



**To:** Portland Planning & Sustainability Commission

**CC:** Leah Treat, Portland Bureau of Transportation  
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**From:** Kathryn Doherty-Chapman, Go Lloyd  
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**Date:** March 22, 2016

**Re:** Comprehensive Plan TSP Update Stage 2 Comments

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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 Transportation System Plan updates.

In addition to our comments below, we are pleased to see the following amendments:

#### **Council Amendments**

**Chapter 9 of Comp Plan #P91 after 9.8.** We strongly support this new policy to design an accessible transportation system. It is imperative to address the need of all Portlanders to get around safely. Thank you to Commissioners Novick and Fish for including this policy.

#### **TSP Project list**

**TSP Id 40116, NE 7th/9th Ave Neighborhood Greenway & TSP ID # 20122 NE 9<sup>th</sup> Ave Bikeway**

We support the change to 7th Avenue as the greenway route in Lloyd and as a connection to other neighborhoods.

#### **Section 4 Bicycle Classification Descriptions Bicycle Objectives**

We strongly support the following objectives:

6.7.A-D Objective Major City Bikeways

6.3.H Increase bicycle safety education, enforcement and outreach to encourage safe travel behavior of all modes and to increase bicycling in Portland.

Objective 6.3 J Continue and expand encouragement programs that provide services and equipment, support behavior changes, raise awareness, and provide incentives that increase bicycling in Portland.

Objective 6.13 G (Traffic Calming) Use traffic calming tools and other available tools and methods to create and maintain sufficiently low automotive volumes and speeds on neighborhood greenways to ensure a comfortable cycling environment on the street.

Objective 6.23 A Complete a network of bikeways that serves bicyclists' needs, especially for travel to employment centers, commercial districts, transit stations, institutions, and recreational destinations. Form a citywide network of connected bikeways on streets including streets with low traffic speeds and low traffic volumes. Provide the highest degree of separation on busier streets to preserve access to common destinations. Accommodate cyclists of all ages and abilities.

Objective 6.23 B Provide continuous bicycle facilities and eliminate gaps in the bike lane system bikeway network.

Objective 6.23 D Increase bicyclist safety and convenience by making improvements, removing physical hazards such as dangerous storm gates and supporting changes to adopted statutes and codes that would enhance the safety of bicyclists. Design bicycle facilities with safety and comfort as basic requirements to attract riders of all ages and skill levels.

Objective 6.23 E Ensure that the health, social, economic, and environmental benefits of bicycling are accessible to all Portlanders regardless of race, ethnicity, age, economic status, geographical location or language spoken.

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. Finally, as ensuring equity in all policies and programs is critical to building a safe and healthy city, we strongly support this addition to the bicycle objectives.

## **Section 6 Street Design Classifications**

Go Lloyd supports the amended language about complete streets and context sensitive design. We also support the added language about creating safe connections for all modes across freeway interchanges. The freeway is both a transportation asset and a barrier for our neighborhood, and getting those connections right for people walking and biking is a big priority for us.

### **Bicycle Classifications**

Go Lloyd supports the bicycle district designation and generally most of 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 bikeway by Lloyd and by neighborhoods to the north, 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 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. 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.
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 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. We generally support most of the street classifications as they are consistent with the following notes:

1. **Broadway/Weidler Streets.** We support the addition of NE Broadway and Weidler Streets between the Broadway Bridge and NE Grand or 7<sup>th</sup> Avenue as City Walkways, but why stop at Grand or 7<sup>th</sup>? We support continuing their classification as Walkways further east.
2. **NE Clackamas Street.** See above for our support for this added connection.
3. **7<sup>th</sup> Ave Bike/Pedestrian Bridge.** See above in Bicycle designations for our support for this added connection.

### **Section 14 TDM Code**

While the intent and purpose behind requiring new developments to adopt TDM plans and programs is noble, we are concerned about the City's ability to effectively monitor and enforce these plans and performance targets. We support the expansion of TDM programs if they are done thoughtfully and flexibly. We are interested in participating in the development of Administrative Rules to implement the Title 17 TDM provisions, or at least in having the opportunity to comment on a more detailed TDM code requirement proposal in the future.

### **Section 15 Parking Code**

Go Lloyd strongly supports the proposed parking code changes in Title 33, especially the new parking maximums on 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 is often over supplied and we believe these changes will greatly reduce the amount of space dedicated to private vehicle storage, which can then be put to better and more equitable uses.

## TSP Project List

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

### Top 10 Lloyd TSP Capital Projects

- 1. # 20077 Inner Eastside Pedestrian/Bicycle Bridge NE 7th to 8th Ave, (over I-84); NE/SE 8th Ave, (Glisan-Ankeny) \$9,000,000**
  - a. Go Lloyd strongly supports this new connection to our neighborhood for people walking and bicycling. 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.
- 2. # 20112 Portland NE Multnomah Protected Bikeway Improvements Multnomah St, NE (Interstate-16th) \$2,000,000**
  - 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. # 20078 Portland Lloyd District Streetscape Improvements 7th/9th Ave, NE (Lloyd-Broadway) \$5,000,000**
  - a. 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.
- 4. # 20186 NE 7th Ave Bikeway Improvements 7th Ave, NE (Lloyd-Tillamook) \$100,000**
  - a. 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.
- 5. #20079 Portland Lloyd Blvd Ped/Bike Improvements Lloyd Blvd, NE (Grand-12th) \$2,000,000**
  - 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.
- 6. # 20113 NE Broadway Corridor Improvements, Phase 1 Broadway/Weidler, N/NE (Broadway Bridge-24th) \$9,000,000**
  - a. 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. **# 20188 Lloyd District Grand / MLK Traffic Signals Grand / MLK, NE (Lloyd-Broadway) \$1,750,000**
  - a. 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.
8. **#20189 Oregon / Grand Streetcar Turnaround Oregon / Grand, NE \$750,000**
9. **20190 Grand / Weidler Streetcar Turnaround Grand / Weidler, NE \$500,000**
  - a. Streetcar needs to work as well as it can, and these turnaround improvements will help all road users get around more quickly and safely.
10. **# 20191 Portland Freeway Underpass Improvements Lloyd Blvd / Multnomah St / Holladay St / Oregon St / Russell St, N/NE (under I-5) \$100,000**
  - a. This project will help people better access transit, bikeways, and cultural amenities such as the Moda Center and the river. It will also help meet the Central City 2035 Plan goals of improving river access.

Thank you for reviewing our comments.

Sincerely,



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