

{From Tom Mills, TriMet – received 4/3/12}

Scott,

I'll be filling in for Jessica Englemann on the TVCP TAC as TriMet's representative while she's on maternity leave. As a result, I have only now caught up to speed with the materials that have been sent out. I know it's late, but I wanted to provide my feedback on the Needs, Opportunities, and Constraints report.

Here they are:

Page 7 – Gaps in Network: There should be some mention of the quality of the sidewalk network. Some sidewalks are quite narrow and not adequate.

Page 15 –Provide bicycle user amenities-Pros: Add “Increase desirability for all levels and abilities of cyclists.”

Page 15 –Enhance bicycle facilities on TV Hwy- Pros: Add “traffic calming.”

Page 16 –Widen sidewalks with TVCP Project Area-Cons: How was it determined that there is insufficient ped demand to warrant wider sidewalks? On the entire alignment? What is sufficient demand? The demand is impacted by the quality of the facility. Surely there are some sidewalks that have inadequate width.

Page 16-Separated grade crossings: Add “Could increase the number of informal rail crossings.”

Page 16 –Improve bus stop amenities: Consider adding something in hear about nearside vs. farside stops. Maybe this goes somewhere else, but we're willing to discuss this issue. That said, stop moves often depend on right of way and cost.

Page 16 –Implement signal priority at key intersections: Does this include queue jumps? Queue jumps could address the roadway congestion issue raised in the Cons. They should also be considered in the sections about pullouts and separate transit lanes.

Page 17-Add bus pullouts-Pros: I think you meant to say “exit” not “enter”. Please add to the Cons: “Buses have difficulty re-entering traffic” – again, this issue could be addressed with queue jumps at nearside stops.

Page 17-Implement fixed or flex guideway system: HCT does not necessarily require the consolidation of transit stop locations. We may consider HCT overlaid onto a local route.

Page 17-Widen TV Hwy. at specific intersections – Add “negatively impacts ped/bike crossings.

Page 18 – Consolidated and separated grade crossings of tracks: Add “Could increase the number of informal rail crossings.”

Page 20 – Easy/Medium/Hard Matrix

- I assume that the ped issues are in “medium” because of ROW issues.
- Enhance existing bus service requires new funds and therefore should be rated “medium”.

- I assume that adding a bus-only traffic lane is rated as “hard” because it assumes additional ROW. What about BAT lanes? Has that topic been discussed enough to add to the opportunities? I would rate that as “medium”.
- Why is ITS rated as “medium”? That may be relatively easy.
- Why is public rail safety campaign rated as “hard”? This seems the easiest of all strategies.
- Why are code amendments rated as “medium”?

-Tom