

September 25, 2017

Planning and Sustainability Commission

Via email: psc@portlandoregon.gov

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Re:TSP3 - Transportation System Plan Stage 3 Testimony

Dear Commissioners,

Thank you for taking the time to continue to improve and refine the transportation system plan (TSP). The Portland Bus Lane Project strongly supports the clear vision the TSP provides for a stronger and more resilient transportation network, aligned with the needs of a growing city. Additionally, we've identified key sections of importance and areas for improvement, outlined below.

Section 2: TSP Objectives

We support the objectives set for Transit, particularly: "Transportation to job centers: **Promote and enhance transit to be more convenient and economical than the automobile** for people travelling more than three miles to and from the Central City and Gateway. Enhance regional access to the Central City and access from Portland to other regional job centers. (CP Policy 9.23)"

Section 4: Street Classifications

Policy 6.6 Transit Classification Descriptions - We support all efforts to provide transit priority, transit lanes over parking, and exclusive or semi-exclusive transitways wherever possible. We **need clear policies to support improvements that serve a 25% transit mode share.**

For this reason we urge you to strengthen the following passages:

Regional Transitways

Improvements. We propose the following change to clarify the TSP's priorities:

~~"Carefully consider any street design changes to Regional Transitways that impact travel time in light of the potential costs and benefits to transit riders, Prioritize travel time and reliability for transit riders over other modes when~~



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Portland Bus Lane Project is a group of citizens working to improve transit in the Portland Metropolitan region.

We believe that improving transit service is essential to meeting our climate, health, economic, and housing goals.

considering any street design changes to Regional Transitways, while also taking into account other adopted goals and policies.”

Major Transit Priority Streets

Access to Transit. As everyone begins and ends transit trips as a pedestrian we strongly support the proposed language: “Provide safe and accessible pedestrian crossings at all transit stops along Major Transit Priority Streets.”

Improvements. We propose the following change to clarify the TSP’s priorities:

“~~Consider~~ Prioritize the use of exclusive or semi-exclusive transit lanes where need to reduce congestion-related transit delay over the provision of on-street parking.

“~~Carefully consider any street design changes to Major Transit Priority Streets that impact travel time in light of the potential costs and benefits to transit riders;~~ Prioritize travel time and reliability for transit riders over other modes when considering any street design changes to Major Transit Priority Streets, while also taking into account other adopted goals and policies.”

Bus Stops. As everyone begins and ends transit trips as a pedestrian we strongly support the proposed language: “Stop spacing should also take into account existing sidewalk and street connectivity, with potentially closer stop spacing where sidewalk and street connectivity is more limited.”

Transit Access Streets

Transfer Points. Due to the limited frequency of these lines, we believe transfer points deserve the same facilities as Major Transit Priority Streets, so we propose the following change: “~~Provide bus shelters, safe and convenient pedestrian crossings, and transit information at transfer points.~~ Provide safe and convenient transfer points with accessible stops, covered waiting areas, transit route information, benches, trash receptacles, enhanced signing, lighting, and telephones.”

Improvements. All transit streets, including transit access, should receive transit-preferential treatments, when automobile traffic leads to increase in transit travel time and decrease in reliability. A current example is the Sellwood Bridge segment of Tacoma Street that should receive transit preferential treatments due to significant bus delays caused by automobile traffic.

We oppose the removal of the language: “Employ transit-preferential measures at specific intersections to facilitate bus operations where there are significant bus delays. Applicable preferential treatments include signal priority, queue jump lanes, and curb extensions.”

Section 5: Modal and Management Plans

We strongly support the 25% transit mode share goal and agree that additional support is needed for transit to realize this goal.

“Targeted investments in access to transit, stop amenities, transit priority treatments, and demand management are ways to increase transit ridership.” Making early investments before anticipated development will ensure future residents and employees find transit to be an attractive travel choice when they are moving or changing jobs and are most receptive to a change in mode choice.

Section 7: Performance Measures

We propose reordering the performance measures to align with the TSP’s priorities by placing the least emphasis on congestion.

- Non-SOV Modal Targets
- Walking, Bicycling, and Transit Mode Shares
- ~~Congestion~~
- Safety (Vision Zero)
- VMT/Capita
- Freight Reliability
- Congestion

Objective 9.26 Performance Measures

We are disappointed to find no performance measure to directly support the transit mode share. We propose inclusion of performance measures based on transit travel speeds and transit reliability. Inclusion of these measures would trigger implementation of transit-preferential treatments, if measures are not met in the present or are forecast to fail in the future.

Sincerely yours,
Portland Bus Lane Project



Portland Bus Lane Project

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