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Portland Planning and Sustainability Commission

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April 15, 2011

Mayor Adams
Commissioner Fish
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Dear Mayor and Commissioners:

The purpose of this letter is to recommend City Council adopt the Lake Oswego to Portland Transit Project (LOPT) Locally Preferred Alternative (LPA) at the April 20th, 2011 City Council meeting. Planning and Sustainability Commission (PSC) members unanimously support:

- Streetcar as the preferred mode; and
- The Macadam-in-street as the preferred alignment in John's Landing.

The PSC has been actively engaged with the LOPT project since October 2010 through the public comment period, and has recently been integral to the development of recommendations included in the LOPT LPA City Council resolution.

On March 8, 2011, the PSC conducted a work session with project staff to develop the recommendations that are incorporated in the LPA resolution. PSC members would like to highlight the following recommendations:

- a). The South Portland Riverbanks area, which includes Willamette Park, Stephens Creek, Butterfly Park, Willamette Moorage Park, and Powers Marine Park on the west bank of the Willamette River, and the Tryon Creek confluence, which extends from Hwy 43 to the Willamette River, are areas of critical natural resources, floodplain, and habitat. PSC advises Council to direct the Bureau of Transportation (PBOT) to work with Portland Parks and Recreation (PP&R), the Bureau of Environmental Services (BES) and the Bureau of Development Services (BDS) to collaborate with LOPT project staff to ensure that the cumulative and direct impacts to both recreation and natural resources from the LOPT, Sellwood Bridge and Willamette Greenway Trail projects are avoided, and where unavoidable, are fully addressed and mitigated, including:
 - i) Prior to preliminary engineering, develop a strategy to coordinate all three projects to ensure the best outcome for natural resource functions, urban canopy and recreation access on PP&R and BES properties. The strategy will address the following issues:
 - a. Context sensitive design concepts for fish and wildlife, riparian corridor enhancements, and access to the parks for people arriving by car, boat, bike and foot.
 - b. Coordination with PP&R, BES, the Sellwood Bridge project, and the Willamette Greenway trail project to design, construct, and operate streetcar consistent with the goals of the South Portland Riverbanks Project.



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- c. Work with the SW Riverfront Parks Habitat Management and Trail Plan to help coordinate the transit project, the Sellwood Bridge, and Willamette Greenway trail project with park and natural resource goals
 - d. Address the direct, indirect and cumulative impacts to vegetation, habitat, floodplain, and wildlife in this area.
 - e. Where unavoidable, determine the best mitigation for the direct and indirect impacts to PP&R and BES public investments that have already been made in these areas.
 - f. Clarify the definition of Peter Kerr Park in the FEIS.
- b). PSC advises that the Council direct PBOT staff to coordinate with LOPT project staff so that streetcar project can achieve a significantly higher degree of bicycle compatibility than prior streetcar projects, with the goal of creating an environment that will attract "interested but concerned" potential cyclists, including:
- i) Safe and comfortable crossing designs where bike facilities cross the alignment
 - ii) Safe and comfortable treatments where bike facilities run parallel and adjacent to the alignment
 - iii) Convenient access (including bike parking) to platforms, particularly those outside the Portland Central City
 - iv) Good connectivity for the bicycle network adjacent to the transit corridor
 - v) Safe and comfortable bicycle access should be maintained without interruption during construction
 - vi) Sufficient contingencies to mitigate unintended impacts to bicycle facilities during or after construction.
- c). PSC advises City Council to direct BPS to coordinate and work with PBOT, PHB, the South Portland Neighborhood Association, and other stakeholders to explore how land use policies, regulations and other tools can optimize public and private reinvestment in order to leverage the LOPT transit project investment along this corridor
- d). PSC advises City Council to direct PBOT to collaborate with LOPT project staff to work through the following technical issues in an effort to streamline Preliminary Engineering phase of the project, including:
- i) Ensure transit alignment does not preclude the future development of a pedestrian and bicycle multi-use path from South Waterfront to Lake Oswego
 - ii) Ensure that the project is coordinated with the South Portal street and urban design improvements and Willamette Greenway multi-use path improvements for pedestrians and bicyclists
 - iii) Evaluate streetcar station locations at SW Pendleton Street and SW Radcliffe Street in coordination with other potential stations on Macadam and the WSL ROW
 - iv) Evaluate alternatives to Boundary Street as the northern entry/exit point for the Macadam streetcar alignment
 - v) Evaluate sidewalk widths on Macadam with special focus on the east side of Macadam between SW Carolina and the northern entry/exit of the streetcar on Macadam
 - vi) Evaluate pedestrian circulation and safety improvements along Macadam from SW Carolina to SW Nevada that would include:
 - a. Slower traffic speeds; and
 - b. Improved and more frequent pedestrian crossings
 - c. Pedestrian accessibility improvements from Macadam to the potential station locations at SW Nebraska and SW Nevada streets
 - d. Improvements to sidewalks, street lighting and other pedestrian amenities
 - vii) Evaluate alternatives that would keep SW Landing Drive narrow through a more flexible application of City of Portland design standards



- viii) Evaluate alternatives for vibration and noise and visual screening mitigation for affected properties with special attention to the Oregon Public Broadcasting (OPB) facility to ensure compatible operations of streetcar and OPB recording studios adjacent to the WSL ROW
- ix) Evaluate bicycle circulation and access to and across Macadam and the WSL ROW

Council members should note that PSC sent an advisory letter to Mayor Adams on February 14, 2011, ahead of his February 28, 2011 vote on the Steering Committee recommendation for the LOPT LPA. That letter is included in Exhibit B of the LOPT LPA resolution and provides additional discussion of why the PSC supports this project.

Thank you for your consideration.

Sincerely,



Howard Shapiro
on behalf of the Portland Planning and Sustainability Commission



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