



March 13, 2015

TO:

Portland Bureau of Transportation
Portland Planning and Sustainability Commission

The Northeast Broadway-Weidler Alliance (BWA) is a consortium of business organizations and neighborhood associations that are proximate to the Broadway commercial corridor from the east end of the Broadway Bridge to the Hollywood Transit Center. The group speaks with one voice about economic vitality, land use, infrastructure, transportation, jobs and any other current or future plans and concerns related to or impacting the NE Broadway/Weidler Corridor.

Members include Eliot Neighborhood Association, Go Lloyd, Grant Park Neighborhood Association, Hollywood Neighborhood Association, Irvington Community Association, Lloyd District Community Association, Lloyd EcoDistrict, Lloyd Center, Northeast Broadway Business Association, and Sullivan's Gulch Neighborhood Association.

Our goal is a vibrant, economically strong commercial corridor with successful business districts that serve as a gateway and gathering spot for the surrounding neighborhoods.

BWA reviewed the proposed Transportation System Plan (TSP) component of the Comprehensive Plan and offers the following comments:

NE Broadway/Weidler is a critical Civic Corridor that links the Central City with the Hollywood Town Center. It suffers from serious issues that have plagued it for decades – of which the city and its bureaus have been fully aware. The 2012 N/NE Quadrant Plan noted that the corridor carries large volumes of traffic into and through the area – one that supports large and small businesses and regional attractions. Because of high traffic speeds, limited signalized crossings and insufficient marked crosswalks, NE Broadway and Weidler have been identified as barriers to connectivity and to travel by walking and biking. The resulting poor access and street-level environment has hurt businesses and made for a much less livable community.

While there have been piecemeal fixes over the last 20 years, the time has come to examine the entire corridor and to create a plan that balances streetscape design, multiple transportation modes, parking requirements and more. The corridor's neighborhoods and business groups strongly encourage PBOT to seek a planning grant that could be included in the TSP to update the outdated 1996 Broadway/Weidler Corridor Plan, followed by a comprehensive planning project for the NE Broadway/Weidler Corridor from the Broadway Bridge to Hollywood. The N/NE Quadrant Plan includes such a review as item TR6 in Implementation Actions/Lloyd District - Transportation.

BWA Highlights These Proposed TSP Projects for Strong Support:

The overall NE Broadway/Weidler Corridor is complicated by the many different ways people move in and through the entire area from the Broadway Bridge to Hollywood. From the interstates and major traffic corridors to smaller neighborhood streets, from larger bicycle/pedestrian greenways

to safe and local multi-modal access, there is complex interrelated movement made up of tens of thousands of smaller movements. The following projects would offer major improvements for the Corridor and we ask you to financially constrain them:

#40030 - Broadway/Weidler, NE (15th - 28th): Multi-modal Improvements, Phases II & III.

This streetscape project – a major priority for many years by BWA partners - was one of the few NE Broadway/Weidler Corridor projects removed from the January 30, 2015 TSP list (along with it's \$9 million budget). Two related bikeway projects, #116460, Broadway/Weidler Protected Bikeway and #40108 NE Broadway Bikeway remained on the list. BWA questions removal of #40030 and asks how the city plans to handle needed improvements in many areas that it addressed (signals, crosswalks, wider sidewalks, better lighting, landscaping, a strategic plan for parking, etc.)

After recent meetings and communication with PBOT, it is our understanding that proposed revisions of #116460 and #40108 listed below will appear in the late April TSP draft update which add improvements from the original project. Neither does so as comprehensively and BWA requests reinstatement of #40030 with an expansion to more of the Corridor or an extension of the project descriptions to encompass all improvements listed in #40030.

116460 – NE Broadway Corridor Improvements, Phase 1, Broadway Bridge – 24th (proposed revision).

“Design and implement an enhanced bikeway and improve pedestrian/bicycle crossings. Construct traffic signals, improve transit stops, and construct streetscape improvements as recommended in the Broadway Weidler Corridor Plan. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.” It is our understanding that the funding allocation has increased from \$3,500,000 in the Jan. 30, 2015 list to a proposed \$8,949,869.

40108 – NE Broadway Corridor Improvements, Phase 2, 24th – 32nd (proposed revision).

“Design and implement bicycle facilities, ped/bike crossing improvements, transit improvements, and streetscape amenities.” The project description is not as inclusive as Phase 1. BWA believes the final description should at least be the same as for #116460. It is our understanding that funding allocation for this project has increased from \$3,500,000 in the January 30, 2015 list to a proposed \$5,681,569.

In regards to freight movement, BWA agrees that adequate delivery and pick-up access to local businesses on NE Broadway and Weidler is essential and that any street redesign must provide such access; however, we do not believe Broadway or Weidler are appropriate thoroughfares for large freight trucks that should use I-84 or I-5 instead.

Most importantly, BWA is of the strong opinion that these two projects should not be separated, but should be combined into a single project to take place during the first 10 years of the TSP. That would allow undertaking a comprehensive study to create a revised plan for the entire Corridor.

With considerable mixed-use development planned for the Lloyd District's north end, plus potential infill and other challenges in the middle section, improvements will be needed sooner, rather than later across those parts of the Corridor to make this critical link work well for everyone. There has also been substantial development at 33rd Avenue (a large 5-acre property) where Grant Park Village added more than 215 units of housing, as well as a New Seasons Market and other commercial businesses. Work to soon begin on Phase 2 will add a large number of apartments.

BWA expects that Grant Park Village will spur other economic development along NE Broadway from 33rd Ave. to Hollywood. This underdeveloped area with large parking lots and single story businesses would be ideal for high density, mixed-use commercial/residential development on the

southern side. Such development will create additional serious traffic flow issues as this end of the Corridor further develops, and we feel comprehensive planning for this area cannot wait 10 years and should be an immediate priority.

Two aspects of the city street and highway system at this end concern us. The intersections of NE 33rd, NE 37th, and NE 39th Avenues are already severely congested. Also, on and off ramps from I-84 at NE 33rd Ave. and near 37th and 39th Avenues create inefficient traffic patterns and a lack of four-way access to I-84 that result in increased vehicular use of NW Broadway as a freeway alternative. While remedying this would involve ODOT, support by PBOT for a review would be extremely beneficial. Proactive intervention in the immediate future will improve conditions at these intersections and ramps, ensuring successful economic development and neighborhood livability.

#116340 NE 7th/9th Neighborhood Greenway, 7th/9th Ave, NE (Holman - I-84)

#20077 Inner Eastside Pedestrian/Bicycle Bridge, 7th/8th/9th Ave NE (over I-84)

#116360 NE Multnomah Protected Bikeway Improvements, NE Multnomah St.

These three projects are related and together would help create an integrated network that would enhance pedestrian and bicycle access to and through the Lloyd District, the NE Broadway/Weidler Corridor and to North and Northeast Portland up NE 7th Ave (our preferred routing).

BWA recommends constructing permanent improvements to the NE Multnomah St protected bikeway and construction of the proposed pedestrian/bicycle bridge over I-84 at 7th Ave. We also ask you to explore redesigning NE 7th Ave. to contain both an enhanced bikeway and auto lanes. This highly used north-south street serves as a bicycle route and provides neighborhood access, and a more efficient and safer NE 7th would greatly contribute to positive revitalization of the NE Broadway/Weidler Corridor.

#113230 Sullivan's Gulch Trail Phase 1 (Eastbank Esplanade - 21st)

#40104 Sullivan's Gulch Trail Phase 2 (21st - I-205)

BWA supports biking and walking as significant transit options in our region. The idea of providing bicyclists and pedestrians with a system of trails and greenways for safe access to a regional, world-class transportation system is a worthy goal. We suggest the Sullivan's Gulch Trail provides the connectivity needed to link together existing and planned trails throughout this region. Because of widespread support for the trail, the significant economic opportunities (existing and planned) associated with trailside development and the opportunity to link all Portland communities to jobs, cultural events, and day-to-day activities, we believe this trail must be constructed immediately in its entirety.

We understand that this transit option will be costly; however, we also believe there are ways to finance this infrastructure, that we will share with planners in order to facilitate development. The Sullivan's Gulch Trail System will play an important role in future economic growth in the region and will demonstrate the city's interest in smart community development, travel safety for bikes and pedestrians, and equitable transit options for all people.

BWA Comments on I-5 Widening Project without signifying support

#108670 ODOT I-5/Broadway/Weidler Interchange, Phase 1 Interstate 5 (I-405 - I-84)

#108840 ODOT I-5/Broadway/Weidler Interchange, Phase 2 Interstate 5 (I-405 - I-84)

#111760 ODOT I-5/Broadway/Weidler Interchange, Phase 3 Interstate 5 (I-405 - I-84)

The I-5/NE Broadway/Weidler interchange is a high priority for ODOT pursuant to the TSP; however, PBOT collaboration with ODOT investment in the necessary infrastructure design required to construct surface streets and “lids” over the highway does not appear on the TSP. While understanding that federal funds may not be available to construct the “lids”, BWA supports safety improvements proposed by ODOT and the development of “lids” to improve surface access and economic opportunity.


We believe there is significant opportunity for the creation of additional real estate and taxable property through the development of the lids. This opportunity also provides the city with the potential to create a public/private partnership with nearby stakeholders. Examples of these include, but are not limited to, Portland Public Schools, neighborhoods, sporting and entertainment venues, low-income housing, light industrial and small businesses. We encourage PBOT to consider this opportunity and BWA would welcome an opportunity to talk to the City about this in greater detail.

In Conclusion

Some of BWA’s suggestions and comments above pertain to issues and agencies not strictly within the purview of PBOT, but we believe that a broad consideration of all development strategies and venues is essential. While recognizing the significant challenges that comprehensive citywide planning poses, BWA respectfully suggests that a better end result can occur when future long-range development goals are not limited by city Bureau responsibility.

BWA appreciates the opportunity to comment on and help guide future transportation planning for Northeast Portland along the NE Broadway/Weidler Corridor. Please carefully consider our comments and suggestions. Thank you.

Northeast Broadway/Weidler Alliance, by its Co-Chairs,



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