

PBOT

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Dan Saltzman Commissioner Leah Treat Director

September 21, 2017

To: Portland Planning & Sustainability Commission

From: Courtney Duke, Project Manager + TSP Team

Re: TSP3 Recommended Draft Decision Matrix

After the TSP3 Proposed Draft was released, TSP3 team received comments from the public, staff and PSC members. In addition, TSP3 staff reviewed sections again. This memo outlines staff changes to the document.

PBOT asks that PSC approve all the changes below and direct staff to incorporate the changes into the Recommended Draft.

Item Number	Section	Page Number(s)	Change: What & Why
1	4	4-6	Delete "first- and last-mile" from Access to Transit section because some modes can reach farther than one mile.
2	4	4-6	Add "people with disabilities" to list of stop spacing factors to consider under Transit Stations section.
3	4	4-8, 4-9	Add "people with disabilities" to list of stop spacing factors to consider under Bus Stops section.
4	4	4-25	Change N Willamette Blvd from Killingsworth to Greeley from Secondary Emergency Response to Minor Emergency Response. Change N Killingsworth St from Willamette Blvd to Greeley from Minor Emergency Response to Secondary Emergency Response. This corrects a minor mapping error.
5	4	4-45, 4-50	Change 148th Ave (Airport Way - Powell), 162nd Ave (Stark - Powell and Sandy - UPRR), and 158th Ave (Airport Way - Sandy) from Transit Access Street to Major Transit Priority Street. This reflects desire by City of Portland and community organizations to have frequent transit service in the future along these corridors.
6	4	4-62	Change NE 60th Ave (Portland Hwy - Prescott St) from Neighborhood Collector to Local Service Traffic Street. 60th Ave and Cully Blvd are very closely spaced and 60th is not needed to

			provide a collector network in the area. 60th also has a narrow right-of-way unable to accommodate the full desired width for a neighborhood collector. This change will also provide greater design flexibility for an upcoming pedestrian project on 60th.
7	4	4-65	Delete Thurman frontage roads along US 30. Add Neighborhood Collector designation on Thurman (18th - 21st), Wilson St (20th - 21st), and 20th Ave (Wilson - Thurman). This change reflects the scope of the 20th Ave LID project.
8	7	7-5	9.49.f. Establish new "Work at home" commute mode share target of 10% "below the line" and add a "30% or less" SOV mode share target in Option 2 in the table below.
9	7	7-6	9.49.i. and 9.49.j. Reverse the order of the two subpolicies and add references to "to improve safety" and "multimodal."
10	8	8-1	In "Summary of Proposal," replace "first and last mile" with "complete trip."
11	8	8-3	9.XB.a. Add "but not limited to "after "share information including..."
12	9	9-1	Add definition for "Performance Targets and Standards: A metric to demonstrate progress toward."
13	11	11-4	Correct minor labeling errors on River District Master Street Plan map. Move 13th Ave Ped/Bike Connection over railroad from 13th & Raleigh to 13th & Savier, to avoid private property.
	various	various	Fix and remove typos, notes, irrelevant headers, etc

Item Number 8

Mode (non-SOV)	TSP Stage 2	TSP Stage 3 Option 1	TSP Stage 3 Option 2 (Recommended)
Walk	7.5%	7.5%	7.5%
Bicycle	25%	25%	25%
Transit	25%	25%	25%
Carpool	10%	7.5%	12.5%
SOV	(30% implicit)	(30% implicit)	30% or less
Work at home	(2.5% telecommute reference in Portland Plan)	5%	10% below the line (calculated outside of the modal targets above)
Total	70%	100%	100%