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 Steve Novick Commissioner Leah Treat Director

TSP Stage 2 Update Discussion Draft - October 2015: Public feedback about the document's front matter and about the document overall

TEG + Public Feedback	Commenter	Staff Response	Comment Source
As these are policies in the existing Comp Plan, not the recommended ones, I would further clarify whether they will be retained as objectives (more on that later) in the TSP or dropped when the Comp Plan is adopted.	Jeanne Harrison, informal comments from NWDA TC	All TSP Objectives will be included in the Proposed Draft to include the objectives that will be retained	Email
At the BTA safety is our number one priority. In every chapter of the City of Portland's Comprehensive Plan (Comp Plan), and TSP we would like to see a stronger emphasis on Vision Zero. Vision Zero holds the position that no life is worth losing in the name of mobility, and that every crash can and should be avoided. New policy direction in the transportation system plan, with this principle firmly embedded at the core, is critical to reducing serious injuries and fatalities in our neighborhoods. Question for staff, where is Vision Zero spelled out in the TSP and Comp Plan?	Gerik Kransky	Safety is the first goal in the Transportation Chapter (Goal 9.A Safety). There are numerous objectives related to safety in the current (2007 TSP). Vision Zero work is underway at the bureau. Additional policies and objectives related to safety and vision zero will be added to the TSP after this work and as part of a future stage of the TSP update.	Email/ TEG facilitator
Comment: A quick table of contents is needed for the Refinement Plan chapter.	TEG	Yes	Sept. TEG mtg
Comment: Clickable links within the document would be good.	TEG	Links to 2007 TSP are provided on PBOT website	Sept. TEG mtg
Comment: Could you provide a cheat sheet for going through this? How does this relate to the current TSP? The public may want to provide feedback about the original document, too	TEG	Links to 2007 TSP are provided on PBOT website	Sept. TEG mtg
Comment: Expanded commentary is needed for some sections.	TEG	Yes	Sept. TEG mtg

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Comment: It’s difficult to see if the plans (bicycle plan, freight plan) were adopted whole-cloth or piecemeal—it would be nice if there was a way for readers to tell that as there are a lot of advocates who will be interested.	TEG	The Freight Master Plan was incorporated into the TSP in 2007. Appendix B of the Bike Plan for 2030 was created to give specific direction on which recommendations should be incorporated in the TSP - specifically policies, objectives and classifications. A majority of the projects from the bike plan were added to the Major Projects and Citywide Programs list. Just like the Freight and Pedestrian Master Plans; not all components are adopted into the TSP by ordinance.	Sept. TEG mtg
Comment: Make the TSP amendments easy to understand in context of the original TSP.	TEG	The Sections of the Proposed Draft reference the adopted TSP to provide transparency for which parts of the TSP are proposed to be amended	Sept. TEG mtg
Comment: On the cover put “TSP Amendments” not “TSP”, because that is misleading.	TEG	Done	Sept. TEG mtg
Comment: Set up a website saying this is the existing TSP and here is the TSP with the integrated amendments.	TEG	Links to 2007 TSP are provided on PBOT website	Sept. TEG mtg
It is also time that we in very clear and understandable terms, at every point in the TSP document as possible, begin expressing the needs and plans intended to positively accommodate elderly, disabled and special needs people in Portland. As I worked thought the TSP I did not find a cohesive approach dealing with these most vulnerable users. New York City has recently recognized how key this issue is and has instituted a comprehensive program to concentrate on these people-primarily because they represent the highest vulnerability and the highest death and accident rates. We need to find in this TSP update very clear places where the public can see that PBOT cares about these people and is focused on making them safe in the future. Vision Zero is good, but how specifically does it differentiate for disabled and the elderly. I know the care is there, I just don’t see the cohesive objectives or planning results that shows the TSP is focused on the disabled, elderly or other special needs groups. A few well-placed meaningful statements (not lip service, of course) could go a long way to at least getting the issues elevated to importance in the plan.	Ray Tanner	Anticipate elevating Objective 11.10.K to a policy to address ADA and accessibility.	Email/ TEG facilitator
It would seem Portland is in a good place to be bolder than I am seeing in the revised plan. Portland’s popularity and resultant rising density is an opportunity to really be a model for new transportation and land use management approaches.	Phil Selinger	Noted	Email/ TEG facilitator

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Missing Entirely an overlay of the SW Urban Trails Routes which have been requested numerous times!	Don Baack	New Trail policies were added to the Comp Plan in Stage 1 (8.50-8.57) of the TSP Update. Some SW urban trails were incorporated into the adopted TSP Pedestrian Classifications, which are not proposed to be amended as part of this phase of the TSP Update. There is a TSP objective on trails being retained from the adopted TSP "6.22.E. Develop a citywide network of pedestrian trails that increases pedestrian access for recreation and transportation purposes and links to schools, parks, transit, and shopping as well as to the regional trail system and adjacent cities."	Email
Promote constructing extended shoulders instead of sidewalks; shoulders are more cost effective and 80% as safe as sidewalks. The bonus is they will actually help us relatively soon.		Policies support context sensitive design. Deleting Objective 11.10.G requiring sidewalks on both sides of the street.	TEG Meeting Notes
The plan needs to be a bit more aspirational; it doesn't need to have all of the answers, but it needs to lay out where we are going.	TEG member	Staff will add more language from presentation and the "story" to the intro	TEG Meeting Notes
The TSP needs to more directly tie into the work of partner agencies. e.g. TriMet, ODOT and Metro on whom the City depends for implementation of much of this plan.	Phil Selinger	Staff will add additional language in the intro. .	Email/ TEG facilitator
The two year Portland Progress was pretty inspirational and maybe a good way to structure the TSP		Good idea for restructuring of the TSP	TEG Meeting Notes
There is little (no?) mention of technological trends and how that might reshape how our City looks at mobility. Garlynn also makes that point in his comments.	Phil Selinger	Policy 9.47 Technology addresses emerging technology. Additional review and analysis regarding these issues could be addressed in the next stage of the TSP update.	Email/ TEG facilitator
While I am not intimate with the TSP (though I should be), the plan seems to underplay the importance of Portland's interface with its neighbors (other counties and cities) and the impact of that constituency on the performance of Portland's transportation system.	Phil Selinger	Regional (RTP) compliance is one focus of Stage 3 of the TSP update and there will be more as part of the next phase.	Email/ TEG facilitator
While probably past the point of being invited for comment, one of the seven outcomes cited in the introduction should address transportation infrastructure accommodation of land use actions and the consequences (and opportunities) of creating neighborhoods that are increasingly diverse, vibrant and dense.	Phil Selinger	Relates to Stage 1 policies and project work.	Email/ TEG facilitator

TEG + Public Feedback

Commenter

Staff Response

Comment Source

We would like to see the Portland Bicycle Plan for 2030 incorporated into the TSP in its entirety. It has been over five years since the plan was written and adopted by Portland City Council, spending that intervening time in a gray area in terms of providing binding policy direction for the city. It is long past time to incorporate this visionary document into our city's guiding policy while redoubling our efforts towards the goal of achieving 25% of people in Portland meeting their daily transportation needs by bicycle in the year 2030. Questions for staff: 1. Is Appendix B of the Portland Bicycle Plan for 2030 the only element incorporated entirely into this TSP and Comp Plan? 2. Does the unincorporated policy in the Modal Plans remain non-binding if it is not included in the final TSP and/or Comp Plan?

Gerik Kransky

Appendix B of the Bike Plan for 2030 are the policies, objectives and classifications created and intended to be incorporated into the TSP. A majority of the projects from the bike plan were added to the Major Projects and Citywide Programs list. Just like the Freight and Pedestrian Master Plans; not all components are adopted into the TSP by ordinance.

Email/ TEG facilitator