

From: Thomas Karwaki [mailto:karwaki@yahoo.com]  
Sent: Friday, September 29, 2017 4:56 PM  
To: Planning and Sustainability Commission <psc@portlandoregon.gov>  
Subject: UPNA concerns with TSP 3

The University Park Neighborhood Association's (UPNA) Land Use & Transportation Committee and the Board of the UPNA request that the following comments be considered in the TSP 3 final draft.

>

> 1) The UPNA is concerned that the  
> street classification system has not been sufficiently explained to  
> the public and that in particular the streets and modal options in our  
> adjacent neighborhood association, Cathedral Park, may not be adequate  
> to meet the projected residential growth. Cathedral Park (and the  
> Baxter McCormick property in UPNA that can be accessed only via the  
> Cathedral Park) is extremely steep with significant residential and  
> mixed use growth planned near the Willamette River while increased  
> rail traffic is expected at Terminal 4. UPNA would support PBOT  
> studies of alternative modes to serve Cathedral Park, including water  
> taxis, aerial trams/gondolas, people movers, specialized mass or para  
> transit or shared vehicle use, as well as new bicycle trails.

>

> 2) The UPNA Land Use Committee and  
> Board support the Vision Zero goals of Chapter 9 and the connectivity  
> goals on p. 2-20 as well as 3.71, 3.72 and 3.73, 3.77,3.78 and 3.82..  
> and We are particularly concerned as to how the goals of parking  
> management will be addressed in the final plan and by PBOT. With  
> respect to Trails Policies, the UPNA would encourage the TSP to  
> complete the Greenway planned for Princeton Ave. and to suggest that  
> trails such as the Peninsula Trail be provided with 25-50 foot buffers  
> to residential areas.

>

> 3) The UPNA urges that the issue of Cut Through traffic, particularly  
> that caused or facilitated by mobile communication applications/social  
> networks, be addressed more fully in the final draft. Objective BB  
> page  
> 3-11 for the entire City, not just East Portland.

>

> 4) The UPNA supports Objective 9.34n in the Appendix B concerning  
> additional crossings over the railroad cut. UPNA suggests that PBOT  
> consider alternatives to full streets for such crossings so that  
> pedestrian only or pedestrian/EMV options would be available similar  
> to what is planned over  
> I-84 and W. Burnside.  
> The UPNA supports 6.5 E(e) on the  
> function of neighborhood collectors. The UPNA supports N. Macrum  
> between Lombard and Willamette as a secondary emergency response route  
> (page 4.-23)

>

Thomas Karwaki  
253.318.2075