

ACCESS TO THE NCNM CAMPUS IS DIFFICULT. The campus is, in many ways, cut off from the surrounding neighborhood by large, regional streets that handle significant auto and truck traffic. Due to the difficult transportation access, NCNM has no discernible front door and no clear entry points for people arriving by car, bus, bicycle or foot. The Master Plan envisions a campus that is both easy to find and easy to get to by whatever means.

The campus has excellent bus service and almost 50 percent of the people arriving on campus do so by bus, bike or foot. To maintain this excellent mode split, NCNM will designate a staff member to be the college transportation manager. His or her responsibilities will include arranging car pools, distributing transit passes, helping with bicycle and transit trip planning, and introducing new students, faculty and staff to the many ways to travel to the campus.

PEDESTRIAN AND BICYCLE ACCESS

Walking and biking are preferred commute choices for many NCNM students, faculty and staff. Current pedestrian and bicycle access to campus is somewhat limited and in some cases requires a dangerous crossing of major traffic streets (see Figure 13). The pedestrian bridge at SW Hooker St. provides pedestrian and bicycle access over SW Naito Parkway, but the bridge is old and does not meet ADA standards due to its steep approach ramps.

Figure 13. Existing Pedestrian Circulation

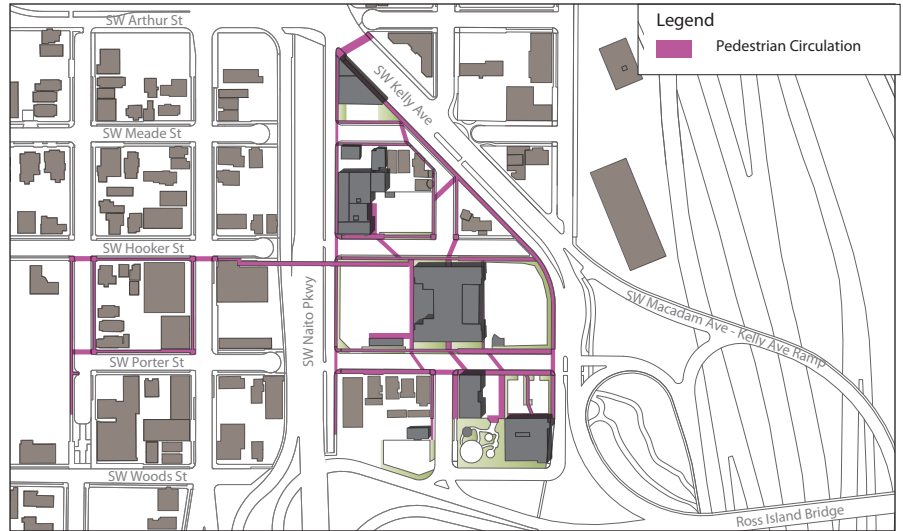
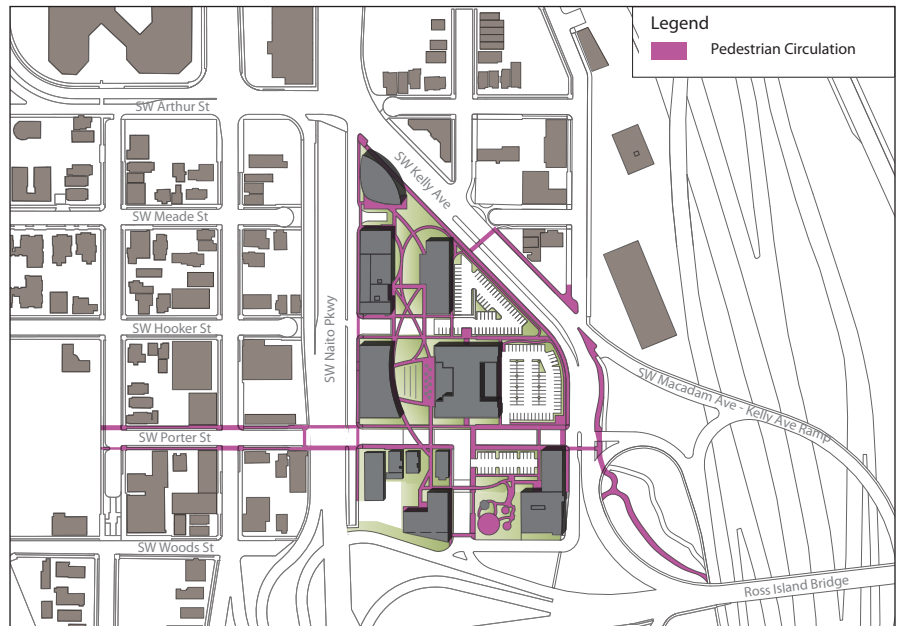


Figure 14. Full Build Out Pedestrian Circulation



Crossing SW Kelly Ave. is difficult due to the high speed of traffic from both I-5 and the Ross Island Bridge. There is a pedestrian tunnel located at the north end of SW Kelly Ave., but it is not maintained and feels dangerous. A project under construction on SW Kelly Ave. will help make it easier to cross this busy street, but until a

traffic signal is placed on SW Kelly Ave., this will continue to be a place that requires pedestrians and cyclists to use extreme care.

In the future, pedestrian and bicycle access to and on campus will be improved by significant traffic calming projects on both SW Naito

TRANSPORTATION, ACCESS AND PARKING

Parkway and SW Kelly Ave. On SW Naito Parkway, both NCNM and the South Portland Neighborhood Association envision a street that is more like a local neighborhood street than the highway it is today. The street would include one traffic lane in each direction, large sidewalks and bike lanes, and a new light rail line. A traffic signal at SW Porter St. would replace the pedestrian bridge, allow easy access to NCNM and serve as the official entry into the campus.

On SW Kelly Ave. a new traffic signal at or around SW Meade St. would make it easier to cross this busy street and provide improved access between NCNM and the South Waterfront campuses of PSU and OHSU. Internal pedestrian circulation will be greatly enhanced by the new walkways and green spaces throughout campus. See Figure 14 for more details.

TRANSIT ACCESS

NCNM is well situated for transit and currently is served by 13 TriMet bus routes connecting the campus to destinations throughout the Portland metro area. Many students live in Southeast Portland and commute by bus over the Ross Island Bridge to campus. The pedestrian improvements described above will also help improve the transit experience. However, future plans for transit service to campus are uncertain. After completion of the Willamette Transit Bridge and Portland to Milwaukie Light Rail, TriMet will likely reconfigure the bus system, removing buses from the Ross Island Bridge and as a result reduce transit access to NCNM.

Figure 15. Existing Campus and Building Entries

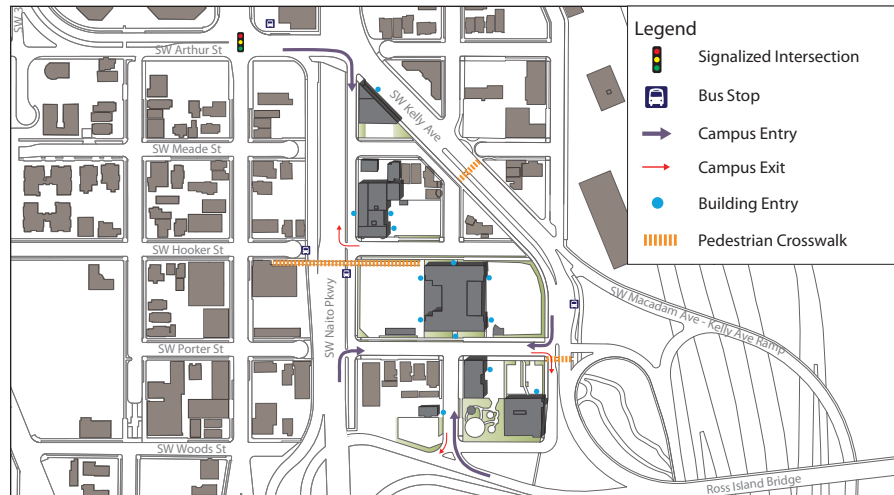
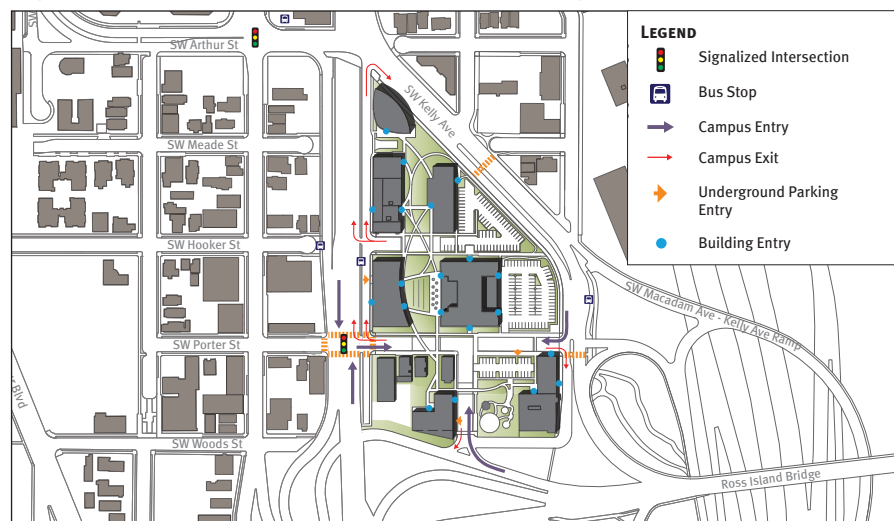


Figure 16. Full Build Out Campus and Building Entries



NCNM is working with TriMet to ensure this area continues to have good transit options in the future. Future plans may include partnering with PSU to provide shuttle service to the campus to and from a new light rail stop, and in the long term, planning for light rail on SW Naito Parkway.

AUTO ACCESS

Today, most trips to the campus are by auto, and in the future, a large percentage of trips will continue to

be by auto. The main points of auto access are SW Kelly Ave. (southbound), SW Naito Parkway (northbound), the Ross Island Bridge (westbound) and SW Arthur St. (southbound) (see Figure 15). All of the roads surrounding NCNM are owned by the Oregon Department of Transportation (ODOT). NCNM is working directly with ODOT to make it easier and safer to travel to NCNM. This includes providing new wayfinding signage on the Ross Island Bridge and working

collaboratively on new improvements to SW Kelly Ave. In the future, the access to the Ross Island Bridge may be significantly changed, providing new transportation routes to campus. NCNM will continue to work with ODOT, the City of Portland and the South Portland Neighborhood to improve auto access to this area (see Figure 16).

PARKING

Finding a balance between providing convenient campus parking and making good campus spaces for people is challenging, particularly within a confined urban campus such as NCNM. Currently NCNM has about 430 parking spaces provided in surface lots and on the streets surrounding campus. NCNM charges for use of the parking lots and the on-street parking requires a permit to use for more than two hours. As is shown on Figure 17, a lot of the current campus is consumed by parking lots. The goal of the Master Plan is to maintain the same level of parking while decreasing its dominance of the campus.

In the future, parking will be provided in underground structures, in parking lots and on the streets surrounding the campus (see Figure 18). The Master Plan provides new parking or replacement parking for each Phase and maintains all of the parking needed within the campus boundaries. As can be seen from Figure 18, the parking is moved to the outsides of the campus, allowing for the creation of the central campus green space. Parking lots also are landscaped to provide more campus

Figure 17. Existing Parking

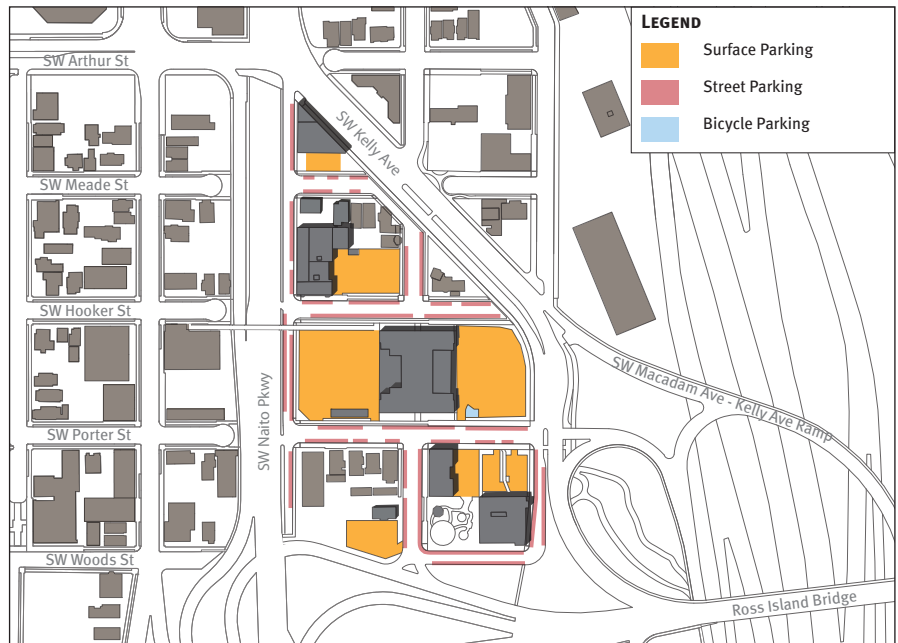
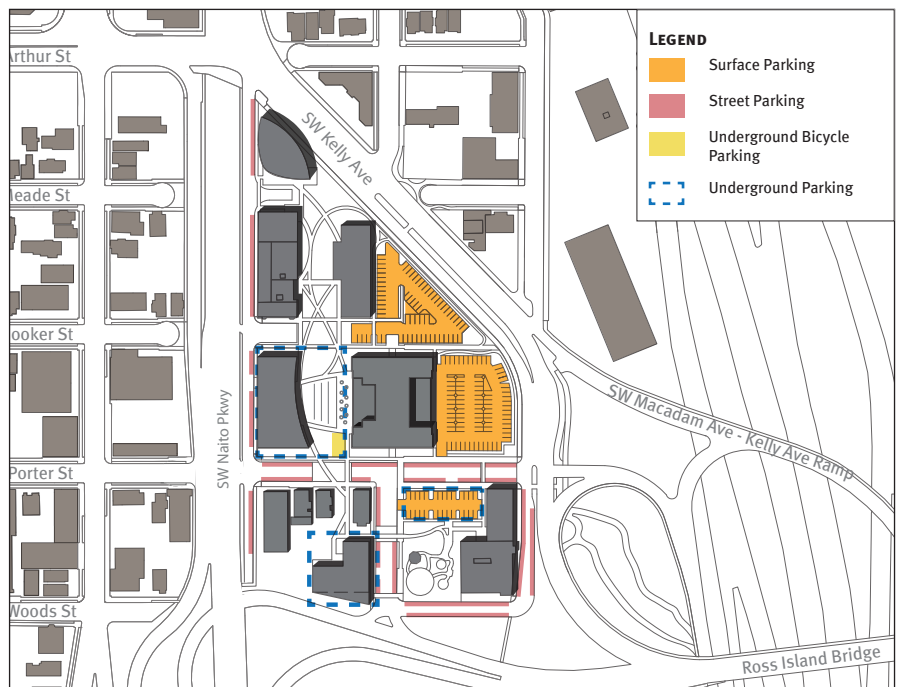


Figure 18. 20-Year Vision–Parking



greenery. Perhaps the most important parking change is the construction of underground parking with the construction of Academic Building Two. This priority campus project

helps de-emphasize the automobile on campus while providing a new, modern building and a significant amount of green space.

PROCESS

THE MASTER PLAN WAS CREATED THROUGH A COLLABORATIVE PROCESS

that involved numerous meetings with the Master Planning Committee, workshops with the City of Portland, TriMet and the Oregon Department of Transportation, and presentations and briefings to the Board. The project team developed numerous alternatives and ideas that were shared and discussed with the Master Planning Committee during more than a year of work. The Committee provided insight into what is working on the campus now and what needs to be improved. The Committee also participated in two workshops, one on transportation and the other on sustainability. The results of each meeting and workshop were documented and the project team strove to address all comments and ideas.



NCNM's Master Planning Committee, which included representatives from the college's students, faculty and board, collaborated with representatives from the City of Portland, TriMet and the Oregon Department of Transportation to examine what was working on campus and where improvements were needed.

MASTER PLANNING COMMITTEE

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Brenda Hood	Associate Professor CCM (for Laurie Regan)
Susan Hunter	VP of Advancement
Jade Hatfield	Student Representative
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David Schleich	President
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Cory Szybala	Student Representative
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