



**To:** Portland Planning & Sustainability Commission

**CC:** Portland Bureau of Transportation

**From:** Kathryn Doherty-Chapman, Go Lloyd  
Owen Ronchelli, Go Lloyd

**Date:** August 9<sup>th</sup>, 2016

**Re:** Central City 2035 Plan Comments

---

Go Lloyd is a 501(c)(6) nonprofit business and transportation management association that has been active in the Lloyd neighborhood for more than 20 years. Go Lloyd creates a thriving environment for business and community by building partnerships, delivering targeted transportation programs, and fostering economic vitality. We are pleased to have the opportunity to provide our comments on the Central City 2035 Plan Proposed Draft.

### **Plan Goals**

We support the overall policy goals of the CC2025 Proposed Draft plan, especially goals:

- 1. A,-1.C. 2.LD-1 *Complete Neighborhoods*,
- 3. A., & 3.LD-1 *Optimized Street Network*,
- 3.LD-2, *Rose Quarter and Regional Attractions*,
- 4.LD-1—4, especially *improving public trail connections*
- 5.10 *Street Hierarchy*
- 5.11-5.15 especially the *Green Loop concept and Regional corridors and connections*,
- 5. LD-1—5 especially *Connectivity through large blocks* and pedestrian-oriented development.

We also strongly support the policy amendments:

- Policy 9.41 *Portals*
- Policies 9.45-9.51

### **Multi-Modal Mixed Used Area (MMA) Designation**

As we previously commented on the Discussion Draft, Go Lloyd supports designating the Central City as an MMA. This designation supports a network of streets that make it attractive and highly convenient for people to walking in and around the Central City and encourages high-quality

connectivity and pedestrian-oriented development. This further supports Lloyd's designation as a bicycle and pedestrian district.

This MMA Designation further supports the policy goals in Chapter 1 as a regional center and Lloyd District policies 1 LD.2 as a sustainability innovation center as well as all of the goals in chapter 2 and 3, especially Policy 3 LD.1 regarding optimizing the street network and increasing the connections across barriers such as large blocks, freeways, rail lines and natural features.

Following Policy 9.6 from the Portland Comprehensive Plan, which prioritizes walking as the first mode to consider when making transportation systems decisions, we recommend prioritizing projects that relate to the pedestrian improvements in the Central City TSP. Moreover, we recommend that the Commission develop an ordered list of key priorities in the Central City that can guide the next five years of investment.

### **Active Transportation**

To achieve mode split goals for 2030, Go Lloyd believes it will take continued investment in biking and walking infrastructure, as well as outreach and education programs designed to encourage people to choose these options. It is also important to calm traffic and fix networks gaps to get the "interested but concerned" members of our community riding bicycles.

### **Bicycle Classifications**

Go Lloyd supports the Bicycle District designation and generally the street classifications as they are consistent with the following notes:

1. **NE 7<sup>th</sup> Avenue.** Go Lloyd supports changing NE 7<sup>th</sup> to a Major City Bikeway classification between NE Schuyler Street and the proposed bike/pedestrian crossing of I-84. This is consistent with past support for 7<sup>th</sup> as the major north/south bikeway by Lloyd and by northeast neighborhoods including Eliot, King, and Irvington. This street is a more direct and conflict-free route for bicyclists in and through our neighborhood.
2. **NE Clackamas Street.** We support the new connection over I-5 on NE Clackamas Street and the addition of this section of NE Clackamas as a City Bikeway. Closing gaps in the network such as this is vital to attracting new riders.
3. **7<sup>th</sup> Ave Bike/Pedestrian Bridge.** We strongly support this new connection over I-84 (politically and financially). Currently there are limited options for people riding bicycles southbound out of the neighborhood. Both NE Grand Avenue and NE 12<sup>th</sup> Avenue require significant additional travel and are uncomfortable and unsafe. A new bike/pedestrian crossing will significantly increase the safety and comfort of people accessing our neighborhood, and will strengthen eastside connectivity and economic development. The NE 7<sup>th</sup> Avenue Bridge is the neighborhood's highest priority infrastructure project.
4. **NE Broadway and Weidler Streets.** These streets are designated as Major City Traffic Streets, Major City Bikeways, *and* Major Transit Priority Streets. We are concerned about the City's ability to implement the treatments necessary to make them safe Bikeways and Transit Priority Streets if they are classified as all three.

## **Pedestrian Classifications**

Go Lloyd supports the Pedestrian District designation, as a quality pedestrian environment is fundamental to high transit use and a thriving shopping and dining environment. We generally support the street classifications and strongly support the addition of these important pedestrian connections.

1. **NE Clackamas Street.** See above for our support for this added connection.
2. **7<sup>th</sup> Ave Bike/Pedestrian Bridge.** See above in Bicycle designations for our support for this added connection. Again, this is Lloyd's highest priority infrastructure project.
3. **Open Space Network.** Go Lloyd also supports Policy 5.LD-5, Lloyd is experiencing a surge in new residents and continues to be a destination for visitors as well as employees. However, the neighborhood lacks the open spaces that other parts of the Central City enjoy. The development of a sequence of open spaces and a wayfinding system is critical to improve the pedestrian experience in Lloyd.

## **TDM Code (Section 33.510.161)**

We support the deletion of the proposed TDM code as it had been written in the Discussion Draft and support further discussion and development of the TDM requirements. We would expect that groups like Go Lloyd as well as developers would be involved in further development of any TDM requirements. Effective and robust transportation demand management is critical in helping Portland reach the other livability, sustainability, and economic goals.

## **Parking Code (Sections 33.510.261 & 33.510.262)**

As we previously commented, Go Lloyd strongly supports the proposed parking code changes in Title 33, especially the new parking maximums in residential zones and increased flexibility in sharing of parking facilities between users and properties. Parking management is one of the most important and effective transportation demand tools for affecting travel choices. Parking spaces are often over-supplied, and we believe these changes will allow for greater flexibility of their use, encourage them to be utilized as a shared asset, and ultimately reduce the overall amount of space dedicated to private vehicle storage.

We believe these important changes to the parking code, in combination with the bicycle and pedestrian classifications and projects, are crucial in reaching the policy goals in chapter 2, 2.2 *Promote Healthy Active Living* and 2.9 *Housing Affordability*, as well as Chapter 3 3.4 *Transportation system management* and policies 3.7-3.10.

## **Central City 2035 Studies List**

Studies are critical to good planning and also funding for implementation. Go Lloyd supports the following studies:

- Green Loop Concept Plan
- Broadway- Weidler Corridor Plan Update
- Lloyd District Standard Plans and Details

## **TSP Project List**

There are many worthy projects in the TSP capital projects list, and we have identified our top ten priority projects for the Lloyd neighborhood.

### Top 10 Lloyd TSP Capital Projects

Go Lloyd and the Lloyd Neighborhood is **adamantly opposed** to a protected bikeway along NE 9<sup>th</sup> Avenue, TSP ID #20122. We have discussed at length with PBOT the numerous safety issues related to bicycles along NE 9<sup>th</sup> given all the driveways and significant freight and bus movements that occur daily. We have not changed our position on this matter and would oppose any action going forward on a protected bikeway along NE 9<sup>th</sup> through Lloyd.

With that said, Go Lloyd offers our top nine favored TSP capital projects:

- 1. # 20077 Sullivan's Crossing Pedestrian/Bicycle Bridge/ Inner Eastside Pedestrian/Bicycle Bridge NE 7th to 8th Ave, (over I-84); NE/SE 8th Ave, (Glisan-Ankeny)**
  - a. This is the top infrastructure project for Go Lloyd and we strongly encourage funding and implementation. This closes a large gap in the bike/pedestrian network and will help attract new riders by providing a pleasant and safe route between North and Northeast Portland to Southeast. This project will also demonstrate that the city and the Lloyd neighborhood prioritize people walking and bicycling and are committed to providing high-quality infrastructure.
  - b. This project will be a key piece in reaching our Central City goals in Chapter 3, especially goal Policy 3.LD-1 *Optimized Street Network* as referenced above, and Policy 6.LD-1 *Sustainable District* and 6.LD-2 *Sullivan's Gulch*.
- 2. # 20112 Portland NE Multnomah Protected Bikeway Improvements Multnomah St, NE (Interstate-16th)**
  - a. Multnomah Street was one of the City's first protected intersections, and through the pilot phase of the treatment we learned about implementing protected bicycle treatments. It is now time to design and implement a more permanent protected bikeway that is attractive and sustainable in terms of maintenance. Getting Multnomah to a permanent design is a top priority for us, and we have committed funds to jumpstart the design process.
- 3. # 20079 Portland Lloyd Blvd Ped/Bike Improvements Lloyd Blvd, NE (Grand-12th)**
  - a. NE Lloyd Boulevard connects people to the river, the Eastbank Esplanade, and the rest of the city. It is currently not a comfortable route for the interested but concerned demographic, and improving this street will go a long way towards closing network gaps, creating safe and comfortable biking and walking routes, and meeting the Central City 2035 Plan goals of improving engagement and connections to the river. There is also the potential to use excess capacity on this wide street to add car parking, allowing parking to be removed on other streets to create safety improvements.

**4. # 20078 Portland Lloyd District Streetscape Improvements 7th/9th Ave, NE (Lloyd-Broadway)**

Both 7<sup>th</sup> and 9<sup>th</sup> are important north-south connections for people walking in Lloyd, and this project will greatly enhance the pedestrian environment for businesses and for current and future residents.

**5. # 20186 NE 7th Ave Bikeway Improvements 7th Ave, NE (Lloyd-Tillamook)**

As 7<sup>th</sup> Avenue is the main north-south bike route through our neighborhood and will hopefully connect to a new I-84 crossing, this is also an important project to make our transportation system function more efficiently.

**6. # 20113 NE Broadway Corridor Improvements, Phase 1 Broadway/Weidler, N/NE (Broadway Bridge-24<sup>th</sup>)**

The Broadway-Weidler Alliance already stated their case for improving the NE Broadway corridor in a TSP comment letter from last March. We reiterate their urging to dedicate the necessary resources to improve the street. Because of high traffic speeds, limited signal crossings, and insufficiently marked crosswalks, 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 have hurt businesses and made for a much less livable community.

**7. # 20178 Irving and NE 16<sup>th</sup>/ I-84 Traffic improvements**

Improving this intersection will drastically improve the experience of all road users on the 12<sup>th</sup> Ave Bridge. The current and future traffic congestion make it seem dangerous and unpleasant to bicycle into Lloyd and fixing this intersection is key to making the 12<sup>th</sup> Ave bridge work better for all.

**8. # 20068 NE 12th Ave Bridge Replacement**

This is one of the most heavily used and important gateways into Lloyd from SE Portland. It currently is unpleasant to walk or cycle over due to the increased car traffic congestion and improving it for all modes will make moving in and around the Lloyd neighborhood safer and more convenient.

**9. # 20188 Lloyd District Grand / MLK Traffic Signals Grand / MLK, NE (Lloyd-Broadway)**

Updating signals is fundamental to improving transit and traffic flow with appropriate signal timing. With so many people using different travel modes at these intersections, including freight, streetcar, and bicyclists, this is a vital project for us.

Thank you for reading our comments. We look forward to reviewing the Recommended Draft later this year.

Sincerely,



Kathryn Doherty-Chapman  
Go Lloyd Bicycle Program Manager



Owen Ronchelli  
Executive Director