

The Oregon Department of Transportation appreciates the opportunity to participate in the development of the Portland TSP. We have the following comments. We ask that these comments be included in the record of testimony to the Planning and Sustainability Commission, and hope that the one change requested can be addressed at the staff level.

- ODOT is supportive of the concept of developing a more financially realistic TSP by prioritizing projects that contribute to meeting multiple policy objectives. We commend City staff for undertaking the huge task of sorting through and cleaning up the project list, assigning projects to one of several lists (Completed, Funded, Other Agency, Studies, Programs), and prioritizing the remaining Major Projects.
- We appreciate the approach of listing ODOT (and TriMet, Port, and County) nominated RTP projects within the City of Portland on a separate list of Other Agency Major Projects, and not evaluating or prioritizing those projects.
- ODOT is OK with most of the Recommended Modifications to Major Projects, but objects to removal of project # 70030 McLoughlin Blvd Roadway Improvements, including access management and operational improvements from Ross Island Bridge to Harold and widening to 6 lanes from Harold to Tacoma. We request it either be added to the Other Agency Major Project list or to the Major Projects list as a Non-Financially Constrained project. This project was specifically mentioned as a project not to be removed from the TSP in the “TSP needs list based on Growth and Comp. Plan changes” provided to the City by ODOT in August 2014. ODOT does have safety concerns with reversible travel lanes, so we ask that the project description be generalized to take out the mention of a reversible travel lane, retaining the need for access management and widening to 6 lanes from Harold to I-205, and adding the need for safety improvements.
- Project # 113240, Barbur Viaduct Reconstruction including Bicycle and Pedestrian Facilities on or parallel to the structures, is the only ODOT project included on the list of Other Agency Major Projects that was not part of ODOT’s RTP project list. That is OK with us, but please be aware that ODOT has no plans to reconstruct the bridges for structural reasons at this time, since we have only recently repaired them. We defer to the SW Corridor Plan to make decisions regarding the relative priority and funding strategy for reconstructing the Barbur Bridges for functional rather than structural reasons. Please do amend the project location to refer to the Vermont and Newbury viaducts, not Denver and Newbury viaducts, as previously requested.
- ODOT Preliminary Design and Traffic staff have identified other safety and operational needs, primarily on the freeways, that have not been raised in the TSP before. We are not asking for these safety and/or operational needs or solutions to be included in the TSP at this time, but ODOT does not want to preclude addressing these needs in the future. Some solutions may be identified through our Congestion Bottleneck Operations Study (CBOS), others through corridor or subarea refinement planning. For example, a need has long been identified to improve the merge of I-5 SB and I-405 SB in SW Portland, which currently creates speed differential safety issues on the Marquam Bridge.
- We want to remind the City that project development and design on all projects on or affecting State Highways must be coordinated with and are subject to approval by ODOT.
- We also want to remind the City that for locations on State Highways that do not meet the Oregon Highway Plan (OHP) Mobility Targets, identified on the “TSP needs list based on Growth and Comp. Plan changes”, the City must identify the mobility and/or safety need in the TSP and follow through on the various next steps we agreed on, including performing Synchro analysis at a few selected locations; not intensifying land use intensity around Powell Blvd; completion of the Powell Division HCT, SW Corridor, 82nd Ave, and South Portal studies that are currently underway; adding projects to the TSP, and conducting additional refinement planning to develop alternative mobility targets, in a manner consistent with Oregon Highway Plan Action 1F3.

- Finally, we want to remind the City that several highway safety projects that were identified in the course of the Central City Multimodal Mixed Use Area (MMA) work, will need to be included in the TSP in the future if the City wishes to pursue ODOT's concurrence with the MMA designation, per the draft MMA Agreement.

Let us know if you have any questions,

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