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City of Portland
Planning and Sustainability Commission <psc@portlandoregon.gov>
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Subject: Recommended Blue Ribbon Committee to vet the TSP Implementation Assumptions to reduce SOV to 25% by 2045.

Honorable Chairman Baugh and Commissioners:

Thank you for the opportunity to testify on the Transportation Systems Plan Update. The TSP is integral to the success of the Recommended Comprehensive Plan for Portland. The contents of the TSP are well intended as it paints the picture of residents willfully transitioning to mass transit and bicycles over the use of their single occupancy vehicles. Together with the restriction of new off street parking much of this transformation is to come about through Transportation Demand Management(TDM).

Unfortunately, TDM is untested at the scale that is proposed by this TSP. Because of this, recommending the adoption of the TSP as it currently is written is placing Portland in the precarious position of unchartered waters. TDM has been found to be successful in urban centers such as downtown Seattle where the infrastructure provides multiple choices for mass transit use and a periodic Taxi or Uber ride. Such an urban form with multiple transit options is not characteristic outside of Portland's downtown core. This was discussed at length at the March 17, 2016 RCPNA Land Use & Transportation Committee. Based on this and the following documentation, RCPNA recommends:

The development of a Blue Ribbon Committee to vet the TSP implementation assumptions that all Portland trips are to reduce to 25% SOV by 2045.

Much depends on the success of this TSP and it is vital that such a document is built on a foundation of a variety of successfully tested implementation methodologies. This TSP document fails demonstrate that this foundation exists.

We are not alone in this concern. This became apparent at a Campus Institutional Zone meeting I attended in February where the implementation of the Transportation Demand Management program was being rolled out by PBOT's Peter Hurley. The majority of those in attendance were the attorneys for the various hospitals and universities impacted by this new zone. I was there as a former member of the CIZ committee. Peter stressed that each institution would have a set transit goal, likely 75% of all trips, and the employer would be charged with showing annually how well they are meeting this goal. He was challenged repeatedly with concerns about emergency personnel being required to commute by bus. There was also an open concern for the lack of metrics by which they could be assured their goal was being met. One attorney recommended that Peter consider using a system like applied in Santa Monica. There, apparently, nurses who work three 10-hour days/week earn the hospital credits in two forms. First, by reducing the number of days commuting and second by commuting at off-peak hours. Peter encouraged them to submit their ideas and they would take a look at them.

RCPNA currently is impacted by over 10x the safe level of diesel and benzene emissions generated from the traffic on I-84. The TSP updates are required by ORS 197 to consider impact on air quality. How will this TSP level off and reduce the toxic air that impacts our neighborhood?

Please join us in calling for a Blue Ribbon Committee to vet the TSP to assure us that the implementation of the TSP and the Comprehensive Plan Update have a chance to succeed.

Thank you for your time and consideration.

My best,



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Note: The LU & TC is supported by the RCPNA By-Laws to make recommendations on behalf of RCPNA to meet restricted deadlines, such as in this case. This recommendation has been forwarded to the RCPNA Board for their review on April 5, 2016.