



**PROTECTING YOUR
RIGHT TO ROAM**

Portland Planning and Sustainability Commission

SUBJECT: TSP Testimony

To the Portland Planning and Sustainability Commission,

Thank you for the opportunity to provide comments on Stage 2 of Portland's Transportation System Plan. Oregon Walks is the state's pedestrian advocacy organization and we work to ensure that walking is convenient, safe and accessible for everyone. Since pedestrian safety is one of Oregon Walks' priorities, we look forward to additional policies, objectives, and performance measures to be incorporated into stage 3 of the TSP after the City's Vision Zero Plan is completed.

We wholeheartedly support Commissioner Fish and Commissioner Novick's proposed amendment to Comp Plan Policy chapter 9 to include a new policy aimed at designing an accessible and age-friendly transportation system and to better meet the needs of the most vulnerable users, including the young, older adults, and people with different abilities.

We also have specific feedback on TSP language:

- Section 2, TSP Objectives: we understand and appreciate that some of the old TSP Objectives regarding Pedestrian Transportation (TSP Objective 6.22) have been elevated to Comp Plan Policy (CP Policy 9.16 and 9.17), and we appreciate the addition of the words "spacing and quality" of crossing opportunities in TSP Objective 6.22A. However, the revised TSP Objective 6.22B, which now references giving priority to the completion of the pedestrian network that serves Centers, Corridors, and transit, should be amended to add access to schools as an additional priority. Comp Plan Policy 9.16 should be clarified to define "major destinations" in a way that includes destinations that are important to people of all ages.
- Section 6, Street Design Classifications: Oregon Walks supports the amended language in Objective 6.11 about context-sensitive design and a complete streets and complete networks approach to street design. We support the specific language about design for access, safety and comfort of pedestrians in the Function, Curb Zone, Separation, and Design Elements sections of the various street design classifications. We also strongly support the new language about designing to safely accommodate and maintaining connections for all modes across Urban Throughway (freeway) interchanges!
- Section 10, Performance Measures: Oregon Walks supports the proposed new performance measures, but we prefer a non-SOV performance target for all trips rather than commute trips only, since many members of more vulnerable populations are not commuting, and since many non-work trips are short trips that should be possible to do on foot. It is possible that the City already has an all-trip non-SOV performance target that is not being amended as part of this stage of the TSP update. We eagerly await the



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additional performance measures work that is being done by the PBOT Development Permitting and Transportation Planning groups, and ask that stakeholders be provided an opportunity to be involved in those efforts.

- Section 14: Transportation and Parking Demand Management: Oregon Walks supports expanding TDM and parking management requirements, and is interested in participating in the development of new Administrative Rules to implement the draft Title 17 provisions.
- Oregon Walks agrees with the comment made by Marianne Fitzgerald that "TSP Objectives need to elaborate on expectations for new development (permitted uses as well as conditional uses and those requiring a zone change) to avoid creating the same infrastructure gaps (especially sidewalk gaps), that we are dealing with in many parts of Portland today." The street design classifications, TSP performance measures, and TSP project list provide direction for City actions, but do not provide clear direction to private developers that they must build sidewalks or contribute towards completion of the pedestrian network. In addition, there should be clear direction that private development shall not interrupt the existing pedestrian network during construction. These issues should be addressed in stage 3 of the TSP.
- Finally, Oregon Walks requests that the City update its Pedestrian Master Plan sooner rather than later. Development of the Pedestrian Plan and incorporation of any new policies, classifications, and projects into the TSP should not wait for the next full TSP update.

Thank you again for the opportunity to provide testimony on stage 2 of Portland's Transportation System Plan.

Sincerely,

A handwritten signature in black ink, appearing to read "Noel Mickelberry".

Noel Mickelberry
Executive Director