

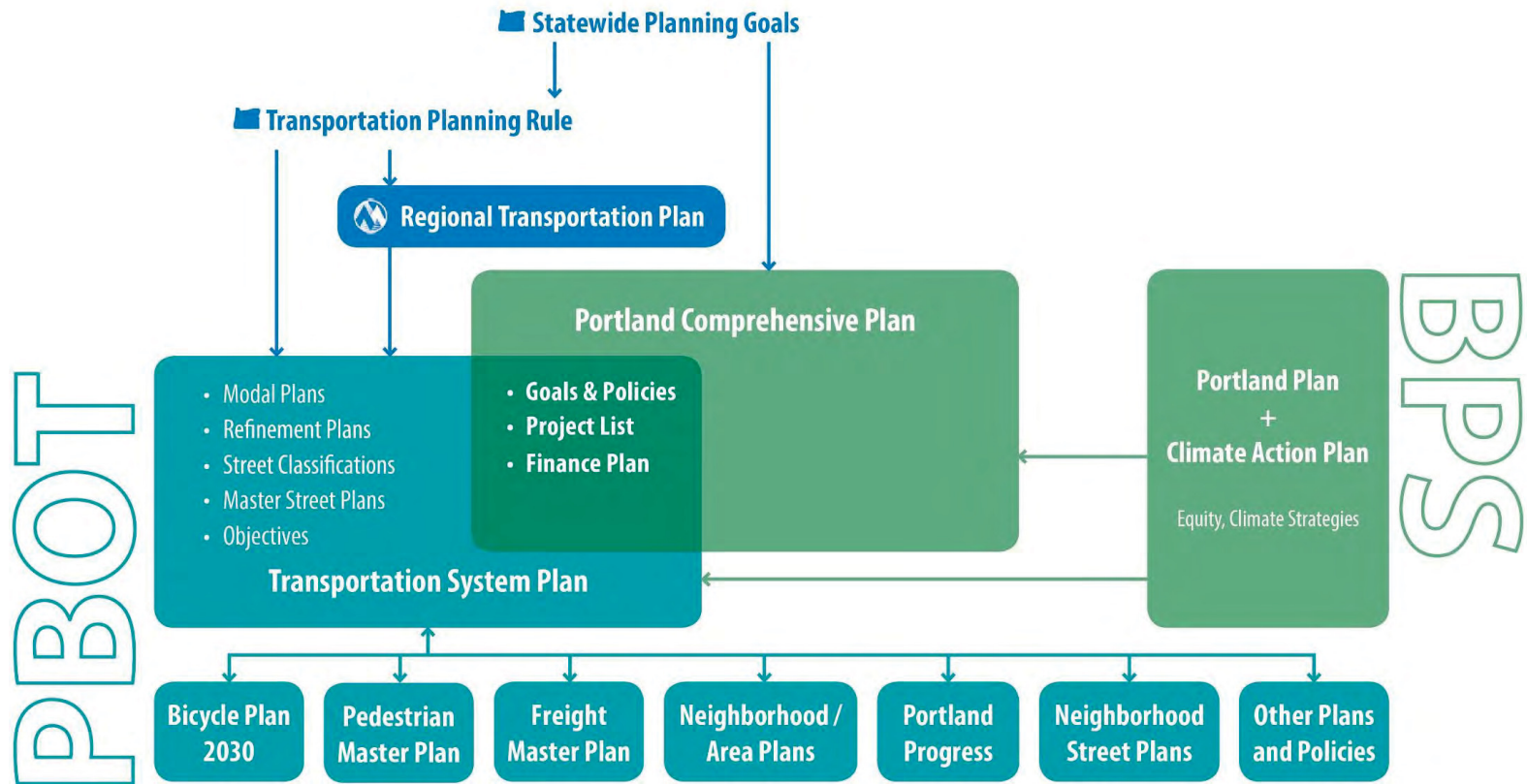
Transportation System Plan

TSP Update Stage 3 - Final Stage of the TSP Update



Planning and Sustainability Commission Hearing
September 26, 2017

Relationship of the **Transportation System Plan** to other policies and plans



Components of the TSP

Introduction

2035 Comp. Plan

TSP Objectives

Street Classification

Transportation
System
Improvements

Glossary

Refinement Plans
and Studies

Master Street
Plans

References to
Modal Plans

Implementation
Strategies

Autonomous
Vehicle Policy

Performance
Measures



Components of the TSP

Stage 1

2014-2016

Adopted June 2016

Introduction

Glossary

2035 Comp. Plan

Goals Chapter 9
Policies
Chapters 2,3,4,8,9

TSP Objectives

Street Classification

**Transportation
System
Improvements**
Major Projects
Programs

Refinement Plans
and Studies

Master Street
Plans

References to
Modal Plans

Implementation
Strategies

Autonomous
Vehicle Policy

Project Evaluation
Financial Plan

Performance
Measures

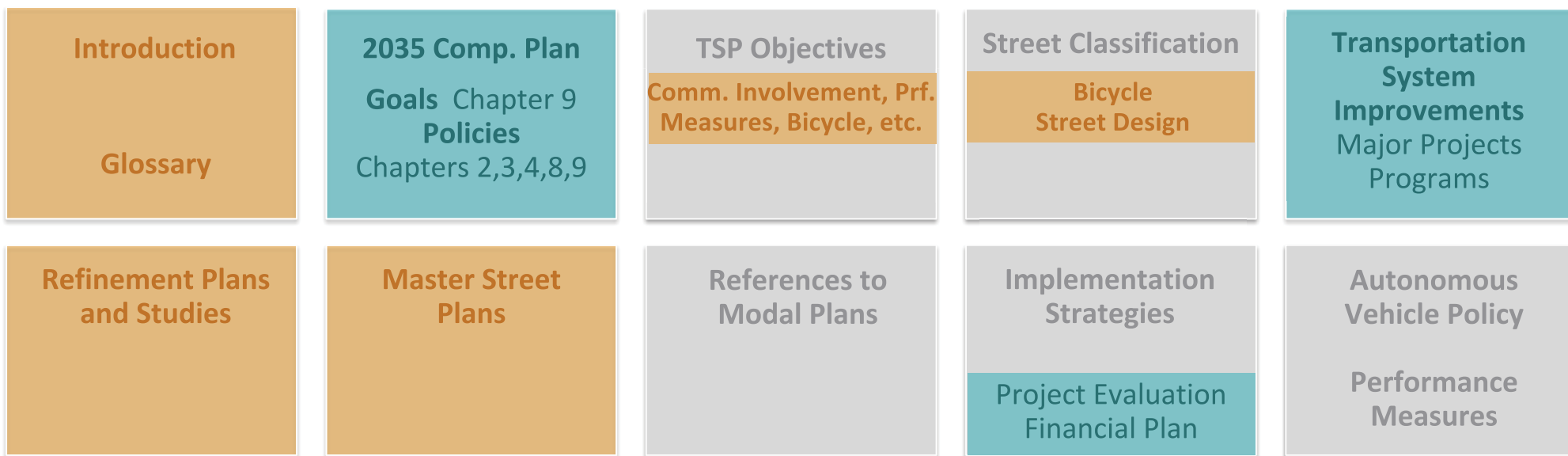


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Components of the TSP

Stage 1 2014-2016 Adopted June 2016

Stage 2 2015-2016 Adopted Dec. 2016



Title 17: Transportation Demand Management Street Vacations

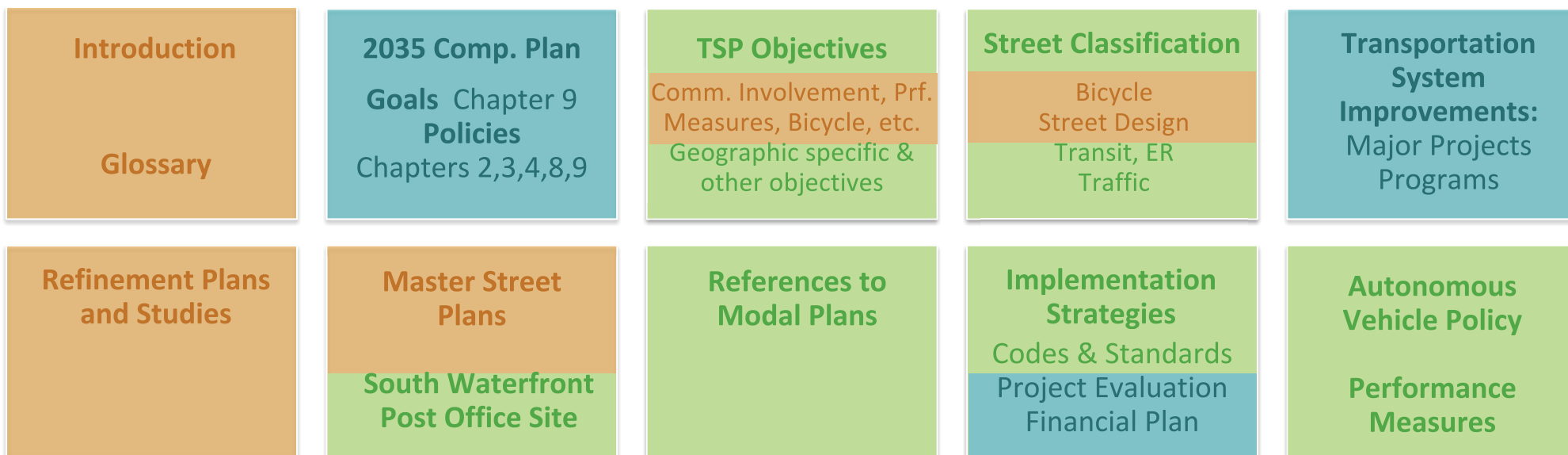
Title 33: Commercial Parking

Components of the TSP

Stage 1 2014-2016 Adopted June 2016

Stage 2 2015-2016 Adopted Dec. 2016

Stage 3 2016-2017



Title 17: Transportation Demand Management
Street Vacations

Title 33: Commercial Parking

Today's Briefing

TSP3 Discussion Draft to Recommended Draft

Objectives

Geographic Policies

Street Classifications

Performance Measures

Connected & Automated Vehicles

TSP Supporting Sections

Master Street Plans

Public Comment

SE 20th Ave Classifications

TSP Decision Matrix

PSC Action

Next Steps



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Objectives

Objectives: sub-policies, implementation strategies, deleted

Objectives deleted

- Many objectives were out of date or redundant
- The Comp Plan and Central City 2035 plans do not have Objectives
- State law requires that the TSP have Goals and Policies, but does not require Objectives
- Best practices or operational rather than policy

Objectives elevated to sub policies

- Additional details and direction still needed or relevant for select policies
- Sub policies for new topics/policies such as autonomous vehicles

Objectives removed to implementation strategies

- Still relevant direction, but not at the policy level
- Best practices or operational and wanted to capture
- No timeline or budget

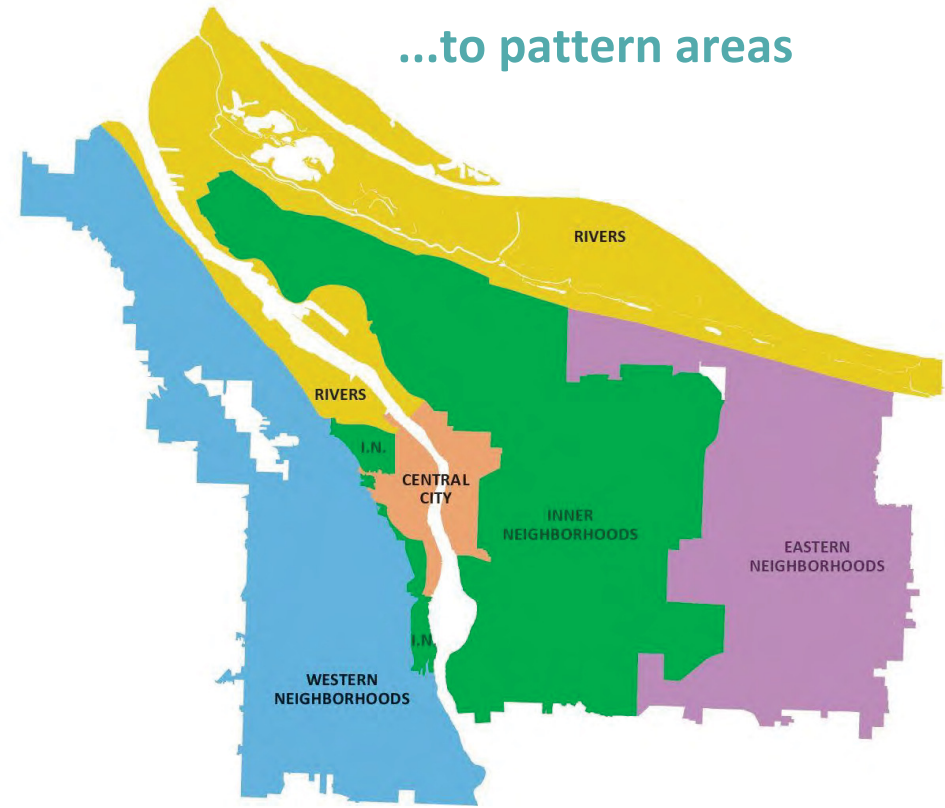


Geographic Policies

From transportation districts...



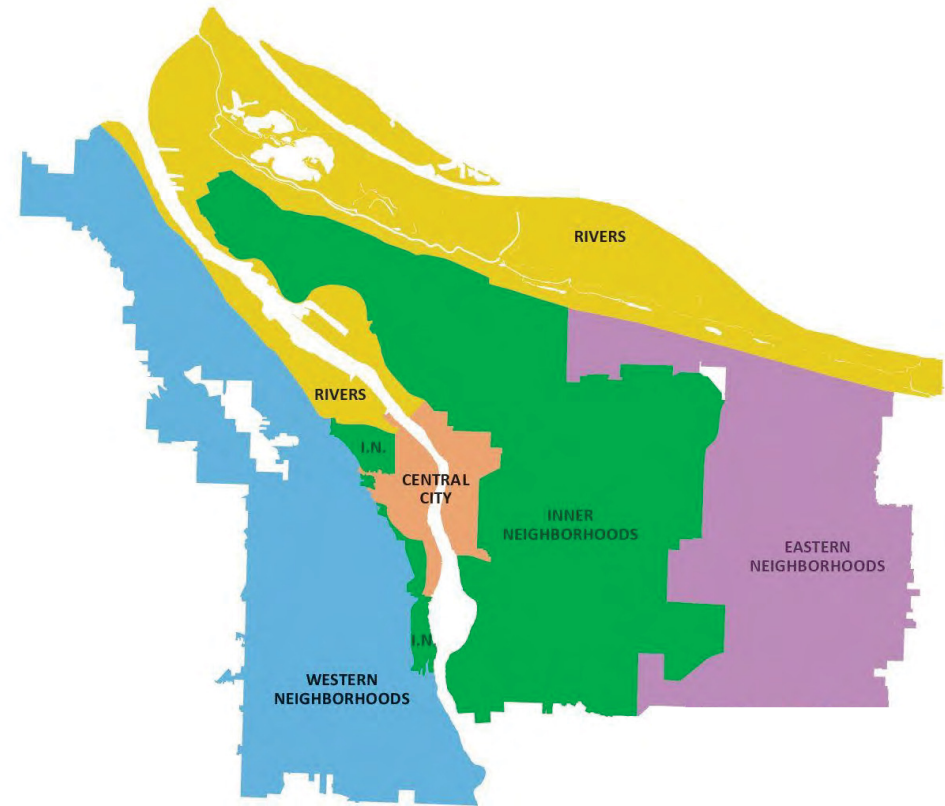
...to pattern areas



Geographic Policies

Criteria applied to each district policy

- Addressed
- Concluded
- Geographically unconstrained
- Non sequitur



Geographic Policies

Changes from Discussion Draft

- Objectives to sub-policies
- Updated language based on public comment, as applicable
- Further review
 - Moved geographically unconstrained
 - Addressed by adopted Comp Plan
- New sub-policies, Western
 - TDM strategies
 - Forest Park natural resources
- Edits, Western
 - Focus for active transportation
 - Filling gaps in connections
 - Accessible routes



Street Classifications

- **Street Classifications** provide policy guidance for the **desired function** of streets for each mode of travel
- **Traffic, Transit, and Emergency Response** were updated in TSP Stage 3
- **Bicycle and Street Design Classifications** were updated in TSP Stage 2 (adopted in 2016)
- **Pedestrian (PedPDX)** and **Freight** classifications will be updated as part of **future** Modal Plan updates



Street Classifications – Traffic

Traffic Classification Descriptions were updated to emphasize Vision Zero safety goals and to clarify that traffic calming tools may be used on both Neighborhood Collectors and Local Service Streets.

Neighborhood Collectors

- **Safety:** Safety should be the highest priority on Neighborhood Collectors. Safety countermeasures should be implemented on Neighborhood Collectors to address identified safety risks. Neighborhood Collectors should maintain slow operating speeds to accommodate safe use by all modes.
- **Traffic Calming:** Traffic calming tools may be used to improve neighborhood safety and livability, when consistent with other street classifications.
- **Function:** Neighborhood Collectors should be designed to operate as neighborhood streets and through traffic should be discouraged.



Street Classifications – Transit

Transit Classification Descriptions were updated to emphasize the need for **access to transit** improvements and transit **priority treatments** along major transit lines.

Major Transit Priority Streets

- **Access to Transit.** Provide safe and convenient access for pedestrians and bicyclists to, across, and along Major Transit Priority Streets. Provide safe and accessible pedestrian crossings at all transit stops along Major Transit Priority Streets.
- **Improvements.** Provide transit signal priority at major intersections, prioritize transit stops or transit lanes over on-street parking, and provide enough lane width to accommodate standard transit vehicles. Consider the use of transit priority lanes where needed to reduce congestion-related transit delay.



Street Classifications – Transit

The Community Transit Street classification was deleted because TriMet is moving to a “Community Connector” model that does not run on fixed routes.



Street Classifications – Emergency Response

Emergency Response Descriptions were updated to add a Secondary Response classification and to clarify the use of traffic calming devices on response routes.

Secondary Emergency Response Streets

- Secondary Emergency Response Streets are intended to provide alternatives to Major Emergency Response Streets in cases when traffic congestion, construction, or other events occur that may cause undue delays in response times.
- **Traffic Slowing:** Secondary Emergency Response Streets that also have a Local Service or Neighborhood Collector traffic classification are eligible for speed cushions. Existing speed bumps may remain temporarily, and shall be replaced with speed cushions when streets are repaved or undergo major modifications. Speed cushions should be designed to achieve a similar level of traffic speed reduction as speed bumps.



Performance Measures

Changes from Discussion Draft

1. Maintain 25% bike commute mode share target
2. Establish new 10% work at home target (below the line)
3. Explicit “30% or less” SOV commute target
4. Emphasizes the importance of mode shift for “all trips” to 70% non-SOV
5. Revise level of service (LOS) policy to clarify intent to prioritize safety and multimodal metrics.



Performance Measures

Mode (non-SOV)	TSP Stage 2	TSP Stage 3 Option 1	TSP Stage 3 Option 2 (Recommended)
Walk	7.5%	7.5%	7.5%
Bicycle	25%	25%	25%
Transit	25%	25%	25%
Carpool	10%	7.5%	12.5%
SOV	(30% implicit)	(30% implicit)	30% or less
Work at home	(2.5% telecommute reference in Portland Plan)	5%	10% below the line (calculated outside of the modal targets above)
Total	70%	100%	100%



Performance Measures

Changes from Discussion Draft

9.49.i. Develop and use multimodal alternatives to the level-of-service measure to evaluate and mitigate safety, maintenance, and new trip impacts from new development.

9.49.j. Use level-of-service to improve safety, consistent with Table 9.1, as one measure to evaluate the adequacy of transportation facilities in the vicinity of sites subject to land use review.



Connected & Automated Vehicles

- Widespread AV use creates challenges and opportunities.
- “Ensure that (AV’s) **advance Portland’s...multiple transportation goals...**”
- **Prioritize** Fleet Autonomous Vehicles that are Electric and Shared (**FAVES**)
- Manage AV use with a range of **tools**, from **street design** to **pricing**
- Changes from Discussion to Proposed Draft:
 - Split into two policies, “Priorities and Outcomes” and “Tools.”
 - Removed USDOT AV glossary: created more confusion than clarity.
 - Replaced objectives with sub-policies.



Connected & Automated Vehicles

Updates people moving strategy - TSP Policy 9.6

Current Policy:

Walking
Bicycling
Transit

Taxi/commercial transit/shared vehicles

Zero emission vehicles

Other single-occupancy vehicles

New Policy:

Walking
Bicycling
Transit

FAVES (Fleet Automated Vehicles that are Electric and Shared)

Other shared vehicles

No and low occupancy vehicles



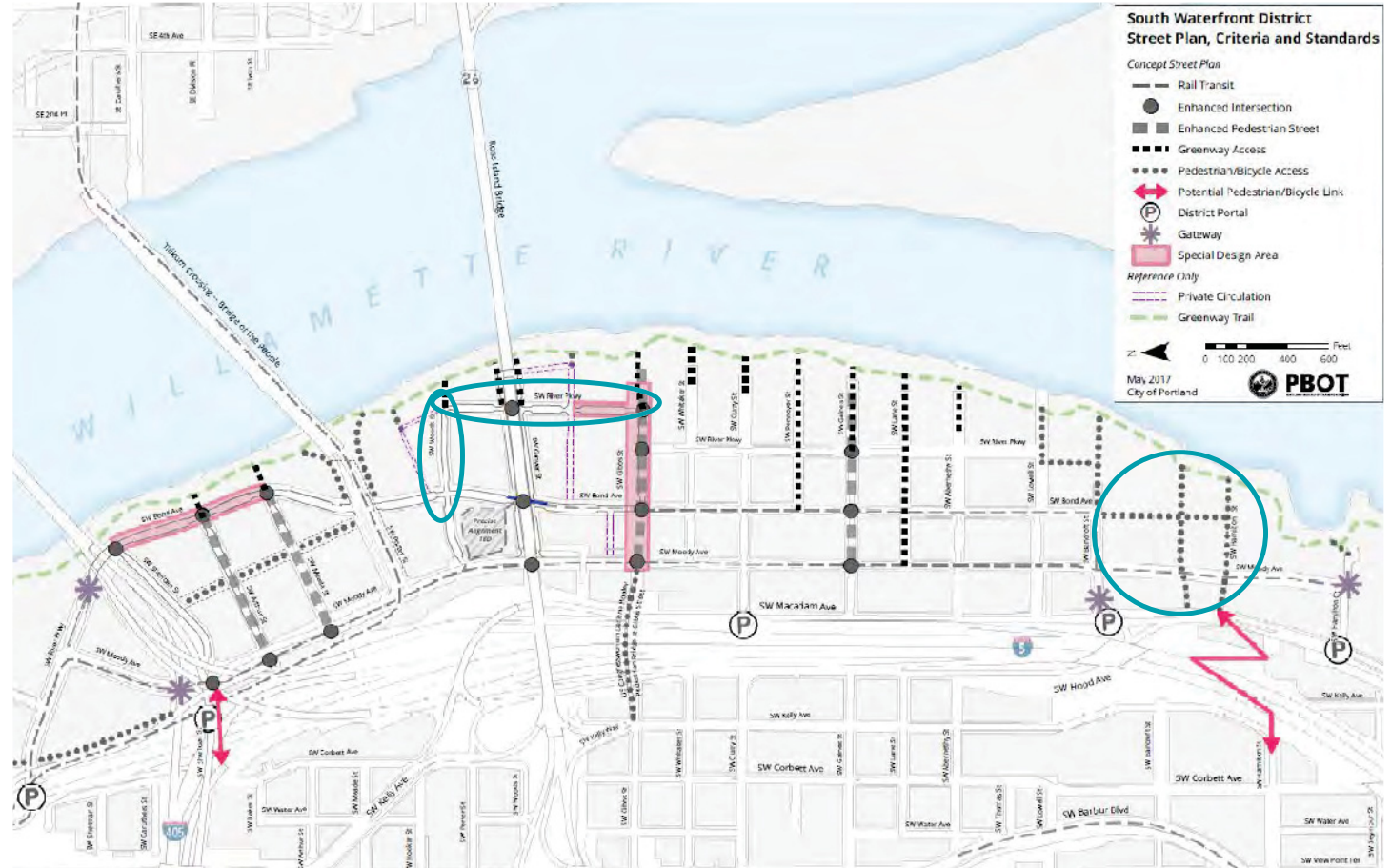
TSP Supporting Sections

- **Introduction**
 - updated since 2016
- **Glossary**
 - updated since 2016
- **Implementation Strategies - new as part of the Proposed Draft**
 - objectives
 - work items
 - possible studies
 - unfunded
 - no timeline identified
 - captured ideas and information



South Waterfront Street Plan

- Oct/Nov 2017 Council Resolution (separate from TSP3 process)

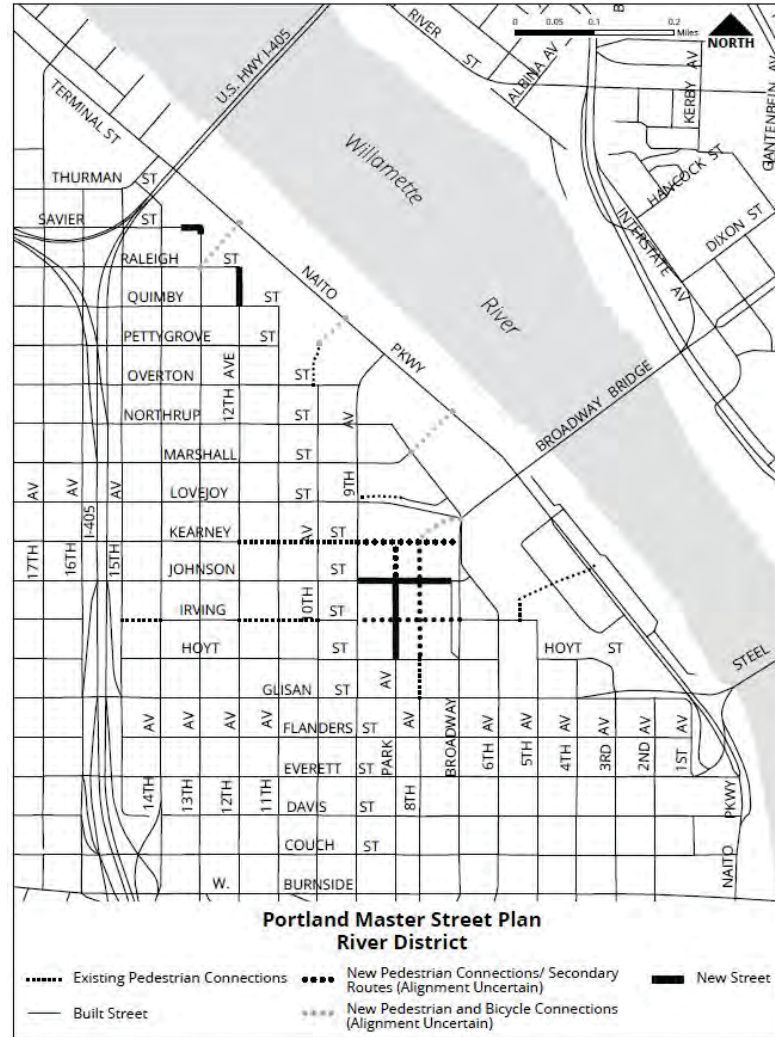


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River District Master Street Plan

- Broadway Corridor Framework Plan was developed by Prosper Portland and adopted by City Council in Fall 2015
- Guides redevelopment of US Post Office Site recently purchased by City of Portland



Public Comment Facts

Discussion Draft

- Open 64 days (May 19 – July 21)
- 5 emails to 1,824 interested parties
- Outreach at 30 events across the city: from the Multnomah Arts Center and Kenton Firehouse, to the Rosewood Initiative and JAMS Space
- Over 120 individual comments received during the Discussion Draft (some with multiple signatories)
- Briefing + consultation PBOT advisory committees

Proposed Draft

- 3 emails to 1,824 interested parties
- 823 legislative notices mailed
- 10 hard copies distributed to coalitions + interested parties
- 1 additional outreach event
- Over 15 individual comments received during the Proposed Draft (some with multiple signatories)



Public Comment Themes

- **Discussion Draft**

- Interest in a TDM study for the West Hills (Section 3: Geographic Policies)
- Proposed street classifications on SE 20th Ave (Section 4: Street Classifications)

- **Proposed Draft**

- Proposed street classifications on SE 20th Ave (Section 4: Street Classifications)
- Bike Mode Split



SE 20th Ave

Proposed Classifications

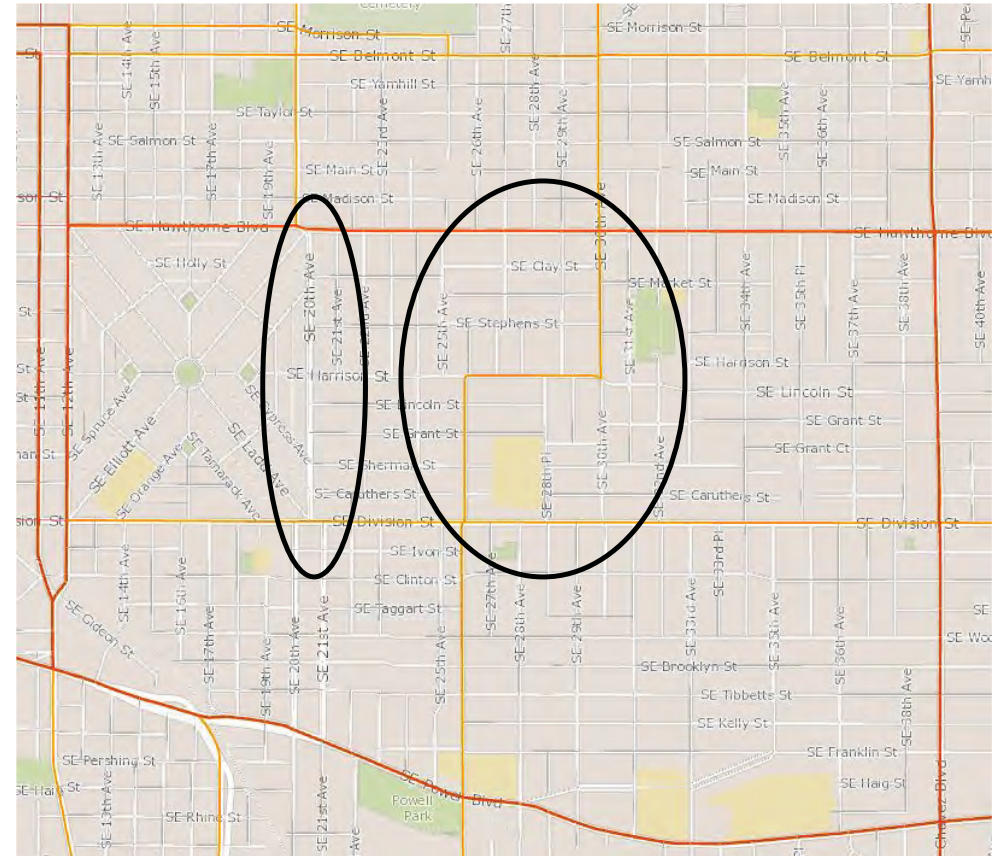
- **Traffic**
 - Change from Local to Neighborhood Collector
- **Emergency Response**
 - Change from Minor to Secondary
- **Transit**
 - Keep as Transit Access Street
 - No change from current TSP



SE 20th Ave Proposed Classifications

Traffic

- Acknowledges current function of street
- Allows traffic calming to be retained and upgraded in the future
- Allows 26th/Harrison/30th to change from Neighborhood Collector to Local
- Benefits Harrison Neighborhood Greenway by allowing more types of traffic calming
- Maintains adequate spacing between collector/major traffic streets



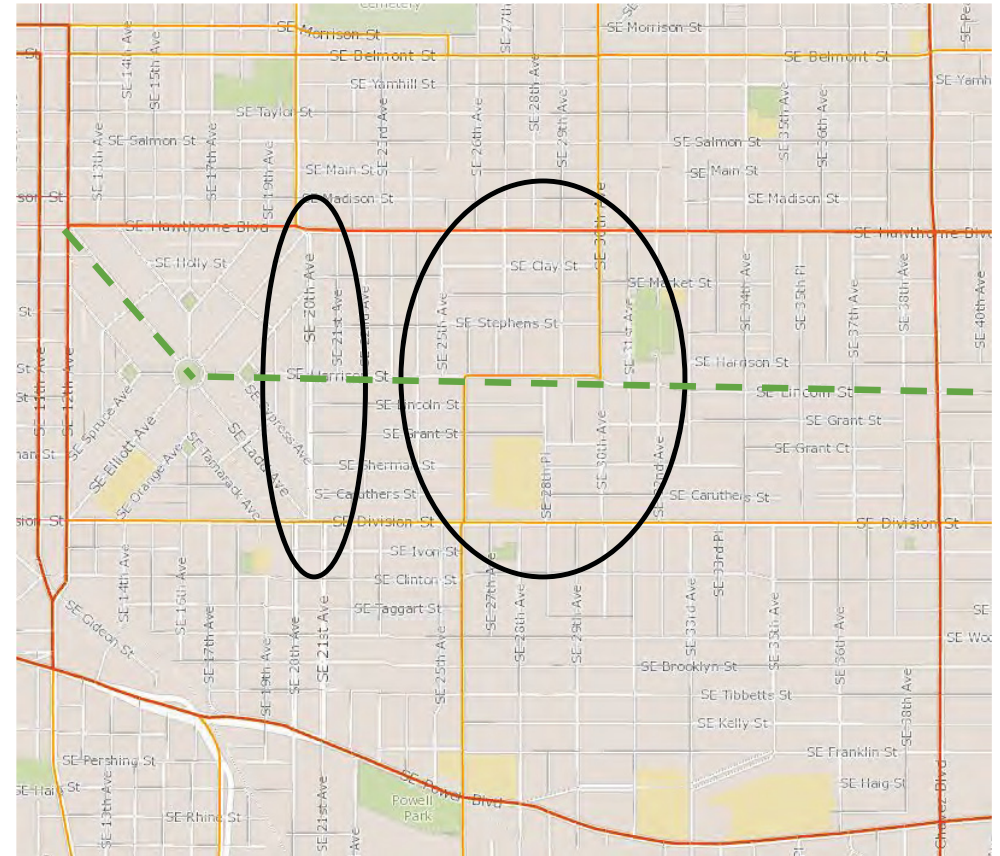
Existing Traffic Classifications



SE 20th Ave Proposed Classifications

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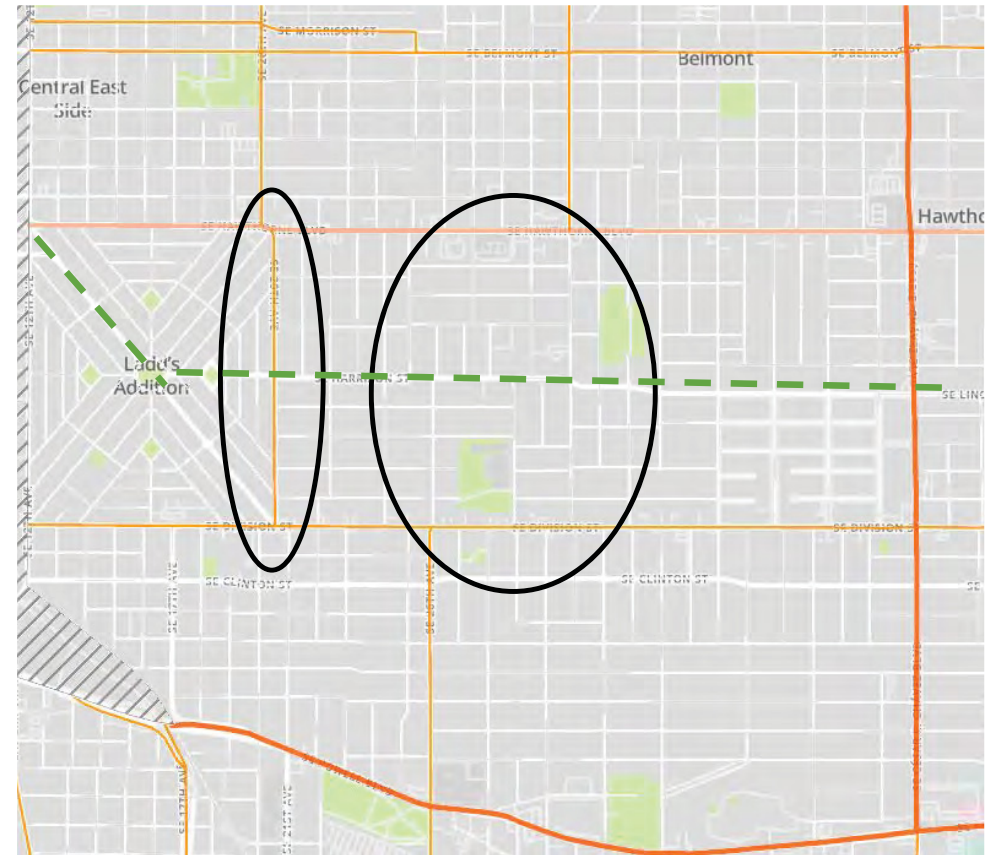
Existing Traffic Classifications



SE 20th Ave Proposed Classifications

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Proposed Traffic Classifications



SE 20th Ave Proposed Classifications

Traffic



SE 26th Ave



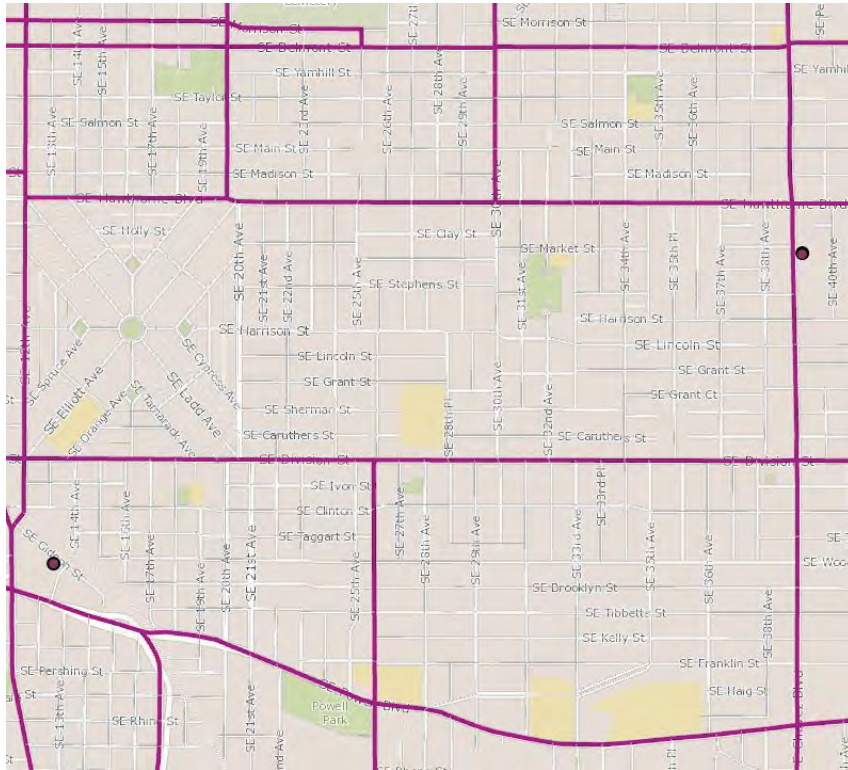
SE 20th Ave



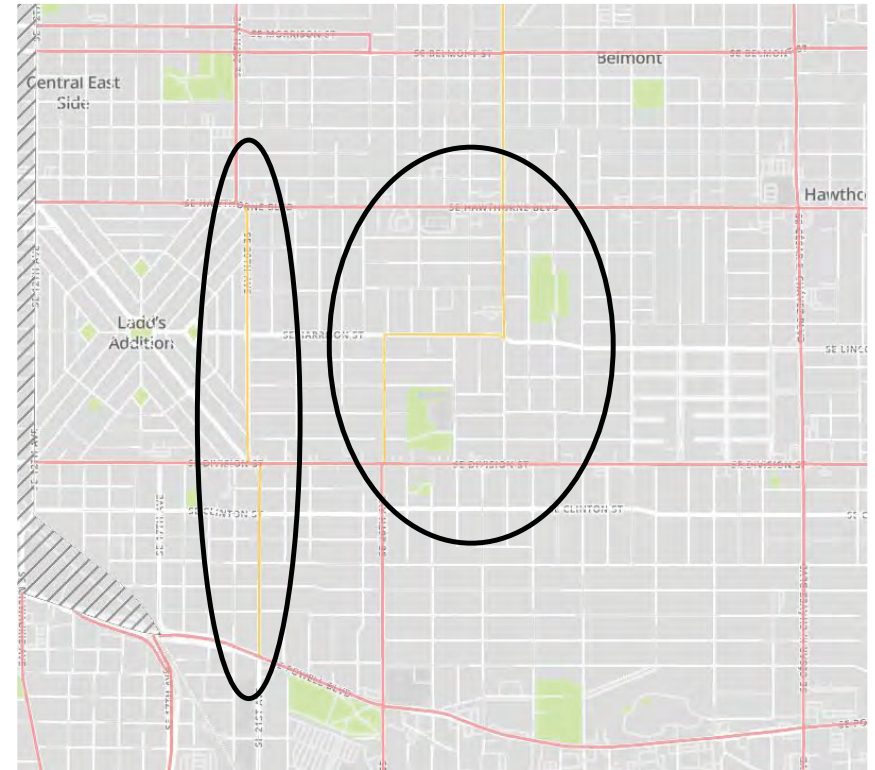
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SE 20th Ave Proposed Classifications

Emergency Response



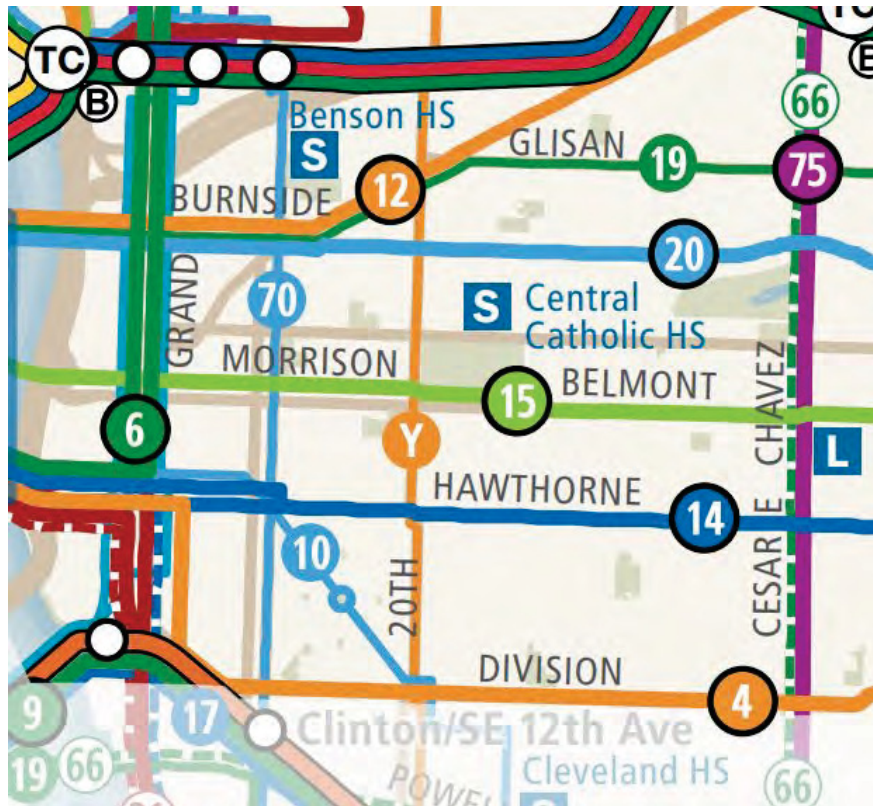
Existing ER Classifications



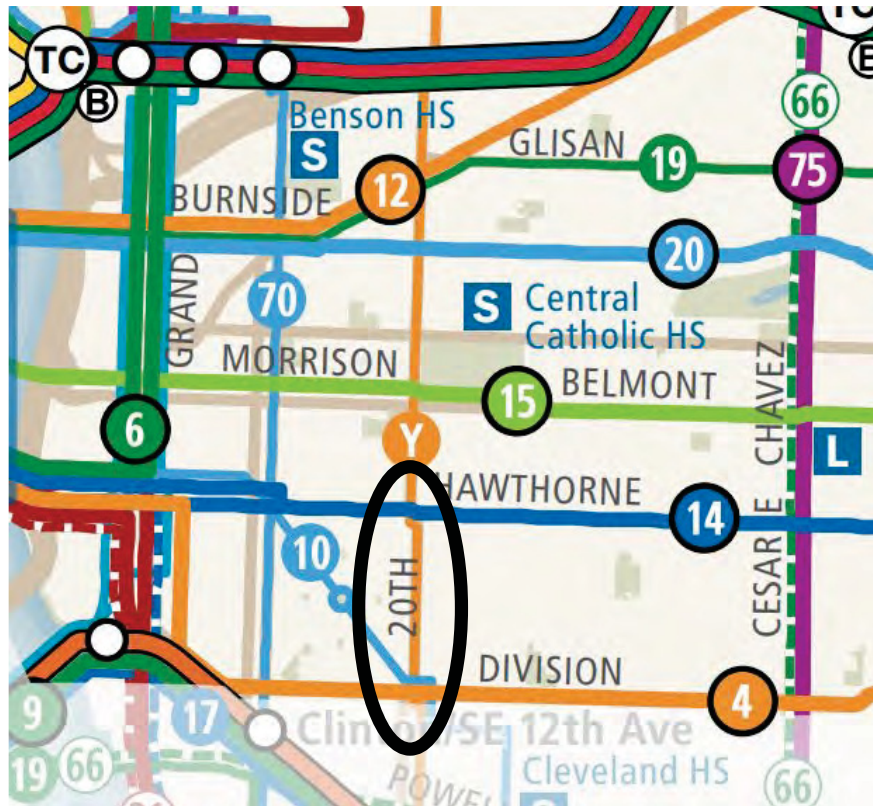
Proposed ER Classifications



SE 20th Ave Proposed Classifications *Transit*



SE 20th Ave Proposed Classifications *Transit*



TSP Consent Decision Matrix

- 14 items on TSP3 Consent Decision Matrix
- Typos
- Staff changes in response to public comment
- Staff changes in response to PSC comment
- Staff changes in response to management direction



PSC Actions Today

- TSP3 Proposed Draft
- TSP3 Consent Decision Matrix
- Removal and modifications of objectives (other than classifications) from TSP2
- Any amendments from PSC
- Letter of Support to City Council



Next Steps

- **Today:** PSC Hearing, Work Session, Decision
- **October 24:** PSC Work Session and Decision, if needed
- **November/December:** City Council
- **Winter 2018:** Combined final TSP document and website + implementation of TSP3 (post acknowledgement)



TSP3 Team

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Belén Herrera, Portfolio Assistant
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Kirk McEwan, Portfolio Assistant
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