



A joint letter from the
Portland Freight Committee, Bicycle Advisory Committee, & Pedestrian Advisory Committee
1120 SW 5th Avenue Room 800, Portland OR 97204

April 1, 2015

To the Portland City Council and the Portland Planning and Sustainability Commission,

The undersigned are the officers of the Portland Freight Committee, the Portland Bicycle Advisory Committee and the Portland Pedestrian Advisory Committee. We have been meeting with staff from the Portland Bureau of Transportation since October 2014 to discuss transportation-related policies found in the draft Comprehensive Plan.

Over the course of five meetings we have discussed the Transportation Hierarchy for People Movement (Policy 9.6). We are writing you to submit proposed modifications to the text of this policy. A follow-up letter later in the TSP adoption process will outline our support for modifications to the bicycle classification policies.

Our recommended modifications are simple and maintain the intent of the policy albeit with minor changes in wording. Though the word changes are minor we believe they will make the policy more widely accepted and understandable among those who will implement it and who will be responding to it as Portland grows, plans and builds its transportation network to serve the needs of its growing citizenry and economy.

The proposed language is as follows:

9.6 Transportation strategy for people movement. Implement a prioritization of modes for people movement by making transportation system decisions according to the following ordered list:

1. Walking
2. Cycling
3. Transit
4. Taxi/Commercial Transit/Shared Vehicles
5. Zero emission vehicles
6. Other private vehicles

When implementing this prioritization, ensure:

- The needs and safety of each group of road users are considered, and changes do not make existing conditions worse for the most vulnerable users higher on the ordered list.

- All users' needs are balanced with the intent of optimizing the right of way for multiple modes on the same street
- When necessary to ensure safety, accommodate some users on parallel streets as part of a multi-street corridors.
- Land use and system plans, network functionality for all modes, other street functions, and complete street policies, is maintained.
- Rationale is provided if modes lower in the ordered list are prioritized.

We thank you for your consideration. Feel free to contact us with any questions or clarifications.

Signed,



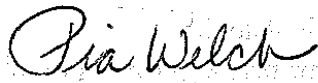
Debra Dunn, Chairperson
Portland Freight Committee



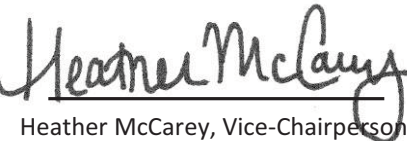
Ian Stude, Chairperson
Bicycle Advisory Committee



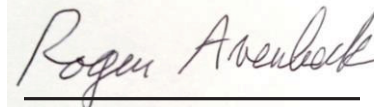
Rebecca Hamilton Co-Chairperson
Pedestrian Advisory Committee



Pia Welch, Vice-Chairperson
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Roger Averbeck, Co-Chairperson
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