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Subject: Initial Questions/Feedback on TSP

Team TSP,

Here are some initial questions and reactions to the Proposed TSP. I expect to have a firmer set of amendments after our 2nd hearing, but if you have feedback on these, please let me know.

Julie, please forward these to the PSC and include in the public comment record in case other folks want to react in testimony.

I'll have some specific language around autonomous vehicles early next week.

Thanks.
Chris

Introduction - p. 13

Should the Citywide Systems Plan be referenced as a sixth Comprehensive Plan component?

Section 4 - p. 3

Should the Major City Bikeway classification include an objective to limit/discourage curb cuts (e.g., preferring access from side streets where necessary)?

Section 4 - p. 9

Bike share objective 6.23 J targets bike share at "visitors, tourists, employees and residents". I would suggest a better ordered priority is "employees, residents, visitors and tourists."

Objective 6.26 A should also list neighborhood centers as a land use type.

Section 6 - p. 5

Second bullet ("Lanes") references "business-access-transit lanes". I'm not familiar with that description. What are these? Are they defined somewhere?

Third bullet references street trees as a potential use of the curb lane. Shouldn't street trees be in the furniture zone, not the curb zone? Or is this part of the "out of the mud" policy? I believe this may be repeated in other classifications.

Section 6 - p. 23

Urban Highway designation - Looking at the map app, we only appear to use this designation in a couple of places. Could it be eliminated and those street segments designated as something else?

Section 10 - p 4

I strongly support the suggestion in the commentary to develop a "work at home" mode share target (and supporting implementation programs).

Section 11 - Glossary

Better to define **Congestion** based on reliability than "optimal speed".

Defines **Streetcar** as operating in mixed traffic. I suspect over time we will see more and more dedicated right-of-way for streetcars. Would it be better to define streetcar based on vehicle size (e.g., more neighborhood-compatible scale than LRT) rather than operating mode?

Section 14 - p. 4

Commentary indicates we will require TDM plans in Campus Institutional, Mixed use and Central City Zones. Should we also consider requiring TDM plans in some or all Employment zones?

Section 14 - p. 10

Commentary discusses bike share stations as a potential "improvement" as part of a TDM plan. How will this work with the proposed bikeshare system that is less dependent on docking stations. Is there a better way to describe investments in bikeshare as part of a TDM plan?

Thanks.
Chris