

NW Marshall and 10th Intersection Safety and Access Project

Goals:

- Reduce traffic on NW Marshall Street
- Improve traffic flow in the north Pearl District

History:

Northwest Lovejoy and Northrup Streets were converted from two-way to one-way streets in 2011 to be the primary east-west motor vehicle route for trips in and out of the Pearl District. NW Marshall was designated as the primary east-west bike route. Bike lanes were removed from Lovejoy, and Marshall was fitted with smooth areas for cyclists on the blocks paved with cobblestones.

Traffic counts after the change show that westbound motor vehicle traffic is higher than desired on Marshall. A multi-phase process was identified in the recently adopted *Pearl District Access and Circulation Plan* to address this. Phase 1 moved the streetcar platform at 10th and Marshall one block north and adjusted the traffic signal at 10th and Northrup to trigger the streetcar signal only when a streetcar is present. Phase 2 will restrict westbound motor vehicle access on Marshall between 10th and 11th, directing drivers to Northrup St.

Details:

- Marshall will become one-way eastbound for motor vehicles between 10th and 11th.
- Motor vehicles will no longer be permitted to turn left onto Marshall from 10th Ave, or continue westbound across 10th on Marshall.
- 2-way bicycle access on Marshall between 10th and 11th will be maintained.
- This traffic control change will be installed in fall 2012.
- The Bureau of Transportation will monitor traffic volumes and if this treatment is effective, the change will be made permanent.

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