Harbor Drive access study

Portland (Or.). Planning Commission

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On July 24, 1961, the Planning Commission approved by unanimous vote the following recommendations regarding the then proposed Ash Street Ramp Project:

1. Neither the Ash Street overpass nor the alternate underpass should be built at this time. Following the completion of the Origin and Destination report by the Oregon State Highway Department and the availability of data, the Planning Commission should review the need for access to the downtown area at this point.

2. A feasible interim plan should be developed and placed in operation so that traffic may move safely and efficiently into and out of the downtown area for a temporary period.

3. The staffs of the appropriate city departments should cooperate with one another in an attempt to work out an interim plan to the satisfaction of all concerned.

On December 20, 1961, the Coordinating Committee for the Portland-Vancouver Metropolitan Transportation Study gave approval for the release of certain data from the O&D studies for use in the comprehensive downtown studies. The data released, and now in the possession of the Planning Commission staff, represents one of the first steps in the initial phase of factual data collection.

Status of Origin and Destination Study

At this time only a portion of the total data gathered in the O&D studies has been made available to the Planning Commission. The full use of this data has been hampered considerably due to the following:

1. The portion of data which has already been transmitted to the Planning Commission is incomplete.
3. Comparison - Before and after Baldock Freeway (Continued)

Before and after Baldock

<table>
<thead>
<tr>
<th>Location</th>
<th>ADT Before Baldock</th>
<th>ADT After Baldock</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harbor Drive NB between Clay and Baldock</td>
<td>28,900</td>
<td>30,200</td>
<td>+ 4.5%</td>
</tr>
<tr>
<td>Clay Street Ramp</td>
<td>8,200</td>
<td>9,600</td>
<td>+ 17.1%</td>
</tr>
<tr>
<td>Oak Street Turn-off</td>
<td>4,200</td>
<td>4,400</td>
<td>+ 4.8%</td>
</tr>
<tr>
<td>Harbor Drive NB north of Oak Street</td>
<td>16,500</td>
<td>16,200</td>
<td>- 1.8%</td>
</tr>
</tbody>
</table>

Conclusions to Progress Report

Since the opening of the Baldock Freeway, there has been no significant change in the volume of traffic making the turn-off from northbound Harbor Drive into SW Oak Street. There has, however, been a significant increase of 17% in traffic using the Clay Street ramp. Since the Baldock Freeway opened, northbound Harbor Drive traffic has increased about 4.5% while southbound traffic has decreased about 8.0%.

It is apparent that as of this date neither the traffic count data nor the O&D data has contributed to any clearer understanding of the problems of Harbor Drive access to the central business district than was formerly possible when the Planning Commission first studied the Ash Street ramp problem. From the incomplete data which is now in our possession, any precise recommendations for action are impossible. More complete O&D data, together with traffic information, parking statistics, mass transit trends, and a whole host of other basic factual data are necessary before the Harbor Drive access problems can be analyzed with any degree of completeness and accuracy.

Harbor Drive access to the central business district is one part of the comprehensive downtown study. Downtown Portland, Inc. is pressing for a solution of the parking problem; the Mayor has requested a study of the Pioneer Post Office site; and some type of action for improvements in the mass transit system will no doubt be forthcoming in the very near future. Each of these studies are inter-dependent on the other and each are influenced by the other phases of the downtown study, such as land use forecasts, pedestrian circulation, traffic circulation, amenities and appearance of the downtown and possible urban renewal of
the 3rd to Front area. The work on which the staff has been concentrating the past two months has been primarily in drafting base plans and accumulating basic factual information. These initial phases of the comprehensive downtown study will need to be reasonably complete before conclusions may be drawn on any one phase of the overall study.