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Sent: Tuesday, March 22, 2016 10:13 PM
To: Planning and Sustainability Commission <psc@portlandoregon.gov>
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Subject: TSP Stage 2 Testimony

To: Portland Planning and Sustainability Commission
From: Marianne Fitzgerald, 10537 SW 64th Drive, Portland OR 97219
Re: Comments on TSP Stage 2

As a citizen, I find it overwhelming to have so many moving parts of the Comprehensive Plan at various stages of comment at this time. It's challenging for citizens to understand the various drafts, stages, and comment periods to figure out the current draft to comment on and when to comment.

With that background and the deadline for the TSP Stage 2 looming, I am focusing my comments on the most pressing issues from my perspective.

Section 10 discusses Performance Measures. This is an aspirational citywide average that does not consider the challenges of meeting the transit, bike and walk goals in areas like SW Portland that do not have any infrastructure to make it safe to achieve these goals. Over time, the TSP criteria need to prioritize system needs for all Portlanders in order to achieve these goals. A goal like 25% bike share might be met on the inner east side, but cannot be met in neighborhoods like mine where there is no safe place for bicyclists to ride or citizens to walk to local services.

The TSP Stage 2, Section 12, focuses on Refinement Plans and Studies, and Section 13 focuses on Area Studies. Without differentiating between the two and without attempting to second guess what should be added or deleted, I want to make sure that the following plans are in the TSP and accessible via the PBOT website:

Barbur Concept Plan (2011)

Capitol Highway Refinement Plan (2011)

Taylors Ferry Road Plan (2009)

Tryon-Stephens Creek Headwaters Neighborhood Street Plan (2015)

Potential new plans that would complement the Southwest Corridor Plan (aka Portland Central City to Tigard) include overcrossings of I-5 (i.e. at SW 13th and Barbur, and at SW 53rd and Barbur) and other infrastructure to help residents access the potential high capacity transit system in the vicinity of SW Barbur. This is similar to the "West Portland/I-5 Access and Crossings Study" that has not been done. To date the Southwest Corridor Plan Study has not identified specific station areas but there needs to be sufficient access to walk or bike or take transit to the SW Corridor station areas. The Southwest Corridor "Shared Investment Strategy" is based on a 2002 version of the

TSP that does not fit into current needs.

Chapter 12, under the “Interjurisdictional Arterial Improvements Coordination” list, there are many roadways that need to be added to the list. The intersection of Garden Home Road and Multnomah Blvd., and the corridor along SW Boones Ferry Road, are two that come to mind as desperately needing safety improvements. SW Taylors Ferry Road between SW 65th and SW Capitol Highway is an example where the roadway carries a LOT of regional traffic from Washington County, but does not have any infrastructure to safely walk or bike to West Portland Crossroads/Town Center and the northbound intersection of Interstate 5, or the intersection of SW 64th and Barbur and the southbound entrance to Interstate-5.

Section 14, Transportation and Parking Demand Management, is written as one-size-fits-all when there are varying levels of access to alternatives to single-occupancy-vehicles. This draft code will have limited success where there is limited transit service and substandard or no pedestrian and bicycle paths as we have in SW Portland. Back in the 1970’s, planners limited the amount of parking at the new Washington Square Mall in the hopes that people would take transit to shop. It was a dismal failure as people circled the parking lots and exacerbated the air pollution problems, and eventually ended up with the mall building a new parking structure to support parking demand. Planners need to plan for and FUND the complete system so that people can utilize alternatives before the city mandates artificial TDM requirements that may not be achieved without alternatives in place. If there are reasonable alternatives, it makes sense. If there are no alternatives, it becomes a paper-shuffling exercise.

Finally, I noted that the "glossary of transportation terms" for the "curb zone" does not acknowledge other uses of the right-of-way. In Southwest Portland, the ROW is needed to transport stormwater from the streets to the streams. There are many ways to do that, and unfortunately sometimes the stormwater ditches within the ROW make it more expensive to retrofit the streets for bike paths and sidewalks. It's imperative that the various bureaus that are building or improving infrastructure within the ROW consider various needs when designing the infrastructure in order to balance all local needs and goals.

Thank you for considering these comments,
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