

**CENTRAL EASTSIDE
TRANSPORTATION AND PARKING ADVISORY COMMITTEE
A COMMITTEE OF THE CENTRAL EASTSIDE INDUSTRIAL COUNCIL
August 5, 2016**

City of Portland Planning and Sustainability Commission

Re: Comment 2035 Comprehensive Plan

Dear Commissioners

We represent the Central Eastside Industrial Council's Transportation and Parking Advisory Committee. Our primary goal is to ensure the ability to provide safe and efficient parking and transportation systems for businesses, customers and residents in the Central Eastside Industrial District. We respectfully request the following three changes.

(1) ADD LANGUAGE to projects

TSP ID 20063, 20151, 20173, 20174, 20175, 20176, 20181, 20182, 20194 and 20195 (see addendum)
“Review the impact to freight, loading, unloading and the ability of the CEID to continue to be a vibrant employment district prior to implementation of this project”.

WHY THIS REQUEST

Many on our board participated on the Central Eastside Quadrant plan and have previously spent years participating in planning efforts for the district. To our dismay we find many recent changes to the TSP that were not mentioned during the process nor vetted after the committee was dismissed.

We are particularly concerned that these plans were not reviewed in a larger context that would take into account the unique environment of a district still focused on industrial and employment growth.

We support multi-modal, bicycle and pedestrian uses, since these benefit not only employees in the district, but increase available limited infrastructure for freight, loading, unloading and other business needs. Yet these plans do not take into account how their improvements might impact the industrial sanctuary. We only learned of these additions to the TSP last week.

We are concerned these changes will be added to the Transportation System Plan as “projects”, not studies. This means, PBOT would be authorized to pursue funding and implement these projects as soon as funding becomes available. Not to say that some sort of analysis or public outreach would not be part of these projects, but the stated objective of the project would be implemented.

Again, we are not opposed to the benefit these projects may yield, but without the study to determine their impact, proceeding to a “projects” phase is premature. We would suggest PBOT consider a planning study to determine how these projects impact the district (as a whole) and provide an opportunity for public input.

(2) ADD BACK the following two studies

We find it ironic that staff decided to DELETE studies that would benefit the district and particularly freight. Including the *Central Eastside Truck Access Study* whose purpose was to evaluate circulation to improve connections in the Central Eastside to the regional traffic network and reduce conflicts with non-industrial land uses.

And the *Inner Powell/Ross Island Bridgehead Access and Circulation Study* to evaluate access and circulation alternatives to the east ramps of the Ross Island Bridge, including local circulation and pedestrian and bicycle access, and create a streetscape plan between the bridge and SE 50th Avenue.

WHY THIS REQUEST

Staff comments that this work was completed during the Southeast Quadrant plan are not true and certainly don't take into account the recent additions to the TSP.

(3) TSP MAP CHANGE

Classification Map 4 (Central City Freight Classifications)

REQUEST - Add major truck street on Naito Parkway and modify TSP ID 20127

There is a gap on the map along Naito Parkway from the Morrison Bridge to I-5 South. Language should be added to TSP ID 20127 “Design and Implement a separated two-way walkway and bikeway on the east side of Naito Parkway” while ensuring Freight movement from the Morrison Bridge to Harbor Drive.

WHY THIS REQUEST

We appreciate staff have updated the map to include the Morrison southbound ramp to Naito Parkway and SW Harbor Drive. However, the map contains a gap between these two points.

The Central Eastside Industrial District is dependent on access to I-5 South by crossing the Morrison Bridge to Naito Parkway and then to Harbor Drive. Leaving a gap in this route erodes the importance Naito Parkway that serves the Freight industry.

We urge the Planning and Sustainability Commission to consider the impact if these projects and map changes proceed as written. Please include language to provide adequate planning prior to implementation.

Thank you.

Michael Bolliger, Committee Chair

Transportation and Parking Advisory Committee
Central Eastside Industrial Council

ADDENDUM TSP PROJECT LIST

- TSP ID 20063** (page 18 of Vol. 2B): Design and implement an east-west bikeway along the Belmont/Morrison corridor from Water to 12th.
- TSP ID 20151** (page 24 of Vol. 2B): Reconfigure lanes from SW 3rd Ave to SE 12th Ave to reduce transit delay and improve pedestrian and bicycle safety. Enhance existing bike lanes across the bridge to provide climbing lanes and more physical separation from traffic. Extend bike lanes west to SW 3rd Ave and improve pedestrian crossing at SW 2nd Ave. Project may include signal modifications to improve transit operations and pedestrian safety
- TSP ID 20173** (page 26 of Vol. 2B): Provide enhanced pedestrian crossings at major intersections to improve safety and reduce pedestrian delay.
- TSP ID 20174** (page 26 of Vol. 2B): Reconfigure lanes from SW 3rd Ave to SE 12th Ave to reduce transit delay and improve pedestrian and bicycle safety. Enhance existing bike lanes across the bridge to provide climbing lanes and more physical separation from traffic. Extend bike lanes west to SW 3rd Ave and improve pedestrian
- TSP ID 20175** (page 26 of Vol. 2B): Improve multimodal safety and accessibility by installing traffic signals at MLK & Ankeny and 11th & Ankeny. Extend the Ankeny neighborhood greenway to 3rd Ave, along 3rd north to Couch Ct, and connecting to the Burnside Bridge,
- TSP ID 20176** (page 26 of Vol. 2B): Enhance pedestrian and bicycle safety and access by installing improved crossings at Ankeny, Salmon, Madison, Clay, and Harrison. Design and implement bicycle facilities on 11th and 12th by removing on-street parking or travel lanes as needed.
- TSP ID 20181** (page 27 of Vol. 2B): Construct an eastbound protected bikeway with transit islands to improve pedestrian and bicycle safety and comfort as well as transit operational efficiency.
- TSP ID 20182** (page 27 of Vol. 2B): Improve safety and traffic flow by restricting left turns from Clay to MLK, adding a protected left turn signal from Mill to MLK, and providing way-finding to direct traffic to use Mill to turn left onto MLK.
- TSP ID 20194** (page 28 of Vol. 2B): Design and implement a bikeway from i-84 to Division, with separated bikeway segments, neighborhood greenway segments, and crossing improvements as needed. Includes enhancement of existing bicycle facilities on 7th Ave from Sandy to Division by removing parking and/or center turn lane as needed.
- TSP ID 20195** (page 28 of Vol. 2B): Design and implement multimodal transportation improvements to enhance safety and accessibility along 3rd Ave through the Central Eastside, including truck access improvements, pedestrian crossings, and shared roadway bicycle facilities.