

Portland Bicycle Advisory Committee

Working to Make Bicycling a Part of Daily Life in Portland

1120 SW 5th Avenue, Room 800
Portland OR 97204



TO: Portland Planning and Sustainability Commission
FROM: Portland Bicycle Advisory Committee
RE: Central City 2035 Plan
DATE: August 9th, 2016

Dear Commissioners,

We would like to begin by offering our sincere thanks to the staff from the Portland Bureau of Planning and Sustainability, as well as all those involved from the Portland Bureau of Transportation, for their hard work to bring about the Central City 2035 Plan. The Portland Bicycle Advisory Committee is supportive of a large majority of the content of the plan as it stands today. However, we have several recommendations for improvement we would like to share, as well as several key elements we would like to highlight as worthy of our support.

At the top of our list, we would like to express our support for the over-arching objectives, policies, and performance targets within the plan. The ambitious nature of this plan carries great importance for meeting our city's objectives for a more sustainable, more equitable, and more livable central city (and beyond).

Specific Areas of Support

- We strongly support the concept of the Green Loop project and the corresponding street classifications that will allow the project to be realized as a low-stress, shared bicycle and pedestrian facility serving the central city.
- We strongly support the designation of the following streets as Major City Bikeways:
 - SE 11th Ave and SE 12th Ave in the Central Eastside
 - SE Morrison St and SE Belmont St
 - NE and SE 7th Ave, including the Sullivan's Gulch Crossing
 - NE Broadway and NE Weidler
 - NW and SW Broadway
 - SW Jefferson and SW Columbia
 - SW Harrison St and the connection to SW Waterfront district
 - NW and SW Naito Parkway
- We support the direction to set parking maximums for development within the central city that properly and accurately align with the SOV mode share targets within the plan
- We are supportive of the Multimodal Mixed Use Area Agreement between City of Portland and ODOT

Recommendations for Improvement

- Greater definition of the need and rationale for Bicycle Parking, as referenced in Policy 9.53
 - While we understand that a specific amendment regarding bicycle parking is being drafted at this time, however we think this section could offer more detail regarding the importance of bicycle parking in relationship to the bicycle districts and the overall goals for encouraging bicycling.
- Greater Definition of the “Bicycle District” designation and how it should be used to prioritize both land use decisions and transportation investments
- Create Parity between “Bicycle District” and “Freight District” designations within the Street Classification Maps.
 - Where the Bicycle District is indicated by a simple color overlay of these areas, while the Freight District of the Central East Side is denoted by street classifications on every single street. We recommend that Planning staff pick one form of designation and apply it in the same way for both classification maps, with a preference for the overlay, as it simplifies the meaning while maintain the same intent.
- Re-classify SW 4th Ave as a Major City Bikeway from SW Madison to NW Flanders.
 - SW 4th Ave has a greater potential to a serve bicycle trips within the Central City, particularly by creating a continuous connection from SW Portland and I-405 to Old Town/Chinatown.
- Classify SE Sandy Blvd as a Major City Bikeway from SE 7th Ave to SE 12th Ave
 - As Sandy is classified as a “Civic Corridor”, we feel it is important that it retain its designation as Major City Bikeway throughout the Central City.
- Re-classify SW 18th as a City Bikeway from SW Jefferson to SW to SW Alder
 - While SW 20th is intended to meet the needs for a City Bikeway in this area, the dramatic elevation changes along SW 20th will deter many current and future riders.

Additional Specific Recommendations

Bicycle Classifications Recommendations		
Street	Recommendation	Rationale
SW 5th & 6th SW Broadway/I-405 to SW Harrison	Change to Major City Bikeway	SW 6 th /Terwilliger is a major pedestrian and bicycle route in and out of the CC. SW Terwilliger is currently designated as a “major city bikeway”. <i>This designation should continue across I-405 to reach, rather than just come close to the CC.</i> The Green Loop is a nice addition, but it doesn’t diminish the importance of SW 6 th and 5 th to get in/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.
SW 5th & 6th SW Harrison to NW Flanders	Designate as City Bikeways	SW 5 th & 6 th Avenues serve as an important north-south couplet through the heart of downtown and should be recognized and maintained as such.
SW Morrison SW 18 th to SW 20 th	Designate as City Bikeway	There is a need for a better bicycling connection between NW 18th/19th and Goose Hollow. Connecting only with SW Alder is inadequate, and SW 18th has little opportunity for bike facility improvements. There also is a clear need to optimize bike access near the stadium.
SW Jefferson West of SW 18 th	Designate as a Major City Bikeway	This recommendation is based upon the long-term plans in the TSP for a multi-use pathway along US 26 from SW Jefferson to the zoo (TSP ID 90096). With most of the route over Sylvan between the CC and Beaverton being complete, designating SW Jefferson and this pathway as a “major city bikeway” makes a lot of sense by creating a high quality route connecting the CC with Beaverton. It has much greater potential to actually be implemented compared to NW Cornell Road – another major city bikeway.
SW Main SW Park to SW 13 th	Extend City Bikeway designation west to SW 13 th	SW Main Street serves as an important bicycling street between SW 1 st and SW 13 th . Its importance doesn’t stop at the Park Blocks.
SW Alder SW Broadway to SW 2 nd	Designate as a City Bikeway or Major City Bikeway	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 2 nd . Separate bike facilities may not be feasible, but this route should be eligible for better bike accommodation than we have today.
SE Water Between Morrison and Hawthorne bridges	Designate as a Major City Bikeway	SE Water is a heavily used bike route that provides an important north-south connection along the east side of the river.

Thank you for the opportunity to provide comment on this important update to the city's Transportation System Plan. We look forward to working with the Bureau of Planning and Sustainability, the Bureau of Transportation, and City Council to see that the objectives of the Central City 2035 plan are fully realized.

Sincerely,

Ian Stude, Chair
Portland Bicycle Advisory Committee

cc: Mayor Charlie Hales
Commissioner Nick Fish
Commissioner Dan Saltzman
Commissioner Amanda Fritz
Transportation Director Leah Treat