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Sent: Wednesday, August 03, 2016 2:48 PM
To: Planning and Sustainability Commission <psc@portlandoregon.gov>; BPS Central City 2035 <CC2035@portlandoregon.gov>
Subject: CC2035 Plan Testimony

Dear TSP-

Please see below for some comments on the Central City Plan.

Build only bikeways that also improve the streetscape for pedestrians:
Measure 20131 in the TSP: Jefferson Columbia Bikeway needs to be expanded to become safe and pleasant for pedestrians—with wider sidewalks and narrower traffic lanes on those streets. Wider sidewalks will also allow large canopy street trees. **Large canopy street trees will also make Columbia and Jefferson safer and more pleasant for cyclists too.**

Ensure that the Hawthorne Bridge connects directly to protected bikeways that safely and conveniently connect to the rest of the downtown protected bikeway network, ideally as far up as SW 13th & 14th, but at least as far as the Park Blocks if a route through the Art Museum & adjacent superblocs cannot be found.

Here are some suggestions—in red—for revisions to the **Action Table for Lead Implementers in Vol. 5 Implementation** and to the policies in **Vol.1_02 Goals and Policies**.

West End UD83

Develop and implement a strategy to encourage main-street friendly streetscape and green infrastructure improvements on SW Jefferson Street. **Make sure that green infrastructure means planting additional trees—especially to buffer the residents between SW 13th & 12th Avenues.**

Nothing is said in the Action Table about SW Columbia which is paired with SW Jefferson as a “bikeway” in the TSP. I propose:

West End UD84

Develop and implement a strategy to create truly multi-modal streets on SW Columbia and SW Jefferson with widened sidewalks and large canopy street trees and a bikeway, maintaining current parking lanes.

Nothing at all is said about SW Market and SW Clay which become speedways for Washington County commuters heading through the West End into and out of downtown. I propose:

West End UD 85

Develop and implement a strategy to create truly multi-modal streets on SW Market and SW Clay with widened sidewalks, maintaining large canopy street trees and maintaining current parking lanes.

West End UD 86

Develop and implement a strategy to cap I-405 from Columbia to Jefferson.

West End UD 87

Align the funding requests in the TSP to reflect the above priorities and begin to pay for them.

West End UD77

Improve Salmon Street as a unique east-west connection linking Washington Park to the Willamette River with active transportation, landscaping and green infrastructure facilities. Encourage additional, activating retail.

West End UD 79

Reduce the impacts to neighbors from I-405 noise and air pollution by installing green walls on new/redeveloped buildings and street trees wherever possible—with a special focus along SW 13th and SW 12th Aves.

[Instead of where appropriate.]

Suggestions for addition to the Goals & Policies (Vol.1_02)

Policy 3.WE-3 Columbia/Jefferson Cap. Develop and implement a strategy to cap I-405 from Columbia to Jefferson to make the pollution hot spot now found at the freeway juncture (I-405 & Hwy 26) more tolerable to residents [who are largely low-income and have little other choice].

Policy3.WE 4 Salmon Green Street. Support development of the SW Salmon Green Street as a key east-west green connection from Washington Park and Goose Hollow to the Willamette River.

POLICY 6.WE-2 Water management and reuse. Take advantage of the West End's topography, identify opportunities for stormwater management, as well as rainwater harvesting and reuse within the district.

Because I-405 acts as a valley between Goose Hollow and the West End, the West End is the "headwaters" for stormwater flowing off its streets and buildings through Downtown to the Willamette River.

Also consider this minor change in wording:

POLICY 5.WE-2 Street hierarchy and development character. Support the retail/commercial character of SW 10th Avenue, Jefferson and Yamhill streets and **develop a** [the] boulevard character **on** [of] Morrison, Columbia, Clay and Market streets and 12th Avenue.

With the possible exception of Morrison, these streets do NOT feel at all like boulevards now; they feel like raceways.

I wholeheartedly support:

POLICY 3.WE-1 Optimized street network. Improve pedestrian and bike facilities across I-405 to Goose Hollow and across West Burnside to the Pearl.

POLICY 3.WE-2 SW 12th Avenue opportunity. Support the reconfiguration of SW 12th Avenue right of way to encourage pedestrian and bicycle access.

MORRISON/YAMHILL I-405 CAP *Conceptual drawing of a possible I-405 cap connecting the Goose Hollow and the West End neighborhoods together, creating new multimodal connections, developable land and open space. The Morrison and Yamhill streets already function together as active transit streets, and building this cap could provide a desirable location for a new MAX stop to help activate this area. (Otak 2013)*

West End UD82

Explore opportunities for consolidating and/or redeveloping Burnside's "jug handles" into public spaces.

Downtown TR42*

Enhance West Burnside to improve streetscape quality, multimodal access, and bicycle and pedestrian safety. Make it a one-way couplet with NW Couch, so as to be able to re-purpose some of its width for public space, wider sidewalks, street trees and bicycles, and allow for streetcar on both streets.

Narrative: Columbia and Jefferson currently feel to downtown residents like raceways to/from the West Hills and Washington County. And putting a bike lane on Columbia will do little to improve that situation. (As you know, Jefferson already has one.)

Columbia and Jefferson need to become safe and pleasant for pedestrians—with wider sidewalks and narrower traffic lanes. Wider sidewalks will also allow large canopy street trees that should be required at regular spacing and take priority over both other street furniture and utilities. **Large canopy street trees will also make Columbia and Jefferson safer and more pleasant for cyclists too.** In essence, they need to become true multi-modal streets of the 21st Century. These are short-term strategies for making West End living safer and more pleasant.

The ultimate strategy to do that will be capping the entire length of I-405.

Again, let's make this couplet a great example of your new designation of a Multi-modal Mixed-Use Area (MMA)--not just a bikeway. This is Portland's downtown after all!

Thanks,
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