

# PBOT

**PORTLAND BUREAU OF TRANSPORTATION**

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**Steve Novick** Commissioner **Leah Treat** Director

**DATE:** October 24, 2016

**TO:** Commissioner Steve Novick

**FROM:** Andrew Aebi, South Portal Project Manager

**RE:** **South Portal Project: Recommended Amendments to South Waterfront Street Plan**

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This Resolution recommending changes to the South Waterfront Street Plan is the culmination of an extensive public outreach process since October 22, 2012. DKS & Associates completed a detailed traffic study on January 6, 2016, which is attached as Exhibit B to this Resolution. Some refinements have since been made to the recommendations contained in Exhibit B, as summarized within Exhibit C. The following South Waterfront Street Plan amendments are recommended for Council consideration in accordance with Exhibit C of this Resolution:

1. Improve capacity at the SW Macadam Avenue / Hood Avenue / Bancroft Street intersection by installing a new traffic signal and operating the eastbound and westbound lefts simultaneously, giving both movements more “green” time, identified as Refinement 1 in Exhibit D. This will result in the reduction of one (1) signal phase, and will require replacement of the existing traffic signal at this intersection installed on June 1, 1972.
2. Construct the SW Lowell Street extension and related improvements as identified as Refinement 2 in Exhibit D, including a right-turn lane from SW Macadam Avenue northbound to SW Lowell Street eastbound. The new SW Lowell Street will be two-way between SW Macadam Avenue and SW Moody Avenue, will align with the existing SW Lowell Street between SW Moody Avenue and SW Bond Avenue; and will provide eastbound access into the South Waterfront District that previously entered at SW Bancroft Street. The new SW Lowell Street will replace the existing SW Lowell Street to the south, which is east of SW Macadam Avenue but does not connect to SW Moody Avenue.

3. Construct the SW Moody Avenue and SW Hamilton Court extension from SW Bancroft Street to SW Macadam Avenue, converting both streets from private to public with a rail component and two-way traffic, identified as Refinement 3 in Exhibit D. This will require a new traffic signal at SW Moody Avenue & SW Bancroft Street, and will also require modification of the north leg of the SW Bancroft Street & SW Moody Avenue intersection. This new traffic signal will accommodate bicycle and possibly streetcar operations; and will be coordinated to the extent possible with the replacement traffic signal at SW Macadam Avenue / SW Hood Avenue / SW Bancroft Street intersection. Right-of-way acquisition and property rights will be authorized by a subsequent Ordinance adopted subsequent to this Resolution.
4. Maintain the existing one-way street grid north of SW Bancroft Street, identified as Refinement A in Exhibit D with no changes, except to add new traffic signals at the SW Moody Avenue & Gaines Street and SW Bond Avenue & Gaines Street intersections upon approval of the City Traffic Engineer.
5. Construct SW Lowell Street east of SW River Parkway as a pedestrian connection only, identified as Refinement B in Exhibit D.
6. Remove the SW Bond Avenue extension south of SW Bancroft Street from the Street Plan, identified as Refinement C in Exhibit D.
7. Remove SW Hamilton Street east of SW Macadam Avenue, identified as Refinement D in Exhibit D and which is required to avoid adverse impacts to an existing building west of SW Moody Avenue and loading dock operations east of SW Moody Avenue. This does not require the removal of private driveways abutting SW Macadam Avenue or SW Moody Avenue south of SW Bancroft Street and north of SW Hamilton Court.
8. Construct a mini-roundabout at or near the SW Moody Avenue & Hamilton Court intersection or at a SW Hamilton Court dead-end east of that intersection, identified as Refinement E in Exhibit D, to give priority to traffic exiting SW Landing Drive, the Precision Castparts parking garage, and the River's Edge Hotel to SW Hamilton Court westbound.
9. Add a sidewalk on at least one side of SW Hamilton Court between SW Macadam Avenue and SW Moody Avenue, identified as Refinement F in Exhibit D.
10. Make no change to the private SW Boundary Street and SW Landing Drive intersection functioning as an egress for SW Landing Drive traffic as identified in Refinement G in Exhibit D and which is not affected by this Resolution. SW Landing Drive and SW Boundary Street will remain as private streets, as will all private streets south of but not including SW Hamilton Court, and north of but not including SW Carolina Street.
11. Evaluate the SW Macadam Avenue & SW Hamilton Court intersection for possible signal timing improvements in conjunction with the Oregon Department of Transportation, identified as Refinement H in Exhibit D.

12. Remove SW Thomas Street between SW Macadam Avenue and SW Moody Avenue from the Street Plan, identified as Refinement I in Exhibit D, and will not be retained in the Street Plan as an enhanced pedestrian street, potential pedestrian link, and/or pedestrian access since alternative pedestrian access will exist per directive 'c' approximately 100 feet to the south.
13. If the Portland Streetcar North - South Line is extended south from SW Lowell Street along SW Moody Avenue, its new southern terminus should be at SW Hamilton Court and SW Moody Avenue pending the identification of funding and further engineering analysis. Any future extension of Portland Streetcar North – South Line Any future extension of streetcar should be subject to separate planning and public involvement processes and approval from the Council.
14. If elements of the project are funded subsequent to Council approval of this Resolution, PBOT should analyze the elements prior to construction. Such technical analysis would include roadway and intersection geometric design and signal timing of the SW Macadam Avenue & Hamilton Court, SW Macadam Avenue & Hood Avenue & Bancroft Street, and SW Moody Avenue & Bancroft Street intersections. PBOT would conduct the signal timing analysis in collaboration with the Oregon Department of Transportation (ODOT), since ODOT owns traffic signals on SW Macadam Avenue. Traffic modeling for this signal timing analysis will take into account traffic volumes on SW Landing Drive and the new mini-roundabout planned at or near the SW Moody Avenue and Hamilton Court intersection. A key element of the analysis would be a comparison of how the intersections would operate in comparison to a future no-build, including the impact to northbound traffic on SW Landing Drive, which will remain private after passage of this Resolution.

It is also recommended that the following changes be made which were not addressed in the DKS traffic study:

15. Eliminate two (2) greenway accesses south of SW Bancroft Street since SW Bond Avenue will no longer exist south of SW Bancroft Street.
16. Retain the designation of SW Bancroft Street east of SW Macadam Avenue as a portal, but remove the “transit only” designation.

Respectfully submitted,

*Andrew H. Aebi*

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South Portal Project Manager