

No	Introduction	Chapter	Title	Policy #	Page	Comment or Change Requested
1a	8	8	Public Facilities	8.44	19	add SAFETY in string ... other relevant physical, community, SAFETY , and environmental.....
1	3	3	Design and Development	3.62	20	add Urban Trails in the string...Create an integrated City Greenways system that includes Urban Trails , regional trails through...
2				3.64	20-21	add PROVIDE SAFER,MORE ENJOYABLE WALKING ROUTES in the string ...extend the experience of open spaces and nature into neighborhoods, provide safer more enjoyable walking routes, while improving stormwater management and calming traffic..
3			III Public Involvement and Stakeholder Involvement Equity		22	add and infrastructure deficient areas to the string ...should be focused on underserved and infrastructure deficient areas .
4			Proposed TSP Amendment Introduction		3	add a bullet under creating great places to read " Improving the health of Portland Residents, "
5			last paragraph pg 3		3	add more in the string ...use transit More , and drive less to meet....
6			Seven Outcomes		19	One. Expand the definition of the outcome to include "improve access to daily needs such as.... inter connectivity in and between neighbors and neighborhoods. "
7			TSP Objectives Pedestrians Transportation	E.	3	Add safety in the string...providing adequate spacing, safety , and quality of crossing opportunities..... Safety is the most important aspect of this issue and should be directly stated. Quality is in the eye of the beholder.

8		Project Selection	D	3	add "and maintain" in the string ... and develop and maintain safe routes to schools.
9	Section 3. Community Involvement				<p>Comment: This is very much needed as I am writing this PBOT is busy contemplating proposals that have had zero input by well informed stakeholders.</p> <p>I support C: Furnish opportunities for early and ongoing access to balanced information about public plans policy and projects. I would go further by providing opportunities for stakeholder and the public to be involved in the CONCEPTUAL formulation of plans, policies and projects. Frequently we learn of proposed projects after a grant has been requested or other significant actions taken with zero public review or discussion.</p>
10	4. Bicycle Classification et al			2	<p>Objective 6.7.8 City Bikeways. The report cited in the final bullet the "Neighborhood Greenway Assessment Report" is an example of a PBOT report which had zero citizen review or input. I have been publicly commenting on the need for a policy that included our SW Urban Trails network in the greenway network for about 10 years.. Had there been an opportunity comment on that report, many of the comments to follow relating to pedestrians, Urban Trails and greenways might have been addressed. One provision that is in the 2030 bicycle plan is the requirement to improve pedestrian facilities in the same street cross section up to standard when the bicycle improvements are made. .</p>
11	6.7.C	Local Service Bakeways		4	<p>Relationship to Trails system and policies This very confusing write-up that is not very understandable or helpful.</p> <p>Our SW Urban Trails are linear trails not unlike a highway network in a motor vehicle setting. We worked for 4 years with PBOT staff, Bill Hoffman, Ellen Vanderslice and others, to develop the 40+ miles pedestrian routes designated as the SW Urban Trails. The goal of our effort was to lay out a network of routes that would be improved to make them safe and easy to walk given the terrain, utilizing existing streets, new connections built by SWTrails volunteers, parks trails, and in a few cases trails across private property. We have been requesting that an overlay of the SW Urban Trails be a part of the TSP so that appropriate improvements could be made to the various components of the network when development or other changes occur along the routes. We have so far been unsuccessful in this effort.</p> <p>We believe the entire SW Urban Trail network should be labeled as greenways of one sort or another.</p>

- 14 The most important reason is that many of our pedestrian trails utilize local streets with no traffic calming and posted speeds of 25 MPH.
- 15 While some of our SW Urban Trail Network is useable by both bicycles and pedestrians, many of the connections are not usable by bicycles.
- 16 This very confusing write-up that is not very understandable or helpful. There is no mention of SW Urban Trails which are a key component of our SW infrastructure. The Urban Trail concept may be useful to other sectors of the City of Portland in the future.
- 17 3rd bullet, add **"except in cases where safety requires it."**
- 18 App B Objective 6.23G add ", while also considering the needs of pedestrians."
- 19 Commentary Objective 6.26 A,E,F On-Street Parking management **Tie in on street or off street parking associated with transit.**
- 20 **New Objective 11.13** **The idea is to provide enough parking at transit hubs that busses and trains are not un necessarily cluttered with bicycles. In areas of difficult terrain, develop safe facilities to improve both the bicycle and the pedestrian infrastructure**
- 21 5 Bicycle Classification Maps C2-C3 **Add a major bikeway from SW 18th to Duniway Park along the south side of I405,**
 *TSP Project 90097, "Lower I-405 Multi-Use Path", constrained and 2nd level priority.
 *Portland Bicycle Plan for 2030 as Project 8103 – Lower I-405 Path from 6th to Montgomery
 *Project # 20171 "Lower I-405 Trail" on 2035 Comprehensive Plan
 The lower third of this bike and pedestrian path is actual on The Green Loop
- 22 Bicycle Classification Maps D2-D3 The Red Electric from the Washington County Line to the Hooley Bridge should be classified a major City Bikeway.

Much of the route will be off road, Most of the remainder will be on low volume streets. See map of routes in the separate attachment.
 The Red Electric route leading to the Selwood Bridge should be classified as a Major City Bikeway From Vermont & Bertha to MacAdam. Again, see the attached Red Electric Map.

To suggest Capitol Hwy from Barbur to Terwilliger as a Major City Bikeway is inappropriate. It is steep, has high traffic and is unlikely to be changed to accommodate bicycles in a reasonable manner. Classify it as a city bikeway.

Show the route from Barbur down Miles, Baird, Custer, Corbette, LaView, Taylors Ferry and Miles (Ct) to get to the West side Willamette Greenway.

Show split modes for the Willamette Greenway route from Selwood Bridge to the Tillicum Crossing so pedestrians have a safe place to walk.

Bicycle Classification Maps

General Comment: I think it would be wise to show in detail the planned bicycle and pedestrian links from Portland to the adjacent jurisdictions. The Portland TSP appears to be a stand along approach with out collaboration with the rest of the region. It would help everyone if the metro active transportation plan were to be somehow super imposed on top of the classification maps.

Section 6 Street Design Classification Descriptions

- 23
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- A Civic main Streets last bullet change to read:
- last bullet Utilities:
- F. Community Corridors
- Current overhead utility wires should be undergrounded both for safety and to make our streets, particularly our commercial streets, more inviting. Accordingly, priority for undergrounding should be given to commercial areas such as Town Centers. Any new construction on or near commercial streets should be required to underground utilities. (an example is the new Golden Touch project on Barbur.)**
- Make undergrounding an option to be encouraged for all street classifications**
- Lots of attention being paid to bicycles, little to pedestrians. We need a bullet point with language similar to the bicycle language about parallel routes for pedestrians being permitted to avoid high traffic streets or streets with fast traffic.
- Pedestrian Crossings should be provided where key pedestrian routes cross busy streets. This would include Urban Trail Routes and

26	Objective 6.11	26	add and stakeholders in the 4th line ...BPSand PBOT and stakeholders will work... last line add or Trail in the string...Civic Corridor to a local street or trail ... This addition is needed so that we can incorporate trails in alternate pedestrian (and possibly bicycle) routes.
27		27	second bullet add & pass through to the string...connect & pass through parks, open spaces and This is need to make it clear that bicycle and pedestrian routes through parks are not the exclusive responsibility of Portland Parks, We have had great difficulty with parks being willing to consider bicycle routes through parks when there is not a logical alternative.
28	Section 7 Street Design Classification Maps		Comment: These maps are presented without freight and transit maps. It is hard to comment without the full set to look at at the same time.
29		D2	29 Add SW 13th Barbur to Bertha as a community Corridor. It is a bus route, and has heavy business traffic. Add the route from Multnomah Blvd to Barbur that is SW 25th to Miles(?) to SW 24th as a community corridor. This short connection goes past the new Fred Meyer Service Station and is frequented by large amount of traffic.
30		D3	31 Add SW Boones Ferry Road from Terwilliger to Taylors Ferry Road. This is a logical bus route for a LO bus coming u Terwilliger to serve Lewis & Clark, then returning to MacAdam to get into town.
31	Section 9 Master Street Plans		19 Move the route from SW Gibbs to SW Whitaker where we are int the proces of installing a pedestrian crossing and which directly connects with Barbur with out stairs. It also connects to the pedestrian link to Terwilliger and OHSU/VA on an existing route.
32			A direct street (vehicle) connection between SW Naito to the Ross Island Bridge is not shown. It is imperative that such a connection be made a part of any South Portland Circulation Change.

33	Tryon-Stephens Headwaters Neighborhood Street Plan	53	The street plan should be amended by adding a bicycle and vehicle connection at SW 13th to SW 10th. There is already a rudimentary pedestrian connection. It should become a regular street connection.
34	Section 10 Performance Measures	2	Comment: As we increase hi capacity transit, and high speed transit, there will be more people driving part way to their destination then getting on a bus. We need to figure out some way to count these double trips. They are transit trips and vehicle trips. If we do not, we risk kidding our selves on the mode split numbers.
35			Comment: Would the number of hybred and electric cars registered in our city be a measure we should track?
36	Section 11: Glossary of Transportation Terms	5	Comment: How do we track self driving cars and their effect on the overall mix of transportation.
37		5	This page is poorly explained. What does .99 mean exoressed ub terms the average citizen can understand.
38		3	Access: What about how a walker feels on a street that has high speeds, and or many cars. Seems like we should have some criteria about the 85% mph speed, number of cars on shared streets.
39	Bicycle	5	Activity Center: in the example, add ... "or a popular trails ie 4T".
40	Carpool	7	Attractor add "or a popular trail, ie 4T."
41	Centers	7	Bicycle add at least partially to the string .. Diameter, at least partially, propelled by human... I think the 14 inch limit is too high. Why have it? 7 Carpool add a reference to shared ride for ad hoc carpooling. 7 Centers add "or frequent" or to the string last bullet ...served by high-capacity or frequent transit... Hillsdale is on frequent service but not high capacity transit.

42	City Greenway	9	We need to make it clear that City Greenways can serve bicycles and pedestrian, or bicycles or pedestrians. add safer to the string in the first paragraph ...making it easier, safer, and more ...
43		2	add the sentence " Trails are also along unbuilt street rights of way. "
44		4	add " and/or " in the string ...bicycles and/or enhanced for pedestrians...
45		5	Add new paragraph Greenways can be designated just for pedestrians to provide quieter, safer routes between activity centers and between and within neighborhoods.
46	Complete Streets	11	I think some provision is needed to make it clear complete streets are not intended to increase the speed of vehicles.
47	Green Stareet	17	While the description fits much of east Portland, it does not fit SW Portland where infiltration rates are very low and "soak it up" features may be largely eyewash as they do not work well.
48	Neighborhood Greenway	23	change text to emphasize that neighborhood greenways can be for bicycles and for pedestrians. ...network of streets and/or trails with low volumes of motor... ...bicycles and/or enhanced for pedestrians...
49	Peak Period Pricing	27	add vehicle using in the string ... or tolls on vehicles using congested ...
50	Shared roadway bikeway	29	what about pedestrians sharing a roadway?
51	Traffic Calming	33	Add chicanes as a traffic calming tool In my view, many people living on the existing 100 plus miles of streets would welcome well designed chicanes as an alternative way of slowing traffic to speed bumps.
52	Trails	33	reverse the order of recreation or transportation to transportation or recreation. Add /or in the string ... like waking and/or bicycling... Trails are also key linkages between activity centers and between neighborhoods and are frequently located on low volume traffic streets and streets with low traffic speeds.

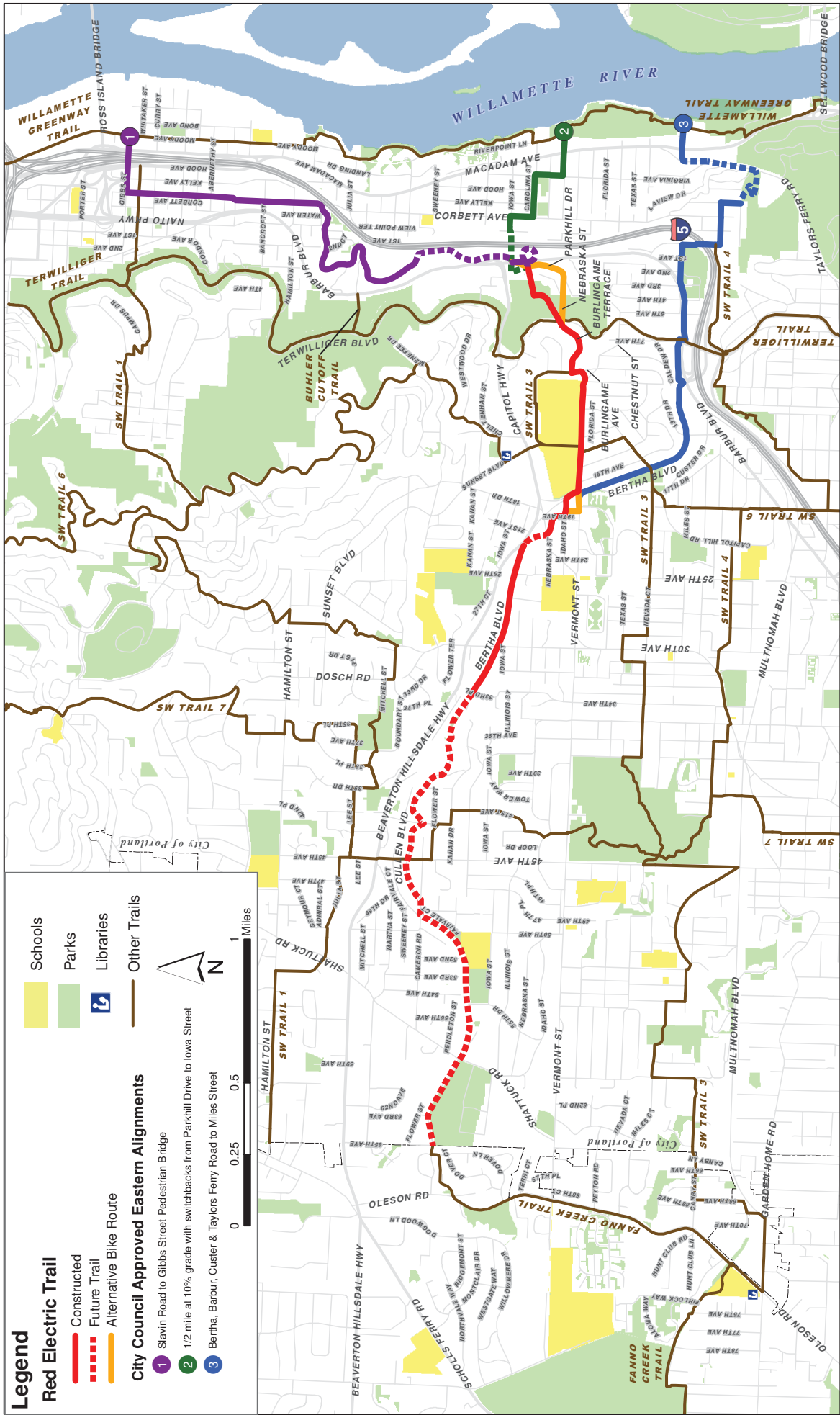
53	Transit Center	33	add bike parking as a component of transit centers
54	Transportation Disadvantaged	35	Add or accessing the string ...obtaining or accessing transportation ...
55	Transportation Facilities	35	add " Natural Gas " in the string ...water systems and natural gas "
56	TMA	35	Define TDM
57	Vehicle Miles Traveled (VMT) per capita	39	State the scope of area, I presume it is City of Portland, but say so.
58	Woonerf	39	Why take this out? Leave it in so it can be used where appropriate.
59	Section 12 Refinement Plans	29	3rd Paragraph add lack of sidewalks and bicycle lanes in the string ...cross sections, lack of sidewalks and bicycle lanes, angled Add Wilamette to the list of watersheds of importance.
60	SW In Motion	31	What is the Barbur Boulevard Streamline Project. Never heard of it?
61	General Comment	77	Should also include Barbur Streetscape Plan, Red Electric Plan. The 2030 Bicycle Plan calls for concurrent improvement of pedestrian infrastructure if bicycle improvements are made. It should also be a part of the TSP.
62	Approval Criteria and Conditions for Vacating Streets	5	5. add the words or trails in the string ...public streets or trails that ...
63		7	This gives some much needed flexibility in the vacation process, good.

64	Community Involvement Public Rights-of-way (8.37-8.49)	iii	in the paragraph beginning construct add a note about speed " Make speed management a key element in the street design to maintain a livable community.
65	Reference 2007 Adopted TSP Objectives	xii	Off-Street Paths are intended to serve transportation and recreational (delete "and other walking" trips. Add Off street paths may be part of a greenway.
66			Function. Add neighbor to neighbor connections, connections within neighborhoods/ add transportation in the string....or community transportation or" recreation trails plans. Add a bullet " Are offer alternate routes used to avoid high speed traffic and high car volumes" .
67	Modal Policies (9.16-9.39) Pedestrian Transportation Objectives	xv	change the text to read ... access for transportation and recreational purposes including providing neighborhood connectivity, links to schools, transit, shopping, parks, transit, regional trail system and adjacent jurisdictions.
68	Public Transportation Objectives	xv	add a paragraph " Locate bicycle parking at all major transportation hubs as needs become apparent" .

Sheet1

check

yes



Legend

Red Electric Trail

- Constructed
- Future Trail
- Alternative Bike Route

City Council Approved Eastern Alignments

- 1 Slavin Road to Gibbs Street Pedestrian Bridge
- 2 1/2 mile at 10% grade with switchbacks from Parkhill Drive to Iowa Street
- 3 Bertha, Barbur, Custer & Taylors Ferry Road to Miles Street

Schools
Parks
Libraries
Other Trails

0 0.25 0.5 1 Miles

N

Commentary

It is important to realize the SW Urban Trail network came from a citizen initiative; much of the work to bring it to fruition was done by SW citizens. In 1995 as the original SW Community Plan was being developed, most of our 17 neighborhoods were asking for safe walking routes in their neighborhoods. When asked if anyone was looking how to develop an overall SW plan for how the pedestrian infrastructure should link up, no one had an answer and the Planning Bureau was not interested in taking on the task. I called an Ad Hoc meeting to talk about the issue to gather ideas and involve others interested in the issue. As we talked, we decided that it would be possible to engage our citizens in an effort to put together a network of key routes linking all of our 17 neighborhoods. After 2 or 3 years and several drafts later, Bill Hoffman, then head of the PBOT Pedestrian Program gave us encouragement and he and Brent Williams agreed to assign staff to help us sort out the routes and develop the SW Urban Trails Plan.

We spent about 5 years in the effort, the last 2 working intensively with staff in getting the routes identified, vetting them with many open houses with the community and then getting the plan completed. The goal of our effort was to lay out a skeleton or network of routes that would be mapped, wayfinding marked and, whenever possible, improved to make them safer and easy to walk given the terrain. Our SW Urban Trails are linear pedestrian trails not unlike a highway network in a larger geographic setting. The network utilizes existing low traffic streets, new connections built by SWTrails volunteers, parks trails, and in a few cases trails across private property. It is estimated that 90% of the routes are on existing street rights of way.

The City Council approved the SW Urban Trails Plan in 2000.

With the completion of the plan, PBOT annually allocated a small amount of funds to pay for materials and tools to build and improve the key connections to complete the network in a very rudimentary basis. With the exception of 2 key links, the system is walkable with some detours from the intended routes. Many improvements are needed across the network to make it safer, and to continue the ongoing maintenance such a system requires. As each of the routes became walkable, albeit with plan specified detours in places, we did the field engineering to get PBOT to erect SWTrails Wayfinding Signs.

Our next task was to get a usable walking map. PBOT under Linda Ginenthals leadership worked closely with us to develop a world class walking map which has been updated several times since its 2002 beginning.

We believe the entire SW Urban Trail network should be classified as greenways so that we can qualify for traffic calming and have the local streets we walk, most without sidewalks, posted to 20 mph. It seems to us that the City of Portland should be addressing the safety needs of pedestrians in parallel with those of bicycles, but that has not been the case where the "Neighborhood Greenway" program is concerned.

While some of our SW Urban Trail Network is useable by both bicycles and pedestrians, many of the connections are not usable by bicycles. We have not made an effort to make bicycle routes and the Urban Trail Routes overlap. In fact, we would prefer they not overlap to avoid conflicts.