



**PROTECTING YOUR  
RIGHT TO ROAM**

Portland Planning and Sustainability Commission  
1900 SW 4th Avenue, Suite 7100  
Portland, OR 97201

Attn: Central City 2035 Plan Testimony

Oregon Walks appreciates the opportunity to provide comments on the Discussion Draft of Portland's Central City 2035 Plan. We are the state's pedestrian advocacy organization and we work to ensure that walking is convenient, safe and accessible for everyone.

Oregon Walks wholeheartedly supports the designation of the Central City as a Multimodal Mixed-Used Area (MMA). The MMA supports a network of streets and transit services that make it attractive and highly convenient for people to walk in the Central City. The designation encourages further high-quality connectivity and pedestrian-oriented mixed use development. We are excited about the City's analysis of barriers for people to walk into and around the Central City as part of the MMA, and encourage the City to address those barriers soon, as part of the Central City Multimodal Safety Project.

Oregon Walks endorses the new Central City Pedestrian Classifications, particularly the addition of several new Transit/Pedestrian streets. The new classifications, including NE Broadway Street, NE Weidler Street, SE MLK Boulevard, W Burnside Street, and the new Tilikum Bridge connection, emphasize the importance of the pedestrian network in the Central City and its connection to transit routes. However, the list and descriptions of Central City projects included in the TSP should reflect those classifications. For example, many projects on the lists that are designed to serve bicycles, should be revisited to look for opportunities to improve the pedestrian environment at the same time. People walking and riding bikes both benefit from being separated from fast moving vehicle traffic, but in no instance should bicycle improvements in limited right-of-way situations be done at the expense of an adequate pedestrian environment.

Consistent with Policy 9.48 of the Portland Comprehensive Plan, which prioritizes walking as the highest priority to consider when making transportation systems decisions, we recommend prioritizing investments in pedestrian improvement projects, and revisiting previously identified projects for other modes to ensure they also benefit people walking. We



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also recommend that the City develop an ordered list of key priorities in the Central City to guide investments in the next five years.

Oregon Walks also supports the various proposed Code provisions that contribute to a more walkable public realm, including the changes to the parking ratios as well as those which promote a pedestrian-friendly atmosphere. Additionally, we appreciate and are very excited about the new Work Zone requirements for maintaining pedestrian passage during construction. Sidewalk closures have been an especially acute problem in the Central City which has seen a lot of development activity.

We applaud the incorporation of 2035 Performance Targets for non-single occupancy vehicle mode share. However, we would prefer to see the performance targets be applied to all trips, not just commute trips, in order to fully capture the travel behavior of all citizens for all their daily needs, including those too young, too old, or unable to work. We also recommend more detailed data collection and monitoring of walking activity.

Again, Oregon Walks appreciates this opportunity to comment on Central City 2035 Plan.

Oregon Walks  
Plans and Projects Committee

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