

From: Ryan Fedie [<mailto:rtfedie@gmail.com>]
Sent: Saturday, October 25, 2014 3:12 PM
To: PDX Comp Plan
Subject: 2035 Comprehensive Plan Feedback

Hi,

Thanks for the opportunity to provide feedback. City reps came to the SWHRL neighborhood mtg recently and did a great job explaining the process, the map app and fielding questions. In addition to comments I provided on the map app I wanted to relay some additional comments. The City reps said folks who generally like the work tend not to provide comment. That would have been me. After hearing from them I'm sending in my feedback. As a headline I wanted to thank you all for the great work planning our city's future. Thanks.

I've lived in Goose Hollow, South Waterfront, University District and Portland Heights. My comments will be centered around these areas. I love this part of Portland - the diversity, amenities, closeness to central city, green space, sports fields and university core. However, these areas lack an interconnection. The single item, in my opinion, that needs addressing is to mitigate the impact of the freeways (26/405/5) to increase the connectivity between the neighborhoods and also to increase the productivity & livability of the area.

Land use:

-overall most all changes in SWHRL looked terrific to me. I appreciate all of the open space designations that are being clarified.

Transportation:

-Expand service on 51 to include earlier morning, mid-day, later evening service on the weekdays and include weekend service. SW portland and portland heights/council crest area a transit black hole today. This area was one of the first served by public transit in Portland and it nearly lacks service today. This increases car trips, decreases walkability and connection between the neighborhood and the rest of portland. We'd like increased service asap.

-I'm a huge fan of the greenway idea. Go for it and make this happen!

-We need a bike share program. We're falling behind other cities. I'd expect our visitors would expect Portland to provide this service, especially when others already have it.

-I support the freeway capping. I think other cities have been successful with this approach and it makes sense for portland. i like the idea and would suggest to truly make it a "big" idea it needs to be and should be bolder than the current plan. I would ask you consider capping all of I405 across SW portland and 26 west to the tunnel rather than the 1-2 block segments proposed. This would really be a big idea that would have a positive impact to reviving the area, reducing pollution, increasing the tax base, increasing green space, increasing connectivity to surrounding area, increasing neighborhood character and making the areas around the freeway livable again. If this can't be achieved as a big idea, suggest focusing on multiple blocks in I405. At minimum extending the currently proposed caps by 5/6th to the west up to 13th.

-Sidewalks and bike lanes in the SW hills are sorely missing and limit multi-modal transit. Support the plans to add sidewalks and bike lanes across SW portland to ensure safe multi-modal travel corridors across SW and into downtown.

-Most noticeably, I think a sidewalk and bike lane are desperately needed on SW broadway. The stretch from 26 to vista is a major passage and connector between SW and downtown. Nearly every time I'm on SW broadway there are multiple people attempting to bike or walk on broadway. This stretch is windy, narrow with no shoulder. The conditions today are unsafe. I think the lack of a sidewalk and bike lane are a safety liability and gaping hole in our multi-modal accessibility.

-There are a number of stairs in portland heights that facilitate walking in the neighborhood. I didn't see anything in the plan for additional routes or enhancement of existing. Curious as to why this didn't seem to be considered given how valuable i think they are to walkability. For instance, the stairs from market to vista are great however many times I find they are not cleared of vegetation or leaves and lack lighting. These create safety hazards and keep people from using them. For instance, due to those two reasons my wife doesn't feel comfortable using them. suggest small security lights on sensors be installed on stairs that lack overhead lighting and the vegetation be kept back. Would like to see a more direct route waling route from SW montgomery to SW upper hall via 16th (seems this would be easy) or

-In general I applaud your efforts to include greater dedicated bikeways or cycle tracks. The physical separation between traffic and bikers is something I think will let Portland extend biking deeper into the population. It seems it increases safety, reduces accidents/conflicts, reduces the fear factor for bikers and increases their confidence. Thanks.

-Agree with labeling sw Montgomery a key corridor for multi-modal transit and connection point from portland heights thru downtown into the greenway and to the river. Encourage the development and reinforcement of this pathway.

-Encourage the creation of a bike pathway to connect the end of the greenway along us26/405 to the tillicium bridge. Prefer the proposed route that hugs closest to the freeway.

-Encourage the review of transit and traffic around PSU (study - TR5) as well as a review and study of traffic patterns and interchanges in and around US26 and 405. I think there are some areas of definite concern including: US26 to 405 interchanges lack direct link and today goes thru sheridan & arthur. traffic should be moved from these streets and dunaway park and routed directly between the two freeways. To me this area is a mess and it a dead part of town in my mind because it's overtaken by cars. Important to me that the "special places/areas" are easily connected in SW portland by walking/biking. Like to see increase ease of walkability between portland heights/university district/goose hollow & south waterfront. In particular making the areas by US26/barber/broadway multi-modal friendly. There is some of the best walking in town thru the SW trails yet many of the connections are not fluid.

-eastbound traffic consistently seems to back up to the slyvan exit due to the split after the tunnel. It seems the flow of traffic needs to be addressed. If anything it seems beneficial to provide earlier signage and not allow lane changes earlier up the hill to reduce accidents and increase flow. I'm no traffic engineer nor do i have the accident stats. It does seem that earlier signage and putting solid lines farther up the hill would make for a better stretch of traffic.

-would be great to be able to make the bike route to the zoo along us26 happen. Would also be great to be able to widen the existing pedestrian trail from sw patton to the zoo and open it to use by bicycle.

-a neighbor suggest this and I thought it was a fantastic idea. It's what i'd consider a big idea and would become a draw for portland and a boon for residents. It's not in your plan but i think it'd be a great suggestion. They suggested that the Fairmount loop turn into a greenway. This loop is already used heavily by runners, walkers and bikers, including many kids, moms with strollers. It's low traffic with no/little shoulder. It would be a huge value add to add a shoulder for walkers/runners and bikers. Possibly reduce Fairmount to a one way loop for vehicle traffic and make it a signature greenway for the town.

Infrastructure:

-I support covering the reservoirs. It seems this is appropriate risk management to protect our water supply. Since this is such a large cost and should be infrastructure that last generations I'd ask the city seek to spread the costs over those generations and see lengthy bonds so we aren't unduly burdened with the cost.

-In general there are a number of sewer/water upgrades & capacity improvements that are high dollar amounts. It seems only a supply side solution is presented (more/larger pipes) rather than a demand side solution (reduce water use, reduce peak water demand). In the field I work in seeking demand side solutions is usually much cheaper than the supply side solution yet isn't pursued because it takes change management (i.e. you're asking a water system designer to alter the demand rather than just build a bigger pipe...) and many times the demand forecast is overstated. I urge the city to due diligence on behalf of the taxpayers to ensure demand side solutions are considered early in the proposal stage for any BES project. A detailed review of demand assumptions and demand side alternative should be required before any project moves out of the proposal stage.

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