

CENTRAL CITY 2035 COMMENTS

TO: Portland Planning and Sustainability Commission
Portland City Council
FROM: Keith Liden, 4021 SW 36th Place, Portland, OR 97221
RE: Central City 2035 Plan
DATE: August 5, 2016

I have been regularly involved in planning and implementation related to the Central City including: Portland Bicycle Advisory Committee (current), TSP Technical Expert Group, Comprehensive Plan/TSP - Policy Expert Group, West Quadrant Plan - Stakeholder Advisory Committee, and Portland Bicycle Plan for 2030 - Steering Committee. My comments below are my personal views and do not represent those of the committees upon which I am serving or have served.

General Comments

As a stakeholder committee member for the SW Quadrant Plan, I believe the planning process was well done and people and interest groups had multiple opportunities to be heard. Overall, I really like the plan. With the exception of my specific comments that follow, I feel the policy direction is comprehensive, well thought out, and clearly presented. An ambitious plan to be sure.

Specific Recommendations

I have several detailed comments pertaining to transportation, which are intended to provide a higher level of support for the plan's goals and policies. ***A common thread for most of my recommendations pertain to providing increased emphasis to the importance of pedestrian and bicycle access between the Central City (CC) and SW Portland across the I-405 corridor.***

With the CC 2035 as the most recent example, the city has typically used I-405 as a study area boundary, giving insufficient consideration as to how the freeway acts as a barrier – especially for pedestrians and cyclists. For some curious reason, this serious problem has yet to be seriously acknowledged. Even with the MAX Green and Orange Line projects introducing transit immediately north of I-405, the city and TriMet inexplicably neglected to enhance pedestrian and bike facilities crossing the freeway to access the new stations. Pedestrians and cyclists on the south side of I-405 should not have to run the gauntlet to get in/out of downtown and use transit.

My comments relate to two volumes of the Central City 2035 Plan:

- Central City 2035 Goals and Policies; and
- Central City 2035 Transportation System Plan Amendments – Volume 2B.

Central City 2035 Goals and Policies	
Reference	Issues and Recommendations
p. 48 Plan concept graphic	Issue: The connection between the Central City and SW Terwilliger Parkway are important for transportation and recreational reasons. However, no connection is shown on the graphic. Recommendation: <i>Show an “improved active transportation” connection (dashed line and arrow) between SW 5th/6th Avenue and SW Terwilliger.</i>
p. 55 Policy 3.UD-2	Issue: This policy is good except is neglects mentioning the importance of pedestrian and bike access to the southwest. Recommendation: <i>Amend Policy 3.UD-2.</i> Portland State University. Enhance multimodal access to Portland State University from South Waterfront, Goose Hollow, Southwest Portland and Downtown. Address parking and circulation issues around campus and address barriers for cyclists and pedestrians.
p. 76 Policy 5.UD-5	Issue: The Terwilliger Parkway serves a dual purpose as an important multimodal transportation link between the CC and OHSU/SW Portland as well as being a significant green space within easy walking distance from the CC. Access to Washington Park from Goose Hollow is also not acknowledged. The value of these nearby recreational opportunities is not recognized in this plan policy. Recommendation: <i>Amend Policy 5.UD-5</i> Open space network. Support existing open spaces, including the Halprin Open Space Sequence and the Willamette River to be more accessible, usable and engaging spaces for the community while also supporting the development of new open spaces where opportunities arise. Broaden the range and multimodal accessibility of available recreation experiences, including opportunities near the Central City such as Terwilliger Parkway and Washington Park.

Transportation System Plan Amendments – Volume 2B	
Reference	Issues and Recommendations
p. 10 Map 5	Issue: SW 6 th /Terwilliger is a major pedestrian and bicycle route in and out of the CC. SW 5 th Avenue provides a critical southbound link to both SW Barbur and SW Terwilliger. They are of equal importance to the other “major city bikeway” streets in the CC. Recommendation: <i>Amend Map 5 to 1) designate SW 5th and SW 6th as “major city bikeways” from the south side of I-405 to SW Harrison; and 2) designate 6th as a “city bikeway” from SW Harrison to NW Irving.</i>
p. 10 Map 5	Issue: There is a need for a better bicycling connection between NW 18 th /19 th and Goose Hollow. Connecting only with SW Alder is inadequate, and SW 18 th has little opportunity for bike facility improvements. There also is a clear need to optimize bike access near the stadium. Recommendation: <i>Designate SW Morrison as a “city bikeway” between SW 18th and SW 20th.</i>

Transportation System Plan Amendments – Volume 2B

Reference	
p. 10 Map 5	<p><i>Issue:</i> SW Main Street serves as an important bicycling street between SW 1st and SW 13th.</p> <p><i>Recommendation:</i> <i>Designate Main as a “city bikeway” between the Park Blocks and SW 13th.</i></p>
p. 10 Map 5	<p><i>Issue:</i> SW Alder has significant bicycle usage along its entire length in the downtown, but the map has a bike designation gap between SW Broadway and 2nd.</p> <p><i>Recommendation:</i> <i>Designate all of SW Alder as a “major city bikeway”.</i></p>
p. 10 Map 5	<p><i>Issue:</i> SE Water is a heavily used bike route that provides an important north-south connection along the east side of the river. However, it’s only designated as a major city bikeway for a portion of the route.</p> <p><i>Recommendation:</i> <i>Designate all of SE Water as a “major city bikeway” south of SE Morrison.</i></p>
p. 11 Map 6	<p><i>Issue:</i> As noted above, having a vastly improved pedestrian facilities and environment across I-405 on 4th, 5th and 6th is critical for providing transit access commensurate the significant investment made for two LRT lines.</p> <p><i>Recommendation:</i> <i>1) extend the “Central City Transit/Pedestrian Street” designation on SW 5th and 6th to the south side of I-405 and Broadway; and 2) similarly designate SW 4th from SW Lincoln to the south side of I-405 and Broadway.</i></p>
p. 12 Map 7	<p><i>Issue:</i> A good pedestrian and bicycling environment shouldn’t disappear adjacent to and over I-405. The barrier effect of the freeway should be mitigated.</p> <p><i>Recommendation:</i> <i>Extend the “civic corridor” designation on SW Broadway, SW 6th, and SW 5th south across I-405.</i></p>