

# PBOT

PORTLAND BUREAU OF TRANSPORTATION

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**Dan Saltzman** Commissioner **Leah Treat** Director

October 18, 2017

To: Portland Planning & Sustainability Commission

From: Courtney Duke, Project Manager; TSP Team

Re: TSP3 Recommended Draft Decision Matrix + Discussion Items - **UPDATED 10/18/17**

The TSP3 Proposed Draft was released on August 18, 2017, from which point the TSP3 team tracked public testimony sent to the PSC, as well as questions, comments, and feedback from staff and PSC members. After the PSC hearing on September 26, 2017, TSP3 staff reviewed sections again, looked deeper into the topics of interest, and prepared this memo to outline updated staff recommendations for PSC actions.

PBOT asks that PSC approve the changes below and direct staff to incorporate the changes into the Recommended Draft and an accompanying PSC Transmittal Memo to City Council.

## Decision + Discussion Items

Item	Section	Page(s)	Change: What & Why	Proposed by
1	n/a		Removal and modification of objectives (other than classifications) from TSP2. <ul style="list-style-type: none"> <li>- Stage 3 is modifying and deleting objectives</li> <li>- The final document (2018) needs to be consistent</li> </ul>	Staff
2	n/a		Letter of Support/Transmittal Letter to City Council <ul style="list-style-type: none"> <li>- Additional direction and information for City Council from PSC</li> </ul>	PSC with staff input
3	n/a	n/a	Modify <b>Policy 9.29 Regional trafficways and transitways.</b> Maintain capacity of regional transitways and existing regional trafficways to accommodate through traffic <u>and consider regional trafficways within Portland to be substantially complete except for safety improvements to existing facilities.</u>	Staff, in response to request from PSC member and public testimony.
4	3	various	Geographic Policy structure modification. <ul style="list-style-type: none"> <li>- Add a general transportation policy to each Pattern Area in order to have new sub policies nested under the transportation policy rather than other sub policies.</li> <li>- Although not all Pattern Areas have sub policies in TSP3, adding a general transportation policy to each will provide structure consistency should new sub policies be added to these sections in the future</li> </ul>	Staff, in response to request from PSC member and public testimony.
5	4	4-6	Delete "first- and last-mile" from Access to Transit section because some modes can reach farther than one mile. <ul style="list-style-type: none"> <li>- Staff agrees this change provides more accurate language</li> </ul>	Staff, in response to a request from Chris Smith.
6	4	4-6	Add "people with disabilities" to list of stop spacing factors to consider under Transit Stations section. <ul style="list-style-type: none"> <li>- Staff agrees with additional inclusionary language</li> </ul>	Staff, in response to a request from Chris Smith.

7	4	4-8, 4-9	Add "people with disabilities" to list of stop spacing factors to consider under Bus Stops section. <ul style="list-style-type: none"> <li>- Staff agrees with additional inclusionary language.</li> </ul>	Staff, in response to a request from Chris Smith.
8	4	4-8	Restore transit priority language to Transit Access Streets "Improvements" section that had been proposed for deletion.	Staff, in response to Portland Bus Lane Project testimony and request from Chris Smith.
9	4	4-7	Delete "Consider" and replace with "Prioritize" in the Improvements section regarding transit-only lanes.	Staff, in response to Portland Bus Lane Project testimony and request from Chris Smith.
10	4	4-8	Delete reference to half-mile spacing. Replace with "Stop spacing of greater than one-quarter mile may be considered for express service, limited-stop service, or in conjunction with significant transit speed and reliability improvements."	Staff, in response to a request from Chris Smith.
11	4	4-25	Change N Willamette Blvd from Killingsworth to Greeley from Secondary Emergency Response route to Minor Emergency Response route. Change N Killingsworth St from Willamette Blvd to Greeley from Minor Emergency Response route to Secondary Emergency Response route. <ul style="list-style-type: none"> <li>- Corrects a labeling error</li> </ul>	Staff
12	4	4-45, 4-50	Change 148th Ave (Airport Way - Powell), 162nd Ave (Stark - Powell and Sandy - UPRR), and 158th Ave (Airport Way - Sandy) from Transit Access Street to Major Transit Priority Street. <ul style="list-style-type: none"> <li>- This reflects desire by City of Portland and community organizations to have frequent transit service in the future along these corridors.</li> </ul>	Staff, in response to a request from Chris Smith.
13	4	4-62	Change NE 60th Ave (Portland Hwy - Prescott St) from Neighborhood Collector to Local Service Traffic Street. <ul style="list-style-type: none"> <li>- 60th Ave and Cully Blvd are very closely spaced; 60th is not needed to</li> </ul>	Staff

			provide a collector network in the area. 60th also has a narrow right-of-way unable to accommodate the full desired width for a neighborhood collector. This change will also provide greater design flexibility for an upcoming pedestrian project on 60th.	
14	4	4-65	<p>Delete Thurman frontage roads along US 30. Add Neighborhood Collector designation on BW Thurman (18th - 21st), NW Wilson St (20th - 21st), and NW 20th Ave (Wilson - Thurman).</p> <ul style="list-style-type: none"> <li>- This change reflects the scope of the NW 20th Ave LID project that is currently underway.</li> </ul>	Staff
15	4	n/a	<p>SE 20th and 21st Ave Classifications. Staff recommends no changes to the classifications as outlined in the Proposed Draft for SE 20th and 21st.</p> <ul style="list-style-type: none"> <li>- Public testimony indicated concerns about Neighborhood Collector, Secondary Emergency Response, and Transit Access Street classifications. Staff feel there are necessary trade-offs to establish a basic collector grid to reduce traffic pressure on other major streets, remove a clear policy conflict on a neighborhood greenway, provide timely emergency response times, and provide north-south transit service in inner SE Portland. The street currently functions as a neighborhood collector, and has for decades. The change will recognize the reality of City policy. PBOT staff does not conclude that the classification change alone constitutes harm to the residents on 20th Ave. PBOT has no current projects underway to use diversion on any parallel routes. If a project materializes in the future it will come with significant public outreach, analysis of traffic patterns, and</li> </ul>	Staff, in response to public testimony and PSC comments.

			<p>identification of mitigations. Removing these classifications raises equity concerns because it would grant a relatively well-off neighborhood an exception to the expectation that all neighborhoods will accommodate their fair share of the transportation network.</p> <ul style="list-style-type: none"> <li>- In recognition of concerns raised in public testimony about existing conditions on the street, PBOT has agreed to mark crosswalks at SE Harrison &amp; SE 20th, and to replace a missing speed limit sign.</li> </ul>	
16	5		<p>Make modifications to the Modal Chapter to reflect more robust housing and streetcar connection, the need for a transit master plan, update the transit section to be more streamlined, highlight the issues of gentrification and displacement related to infrastructure improvements including streetcar and transit.</p> <ul style="list-style-type: none"> <li>- Staff agrees that these changes will make a more robust and relevant chapter.</li> </ul>	Staff, in response to request from PSC members.
17	7	7-5	<p>9.49.f. Establish new “Work at home” commute mode share target of 10% “below the line” and add a “30% or less” SOV mode share target in Option 2 in the table below.</p> <ul style="list-style-type: none"> <li>- If bike, ped, transit, and SOV mode share targets are maintained, adding a work at home target only “fits” when calculated in addition to trips with an origin and a destination, i.e. “below the line.”</li> </ul>	Staff, in response to 2016 PSC request.
18	7	7-6	<p>9.49.i. and 9.49.j. Reverse the order of the two sub policies and add references to “to improve safety” and “multimodal.”</p> <ul style="list-style-type: none"> <li>- PBOT is working to develop robust, multimodal development review criteria.</li> </ul>	Staff, in response to a request from Chris Smith.
19	8	8-1	<p>In “Summary of Proposal,” replace “first and last mile” with “complete trip.”</p> <ul style="list-style-type: none"> <li>- Staff agrees that complete trips may entail more than first and last mile improvements.</li> </ul>	Staff, in response to a request from Chris Smith.

20	8	8-2	<p>Add to the end of 9.XA.c. “Prioritize electric and other zero direct emission vehicles operated by fleets and carrying multiple passengers.”</p> <ul style="list-style-type: none"> <li>- Staff agrees that the goal is to prioritize zero direct emission vehicles, regardless of the propulsion technology.</li> </ul>	Staff, in response to a request from Andre Baugh.
21	8	8-3	<p>9.XB.a. Add “but not limited to” after “share information including...”</p> <ul style="list-style-type: none"> <li>- Staff agrees that there could be need for broader range of data to effectively manage the transportation system.</li> </ul>	Staff, in response to request from Chris Smith.
22	9	9-1	<p>Add definition for “Performance Targets and Standards: A metric to demonstrate progress toward.”</p> <ul style="list-style-type: none"> <li>- This is the definition of performance targets and standards from Metro’s Regional Transportation Functional Plan, which clarifies that the City is not required to show that the targets will be achieved.</li> </ul>	Staff
23	11	11-4	<p>Move NW 13th Ave Ped/Bike Connection over railroad from NW 13th &amp; NW Raleigh to NW 13th &amp; NW Savier, to avoid private property on the River District Master Street Plan map.</p> <ul style="list-style-type: none"> <li>- Correct labeling error</li> </ul>	Staff
24	various	various	<p>Fix and remove typos, notes, irrelevant headers, etc., including standardizing a consistent format for mentions of sub policies throughout the document.</p>	Staff

Item Number 17

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%