

Great comments! Thanks for the thorough review and questions David.

Best,

Art

Sent from my iPhone

On Feb 1, 2015, at 1:22 AM, "david hampsten" <david_hampsten@yahoo.com> wrote:

Art, Courtney, & Peter,

Thank you for releasing the draft TSP update project lists. The supplementary documents are especially helpful. I have several comments and questions about the documents.

Questions about funding & funding periods:

In your "TSP financial plan final 1 30 15", you mention that that PBOT will likely receive \$811.7 million over the next 20 years for sure. Your "financially constrained" lists (years 1-20) assume an additional \$522.2 million over the same period, for a total of \$1,333.9 million. What if there are no new revenues? Which projects will be dropped if there is a shortfall?

For "constrained spending allocation per user", you combine 2035 households with jobs. Jobs are held by individuals. Households often contain multiple "users" of transportation and other services. In 2015, a household in the Pearl has an average of 1.43 persons, while in Powellhurst-Gilbert each household has more than 3 people, twice the rate as the Pearl. Are you assuming that in 2035 household sizes will be uniform throughout Portland? Why are you not using populations, adding individual workers and their jobs, to persons living in each district? My guess is that the "allocation per user" would drop significantly in EPNO & CNN, relative to all other districts.

Based upon the projects listed and PBOT estimated costs, East Portland will be receiving just under \$148 million in projects for years 1-10 (29.6% of the period non-citywide total) & just over \$102 million in years 11-20 (20.5% of the period non-citywide total), not including ODOT & Trimet projects. Almost exactly \$250 million, or 25% of the City total of \$1 billion allocated for non-citywide projects. Is this an appropriate figure for an area that not only has a huge lack of present infrastructure, but is likely to see very high growth over the next 20 years similar to the last 20?

Comments of the East Portland TSP projects listed in the draft Comp Plan:

50023, the Outer Glisan bikeway (106th to 122nd) has been moved to the Program reference list;

#s 80007, 80008, 80011, 108570, & 108580 are all under review in the projected Pleasant Valley Area Transportation Study;

Most of the unfunded/funding-period-not-specified projects are, I see, mostly in Pleasant Valley, on Mt. Scott in Lents, or north of Halsey, areas of East Portland that are "relatively" less dense than other parts of East Portland;

Nearly all the unfunded EPIM projects ranked last February, aside from those moved to Program reference lists, are in the 1-10 year period (an exception is #50038, Parkrose Heights Ped Improvements, part of which was #30 in the unfunded EPIM rankings, and segments 1, 3, 4, & 5 of #1 Outer Powell Blvd - both project sets are listed in years 11-20).

Technical Project Questions:

Missing from the "Recommended Modifications" document was an explanation for the removal of #50008, NE 138th, Marine to Sandy (the road to Portland's only Costco within city limits). I can guess why it was removed, but you may want to explain it, in case the question comes up.

From the "Completed Major Projects":

#50003, "102nd Blvd & Cherry Blossom, NE/SE (Glisan - Market): Gateway Plan District Multi-modal Improvements, Phase II, \$2,749,496", only Glisan to Burnside has actually been completed so far. What is the status of the rest, E Burnside to SE Market?

Forgive my ignorance, but which streets are the ones built for "Gateway Regional Center, NE/SE: Local Street Improvements, Phase I", #50018, \$3,000,000?

#50035, "Sandy Bl, NE (122nd - City Limits): Multi-modal Improvements", \$5,750,000 is half-completed (sidewalks on the south-side only) from 123rd to 141st. There are sidewalks missing on both sides from 120th to 123rd, on the north side to 141st, then both sides to the City Limits (162nd). 141st to City limits is in the new #50035, but the parts above are missing, which does local residents no good, especially those risking their lives to catch Bus #12.

Can I assume #40013 is replacing #70007, even though parts of SE 82nd are still missing curbs and still have some narrow pieces of right-of-way?

What is the status of the I-205 MUP crossings at Glisan, & Stark/Washington, #70034? They are still unimproved and quite horrible. What was the plan at Halsey? There's a 20ft height difference between the two, was there supposed to be a ramp?

#80030, Outer Harold bikeway, is on the unfunded list, but #80016, which includes sidewalks on Harold, is in the 11-20 year period. Don't you think it likely that both would be done at the same time?

What is the timeline relationship between #80009, outer Division streetscape improvements, #70015 Division transit improvements, & the HCT project #109090 & #115900?

Folks in Lents were asking after the ODOT proposal for the 205 MUP bridge over SE Flavel. Is ODOT still considering it?

Technical Project Comments:

You might consider reversing the funding periods for #80004 & #80005. There's still quite a bit of momentum on funding 136th.

Folks in Argay & Wilkes would like to see some slight language changes in #50009, to fix a blind spot at the top of 148th just north of I-84/UPRR, as part of the overall project. Argay also wants "add speed bumps" language added to #50050 & #50051 (they don't want bike facilities, but they don't want cut-through traffic even more).

Thank you for all the good work you do on this thankless task.

Sincerely,

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