



# Rose City Park Neighborhood Association

February 23, 2015 (Transmitted this day via e-mail to the following)

City of Portland

Planning and Sustainability Commission [psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)

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Subject: RCPNA Comments on Transportation System Plan

Honorable Chairman Baugh and Commissioners:

Thank you for the opportunity to comment on the TSP transportation projects and comprehensive plan elements that will directly affect our neighborhood. We are very pleased at the number of projects in our area that have reached the Constrained Funding Project list. On February 19, 2015 the RCPNA Land Use & Transportation Committee approved the following additional recommendations regarding the TSP Constrained Projects List. These comments are supplemental to the RCPNA Board comments of Nov. 5, 2014. We have included both commentary for clarity.

## Project

40068	10180	Sandy Blvd Corridor Improvements, Phase 2	Sandy Blvd, NE (47th - 101st)	Retrofit existing street with multi-modal street improvements including bicycle facilities, redesign of selected intersections to improve pedestrian crossings, streetscape, and safety improvements. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 6,481,860	Years 11 - 20
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**RCPNA Comments 11/05/14:** Support expanding this process to include a Visioning for Sandy Blvd. as a Civic Corridor from the eastern end of the Hollywood and Sandy Blvd. Plan through NE 82nd Ave.

**RCPNA Additional Commentary:** Do not remove existing parking on Sandy Blvd. nor reduce existing travel lanes. Rather, focus on pedestrian safety and crossings along this busy freight corridor. Left turn signals are needed to aide pedestrian safety at major intersections such as 57<sup>th</sup> and Sandy Blvd. Redirect bicycle travel lane improvements off this major corridor since safe parallel bike corridors such as Sullivan's Gulch and bikeways either exist or are being built during this time period.

40086	10320	Halsey St Bikeway	Halsey St, NE (39th - I-205)	Design and implement separated in-roadway bicycle facilities.	\$ 8,957,492	Years 11 - 20
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**RCPNA Comments 11/05/14:** Halsey St. is unique in that it connects the Gateway Regional Center to the Hollywood Town Center and serves as a primary commute corridor for NE Multnomah County. It is constricted in width by a built environment limiting the safety of bicycle use in certain segments.

RCPNA recommends shifting bike routes at least one block off Halsey St. for safe commute travel through this constricted area. The constriction appears highest on Halsey St. from NE 67th through to NE 45th. NE Broadway, Hancock, and Tillamook St. offers an excellent alternative E-W bike routes. We oppose losing a lane of vehicular travel in exchange for a bicycle lane in that section of Halsey. **RCPNA reaffirmed this comment 02192015.**

40104	Railroad/ ODOT	Sullivan's Gulch Trail, Phase 2	Banfield Corridor, NE (21st - I-205)	Construct a multi-use trail for pedestrians and bicycles within the Banfield (I-84) Corridor from 21st Ave to I-205.	\$ 28,200,000	Years 11 - 20
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**RCPNA Comments 11/05/14:** RCPNA Recommendation: Strongly support the development of the Sullivan's Gulch Trail to and through the 60th Ave. Station Area. It is an essential link for bike commuting to and from downtown and needed to reduce motorized vehicle use. It has been envisioned by RCPNA that the 60th St. Station area may serve as a 'Bike Central' for NS bicycle commuters to access Max. Ancillary uses could support this trip connection through bike lockers, repair shops, etc. that could be encouraged as commercial elements in the Light Industrial zone near the Station.

**RCPNA Additional Commentary:** Assign Sullivan's Gulch Trail immediate funding, Years 1-10. Construction of this key bicycle commute corridor is needed for safety and to off-set congestion increases created by Mixed Use Commercial development along major E-W corridors.

70071	Sixties Neighborhood Greenway		60s Aves, NE/SE (Hancock - Springwater Trail)	Design and implement bicycle facilities.	\$ 1,500,000	Years 1 - 10
113200	11320	60th Ave MAX Station Area Improvements	60th Ave MAX Station Area, NE	Implement pedestrian and bicycle improvements in the 60th Ave MAX Station Area identified in the Eastside MAX Station Area Communities Project.	\$ 7,570,723	Years 1 - 10

**RCPNA Comments 11/05/14:** Strongly supports the development of infrastructure, bike, pedestrian improvements including sidewalks and pedestrian crossings in the NE 60th St. Station Area, from the Halsey St/ NE 60th Ave. to the 60th Ave. Max Station. The Station Area improvements need to resolve the need for improved bike/vehicle/freight movement at Hassalo St. from the 60th Ave. intersection to Normandale Park and integration of the Sullivan Gulch Corridor improvements. Upgrading the NE Halsey and 60th Ave. intersection to address traffic failure with southbound turns from Halsey St. onto 60th Ave. and westbound turns from 60th Ave. onto Halsey St. as well as pedestrian safety. These improvements are needed prior to up-zoning area to Multi-Family.

**RCPNA Additional Commentary:** 50's N-S Bikeway should be improved prior to 60's Bikeway. Existing on-street parking along NE 60th St. needs to be retained. Vehicle travel lanes on NE 60th St. bridge over I-84 need a minimum of 11-ft width due to sizes of buses and freight on this busy route.

The following recommendations are specific to the Transportation elements of the Proposed Draft of the Comprehensive Plan as stated in the RCPNA Board letter to the Planning and Sustainability Commission dated Nov. 5<sup>th</sup>, 2014:

**Policy 2.1 Partnerships and coordination.** Maintain partnerships and coordinate land use and transportation planning engagement with:

*RCPNA Commentary: Transportation planning should also be included in this coordination. If the term 'land use' is intended to be all inclusive in reference to transportation then that needs to be clarified in a definition located in the Glossary.*

**Policy 3.38 Integrated land use and mobility.** Enhance Civic Corridors as distinctive places with transit-supportive densities of housing and employment, and high-quality transit service and pedestrian and bicycle facilities and strategically located off-street parking facilities that are models of ecologically-sensitive and human-scale urban design.

**RCPNA Commentary.** Off-street parking spaces will be required to maintain commercial vitality along these corridors. This concept was approved by the Planning Commission in 1993 in the *Livable Cities – Growing Better Study* stating on p. 78, “For larger Main Streets projects, more extensive private improvements and public investments might be undertaken including the addition of such facilities as-pocket parks; landscaping; and parking lots/ garages shared between various businesses and uses, including possibly some city-owned facilities.” The addition of ‘human-scale’ is a very critical attribute for creating an attractive pedestrian space. This can be done through simple design elements such as building façade step-ups in height that give the pedestrian more light and air while lessening the impact of the ‘canyon’ effect.

## **Chapter 9 - Transportation**

### **Page GP9-5, GOAL 9.C: Environmentally sustainable**

The transportation system increasingly uses renewable energy, or electricity from renewable sources, achieves adopted carbon reduction targets, and reduces air pollution, water pollution, noise, and Portlanders’ reliance on private vehicles single occupancy cars and trucks.

**RCPNA Commentary.** Over 70% of the congestion we currently experience on our streets is caused by single occupancy cars and trucks. The term ‘private vehicles’ is too broad as it would apply to carpooling vehicles, motor cycles, scooters, and bicycles.

### **<New>Policy 9.43a Transit Traffic Management.**

Encourage the addition of bus pullouts and/or bus zones at transit stops so freight movement and traffic flow is maintained and not obstructed by buses stopping in travel lanes when discharging and/or boarding passengers.

**RCPNA Commentary.** Traffic congestion created by and associated with buses stopping in motor vehicle travel lanes is counter-productive to promoting freight travel and reducing fuel consumption and emissions.

## **Chapter 9 Transportation - Parking Management**

**Page GP9-13 Policy 9.48 Parking management.** “Manage parking supply to achieve transportation policy objectives for neighborhood livability, safety, business district vitality, VMT and carbon reduction, and improved air quality.”

**RCPNA Commentary:** We recommend the policy and goal to include carbon reduction which would be a more targeted approach toward reducing single occupancy cars/trucks(70% of congestion-which is the other target for VMT use) while supporting carpooling, electric vehicle use and scooters. This has the added benefit of better aligning the Comprehensive Plan with city and regional climate action plans.

**Page GP9-13 Policy 9.50 On-street parking.** Manage parking and loading demand, supply, and operations in the public right of way to encourage safety, economic vitality, and livability.

Recognize that the curb zone is a public space, and as such, a physical and spatial asset that has value and cost. Allocate and manage on-street parking and loading within the curb zone in a manner that achieves the highest and best use of this public space to support adjacent uses. ~~in support of broad City policy goals and local land use context.~~

**RCPNA Commentary.** *What the heck does this mean? The statement “broad City policy goals and local land use context.”? We recommend deleting this part of the phrase as it is using vague references and language that undermine the understanding by the average citizen. It also may infer goal language that would best be repeated here for clarity. We hold serious concern that local businesses and commerce may be unduly harmed if left out of the consideration of on-street parking uses.*

**Page GP9-13 Policy 9.51 Off-street parking.** ~~Limit~~ Manage the development of new parking spaces to achieve land use, transportation, and environmental goals. Regulate off-street parking to achieve mode share objectives, promote compact and walkable urban form, ~~encourage lower rates of car ownership,~~ and promote the vitality of commercial and employment areas. Utilize transportation demand management and pricing of parking in areas with high parking demand.

**RCPNA Commentary.** *The term ‘limit’ definitely should be replaced with ‘manage’. The term ‘limit’ is not encompassing enough for what is needed here. The term ‘manage’ allows for a strategic implementation of off-street parking when and where it is needed. There should be a gradual transition over from single occupancy vehicles to other modes of travel over the next 20 years. It will not happen overnight without drastic consequences to economic vitality and neighborhood livability. Over time these same parking spaces could then be transitioned into additional Mixed Use or transitioned over to serve an increasing number of spaces for car pool, shared cars, motor cycles, scooters, and electric cars/carts. Businesses need parking in order to be viable, seniors need parking in order to thrive, living quarters and their inhabitants need parking in order to work, play and grow. Parking spaces in the neighborhoods are needed for deliveries, the residents, friends and relations who visit, and care givers who tend those in need.*

**Policy 9.6 Transportation hierarchy for people movement.** Implement a hierarchy of modes for people movement by making transportation system decisions according to the following prioritization:

1. Walking
2. Cycling
3. Transit
4. ~~Taxi / commercial transit / shared vehicles~~ Zero emission vehicles
5. ~~Zero emission vehicles~~ Taxi / commercial transit / shared vehicles/ Other private vehicles
6. ~~Other private vehicles~~

**RCPNA Commentary:** *Zero emission vehicles should be promoted. The remaining ones on the list should be given equal rating as #5.*

Thank you again for your time and consideration. We encourage you to consider language in the Plan that will allow the Centers and Corridors Parking Study as well as the Mixed Use Zoning Committee the flexibility in implementation alternatives, such as strategically located shared parking areas/ structures, to support the economic vitality and livability of our neighborhoods.

Respectfully,

A handwritten signature in black ink, appearing to read "Tamara DeRidder", with a stylized, flowing script.

Tamara DeRidder, AICP  
Chairman, RCPNA  
Co-Chair, LU & TC (acting Chair)  
1707 NE 52<sup>nd</sup> Ave.  
Portland, OR. 97213

Note: The RCPNA Board is scheduled to meet on March 3, 2015 to review the additional recommendations by our LU & TC. Our By-Laws direct the LU & TC to make comments on behalf of RCPNA when the review is time sensitive, as it is here. The Board's decision on these comments will be forwarded to you for the record.