



HOSFORD-ABERNETHY
NEIGHBORHOOD DISTRICT ASSOCIATION

March 22, 2016

Dear Planning and Sustainability Commissioners:

The Hosford-Abernethy Neighborhood District (HAND) Board would like to submit the following testimony regarding Sections 7 and 11 of the TSP Stage 2 Update.

4.7 Street Design Classification Maps

We would like to request a classification change for a three-street route that skirts HAND's eastern border with Richmond:

Change the following route from a community corridor to a local street (given Richmond approval for the stretch east of SE 29th): SE 26th from Division to Harrison, Harrison from 26th to 30th, and 30th from Harrison to Hawthorne.

The route is currently classified as a community corridor for apparently historic reasons. We would like these streets reclassified to local streets, as physical characteristics of these streets make them inappropriate as collectors or corridors. Harrison is a neighborhood greenway with emphasis on bicycle safety. We believe that a classification that leads to increased motor vehicle traffic is not an appropriate match.

4.11 Glossary -- Definition amendments:

We would like to endorse the following definition change as proposed by Southeast Uplift. The recommended change has been underlined:

"High-capacity Transit"

Current: High-capacity transit is public transit that has an exclusive right of way, a non-exclusive right of way, or a combination of both. Vehicles make fewer stops, travel at higher speeds, have more frequent service, and carry more people than local service transit such as typical bus lines. High-capacity transit can be provided by a variety of vehicle types including light rail, commuter rail, streetcar, and bus.

Recommended: High-capacity transit is public transit that maximizes an exclusive right of way, and minimizes the non-exclusive right of way. Vehicles make fewer stops, travel at higher speeds, have more frequent service, and carry more people than local service transit such as typical bus lines. High-capacity transit can be provided by a variety of vehicle types including light rail, commuter rail, streetcar, and bus.

We would also like to submit the following additional definition changes. The recommended changes have been underlined:

"Access"



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Current: The ability to approach or make use of transportation facilities, parks and open space, public infrastructure, or businesses and services that are open to the public. Good access means within close proximity (up to ½ mile) that is free from physical barriers for those with limited mobility.

Recommended: The ability to approach or make use of transportation facilities, parks and open space, public infrastructure, or businesses and services that are open to the public. Good access means within close proximity (up to ½ mile walking distance), that is free from physical barriers for those with limited mobility, and is free from lengthy path disruptions and/or a frequent need to find a detour route as a result of topography, infrastructure, bridge lifts, long freight trains, etc.

"Bicycle Boulevard"

Current: A street with low traffic volumes where the through movement of bicycles is given priority over motor vehicle travel. (Source: Portland Bicycle Master Plan)(see City Greenway)

Recommended: Mark as "archaic" (else encourage a return to the term to improve understanding for all road users).

- Definition for "protected bike lane" exists. Include in the glossary a definition for **"buffered bike lane"** as well.

"Complete Streets"

Current: Complete streets provide accessibility to all users of the right-of-way regardless of age, ability, or mode of transportation. They are designed and operated to make better places and to enhance safe access for all modes, including people walking and bicycling, those using a mobility device, motorists, and transit users.

Recommended: Complete streets provide accessibility to all users of the right-of-way regardless of age, ability, or mode of transportation. They are designed and operated to make better places that prioritize livability and to enhance safe access for all modes, including people walking and bicycling, those using a mobility device, motorists, and transit users.

"Congestion"

Current: A condition characterized by unstable traffic flows that prevents movement on a transportation facility at optimal legal speeds.

Recommended: A condition characterized by unstable traffic flows that prevents movement on a transportation facility at optimal speeds, as determined by the legal speed limit and the safety requirements of all road users.

"Multimodal "

Current: Having a variety of modes available for any given trip, such as being able to walk, ride a bicycle, take a bus, or drive to a certain destination. In a transportation system, multimodal means providing for many modes within a single transportation corridor.

Recommended: Having a variety of modes available for any given trip, such as being able to walk, ride a bicycle, take a bus, or drive to a certain destination. In a transportation system, multimodal means providing for many modes within a single transportation corridor, with particular consideration and accommodation given to vulnerable road users.

"Station Community"



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Current: Areas generally within a ¼ to ½ mile radius of a light rail station or other high capacity transit stops that are planned as multi-modal, mixed use communities with substantial pedestrian and transit supportive design characteristics and improvements.

Recommended: Areas generally within a ¼ to ½ mile walking distance of a light rail station or other high capacity transit stops that are planned as multi-modal, mixed use communities with substantial pedestrian and transit supportive design characteristics and improvements, including transit access free from lengthy path disruptions and/or a frequent need to find a detour route as a result of topography, infrastructure, bridge lifts, long freight trains, etc.

"Traffic Calming"

Current: Roadway design strategies to reduce vehicle speeds and volumes, prevent inappropriate through traffic and reduce motor vehicle travel speeds while also improving traffic safety and neighborhood livability. Traffic calming strategies provide speed bumps, curb extensions, planted median strips or round and narrowed travel lanes.

Recommended: Roadway design strategies to reduce vehicle speeds and volumes, as well as aggressive and otherwise unsafe behavior, prevent inappropriate through traffic and reduce motor vehicle travel speeds while also improving traffic safety and neighborhood livability. Traffic calming strategies include speed bumps, curb extensions, planted median strips or round and narrowed travel lanes.

Additionally: what about traffic calming aimed at other modes such as bicycles, for example on multi-use paths and other shared spaces?

"Transit station areas"

Current: Areas within a half-mile of light rail and other high-capacity transit stations. Some transit station areas are located within centers or civic corridors and are subject to policies for those types of places.

Recommended: Areas within a half-mile walking distance--free from lengthy path disruptions and/or a frequent need to find a detour route as a result of topography, infrastructure, bridge lifts, long freight trains, etc--of light rail and other high-capacity transit stations. Some transit station areas are located within centers or civic corridors and are subject to policies for those types of places.

As we have previously testified, the TSP as it has been composed embodies the values and goals crucial to Portland's success and survival in the 21st century, particularly in regards to livability, safety, equity, transit mode prioritization, and protections for vulnerable users. We want to thank you for your continued public outreach and hard work in developing this document.

The HAND Board

Susan E Pearce
HAND Chair