



PORTLAND BUREAU OF TRANSPORTATION

1120 SW Fifth Avenue, Suite 800 Portland, OR 97204 503.823.5185

Fax 503.823.7576 TTY 503.823.6868 www.portlandoregon.gov/transportation

Steve Novick Commissioner Leah Treat Director

# TSP Stage 2 Update Discussion Draft - October 2015: Public Feedback on Section 12: Refinement Plans and Studies

TEG + Public Feedback	Commenter	Staff Response	Comment Source
<p><b>Section 12: Refinement Plans and Studies, Page 3: I would like to suggest that a new study be added to this section:</b></p> <p><b>CORDON PRICING</b>  Study the implementation of a cordon pricing system within Central Portland. While the scope of the study would include the effectiveness of drawing various different boundaries, one boundary studied should include from I-205 to Skyline Blvd, Columbia River south to the southern City limits. Due to federal regulations, the interstates themselves would not be tolled, but vehicles would be tolled upon exiting the interstates to enter the cordon area. The study scope would include:</p> <ul style="list-style-type: none"> <li>- Boundaries</li> <li>- Pricing level</li> <li>- Payment collection strategies</li> <li>- Projected impacts on VMT, GHG, congestion, transit loads, mode share, etc.</li> <li>- Possible use of funds, including mitigating impacts</li> </ul>	Garlynn Woodsong	Added. See page 79 of Section 12.	Email/ TEG facilitator

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<p><b>Section 12: Refinement Plans and Studies, Page 17:</b></p> <p><b>Any study of new North Willamette River Crossings should also include:</b></p> <ul style="list-style-type: none"> <li>- A new pedestrian/bicycle bridge across the Willamette at its mouth, from Kelley Point to Sauvie Island</li> <li>- Adding a pedestrian/bicycle path to the North Portland Railroad Bridge, similar to the one added to the Steel Bridge.</li> <li>- Whether a new bridge for cars / freight would be needed at all if a Cordon Pricing strategy were adopted.</li> </ul>	Garlynn Woodsong	Added. See page 23 of Section 12.	Email/ TEG facilitator
<p><b>Section 12: Refinement Plans and Studies, Page 37:</b></p> <p><b>I'm not positive that the Oregon Passenger Rail Project was conducted with the best interests of Portland and its hinterlands in mind. It may be worthwhile to spend more time considering how well-designed, medium-to-high-speed electrified commuter / inter-city rail could be use to reduce VMT &amp; GHG, aid mode-share goals, boost economic development, and grow the economy, especially within station areas. Whether the Tualatin/Portland Commuter Rail Extension Study is the right vehicle for this investigation, or whether the scope should be changed is certainly a valid discussion topic.</b></p>	Garlynn Woodsong	No change. Need additional analysis.	Email/ TEG facilitator
<p><b>Section 12: Refinement Plans and Studies, Page 41:</b></p> <p><b>I-84/I-205/Tillamook Multi Use Connector Study</b></p> <p><b>This study should not be deleted, as the Phase II of the Sullivan Gulch Trail / Concept Plan, covering the area east of I-205 to 122nd Ave, was never completed. This study needs to be completed, so this phase of the project can move into final design, engineering, and funding phases.</b></p>	Garlynn Woodsong	Other section of the trail is in the project list. If project list project not complete; can propose changes to the study at PSC.	Email/ TEG facilitator
<p><b>Southwest Corridor should include a reference to the Barbur Concept Plan.</b></p>	Chris Smith	Added. See page 29 of Section 12.	Email/ TEG facilitator

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<b>I'd love to see the West Portland/I-5 Access item make reference to the land use potential that could be unlocked by relocating the I-5 ramps at Capitol Highway.</b>	Chris Smith	Added. See page 37 of Section 12.	Email/ TEG facilitator
<b>The Hwy 99E – Portland Central City to Milwaukie corridor (p. 17) has significant ped/bike issues as well. This refinement plan should include a robust active transportation component.</b>	Keith Liden	Added. See page 17 of Section 12.	Email/ TEG facilitator
<b>Similar to above the Interstate 205 project (p. 19) should have a ped/bike component, especially relating to crossing I-205 and gaining access to transit.</b>	Keith Liden	Added. See page 19 of Section 12.	Email/ TEG facilitator
<b>Same comment for I-205 Ramp Study (p. 35).</b>	Keith Liden	No change. Needs additional analysis.	Email/ TEG facilitator
<b>Interjurisdictional Arterial Improvements Coordination (p. 63) is an important project to pursue. However, similar to above, the project as described is too auto-centric. Issues pertaining to active transportation should be included. For example, Beaverton-Hillsdale Hwy. has buffered bike lanes and sidewalks up to the western city limits. But at the city limit line it becomes a nightmare for cyclists even though there are two good routes within a couple blocks (Scholls Ferry and Oleson).</b>	Keith Liden	Added. See page 63 of Section 12.	Email/ TEG facilitator
<b>The underlying theme for the majority of the plans/projects revolves around making it better to drive. The city should be sponsoring more work like the Central City Pedestrian Enhancements Study and Multi-modal Safety projects (p. 41).</b>	Keith Liden	Added. See page 41 of Section 12.	Email/ TEG facilitator
<b>Section 12: Refinement Plans and Studies: As discussed at the September TEG meeting this section falls short of being useful to the reader. I don't know the official status of these studies, but some expanded explanation and context would seem appropriate. The Powell/Foster and Barbur references should include the Metro/TriMet-led transit corridor studies. The Lake Oswego to Portland Transit and Transit Study should not be allowed to simply drop out of the TSP, but some outlook for reinventing this process would seem appropriate and in keeping with the ambitious modes shift target of the TSP. I'd like to see more explanation as to how studies drop out of the TSP - whether by virtue of completion or the process faltering.</b>	Phil Selinger	A table with deleted, current and future studies with updates will be added as an appendix for the next version. See commentary page 2; Section 12.	Email/ TEG facilitator

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<b>These need to be consistent with what is in the RTP. Some of the refinement plans/studies being deleted are in the RTP, such as Lake Oswego to Portland Trail Study and I-5 North from I- 84 to Clark County</b>	Metro	Further analysis is needed with Metro staff. Additional changes as needed will be proposed to PSC in briefings and hearings. If needed.	Email/ TEG facilitator
<b>I-84/Banfield Trail (Sullivan’s Gulch) - was Phase II completed and isn’t a master plan still needed? There are many feasibility elements that were not included in the concept plan</b>	Metro	No change. The Sullivan’s Gulch Trail Concept Plan adopted in 2012 covered the Willamette River to I-205.	Email/ TEG facilitator
<b>Many of these studies focused on making many of the areas better for motorists; the focus should be elsewhere.</b>	Oct. TEG meeting	More analysis and refinement of studies will be done in the next stage of the TSP update.	Oct. TEG meeting
<b>The regional transit studies at Metro and Trimet should be more directly referenced here. There should be references to plans that were completed; they shouldn’t just disappear.</b>	Oct. TEG meeting	A table with deleted, current and future studies with updates will be added as an appendix for the next version. See commentary page 2; Section 12.	Oct. TEG meeting
<b>There was an I-5/I-405 loop study but it’s no longer in there. It would be nice to know what happened to it.</b>	Oct. TEG meeting	A table with deleted, current and future studies with updates will be added as an appendix for the next version. See commentary page 2; Section 12.	Oct. TEG meeting
<b>Page 3: The last paragraph is partially both underlined and struck through.</b>	Jeanne Harrison, informal comments from NWDA TC	Thank you, updated.	Email
<b>Page 7: Just a reminder that in the last sentence descriptions that are called for are missing (I assume you know that).</b>	Jeanne Harrison, informal comments from NWDA TC	Thank you, updated.	Email
<b>Page 15: Last sentence – freight should be capitalized if the other modes are (or not?)</b>	Jeanne Harrison, informal comments from NWDA TC	Thank you, updated.	Email
<b>Page 37: Should the titles of the studies be struck through since the rest of the descriptions are being deleted?]]</b>	Jeanne Harrison, informal comments from NWDA TC	Thank you, updated.	Email

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<b>Page 41: Same comment as above.</b>	Jeanne Harrison, informal comments from NWDA TC	Thank you, updated.	Email
<b>Page 43: Same comment as above for the Union Station Multi Modal Center Study.</b>	Jeanne Harrison, informal comments from NWDA TC	Thank you, updated.	Email
<b>Page 47: Should the time frames be updated for the two studies on this page?</b>	Jeanne Harrison, informal comments from NWDA TC	Yes, thank you, updated.	Email
<b>Page 49: Same comment as above.</b>	Jeanne Harrison, informal comments from NWDA TC	Thank you, updated.	Email
<b>Page 63: The last paragraph has some formatting and spelling mistakes.</b>	Jeanne Harrison, informal comments from NWDA TC	Thank you, updated.	Email
<b>Page 69: Same comment as above under Citywide All-Modes Needs Analysis.</b>	Jeanne Harrison, informal comments from NWDA TC	Thank you, updated.	Email
<b>I understand this section to mean future studies. I would appreciate a simple chart that lists the plans, with a status or potential date the plan might be undertaken. In some cases, the plan would have several sections, some completed, some in process and some future.</b>	Don Baack	A table with deleted, current and future studies with updates will be added as an appendix for the next version. See commentary page 2; Section 12.	email
<b>P 25 Last bullet. change to "...Barbur Boulevard Streetscape Plan, SWTrails Plan, Pedestrian Master Plan, 2030 Bicycle Master Plan and Barbur ..."</b>	Don Baack	Thank you, updated.	Email

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<p><b>P 39 There continues to be work done to bring forward a plan for a bicycle &amp; pedestrian trail to Lake Oswego starting at the Selwood Bridge. It should be included in this document.</b></p>	Don Baack	Trail is still on the project list. Additional analysis can be done as part of a future pedestrian master plan update.	Email
<p><b>P 69. SW In Motion. Change to "...//buctcke Okab fir 2030, SW Urban Trails Plan, The Red electric Plan, the Barbur Concept ..."</b></p>	Don Baack	No change. Typo. Will add in next draft.	Email
<p><b>River Based Transit. I'm not sure where this belongs, but I'm not seeing any reference to water based transportation such as water taxis on the Willamette. I've sat through at least two presentations on possible routes, required population growth to make such routes feasible, etc. It was also mentioned during the SE Quadrant Study. If we're thinking 25 years out, shouldn't we be studying this possibility?</b></p>	Linda Nettekoven	Central City Plan/s will have more about river/water and then will be incorporated.	Email

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<p>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 10, in Task 5 for mode share, include water transit/ferry as part of the solution to reduce SOV.</p>	<p>From Dan Yates, President of Portland Spirit Cruises</p>	<p>Central City Plan/s will have more about river/water and then will be incorporated.</p>	<p>Email</p>