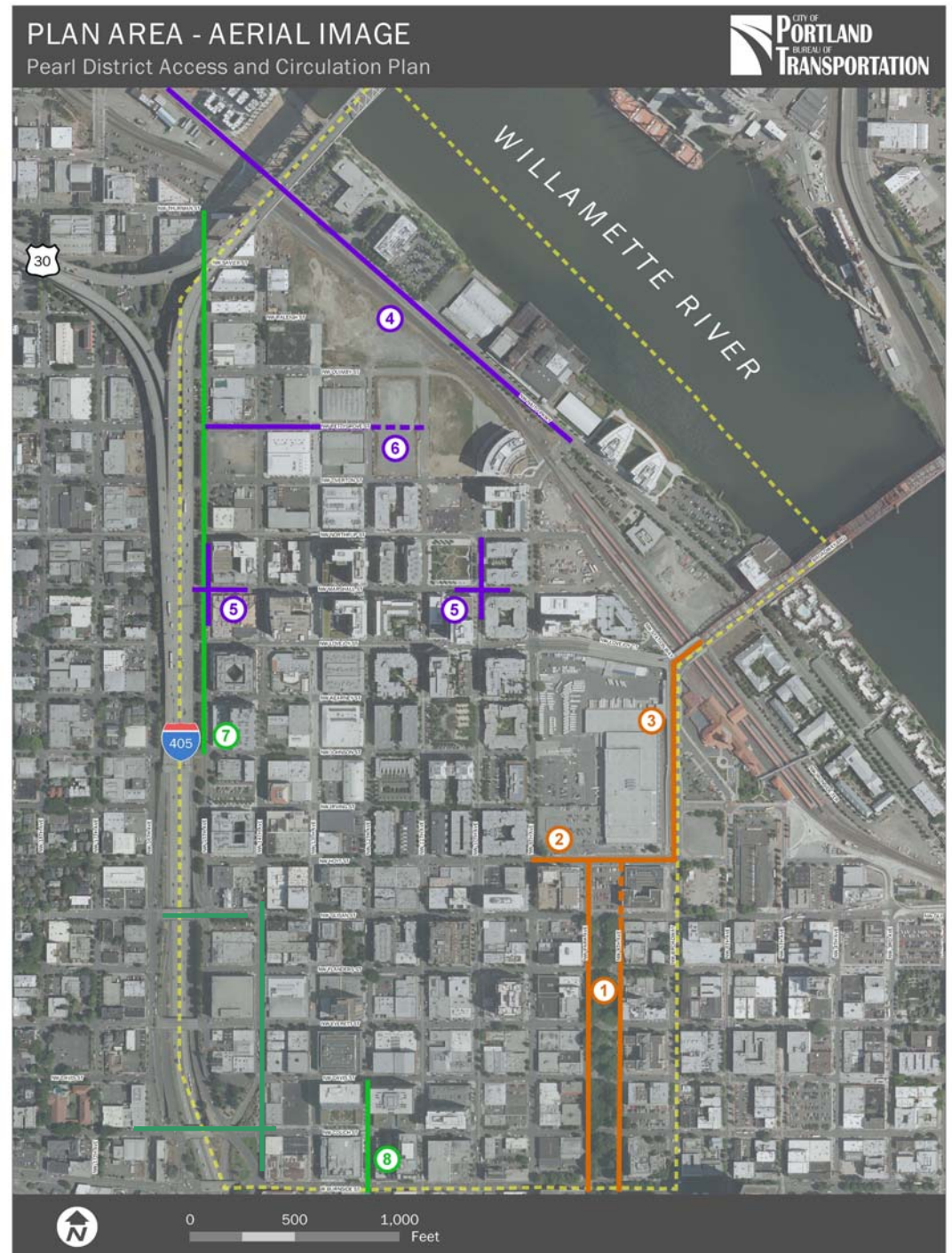
Also at other crossing of City Bikeways:

- Flanders
- Marshall
- Overton
- Pettygrove
- Raleigh

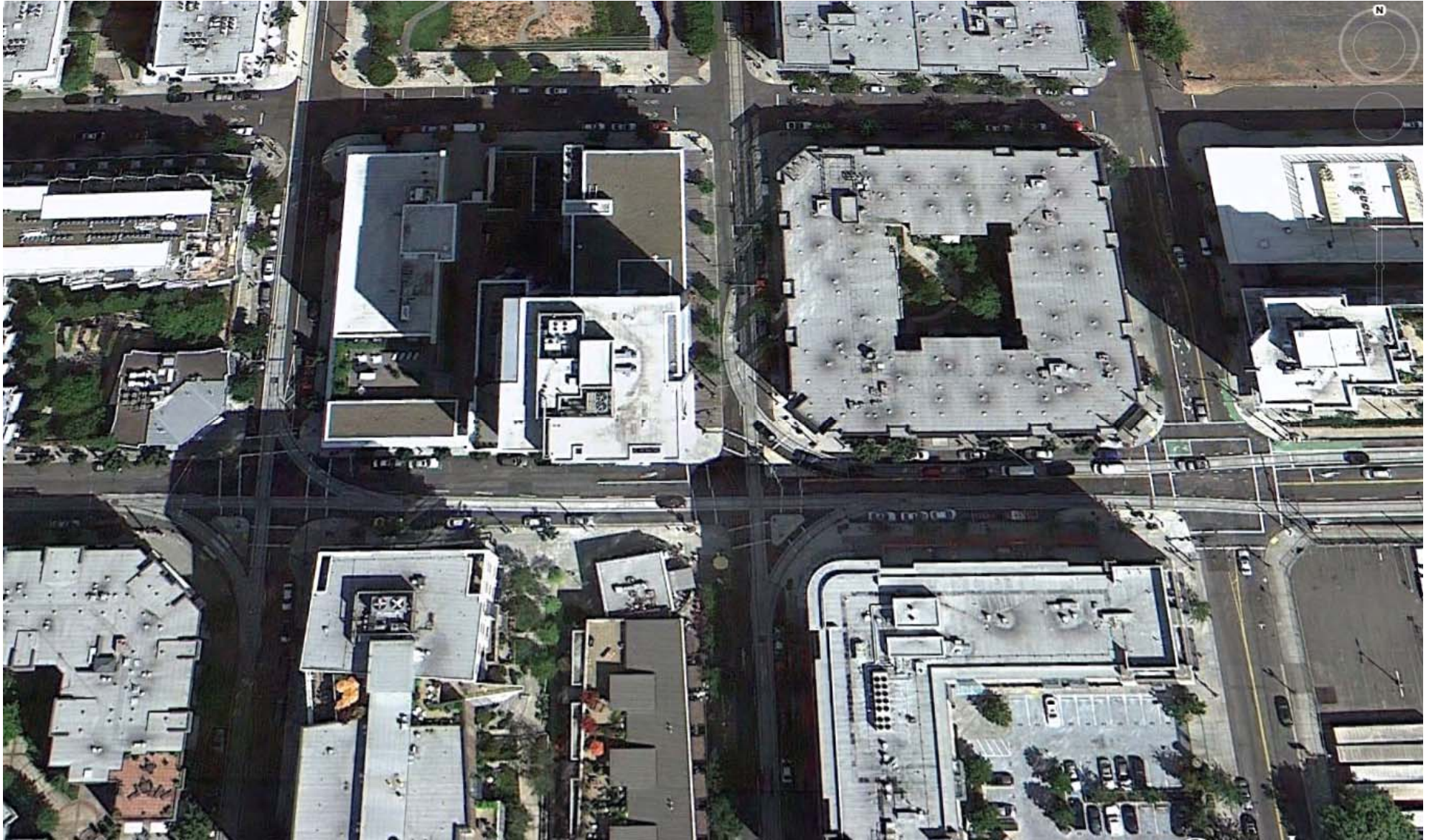


Study areas

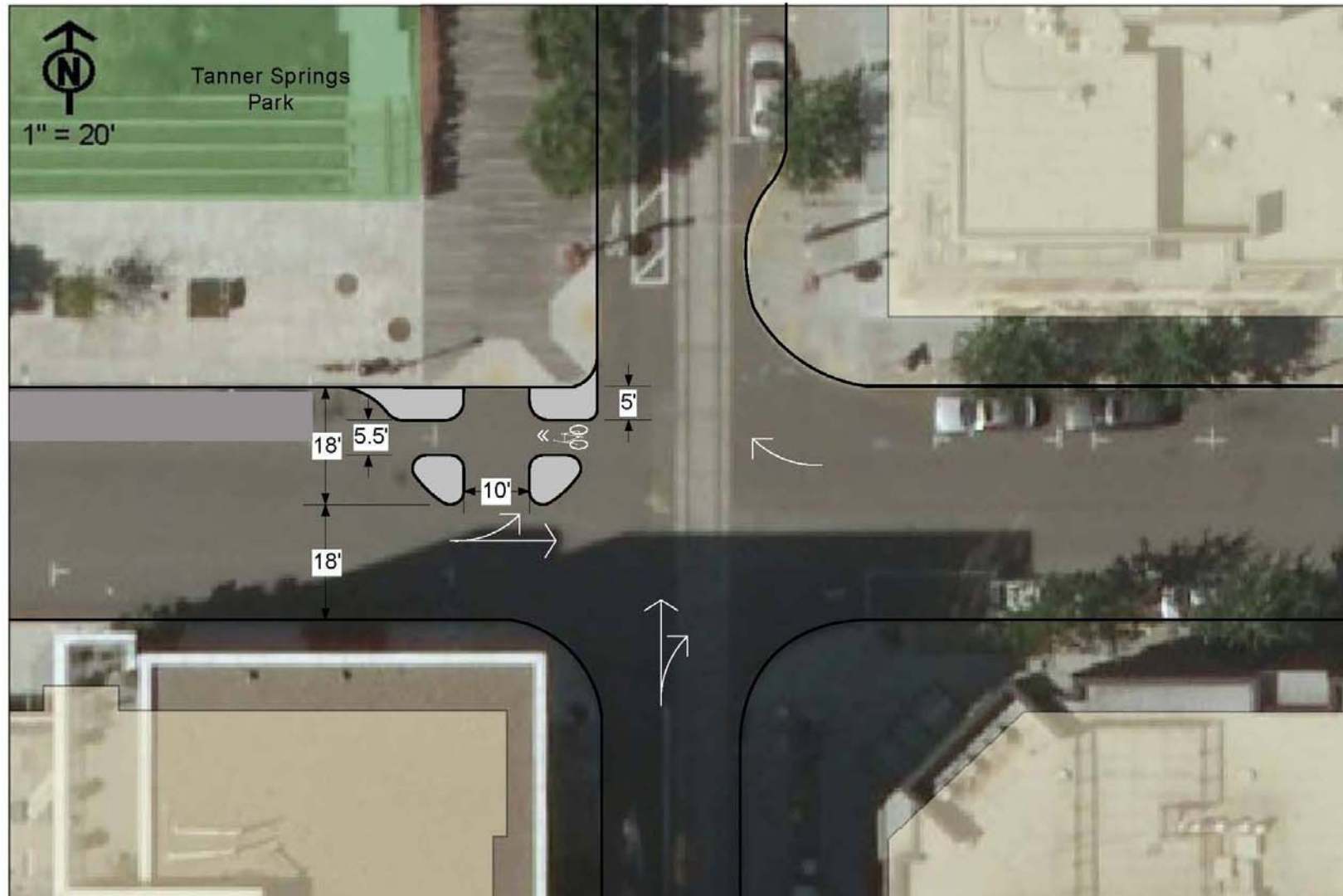
- Naito
- Pettygrove
- Marshall
- Broadway Bridge
- Park Blocks
- Hoyt
- Glisan
- 12th
- 14th
- 15th
- Couch across I-405



Lovejoy



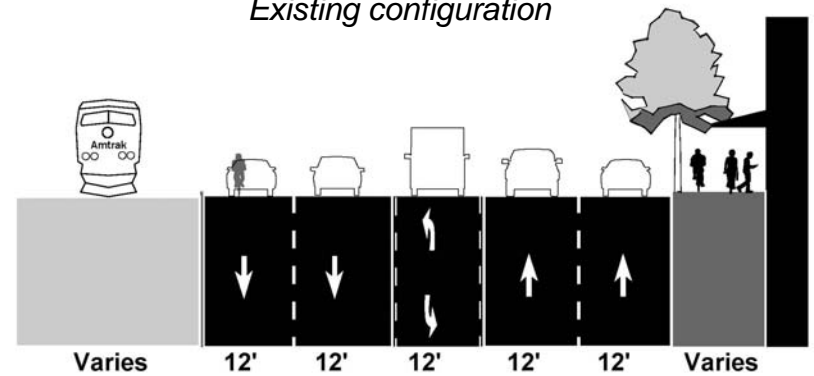
NW 10th Ave & NW Marshall St. – Semi-Diverter



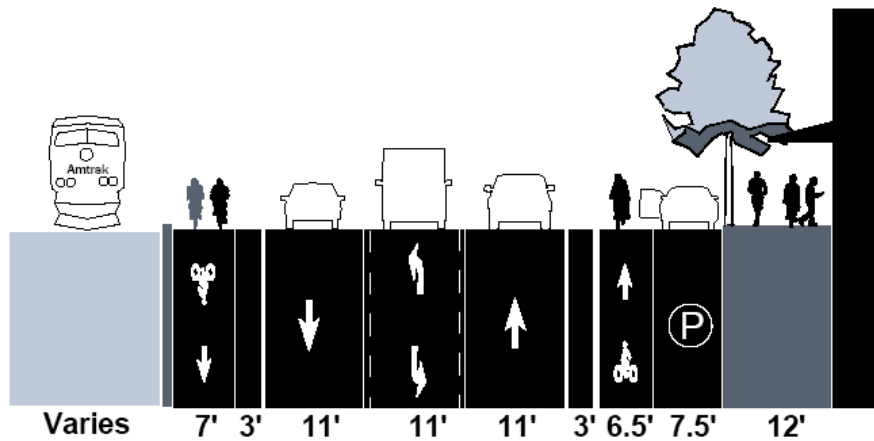
Naito Parkway



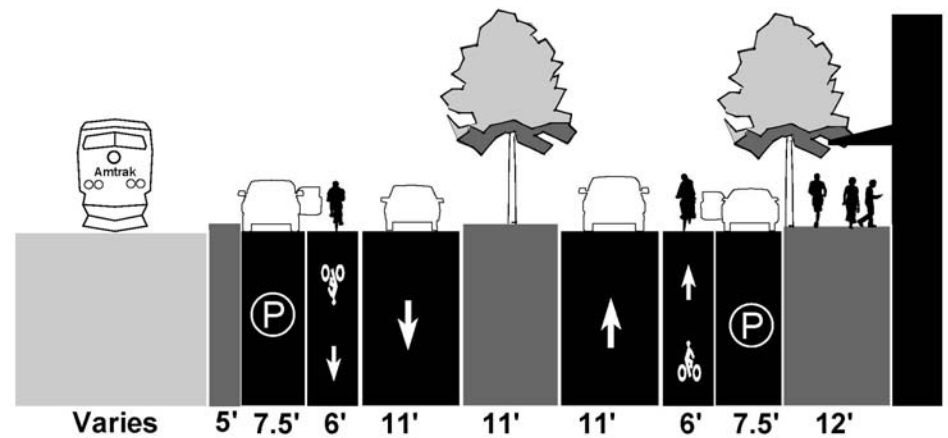
Existing configuration



Concept A

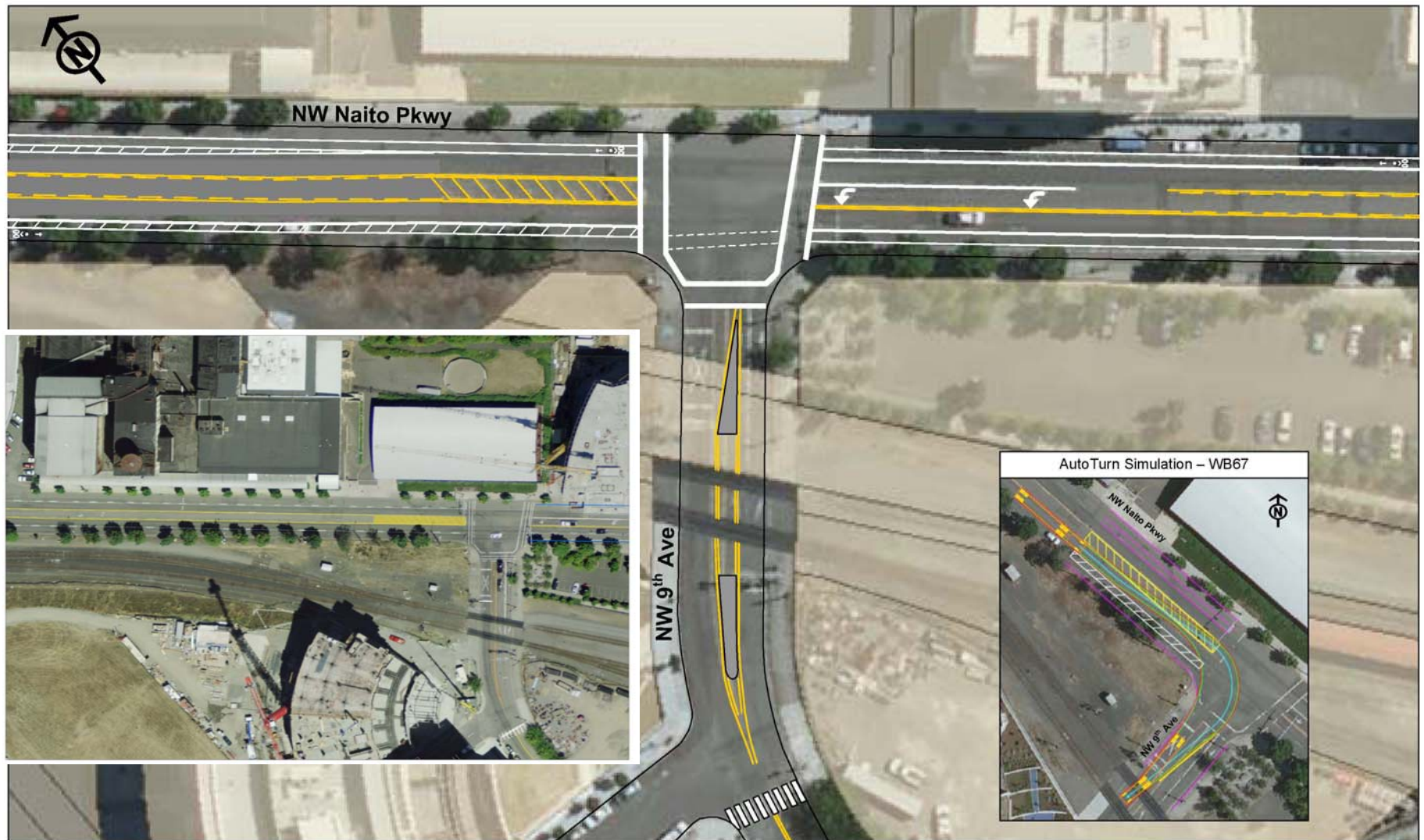


Concept B

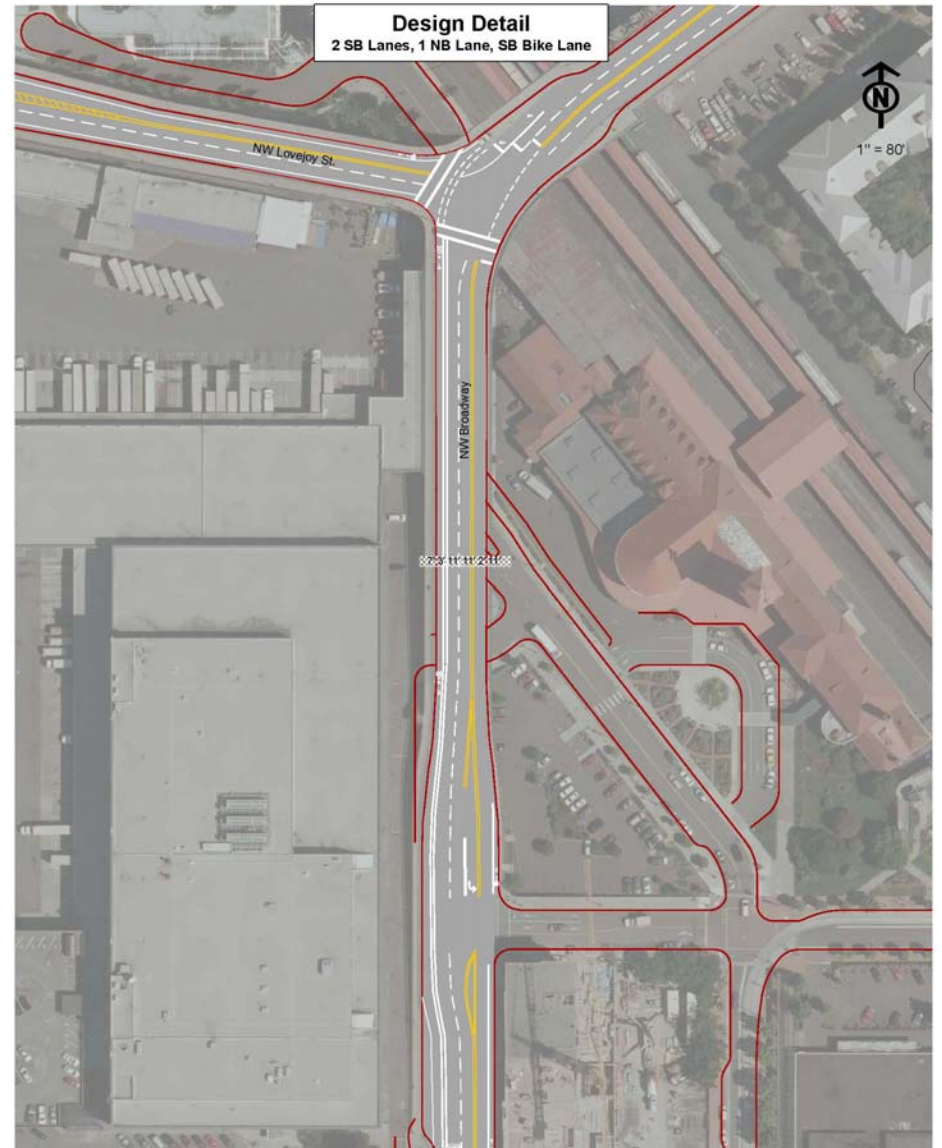
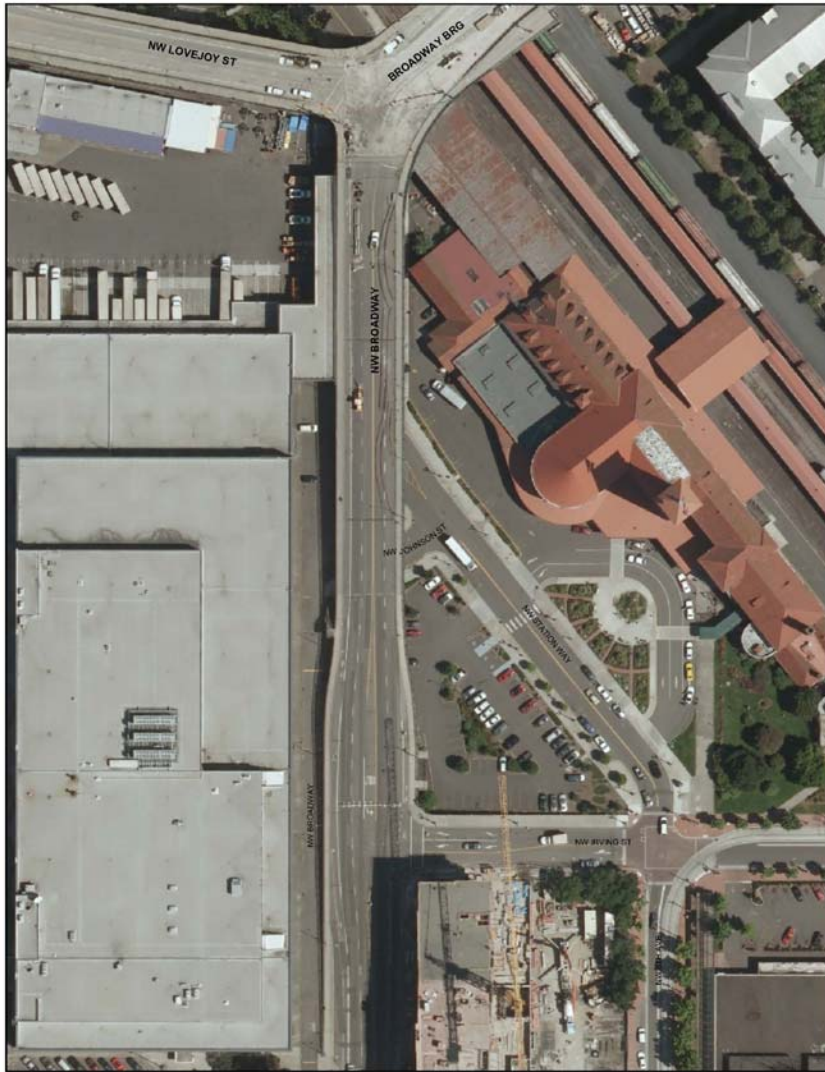


Naito Parkway

NW 9th Ave & NW Naito Pkwy – One Lane Out Option

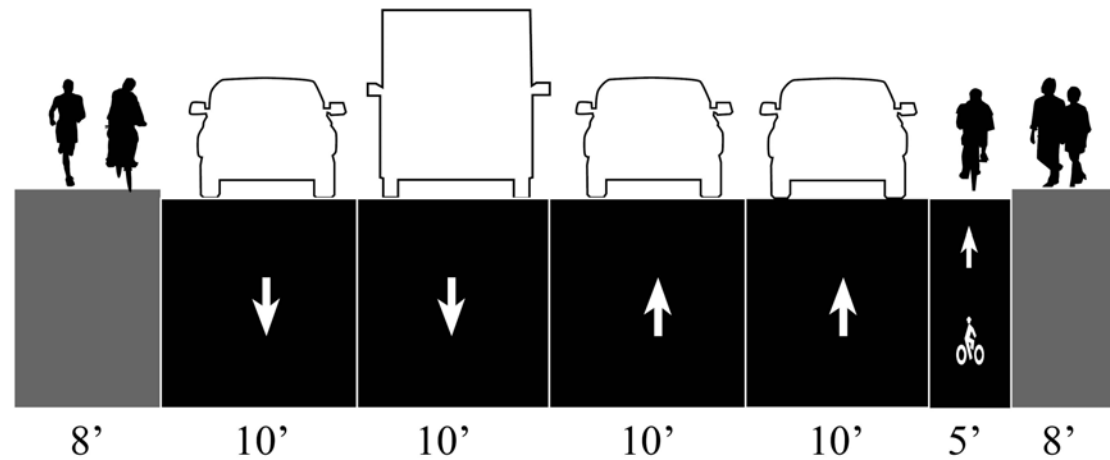


Broadway Bridge

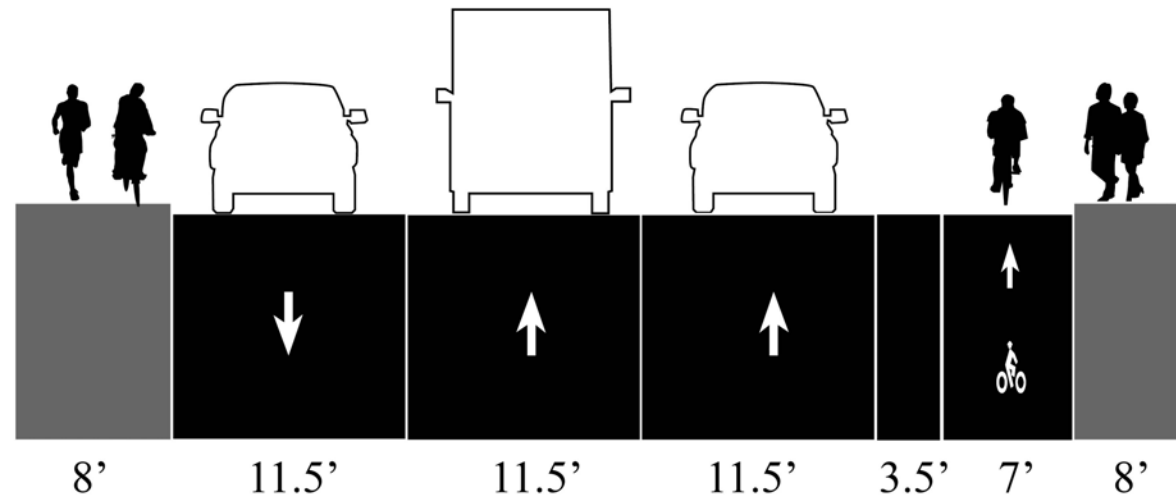


Broadway Bridge Ramp

Existing



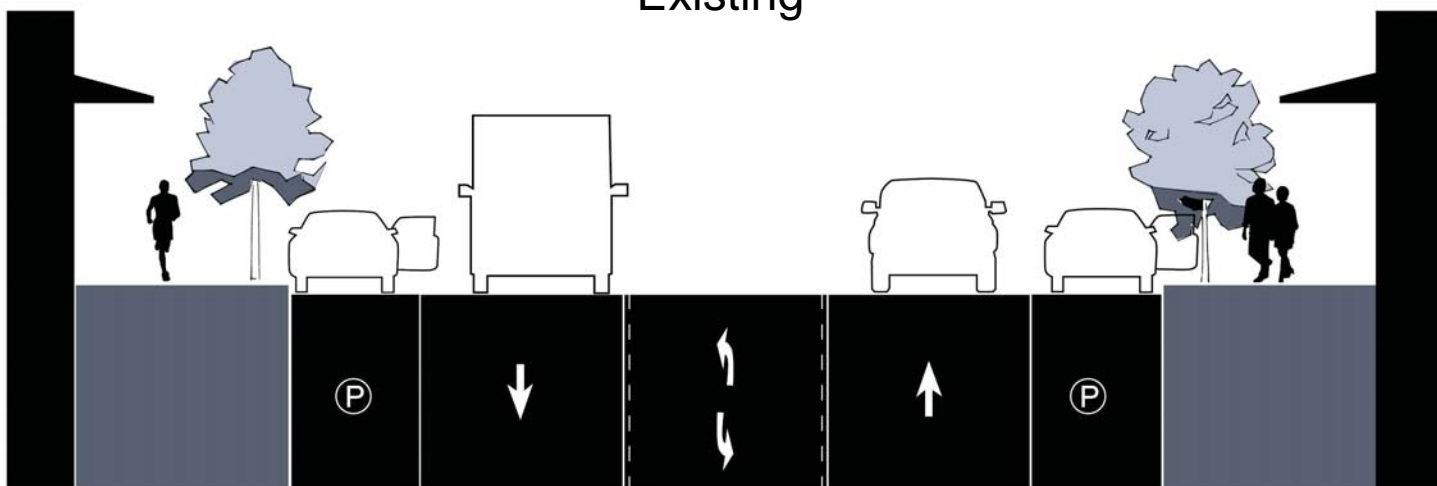
Proposed



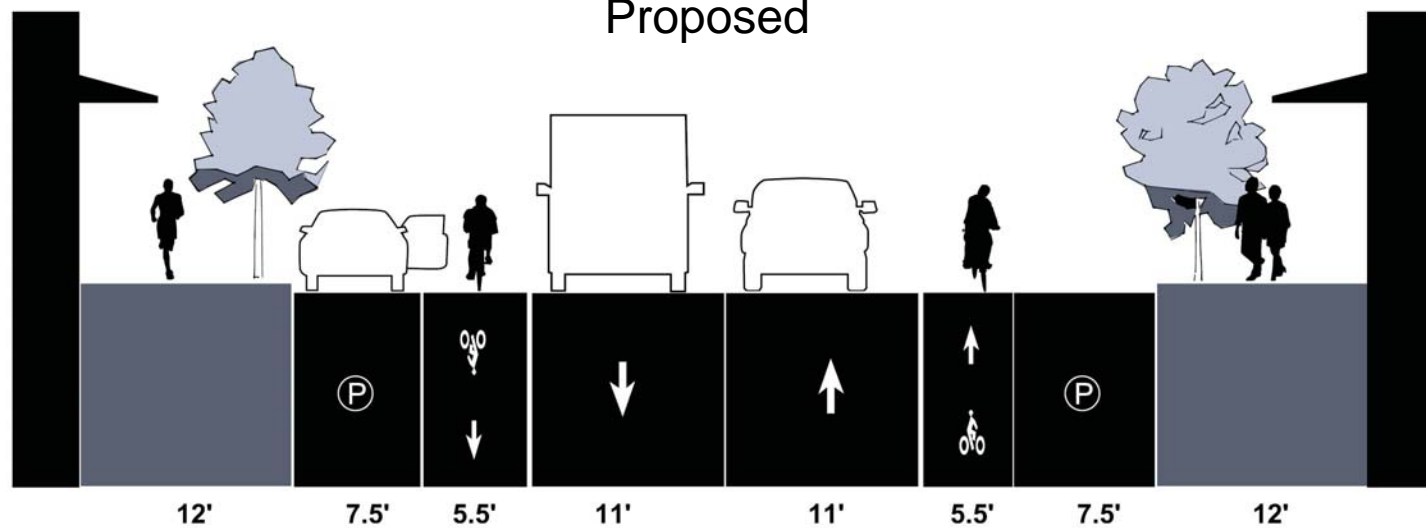
Both views are facing southbound

Hoyt

Existing



Proposed

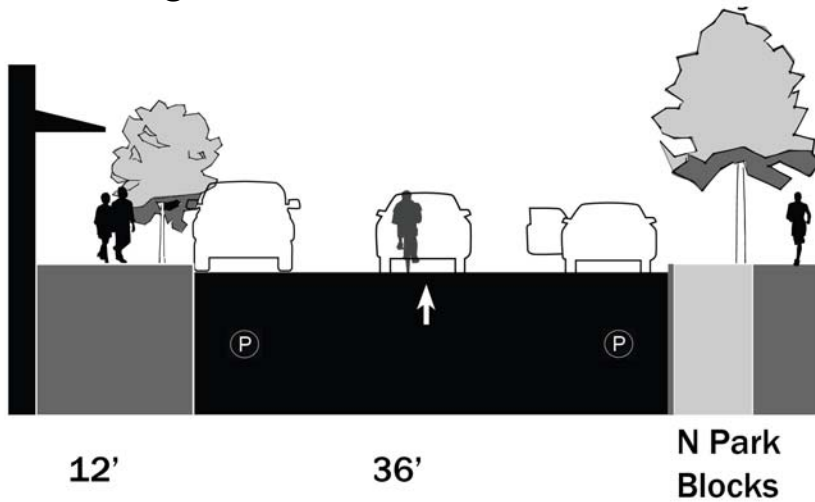


Hoyt

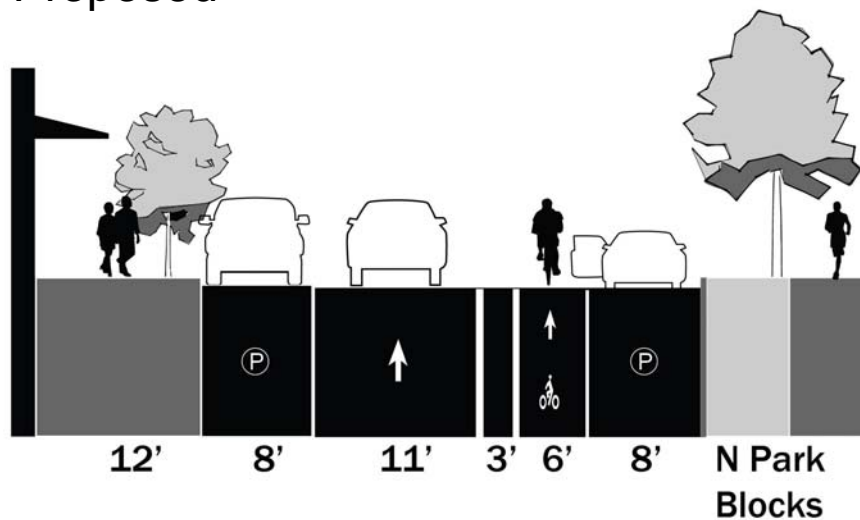


North Park Blocks

Existing

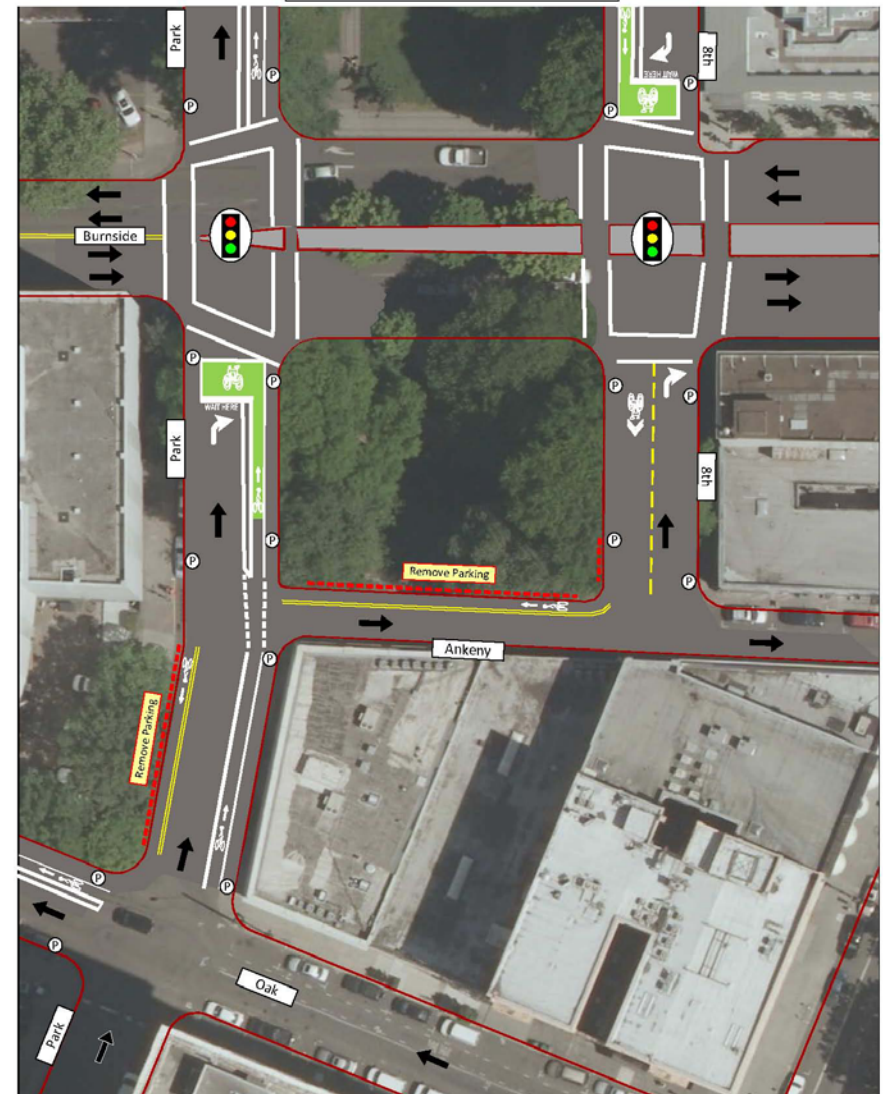


Proposed

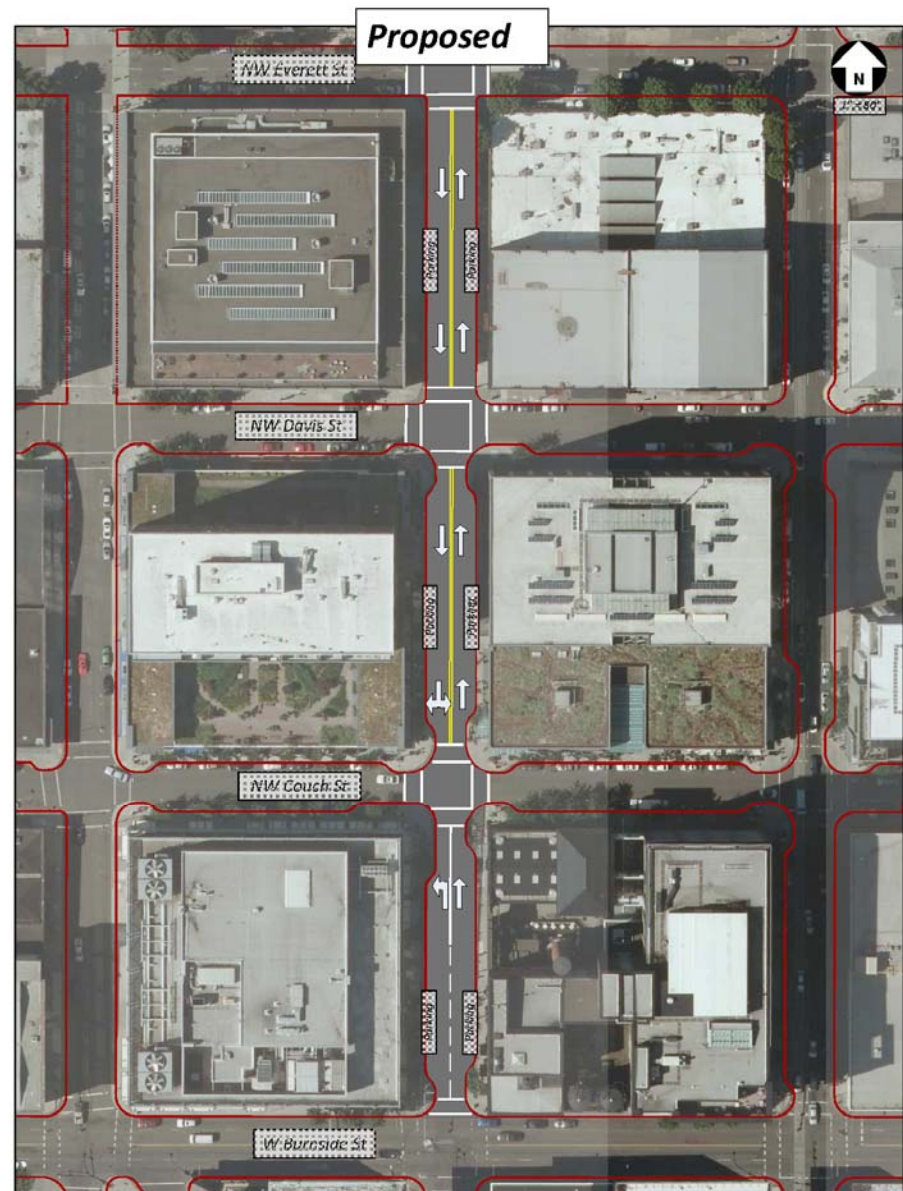


Design Detail

With Signals



12th Avenue in the Brewery Blocks



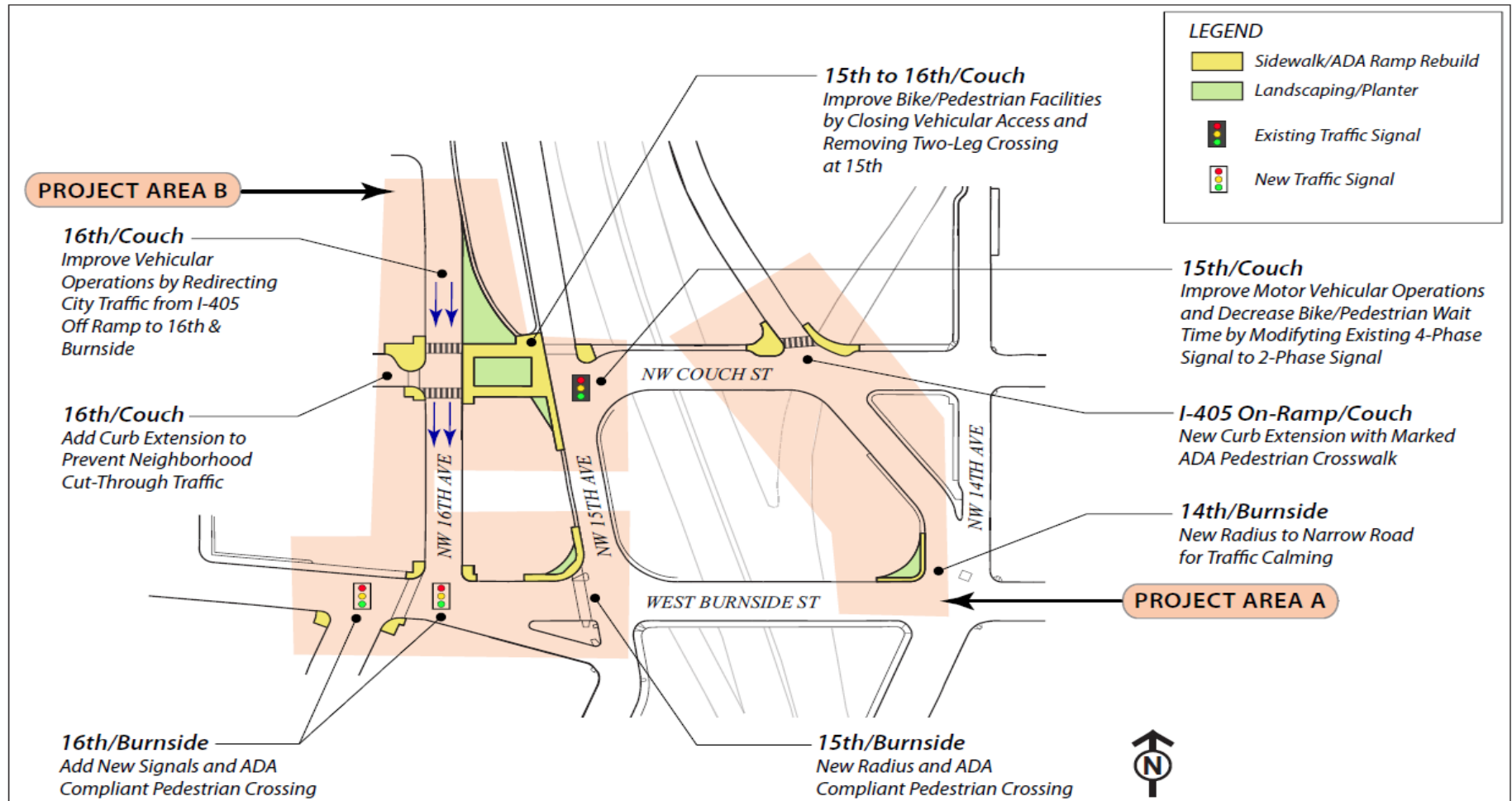
14th at Everett



Glisan at 14th and 15th



Couch across I-405



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

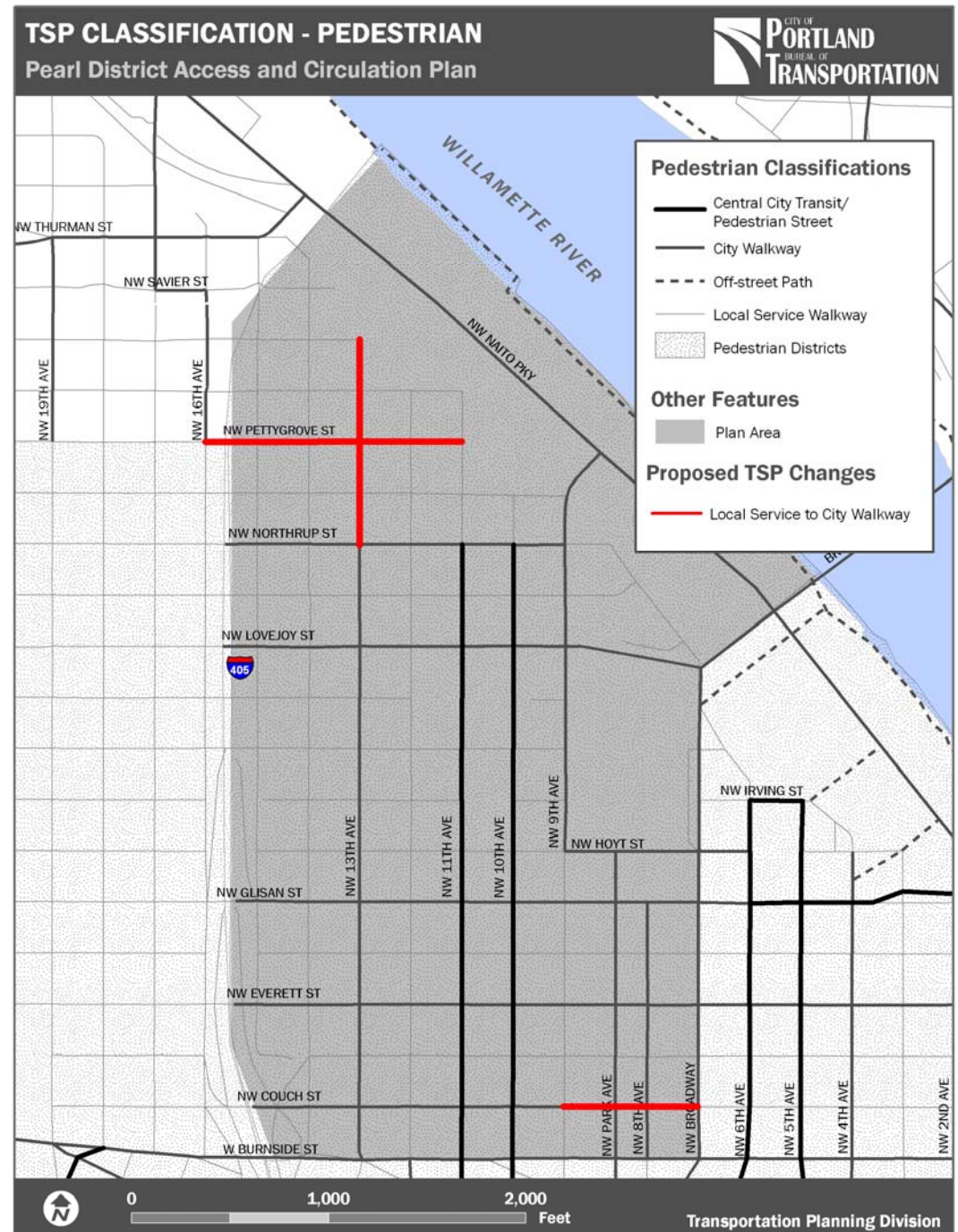
- Proposed TSP Classifications as proposed in the *Portland Bicycle Plan for 2030*
- Plan Remove Lovejoy St due to presence of streetcar tracks



Pedestrian

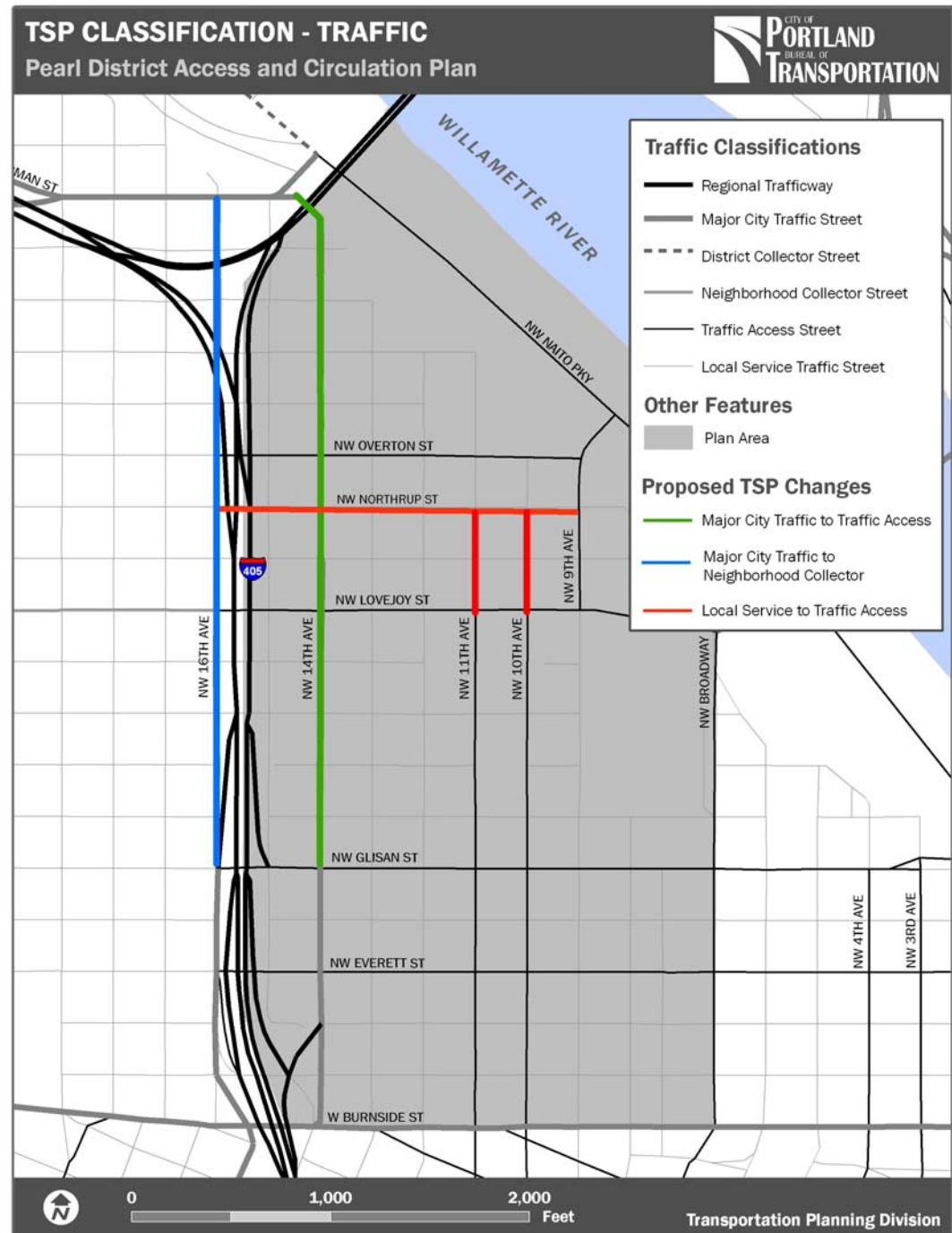
Pedestrian District Extend:

- 13th Ave
- Couch St
- Add Pettygrove St



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



Implementation

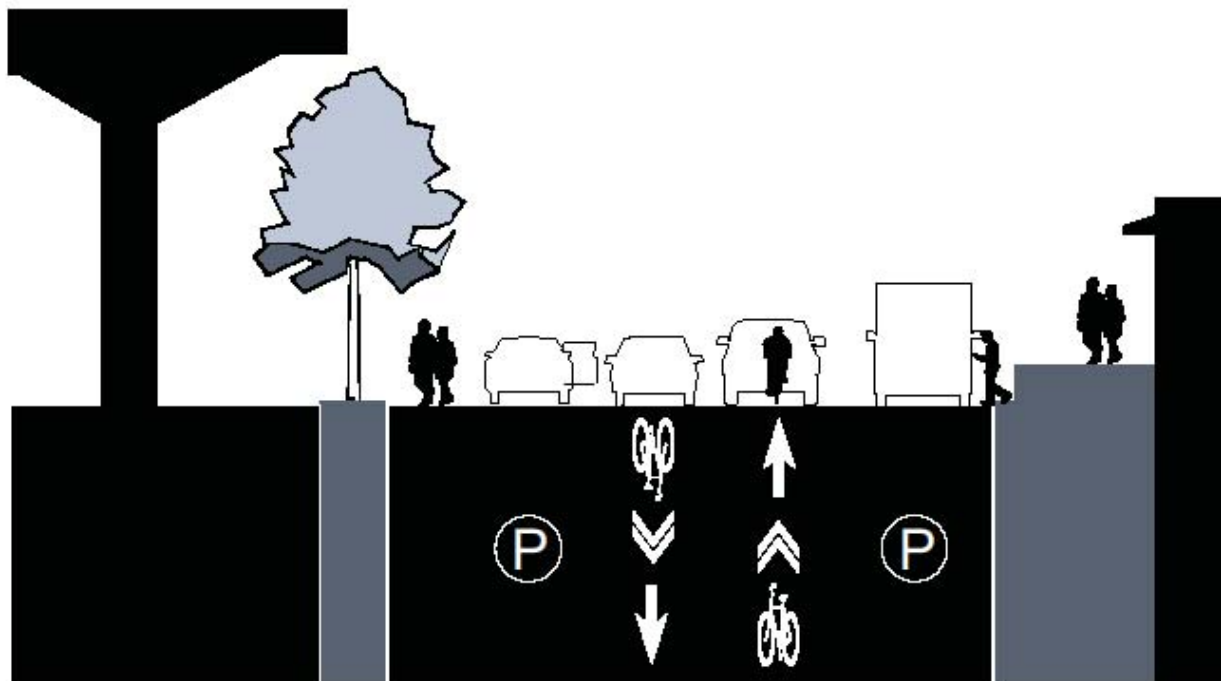
- Install 5 traffic signals at priority locations
- TSP recommendations to TSP/Comp Plan update
- Test semi-diverter at 10th/Marshall
- Grant application with ODOT for across I-405/Couch
- Seed active transportation funds at City, region and federal levels for bicycle and pedestrian projects



NW 15th Avenue

NW 15th Ave - Enhanced

Northbound

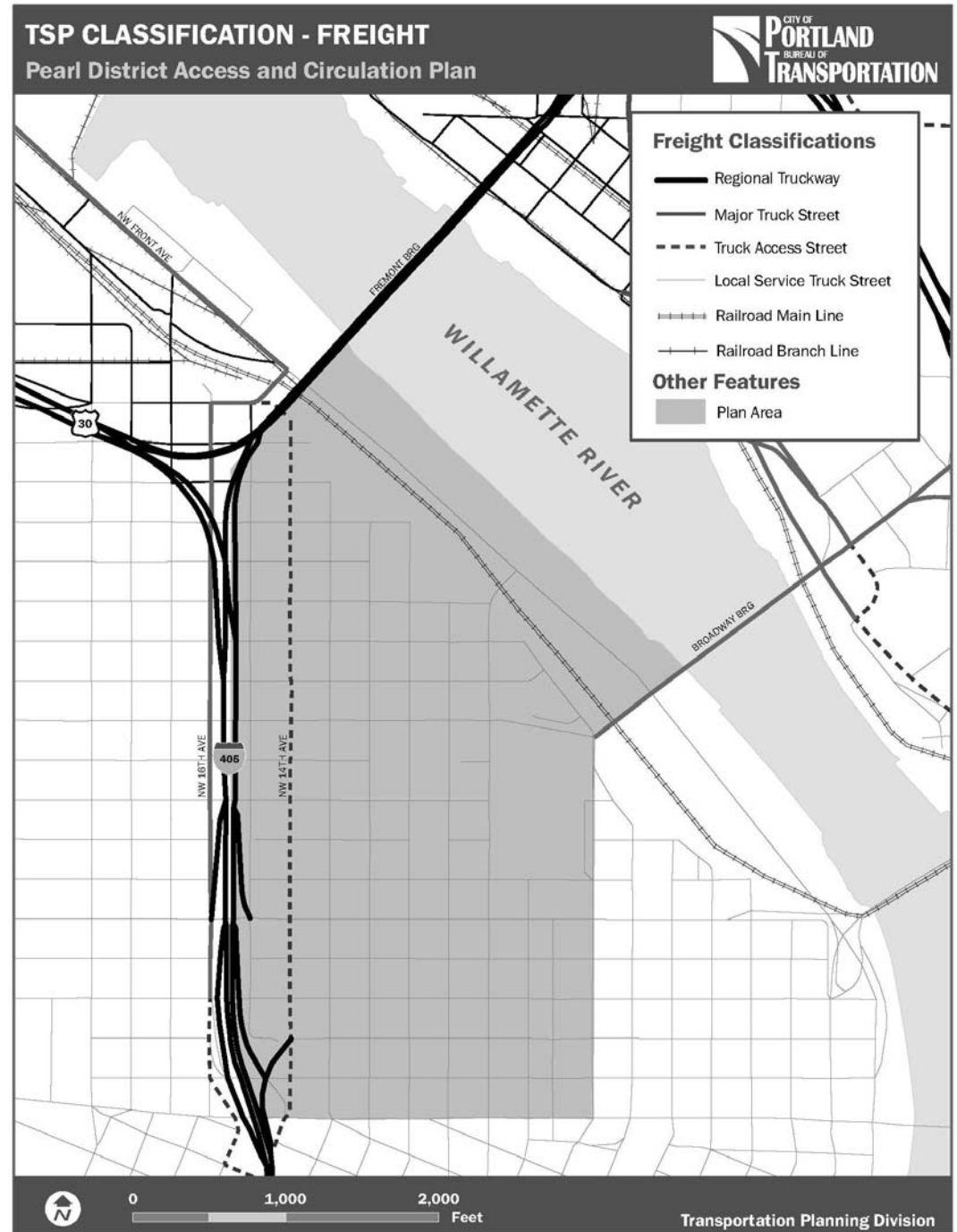


NW 15th Avenue



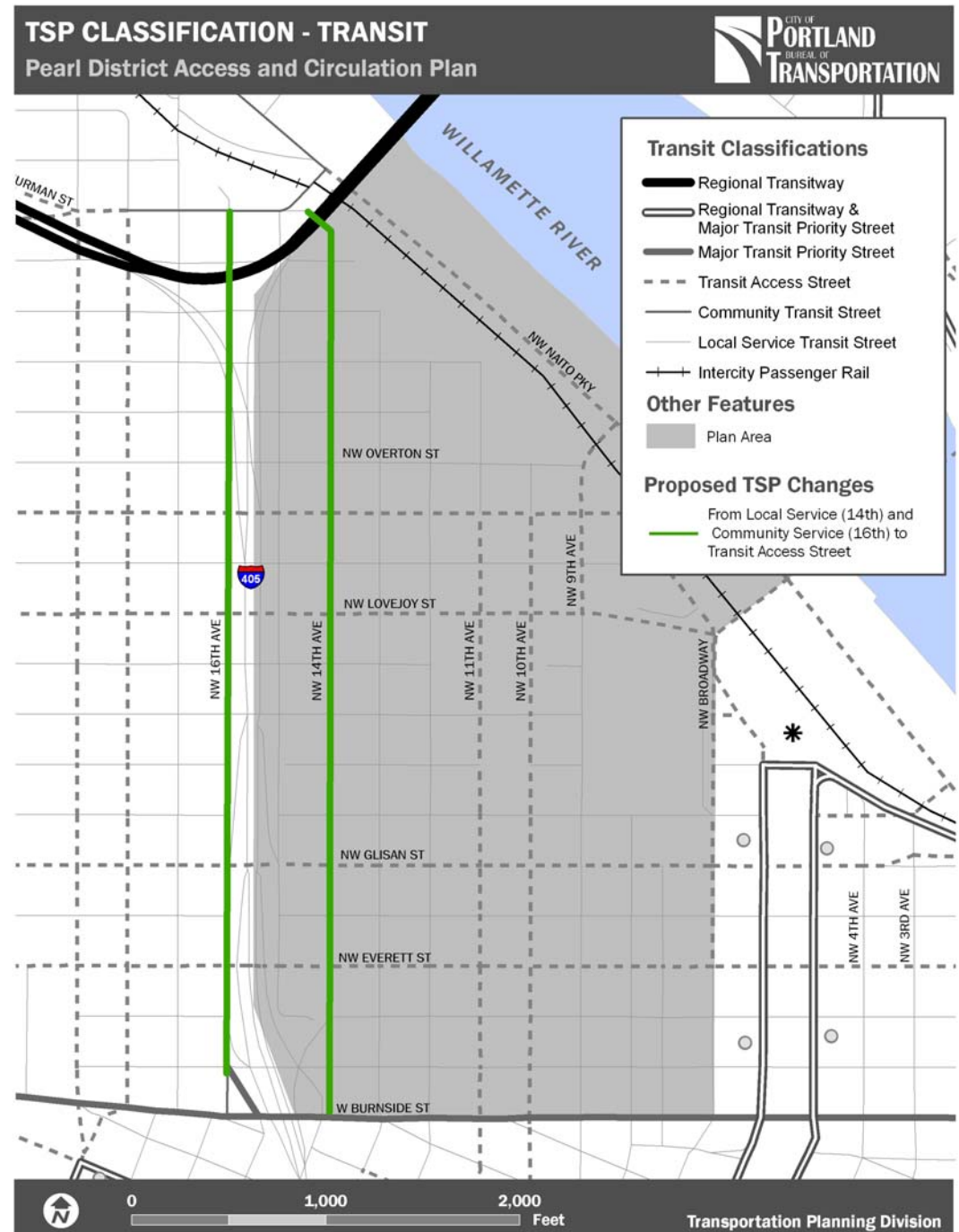
Freight

No changes proposed



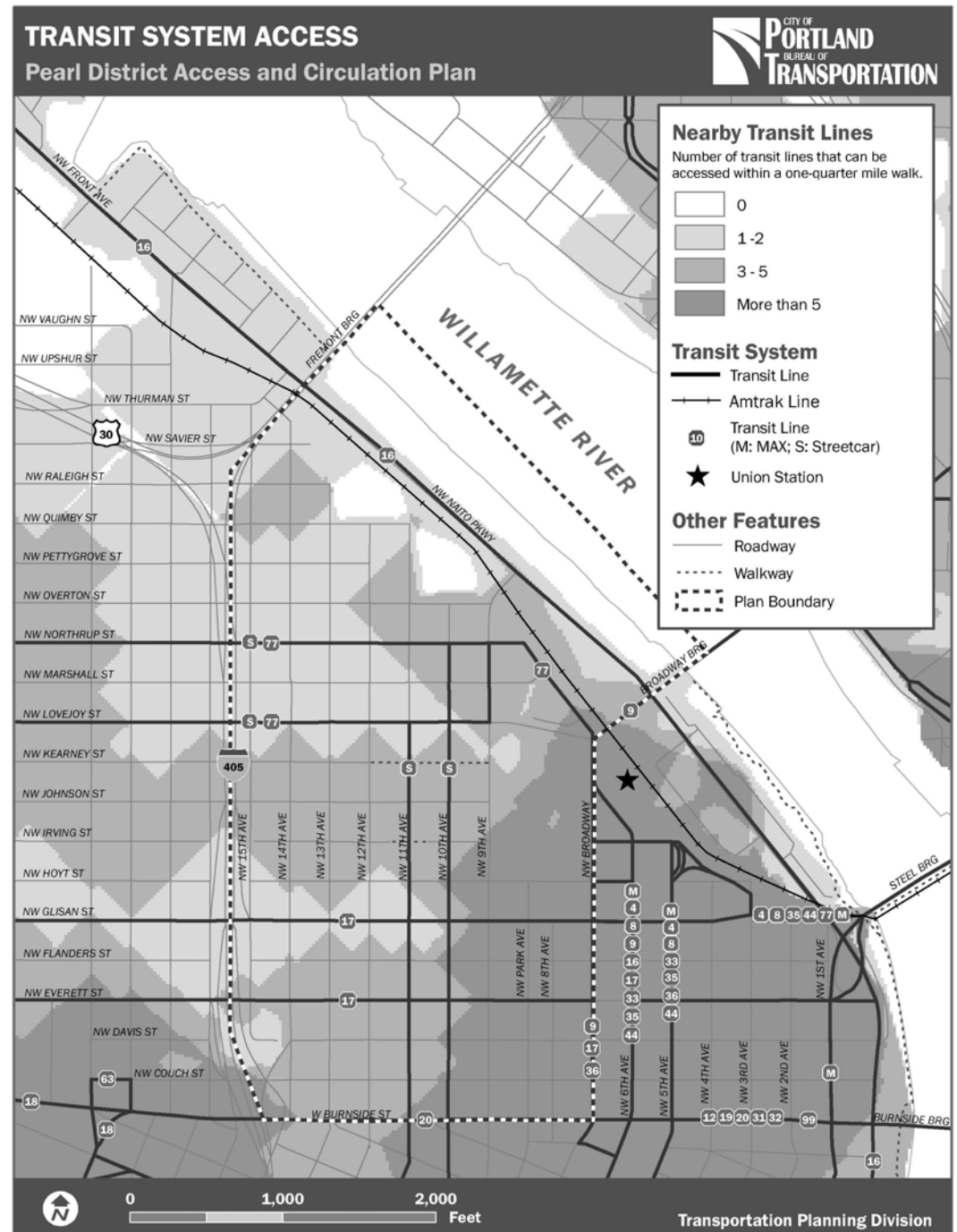
Transit

- 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

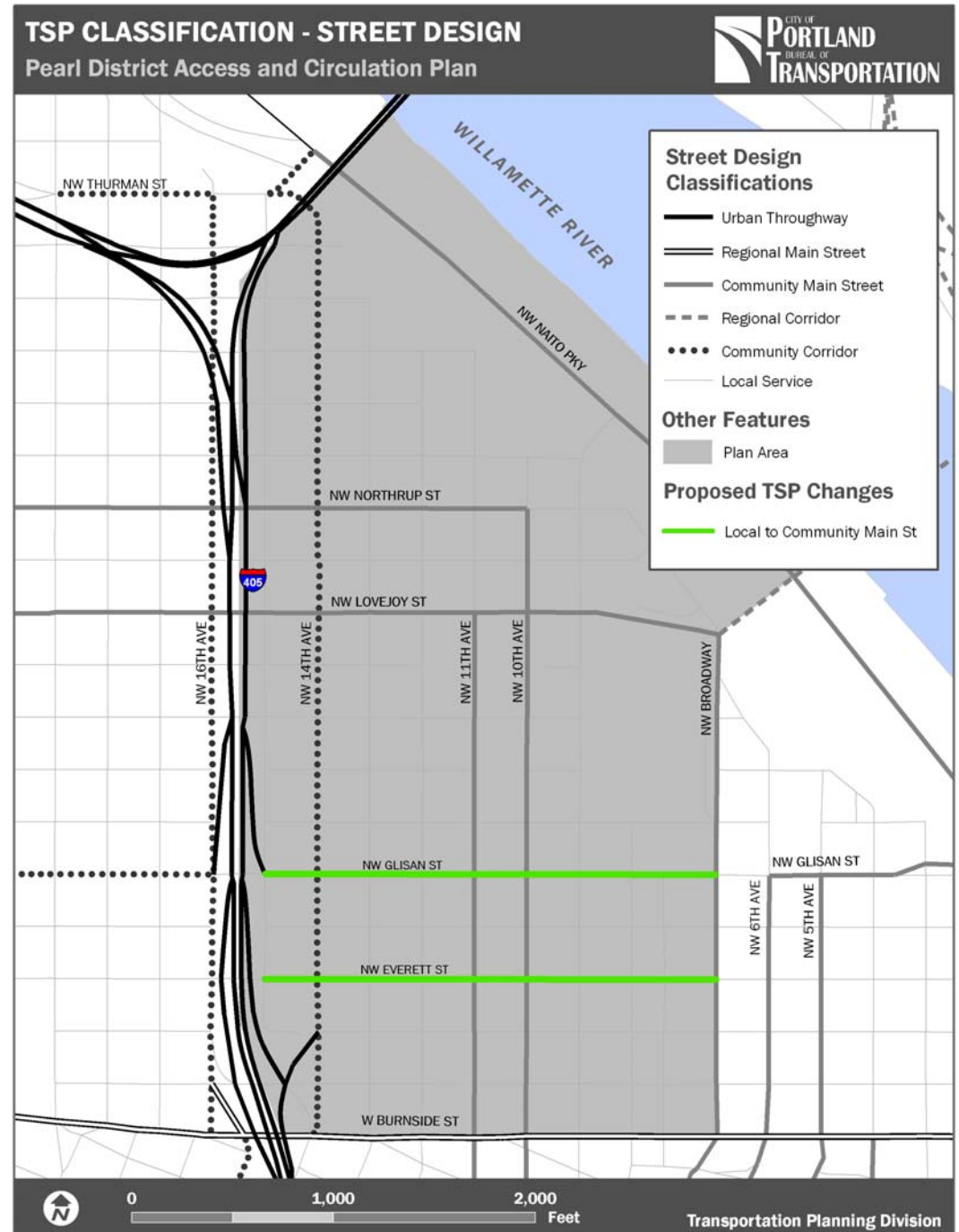


Street Design

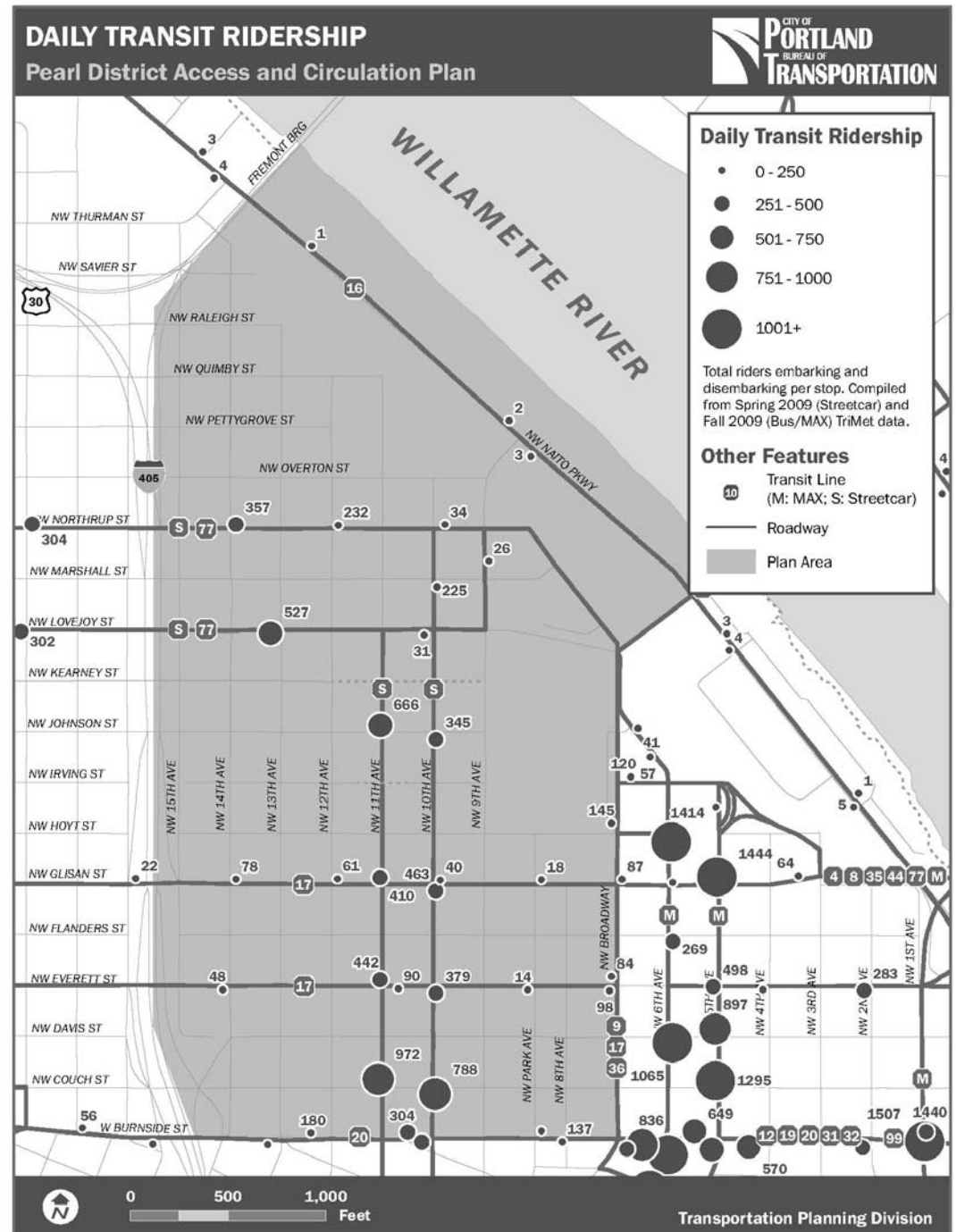
Support existing EX zoning and retail activity

Add:

- Glisan
- Everett

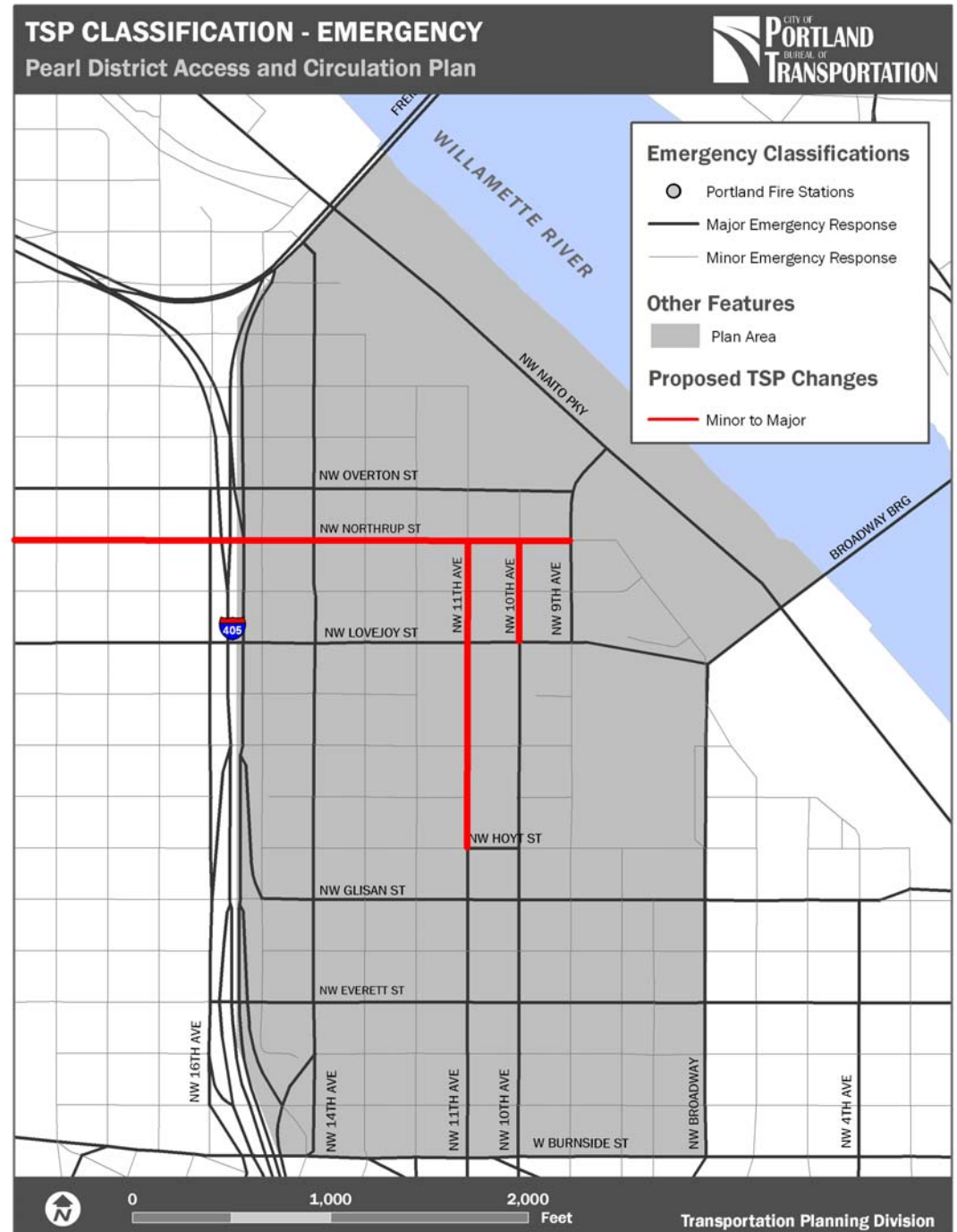


- Increase service overtime
- Increase accessibility in edges of district
 - North Pearl
 - NW 14th Ave



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

- 10th Ave
- 11th Ave
- Northrup St

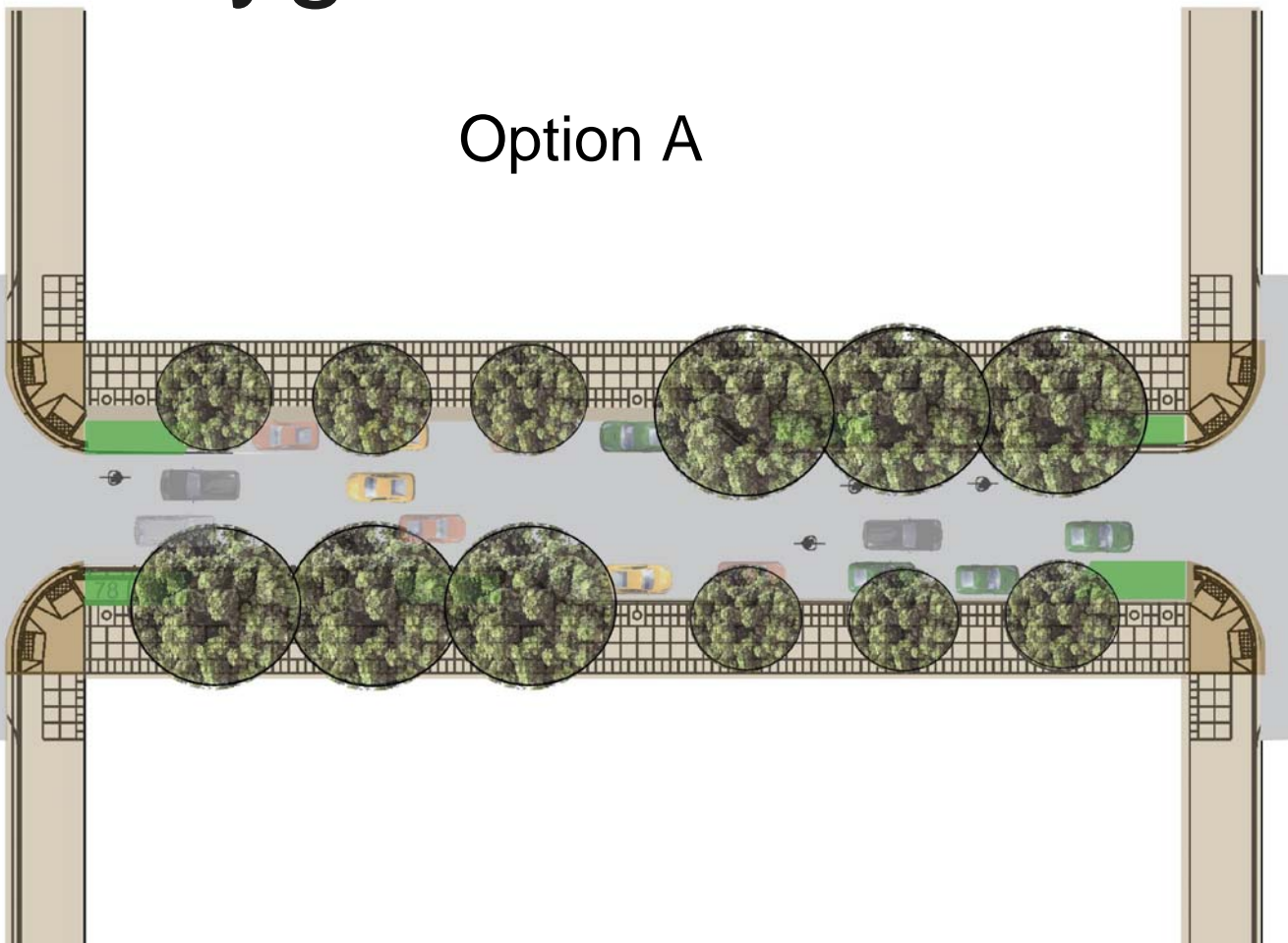


Option A

Diagram illustrating Option A for a street layout. The layout shows a horizontal street with a central green space. On the left side of the street, there are three large circular tree clusters and three smaller circular tree clusters. On the right side, there are three large circular tree clusters and three smaller circular tree clusters. The street is flanked by buildings and a sidewalk. The central green space is a light green color.

Option A

Diagram illustrating Option A for a street layout. The layout shows a horizontal street with a central green space. On the left side of the street, there are three large circular tree clusters and three smaller circular tree clusters. On the right side, there are three large circular tree clusters and three smaller circular tree clusters. The street is flanked by buildings and has a grid pattern. Various vehicles like cars and bicycles are shown on the road.



Pettygrove Green Street

Option C

