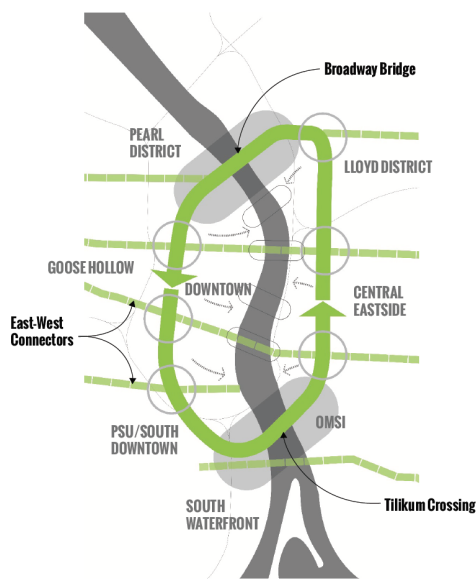


CENTRAL CITY IN MOTION

Central City in Motion - Green Loop Alignment Study

About the Green Loop

The Green Loop is a big idea for Portland's Central City — a six-mile linear park that originated from the community outreach process for the Central City 2035 Concept Plan in 2012. The Loop winds its way from the Broadway Bridge to the Park Blocks on the westside, connecting PSU to Tilikum Crossing and running north-south through the Central Eastside to the new Sullivan's Gulch crossing bridge back to the Lloyd. New pieces of public infrastructure at the I-5 Freeway were considered during the N/NE Quadrant Plan in 2012 and potential alignments were discussed and narrowed during the West Quadrant Plan in February 2015.



Key Objectives

- Improve Health
- Connect & Create Parks
- Support Businesses
- Increase Pathways
- Encourage Biking
- Grow and Build Green

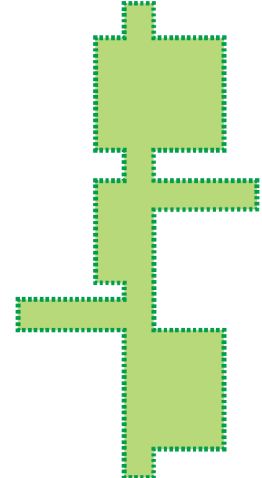
Design Principals

- Building Orientation
- Multi-use Path
- Physical Separation
- Connected Canopy
- Branding/Identity
- Unique Street Furnishings

Not the Green Loop



Green Loop



The Green Loop in the Central Eastside

The SE Quadrant Plan process considered multiple options for the Green Loop's alignment through the Central Eastside —linking Tilikum Crossing to Sullivan's Gulch Crossing through the heart of the industrial district. Alignment options were discussed during SE Quadrant Plan stakeholder advisory committee meetings and during a two-day public charrette in early 2014.

Preliminary evaluation criteria included: fewer impacts to freight mobility and operations, opportunities for new open space, ability to accommodate a two-way cycle track, ease of implementation, proximity to mixed use development, and directness from bridge to bridge. Four potential alignments were chosen for further study: Grand Avenue, 6th Avenue, 7th Avenue, and 9th Avenue.

After evaluating the options against the criteria, staff proposed the following options be included in the SE Quadrant Plan, for future consideration:

- **6th Avenue.** This option features mixed use zoning (EXd) along the western side of the street, along with historic buildings and several new development and building rehabilitation projects.
- **7th Avenue (including 8th north of Sandy).** This option includes a segment of EX and takes advantage of the current bicycle lanes.

In addition, staff proposed the following options be eliminated from consideration:

- **Grand Avenue.** Although this option brings the Green Loop directly through mixed use, it would have the largest impact on freight movement, the highest costs of infrastructure improvements necessary to make it work well and provides relatively few benefits over other options.
- **9th Avenue.** 9th Avenue is furthest from the mixed-use areas, presents conflicts with Franz bakery freight movement, and also furthest (and uphill) from the future bridge over I-84.

The Central City 2035 Plan, adopted May 2018 and incorporating the SE Quadrant Plan, carried 6th and 7th Avenues as potential Green Loop routes, noting that decision-making for the Loop would continue beyond the community outreach timeline of the Plan.










In 2017, and as part of the Central City in Motion Project (CCIM) project, the Bureau of Planning and Sustainability and Transportation partnered with the Central Eastside Industrial Council on the *Central Eastside Freight Access and Circulation Impact Assessment Study* to determine the alignment of the Green Loop through the Central Eastside. This process included three targeted workshops with Central Eastside stakeholders to consider the tradeoffs between 6th and 7th Avenues through the district and their relationships to freight mobility.

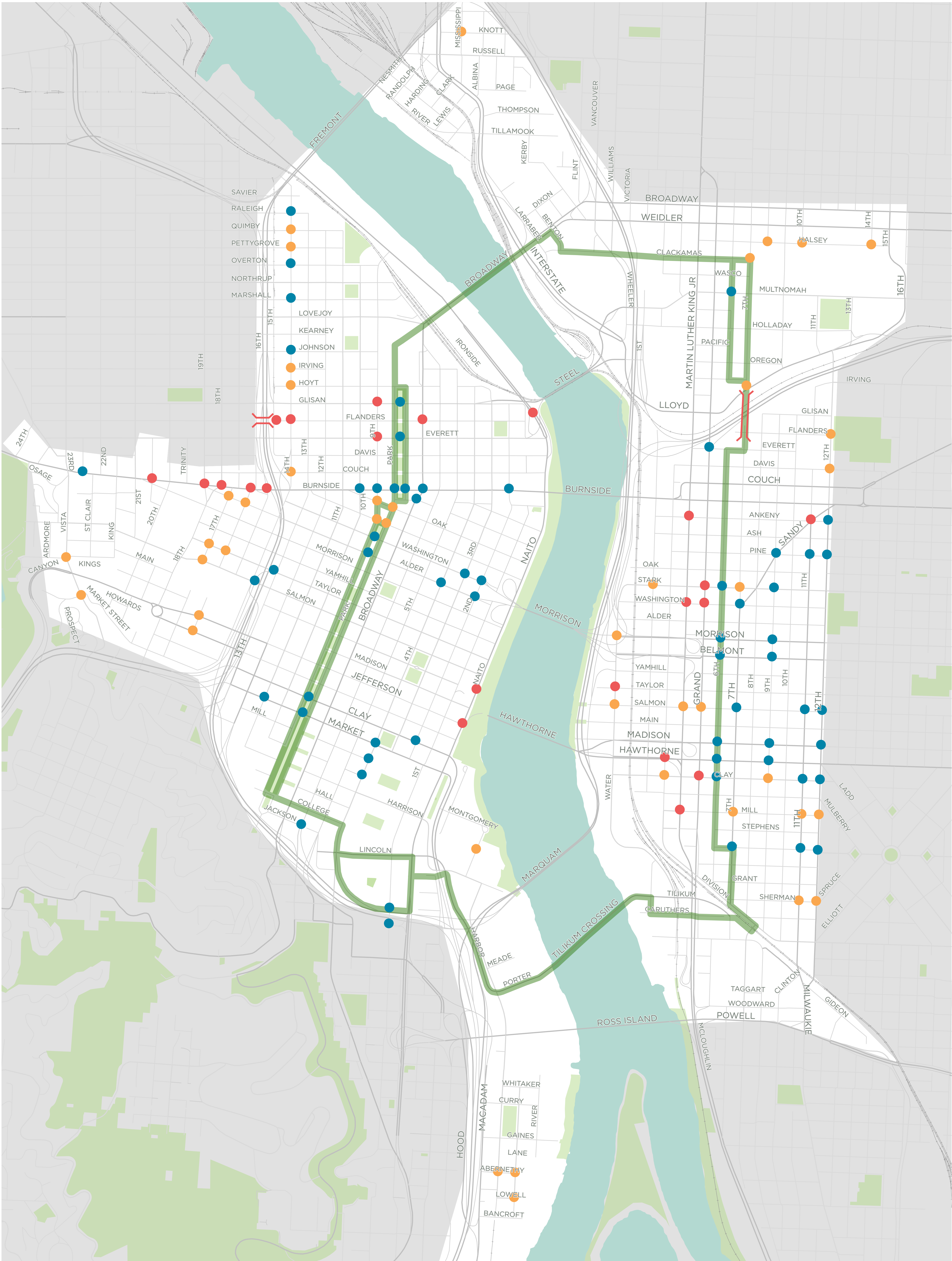
Based on its proximity to higher-density mixed use zoning, its less-important status for freight mobility and its increased potential for placemaking and new open space creation, 6th Avenue was selected for the Green Loop alignment through Central Eastside. The CCIM project list lays the initial foundation for the Green Loop in Central Eastside by identifying a series crossing improvements at the busy intersections along 6th Avenue, making it safer for people to cross these streets. Future Green Loop improvements will add more amenities including new trees, public art, new signage and increased separation for walkers, joggers and bicyclists from motor vehicles.

Land Use & Zoning



Existing Conditions in the Central Eastside (Everett to Washington)

	6th Ave		7th Ave	
NE Everett St		Blank wall		
NE Davis St		Newly renovated office building		Blank wall
NE Couch St		Fenced parking lot		Outdoor dining
E Burnside St		Blank wall		
SE Ankeny St		Outdoor dining		
SE Ash St		Fenced parking lot		
SE Pine St				Parking on setback
SE Oak St				Parking on setback
SE Stark St				Oversized driveway
SE Washington St				



POSSIBLE PEDESTRIAN SAFETY PROJECT LOCATIONS

PEDESTRIAN
NETWORK
IMPROVEMENT
NEEDS

CENTRAL CITY
IN MOTION

- Funded Crossing Improvements*
- Specific Crossings that Need Safety Improvements**
(Source: TSP and PBOT's MMA Analysis)
- Crossing Improvements Identified through Central City in Motion Process
(Source: PBOT's Crossing Spacing Analysis, and Central City in Motion Virtual Open House)
- Potential Green Loop Alignment

*Not included in Central City in Motion

**Projects to address deficient crossings could include signals, crosswalks, curb extensions, elimination of double-turn lanes, or other crossing enhancements

Note: ADA compliance will be addressed at every project location where improvements are implemented



Data provided by the City of Portland and Metro. Map produced April 2018.