



# Oregon

## Department of Transportation

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Portland Planning and Sustainability Commission  
1900 SW 4th Ave, Suite 7100,  
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SUBJECT: Central City 2035 Testimony

The Oregon Department of Transportation is pleased to have the opportunity to offer our comments on the Proposed Draft of the Portland Central City 2035 Plan. We commented on the Discussion Draft by letter dated March 30, 2016, and are pleased to see that the current draft responds to many of those earlier comments. The comments below pertain to elements of CC 2035 where the Proposed Draft does not address our earlier comments.

### VOLUME 2B, TRANSPORTATION-RELATED AMENDMENTS TO THE COMPREHENSIVE PLAN AND TRANSPORTATION SYSTEM PLAN

ODOT requests that Policy 9.44 be amended to add language after “minimize through traffic on Central City streets”, as follows: “and discourage short local trips from using Regional Trafficways”, to help advance the stated desire to “enhance regional access to the Central City”.

### BICYCLE CLASSIFICATIONS

It is not clear from Map # 5 whether the Ross Island Bridge and Powell Blvd (US26) are designated City bikeways. The Ross Island Bridge and the segment of Powell Blvd from the Bridge to SE 17th are not designated Regional Bikeways in the Regional Transportation Plan (RTP). ODOT requests that the Bridge and the segment of Powell Blvd from the Bridge to SE 17th not be designated as City bikeway because of inconsistency with the RTP, existing safety problems, physical constraints (i.e. the tunnel under the RR tracks on Powell), the fact that the Ross Island Bridge would need expensive new piers to accommodate bikeways, and the multiple competing demands on this section of Powell Blvd.

### DRAFT CENTRAL CITY STUDIES LIST:

No changes were made to the Central City Studies list in response to our comments. They are repeated in an attachment to this letter for consideration when scoping the studies.

Attachment:

**ODOT Comments on Central Cities Studies List:**

- Green Loop Concept Plan – Study should recognize that ODOT needs to preserve I-405, I-5, and I-84 right-of-way for potential future safety, seismic, and operations improvements.
- Morrison Bridge Westside Ramps Reconfiguration Study – Study must be coordinated with ODOT and must include traffic analysis to ensure modifications do not negatively impact the safety and operations of I-5, and do not negatively impact freight access from the Central Eastside to I-5 southbound. Change the sentence “Consider the impacts to providing southbound freeway access from the Central Eastside” to “Maintain southbound freeway access from the Morrison Bridge for freight trips originating from the Central Eastside”, consistent with the Staff Proposed Amendments to the Recommended Draft Southeast Quadrant Plan, dated 7/6/2015.
- Morrison Bridge Eastside Ramps Reconfiguration Study – Study must be coordinated with ODOT and must include traffic analysis to ensure the reconfiguration does not negatively impact the safety and operations of I-5.
  - West Burnside / Couch Refinement Plan – Study must include coordination with ODOT and traffic analysis to ensure modifications do not impact the safety and operations of I-405.
  - Naito Parkway Traffic Study – Study must be coordinated with ODOT and address impacts to safety and operations of other freeway ramps in the vicinity.
  - US 26 Circulation Study: the title of this proposed study is not clear – it appears to be about local and regional connections between the Sunset Highway and the Ross Island Bridge, on I-405 as well as local streets that are designated as US 26. This study should replace TSP project # 20027, “South Portland Connectivity Improvements”.
  - I-405 Safety Study: consider adding an assessment of the feasibility of the I-405 trail (TSP project # 20172) to the scope of this study.