

## **Background information from PBOT to the Bicycle Advisory Committee re: SW Madison between SW 10<sup>th</sup> and SW Park.**

The Art Museum has proposed an Amendment to the original street vacation Ordinance (1968) that would allow the museum to proceed with plans to develop the Rothko Pavilion. This site has a long history documented in the attached. The Portland Art Museum has expanded offerings and programming and the current lower level connection between the Main Building and the Mark Building is no longer deemed sufficient – as such the Rothko Pavilion is being proposed. The Rothko Pavilion will enclose the vacated portion of SW Madison and use this space to create a “cultural commons” between the buildings. The Rothko Pavilion proposal includes:

- Direct access to a new Museum café and shop
- Free admission
- Connectivity to the Museum’s 10th Ave. Streetcar frontage
- Increased access to galleries and Museum library
- Improved ADA access to the Main Building and Mark Building
- Enhanced visitor experience by making the Museum buildings more transparent with improved wayfinding.

Because the Rothko Pavilion will be structurally integrated into the Museum, the Museum has requested authority to limit public access to the space per the below:

- Potentially exclude users of the space that are not utilizing it as pedestrian access between SW 10th Avenue and SW Park Avenue, patronizing Museum offerings (e.g., gift shop, café, etc.), or attending the Museum, as well as and/or including bicycles and animals.
- Reduce public access hours by an additional four to eight hours per day (note: public access is currently restricted to 7 am – 11:00 pm).

Considerations for restricted bicycle access:

- Should the Rothko Pavilion Easement area exclude bicycles (between SW 10th Ave. and SW Park Ave to connect with SW Madison Ave), people bicycling will be required to use SW Columbia St. or SW Salmon St. to travel East. SW Madison east of the vacated block is a very low traffic volume street. It is also classified as a City Bikeway. People traveling on SW 11th or SW 10th who are heading to destinations on SW Madison, or instead using it as a direct link to the Hawthorne Bridge, find Madison, and the car-free corridors leading to it to be a bicycle-friendly route. SW Columbia is not a bicycle-friendly route. SW Salmon Street, though higher automobile volumes than Madison, offers the closest to a comparable experience to bicycling on SW Madison. Using Salmon requires a detour of four blocks. The Hawthorne Bridge is the most heavily used bicycle route across the Willamette River in the City of Portland. In 2014, the Hawthorne Bridge had a total of 1,714,207 trips with a summer season daily average of 6,073 trips<sup>[1]</sup>. Data has not been provided to demonstrate bicycle use of the vacated portion of SW Madison or quantify potential impact to cyclists traveling East/West and accessing the Hawthorne Bridge.

Considerations for restricted pedestrian access:

- Pedestrian access will be impacted by reduced hours and the potential of unclear wayfinding to enter Museum as a means to connect from SW 10th Ave. and SW Park Ave. Current pedestrian

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<sup>[1]</sup> Portland Bicycle Count Report 2013-2014

count data for the space during regular daytime hours as well as nighttime hours has not been provided.

- There is extensive consideration of providing bicycle and pedestrian easements in City Code ([33.293 Superblocks](#)). However, that portion of City Code does not apply in the Downtown SubDistrict, where this site is located. However, they are a good guide to consider for the creation of superblocks.

The proposed legislation title is below and is scheduled for City Council April 20<sup>th</sup>, 2017 at 2:00 (Time Certain), the Ordinance documents will be available from the City website the Friday afternoon prior to the Council date (<https://www.portlandoregon.gov/auditor/26997>)

***Amend Ordinance No. 127882 in order to replace certain conditions and add conditions applicable to the vacated portion of SW Madison St between SW 10th Ave and SW Park Ave (Ordinance; amend Ordinance No. 127882)***