

Dear Portland Planning and Sustainability Commission,

I hope your commission looks at the whole of Portland's transportation system, both of today and that of 2035, and figure out what improvements should be made to most efficiently connect residents to jobs, businesses, homes, etc, where they should be, and when or in what order, and how to pay for them, and then forward your recommendations to City Council, both the present one and those in the future. My task as a community activist is to help get you to a decision without you going nuts or giving up. Without your collective wisdom, the task of decision-recommending would essentially be left up to a set of well-meaning but over-worked bureaucrats at PBOT, who should be there to advise you, not act as gate-keepers as to what gets put in front of City Council. Such a burden should be your task.

The basic tools you and the other commissioners need, based upon my previous experience as a senior transportation planner in the Midwest:

1. A set of citywide maps showing the various TSP street classifications. The TSP, a state of Oregon-required plan, is prescriptive; what you see is the output of over 25 years of public input and expectations of how the transportation system **should** work.

2. A citywide map showing the **Functional Transportation Plan**. This shows how the system actually does work (or fails to work.) The Functional Transportation Plan will look very similar to the TSP "traffic classification" map - the two are closely related. The Functional Transportation Plan is federally required, and is a hierarchy of traffic streets based upon measured volumes and built capacity. There are supposed to be twice as much mileage of each lessor category than the the next level up - more collectors than arterial roadways, for example. This map is based upon several additional data layers you need to have access to:

2a. You need a set of maps of current **traffic volumes**, as measured by PBOT. New maps are produced annually, based upon the latest traffic counts. Not all counts are done annually, no city can afford that, but the maps will have the latest, of whatever date or year. Volume is shown in the width of line segments and various shades of red. Maps are shown of overall average daily traffic (**ADT**), as well as AM & PM peak volumes. Are there local streets that have such high traffic volumes that they need to be either reclassified to a higher level, or where traffic calming needs to be implemented right away? Are there streets that should be down-classified as their traffic volumes don't justify their classifications?

2b & 2c. You also need maps showing **traffic volumes expected in 2025 & 2035, as modeled** by PBOT and/or Metro. This is done routinely, as required by the Federal Highway Administration (FHWA.)

2d. You need to know where pavement is of poor quality or in poor repair, where sidewalks are lacking, the state of the bridges, etc. PBOT has such maps in quantity, most recently used for the street fee proposals.

With these maps, you can begin to trace the difficulties that residents face getting to their destinations. In East Portland, our residents generally work or go to college outside of East Portland, often quite far away, and often need to travel over the whole Metro network to get there. A good exercise is to pick a random residence in East Portland, and get that person to Swan Island. Where are the bottlenecks? Where does the system work quite well? By 2025 or 2035, where does the system still work reasonably well, and why?

For bottlenecks, are you more interested in fixing them by increasing capacity, or by getting residents to use alternative routes and/or alternative modes?

Thank you for all your hard work on all of this.

Sincerely,

David Hampsten  
East Portland rep to the PBOT Budget Advisory Committee  
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