

March 8, 2016

TO: Portland Planning and Sustainability Commission

FROM: Northwest District Association Transportation Committee
Jeanne Harrison, Chair

RE: Portland Transportation System Plan Comments on the Proposed Draft

Thank you for the opportunity to comment on the December 2015 Transportation System Plan Amendments. We understand that the amendments build on the policies in the updated Comprehensive Plan.

While generally supportive of the proposed amendments, the NWDA Transportation Committee recommends the following changes to the Proposed Draft:

Bicycle Objectives (Section 4, Page 11)

6.27D and 6.27E

Include, “For a variety of bicycle types” to ensure that cargo bikes and bike carriers have adequate parking space.

Bike Maps (Section 5, Page 21)

Transportation staff told our Committee that the City Bikeways on NW Overton would be moved to NW Pettygrove and from NW Raleigh to NW Savier. The maps do not reflect these changes. The adopted NW Neighborhood Plan specifies that NW Pettygrove should be a “greenstreet” that will minimize motor vehicle traffic and emphasize pedestrian and bicycle movement. Having a City Greenway designation on NW Pettygrove is entirely consistent with our plan and the Bureau’s intention.

Street Design (Section 6, Page 21)

We believe that the NW Thurman Street Neighborhood Main Street designation should be extended west to at least NW 27th to include the commercial activities at that intersection.

Refinement Plans and Studies (Section 13)

Enhanced Transit Corridors (Pages 71-73)

This study will select two to three projects from Inner-Ring Neighborhoods in cooperation with Portland Streetcar for the next generation of higher-capacity transit service. While the study description includes NW 18th/19th, the Committee believes, based on conversations with Portland Streetcar staff, that the specific alignment may, more appropriately, be on other streets. The goal for additional streetcar service in Northwest is to serve the Con-way XP Logistics (Con-way) site

and Montgomery Park. Our understanding is that TriMet is considering new bus service on NW 18th/19th sometime in their next planning horizon. We are also concerned that the timeframe for the study -11 to 20 years – is not consistent with the rate of growth in Northwest Portland.

Northwest District Street Decoupling Feasibility Study (Page 79)

The Committee supports the inclusion of this study as it addresses a longstanding desire by members of the community to improve safety in the NW Everett/Glisan Streets and NW18th/19th Avenues corridors and configure them consistent with their Traffic classifications of local streets.

Transportation and Parking Demand Management (Section 14)

The Committee is very supportive ad addressing the growth in traffic and car ownership through transportation demand management and parking restrictions. We continue to have concerns that the Title 33, Title 17 and Administrative Rules are not all available at the same time and in one location.

We support the direction the new regulations are taking, but believe that there is more work to do, including adding appropriate policy objectives that create the policy basis for the regulations. Current policy language is not adequate to support the direction of the new regulations.

Significant Projects List (included in the Comprehensive Plan)

The Committee shares the concerns of the Transportation Expert Group (TEG) that the Comprehensive Plan and the List of Significant Projects does not sufficiently address the needs of growth. We hope that the next phase of the TSP will include new projects as needed to support increasing population and density. The Northwest District neighborhood is generating a lot of new growth, both residential and commercial, that will generate System Development Charges (SDC) dollars, which in conjunction with new parking meter revenue, can help fund these needed projects.