

Naito Parkway Main Street & Ross Island Bridgehead Project

Tonight you can:

- Listen to a presentation at 6:30 PM and 7:15 PM
- Learn about the draft transportation and land use concepts
- Provide feedback on the boards and comment form



In coordination with our regional partners TriMet, ODOT, and Metro



Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Ted Wheeler, Mayor • Jonson Anderson, Director



PBOT
PORTLAND BUREAU OF TRANSPORTATION

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What is this project?

Reconfiguring the Ross Island Bridgehead (RIB) is a once-in-a-lifetime opportunity.

It will reconnect a divided neighborhood with multimodal facilities and safety improvements to SW Naito Parkway. New land uses will contribute to a healthy, connected, and inclusive community while also supporting Portland's first historic district.

Additional benefits include:

- Improve connections for regional commuters
- Reduce cut-through traffic
- Open publicly owned land for housing development
- Improve pedestrian and bicycle connections
- Rebuild local street connections between South Portland neighborhoods

LEGEND

- PUBLIC OWNERSHIP
- GREEN LOOP (PLANNED)
- IMPORTANT BIKE/PEDESTRIAN ROUTE
- IMPORTANT E/W PEDESTRIAN ROUTE
- SIGNIFICANT INTERSECTION
- FESTIVAL STREET
- VACATED R.O.W.
- LARGE STREET TREE PLANTINGS

PUBLICLY OWNED PARCELS

SW NAITO PARKWAY

SW HARRISON / STREETCAR

SW LINCOLN / ORANGE LINE LIGHT RAIL TRANSIT

GREEN LOOP

SW FIRST AVE

SW ARTHUR

SW MEADE

HOOVER ST PEDESTRIAN ROUTE

LAIR HILL PARK

FIRST AVE COMMERCIAL AREA

SW WATER AVE

SW PORTER ST

NUN CAMPUS

SW MOODY AVE

TILIKUM CROSSING BRIDGE

ROSS ISLAND BRIDGE

GIBBS ST PEDESTRIAN BRIDGE

SW WHITAKER ST

SW CURRY ST

SW PENNOYER ST

SW GAINES ST

SW LANE ST

SW HOOD AVE

SW KELLY AVE

SW CORBETT AVE

CORBETT AVE COMMERCIAL AREA

POSSIBLE PEDESTRIAN CONNECTIONS

BES STORM DRAIN

SW BARBUR BLVD / PROPOSED LIGHT RAIL TRANSIT

SW BARBUR BLVD.

MARQUAM HILL CONNECTOR

STATION

PARKWAY

VIADUCT

CORE

PARKWAY

CORRIDOR CHARACTER AREAS

Historical context

Harmful impacts from past auto infrastructure projects , land use regulations, urban renewal, and real estate practices shaped the growth in South Portland for generations.

The City is committed to ensure new transportation infrastructure, land use, and housing investments redress these past harms to low-income neighborhoods and communities of color.



1952 aerial view of the Ross Island Bridge westside cloverleaf ramps, looking NW (top left)



1964 aerial view from Marquam Hill looking north (top right)



1947 aerial view of SW Harbor Drive at Arthur and Kelly, looking SE (bottom right)

What we've heard from the community

We heard the following concerns and suggestions at the November 2019 open house. Direct quotes from participants are in blue.

Conditions

- Reduce cut-through traffic on residential streets.
- Keep local access and parking for residents.
- Pollution concerns to the neighborhood residents.

“Want to be assured that the cut through traffic heading north on SW Kelly and SW Corbett will end in any bridgehead re-design.”

Neighborhood Needs

- Improved safety for walking and biking.
- Create a calmer environment for all modes.
- Make it easier to get around the neighborhood without a car.

“As a cyclist on Naito, I appreciate those improvements.”
“Consider alternatives to street side parking.”

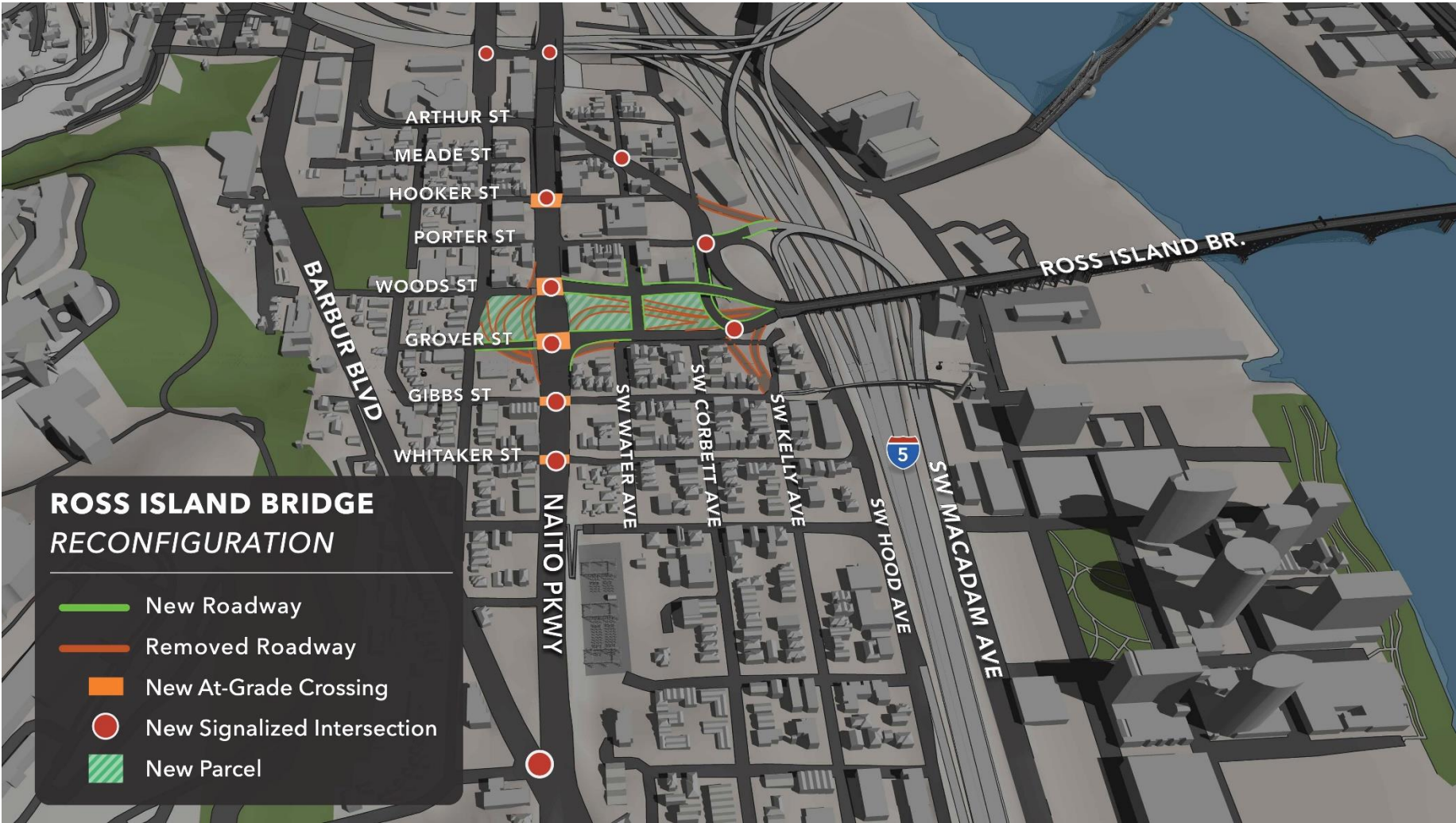
Land Use

- Providing daily use services, grocery stores, housing, etc.
- Providing low- and medium-income housing, particularly for students and seniors.

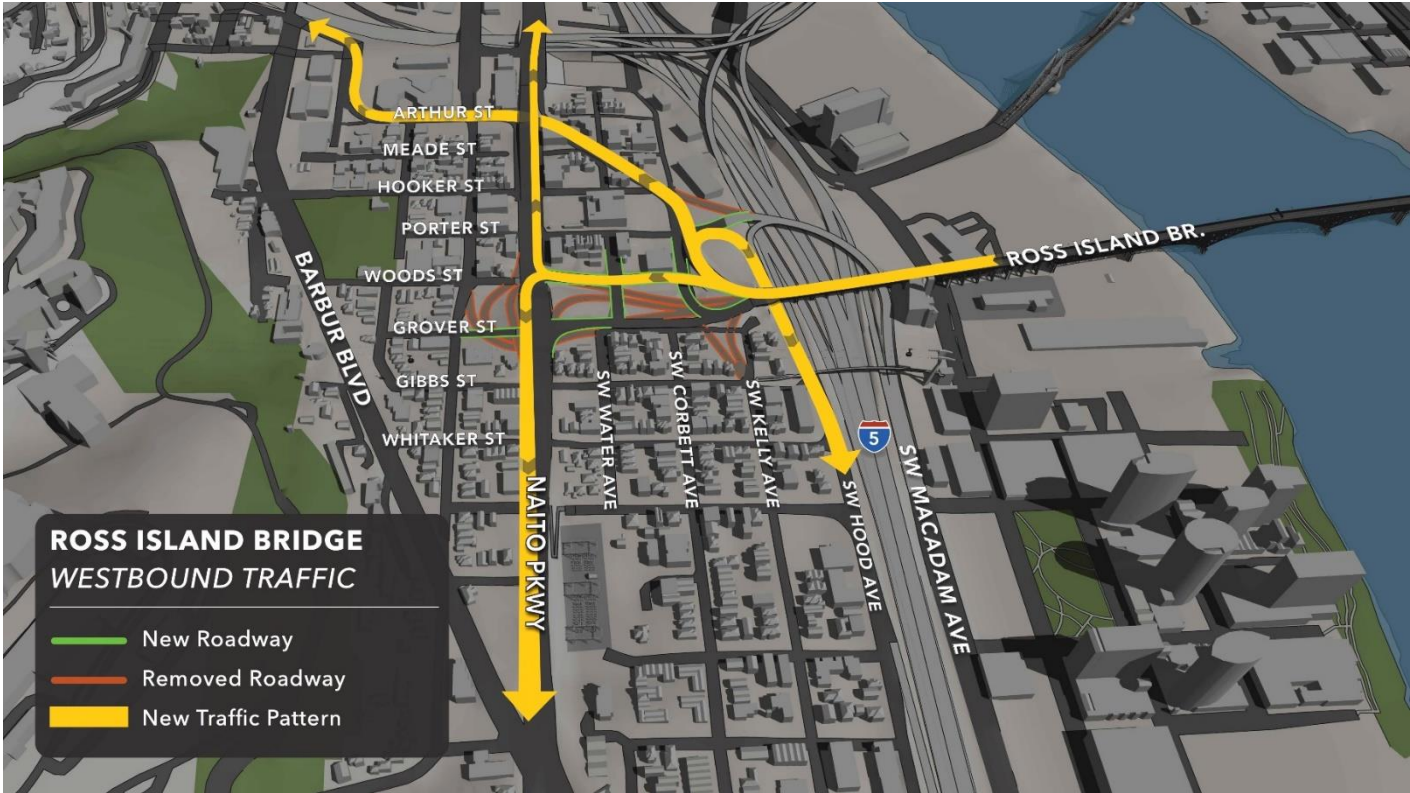
“Grocery store.”
“Student housing for NUNM and/or campus expansion.”



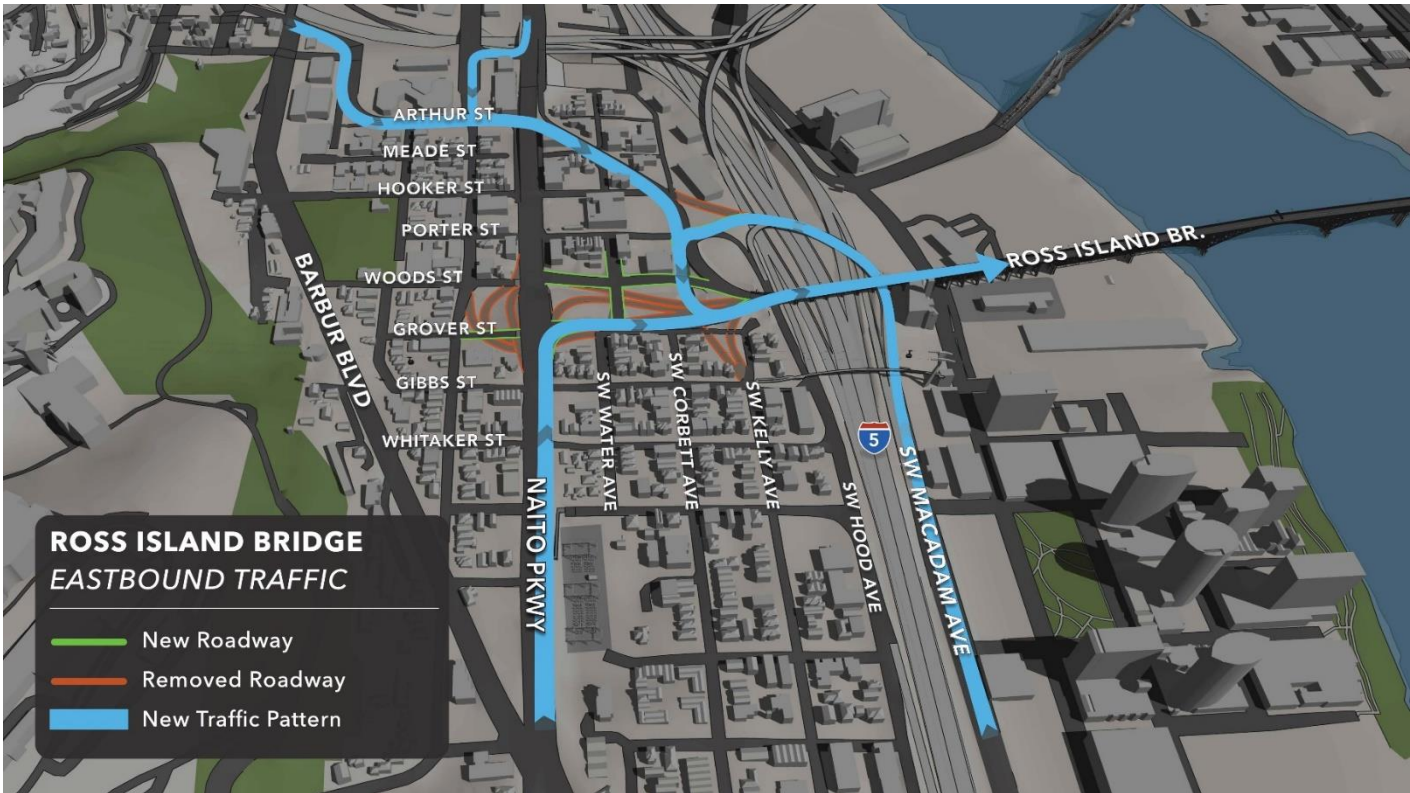
Ross Island Bridgehead Reconfiguration



Aerial view of the new reconfiguration of the Ross Island Bridgehead.

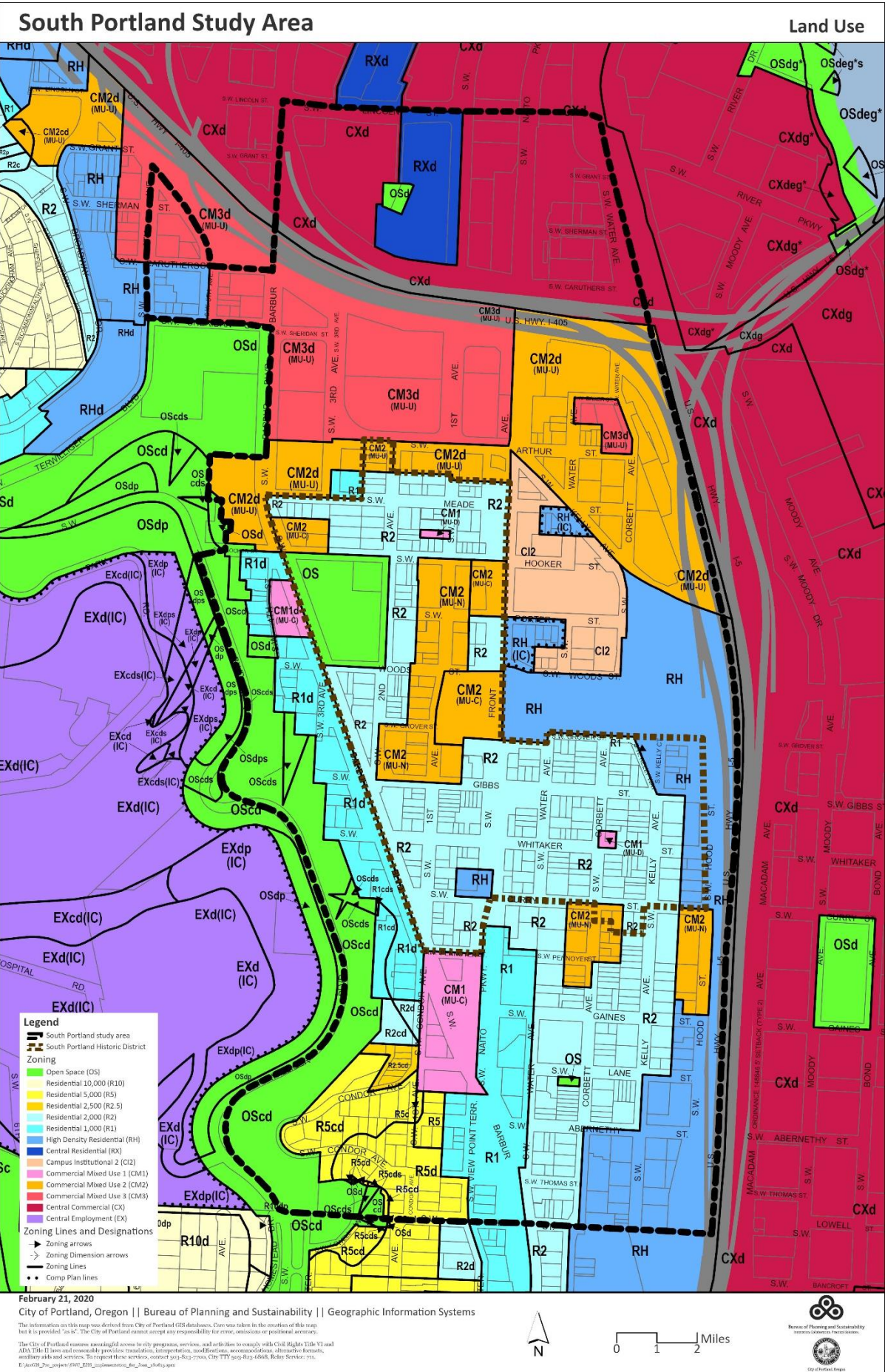


Aerial view of car travel routes for westbound travelers.



Aerial view of car travel routes for eastbound travelers.

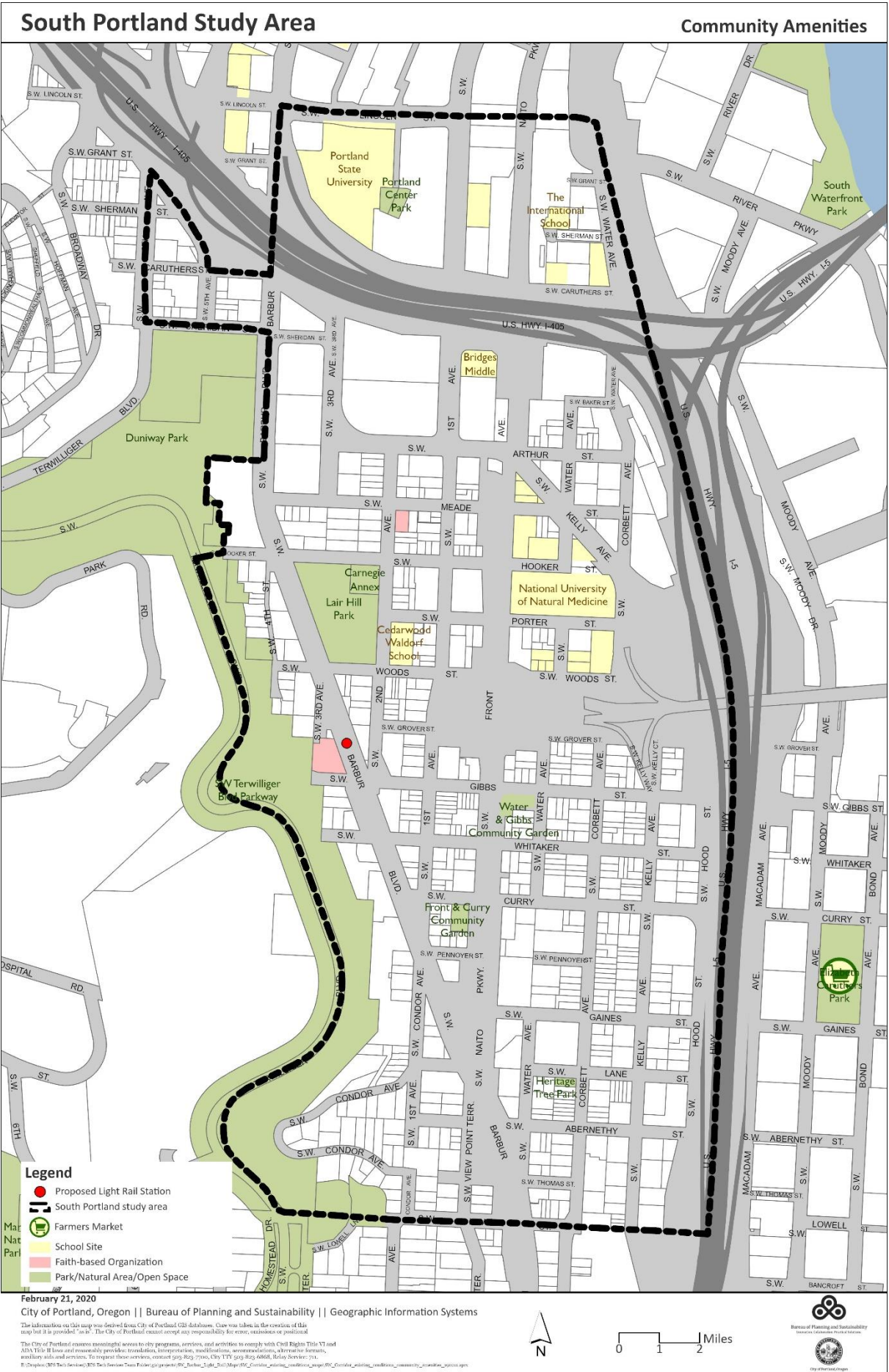
How to plan the urban form?



Zoning allows for more variety and density of uses outside the historic district and closer to downtown.

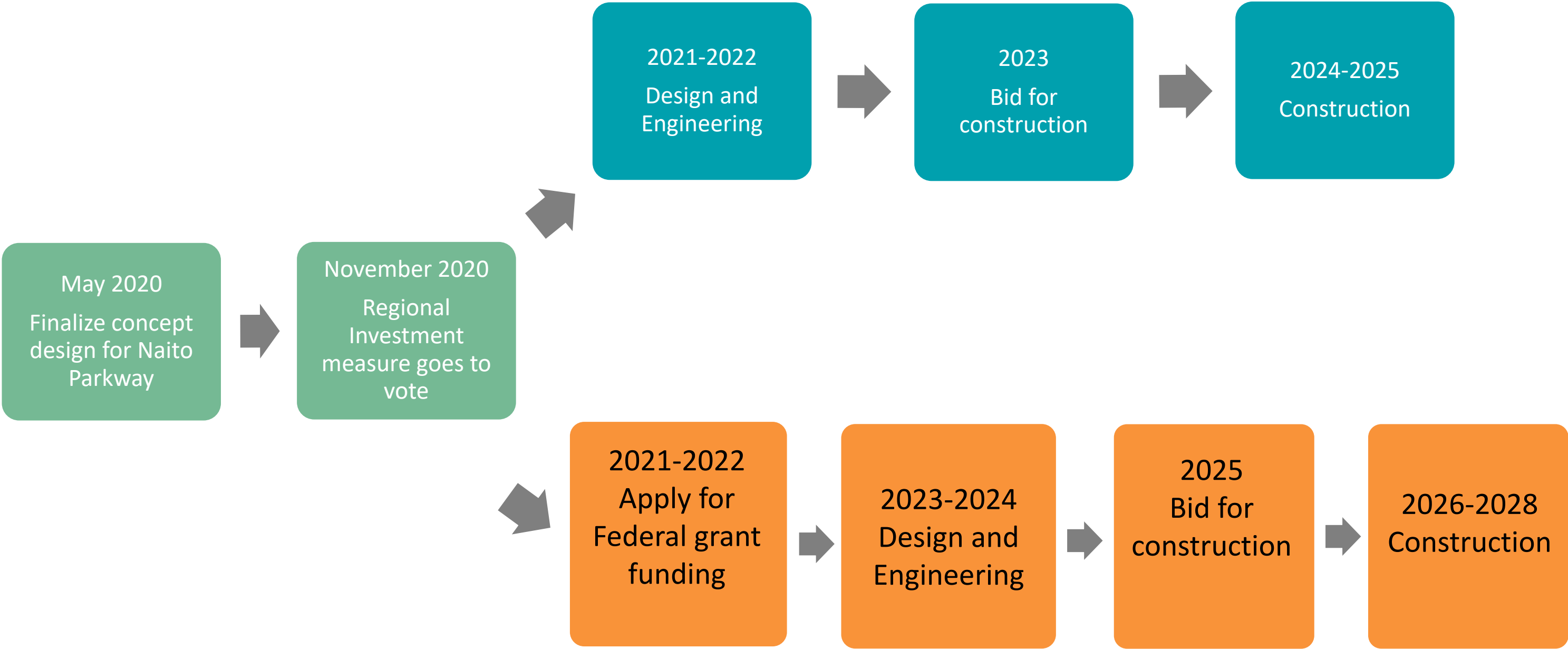


South Portland is amenity rich with good access to transit, parks, community gardens, and schools though it lacks a full-service grocery store.



Next steps/timeline

If the funding measure passes



** Design and construction is dependent on funding and timeline dates are rough estimates*

If the funding measure fails