

2257 NW RALEIGH ST.
PORTLAND, OR 97210



503.823.4288
WWW.PEARLDISTRICT.ORG

March 13, 2015
Re: Transportation System Management Plan

Dear Commissioner Novick:

The Pearl District Neighborhood Association has looked over the online draft of the Transportation Management System Plan. Unfortunately, PBOT staff chose not to attend one of our meetings when asked at the Neighbors West Northwest Coalition to discuss this matter directly with this so we are left with a letter for communication of our reactions and thoughts to the proposal.

As you are aware, this plan is setting direction for the next twenty years for transportation matters within the city. To that end, there are a number of issues that need to be amended to reflect the goals of our neighborhood as reflected in the Pearl District Access and Circulation Plan. Our intention has always been to balance out the various modes of transportation (Bicycle, Pedestrian, Mass Transit, Automobile). To that end, our thoughts and reactions are as follows:

#20069 NW Marshall Ped/Bike Bridge: NW Marshall is the least important of the bridges that have been proposed in the neighborhood – In order of importance, the pedestrian bridges are a bridge from the Fields Park to the Greenway Trail/Centennial Mills, Flanders Bridge across the freeway, a bridge over the railway tracks at the end of NW 13th Avenue, and then NW Marshall St. If this line item is to stay in the plan, we would prefer it to be NW 13th Avenue. 13th Avenue is a key street in the neighborhood and needs a good resolution at the North end – a pedestrian bridge is a very good solution.

#20104 Pearl District Traffic Signals, Phase 2: Traffic signals may not be necessary at all these locations – specifically the locations along Northrup Street. Traffic studies should be part of the decision making process for Northrup and less expensive options may be a better fit on that street. NW Flanders should be looked at for the installation of a bicycle diverter at NW Broadway (especially in conjunction with a bridge across the freeway & improvements at Naito). NW Flanders is a key bicycle street in every plan of the area and turning that street into a local only street will be key to its success. Improvements to NW Flanders should be done within the next 10 years.

#20105 Pearl District Crossing Improvements: Some of the locations in this line item will need lights rather than rapid flash beacons within the next decade. This list is also incomplete. There are thousands of housing units being built now at the North end of the neighborhood. Hundreds of units of housing are also being constructed at the Conway Site. NW Overton is a direct connector between the Northwest District and Naito Parkway. A serious conflict exists already on NW Overton at the Fields Park prior to the new housing coming online. Lights will be desperately needed at NW Overton & NW 11th Avenue and NW Overton & NW 10th Avenue. A light will also be needed at NW Johnson & NW 14th.

Missing elements of the TSP are as follows:

- Build the Cycletrack on the Park Blocks – this is a legacy project that could make a huge difference to the ridership of the entire downtown core. Beyond improvements to NW Flanders, this project is the second most important bicycle project within the neighborhood.
- Improve pedestrian safety over the freeway at NW Everett & NW Glisan. Widen the sidewalks on both crossing to City Standards within next two decades.
- The streetcar is looking to improve their transit time overall with some of the changes occurring within the Pearl District. Lights will be needed at NW Hoyt & NW 10th and NW Hoyt and NW 11th for their purposes within the next few years.
- The Pearl District Access & Circulation Plan called for street classification changes – these updates are critical especially as they relate to transit service within the neighborhood.

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• We saw a PBOT plan for improvements at NW Hoyt and Broadway to improve bicycle safety this past year – our recommendation was to add a bicycle only light to that intersection like the intersection of NW Lovejoy & Broadway and a No Turn on Red sign. The goal is to allow bicycles to move prior to automobile traffic so the intersection is cleared before automobiles are allowed to turn. This is an important project now that PNCA has completed and opened the 511 building at that intersection.

• Cuts across the rail tracks on NW 15th at the bicycle streets (Johnson, Marshall, Pettygrove, Overton) need to be added to the plan. Those tracks are dangerous to bicycles and can easily be cut, removed, and patched in key locations to increase safety. Regrading the railroad crossing at NW 9th & NW Naito also needs to be completed for the same reason.

We are always available for deeper conversation regarding these matters and look forward to these changes in the plan.

Regards,

A handwritten signature in blue ink, appearing to read 'Pat. Gardner', written over a light blue rectangular background.

Patricia Gardner
Chair, Planning & Transportation Committee
Pearl District Neighborhood Association

Cc: Planning & Sustainability Commission
Leah Treat, PBOT