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Steve Novick Commissioner Leah Treat Director

TSP Stage 2 Update Discussion Draft - October 2015: Public Feedback on Section 11: Glossary of Transportation Terms

TEG + Public Feedback	Commenter	Staff Response	Comment Source
Definition of a Bicycle seems overly technical.	Chris Smith	This is the definition Metro uses in their Regional Active Transportation Plan (although we removed the word "solely" before "propelled by human power" from their definition).	Email/ TEG facilitator
Definition of Bike Share describes the "station" model that is not actually the one we're pursuing!	Chris Smith	Language updated. Please refer to the Proposed Draft Section 11 page 7.	Email/ TEG facilitator
We are not treating all Centers equally. We removed the definition of "Central City" in favor of lumping under "Centers" but have not done the same for "Regional Centers" or "Town Centers"	Chris Smith	Updated. Now all Centers are found in the glossary under the Centers heading.	Email/ TEG facilitator
We have a definition for High Capacity Transit, should we add one for "Frequent Service" transit?	Chris Smith	Added. Please see Proposed Draft Section 11 page 15.	Email/ TEG facilitator
Should we add a definition for "Protected Bikeways"?	Chris Smith	Added "Protected Bike Lane" on Proposed Draft Section 11 page 27.	Email/ TEG facilitator
Not sure definition of Streetcar should include "mixed-traffic". I expect we'll see portion of the Streetcar system become exclusive right-of-way over the next 20 years.	Chris Smith	Definition updated. Please see Proposed Draft Section 11 page 31.	Email/ TEG facilitator

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Metro – delete “2000” from description; dates to document.	Metro	Done. Please see Proposed Draft Section 11 page 19.	Email/ TEG facilitator
Peak Period- there is a typo – “the” is missing a “t”	Metro	Thank you. Update can be found on Proposed Draft Section 11 page 25.	Email/ TEG facilitator
Curb Zone. The glossary defines this as "the area of public right-of-way next to the curb." What about all of the ROW that does not have a curb? Management of the full right of way needs to include all of the public uses of the right of way, including stormwater management (i.e. ditches and swales) and shoulders. If it's specific to parking, there have been many issues where vehicles parked on shoulders force people to walk in the street (which is very unsafe). This topic may need more discussion.	Marianne Fitzgerald	Updated description can be found in the Proposed Draft in Section 11 page 13.	Email/ TEG facilitator
In general, terms here should mirror terms in the Comp Plan glossary or explain the nuanced difference. For example, the term “Access” is very different in the two documents. Other terms: City Greenway – should this say City Greenways since the definition references a “system” of streets and trails to be consistent with the Comp Plan. “Corridor” is very different in the two documents. “Curb Zone” should probably be in the Comp Plan since I think it’s used there	Jeanne Harrison, informal comments from NWDA TC	Language is now more consistent with Comp Plan glossary definitions.	Email
The Comp Plan uses the term, “Neighborhoods” and the TSP uses “Neighborhood”; while I know the difference, it can be confusing to the typical reader. Perhaps some clarification is needed.	Jeanne Harrison, informal comments from NWDA TC	Staff reviewed the Comp Plan and see that it uses the plural, however the word is more frequently used in the singular in the TSP so staff decided to keep it singular for consistency in the TSP itself.	Email
Page 37: “Regional Transportation Functional Plan (RTFP)” is not in the correct location alphabetically speaking	Jeanne Harrison, informal comments from NWDA TC	Updated. Please see Proposed Draft Section 11 page 29.	Email

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4. change to "...prioritized for bicycles and or enhances for pedestrians." Some of the SW Urban Trails are not suitable for bicycles.	Don Baack	Enhanced Greenways as defined in Chapter 3 are enhanced for pedestrians. No change.	Email
P 9. City Greenway 4. change to "...extensive network of streets, or trails with low volumes...."	Don Baack	Staff decided not to make this change in order to keep it consistent with the Comp Plan glossary. Both Chapter 3 of the Comp Plan and the Greenways Report do not mention trails.	Email
Early Bird Parking - Consider the times for early bird parking to help control AM traffic. Probably does not fit here.	Don Baack	Good idea. Staff passed your comments on to Parking Operations staff to consider during the implementation phase of the Central City Parking Policy Updates.	Email
P 23 Nhood Corridor change to "...extensive network of streets, or trails with low volumes...."	Don Baack	Staff considered this change, however determined instead to keep the definition consistent with the Comp Plan Glossary and Chapter 3 of the Comp Plan (see Policy 3.54, Neighborhood Corridors).	Email
P 31 Traffic Calming change to "...calming strategies provide speed bumps, curb extensions, planted median strips, chicanes, roundabouts, narrowed travel lanes and other generally accepted methods to slow traffic."	Don Baack	No change at this time. Current definition includes general PBOT tools.	Email
Add definition of chichane.	Don Baack	Not currently using this term.	Email
Trails. change to "...Trails may be located along streams, through natural areas, along railroad rights of way, along streets, on streets, on easements on private property and on unbuilt rights of way".	Don Baack	Review as part of Pedestrian Master Plan and Trails update.	Email
Comment: No definition of "busy" streets but the term is used a lot.	TEG	No change at this time. Street fee discussion is in the past. Will determine if other sections of PBOT are using this and propose change if needed.	Sept. TEG mtg
A handful of recommendations throughout this section are for physically separated bikeways and others are for shared roadway bikeways yet there is no reference to "protected bike lanes." BTA recommends adding a definition for Protected Bike Lanes in Section 11: Glossary of Transportation Terms and including policy guidance incorporating protected bike lanes as stronger form of physically separated bikeways, especially appropriate on major streets.	Gerik Kransky	Added. Please see page 27 of Section 11 from December 18 draft.	Email/ TEG facilitator

TEG + Public Feedback

I believe that water transit needs to be included in this plan. Portland has a long history of water transit and two large rivers that provide available right-of-way. Water transit will not solve all the transportation issues facing the City of Portland, but it can be a valuable piece of the transit options puzzle. Water transit to/from Vancouver, Lake Oswego and even Oregon City is possible today with current technology. Clackamas County already operates ferries on the Willamette and has ferry linking to Portland in their transit plans. They are just waiting for Portland to catch up to them on the planning front. There are over 600 ferry operations in the United States and more every year as technology improves opening more opportunities. In San Francisco, Red and White Fleet was recently awarded a \$500,000 grant from MARAD to study the viability of the United States first high speed Hydrogen Fuel Cell Ferry. This concept-ferry would have zero emissions and travel over 30 knots carrying over 150 people, all in a low wake hull design. Portland has the shipyards to build and maintain a fleet of ferries and a solid marine community to operate them. I know there has been misinformation about it being impossible to build water infrastructure on the Willamette River due to various laws and regulations. This is not true as both the Portland Spirit and SK Northwest have constructed docks in the last two years with SK Northwest's dock being installed in October of 2015. The City of Portland Transportation Bureau has never had anyone attend any of the national ferry conferences, even the annual one in Seattle, WA. It has no expertise to make an intelligent decision on the viability of ferries on the Willamette and Columbia River systems. There are over 9,000 commercial vessels carrying about 300 million people annually, surely the opportunity is worth investing some time and energy. Portland has about 10 vessels carrying about 200,000 people annually. The Willamette River is already designated part of the National Marine Highway system and is eligible for funds to promote water transit remove traffic from I-5. Changes to the TSP include: In Chapter 11, under definitions include the following:

Ferry—water transportation, both passenger only and vehicle/passenger versions.

High Capacity Transit...add Ferry to the definition

Commenter

From Dan Yates,
President of Portland
Spirit Cruises

Staff Response

Addressing water travel identified in the CC Plans.

Comment Source

Email