

Transportation System Plan

TSP Update Stage 3 - Final Stage of the TSP Update

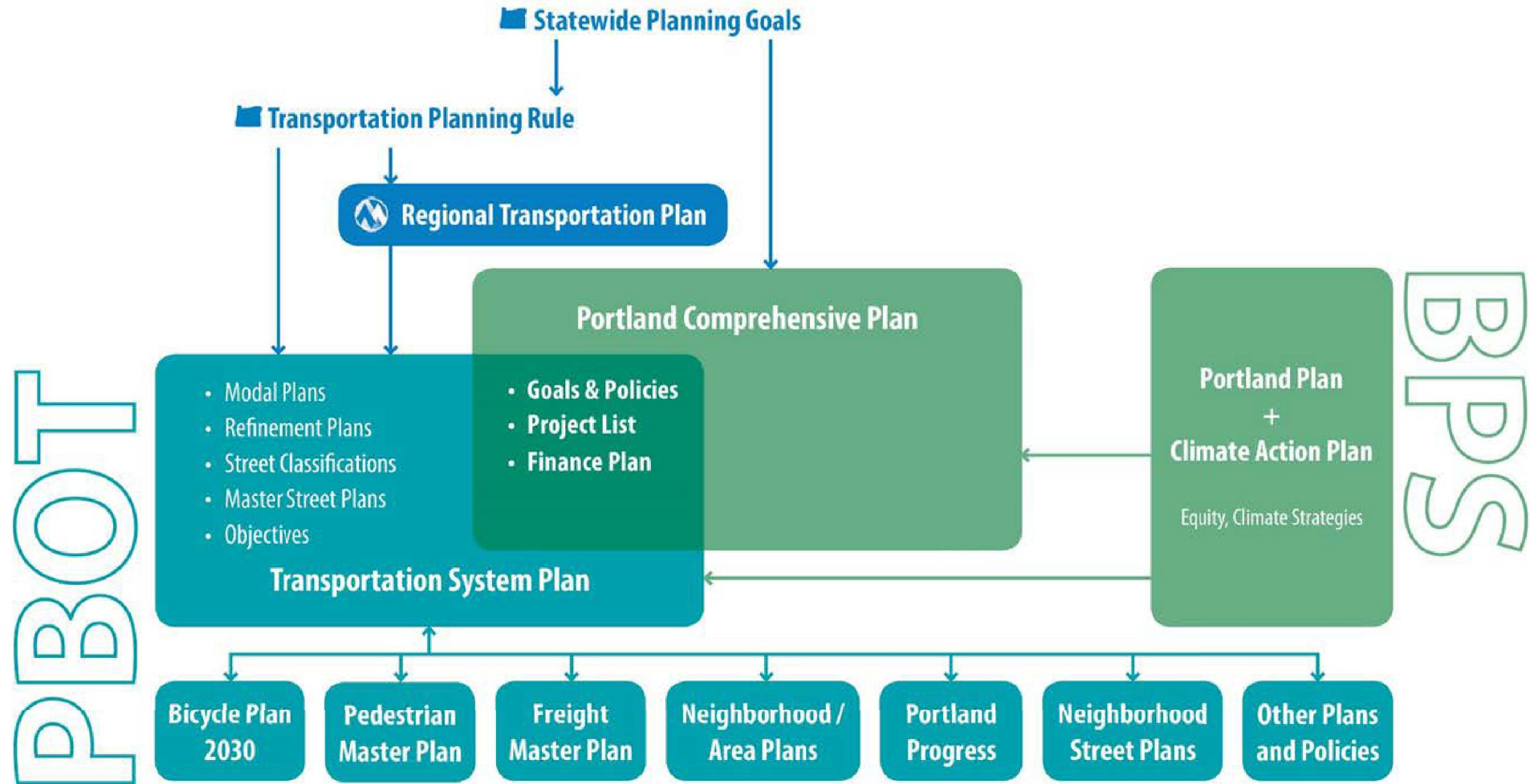


City Council Hearing
March 21, 2018



PBOT
PORTLAND BUREAU OF TRANSPORTATION

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

2035 Comp. Plan

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

TSP Objectives

Street Classification

**Transportation
System
Improvements**
Major Projects
Programs

Glossary

Refinement Plans
and Studies

Master Street
Plans

References to
Modal Plans

Implementation
Strategies

Autonomous
Vehicle Policy

Project Evaluation
Financial Plan

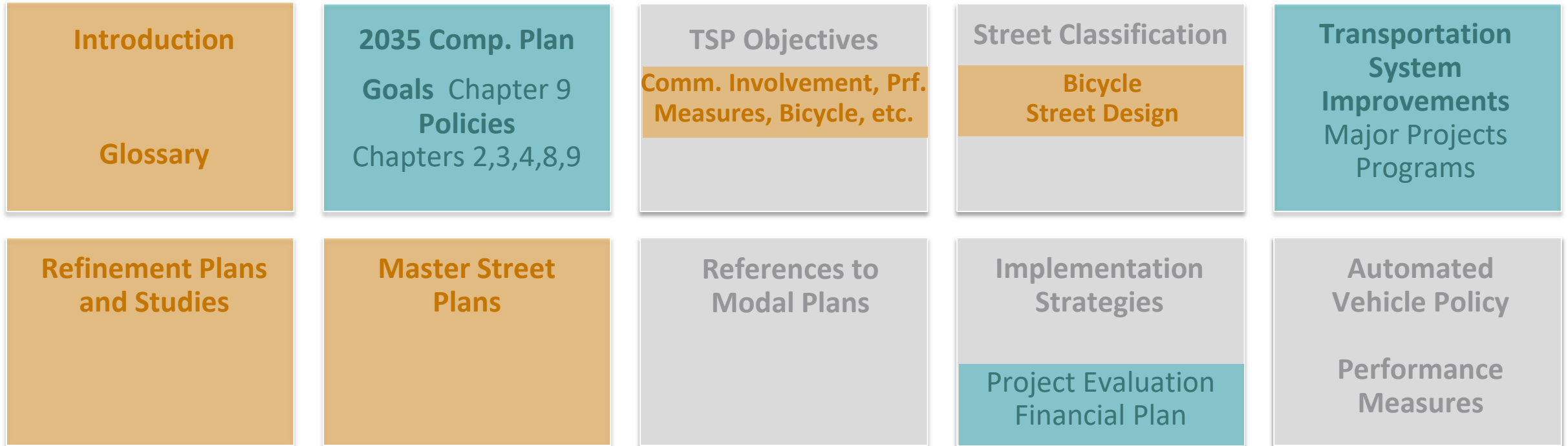
Performance
Measures



Components of the TSP

Stage 1 2014-2016 Adopted June 2016

Stage 2 2015-2016 Adopted Dec. 2016

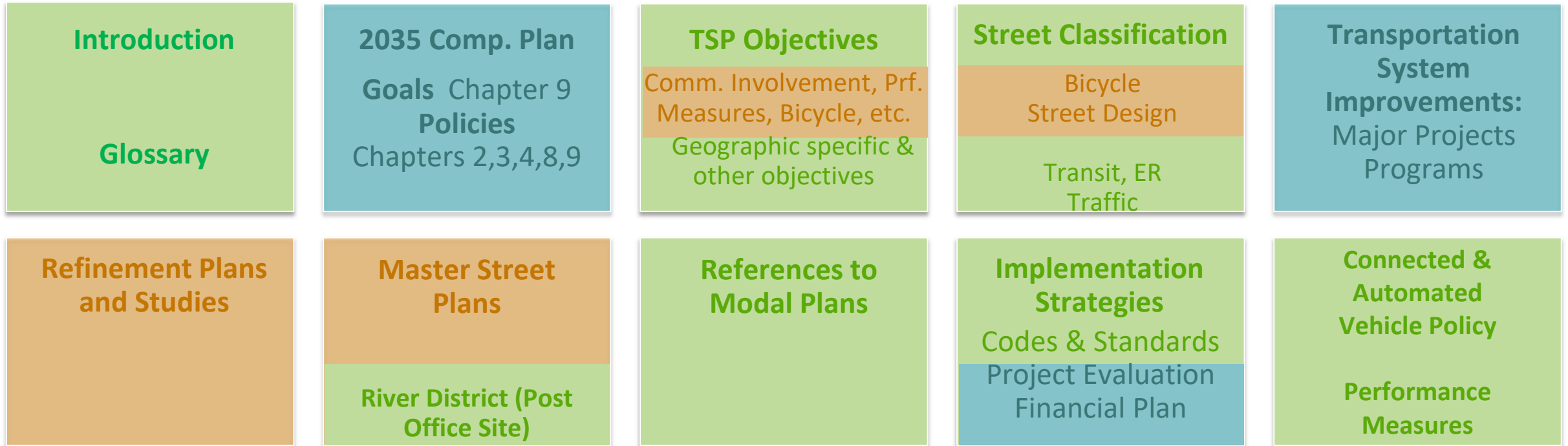
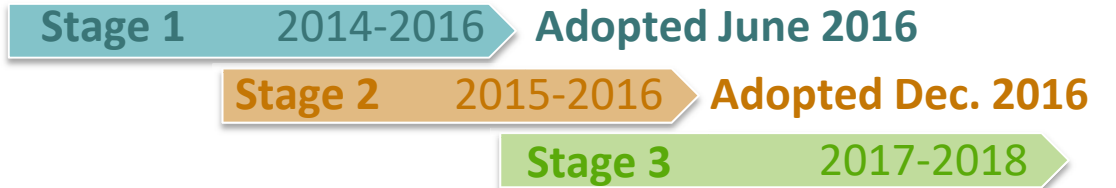


**Title 17: Transportation Demand Management
Street Vacations**

Title 33: Commercial Parking



Components of the TSP



Title 17: Transportation Demand Management
Street Vacations

Title 33: Commercial Parking

Public Participation

Discussion Draft: 120 individual comments, outreach at 30 events

What we heard:

1. Interest in TDM study for the West Hills
2. Proposed classifications on SE 20th Ave.

Proposed Draft: 15 individual comments, PSC Testimony

What we heard:

1. Proposed classifications on SE 20th
2. Mode split targets
3. Geographic policies and objectives



Requested Council Action

Ordinance

Comprehensive Plan Components

- Geographic Policies
- Objectives
- Street Classifications
- Performance Measures
- Connected & Automated Vehicles
- Master Street Plan
- Code Chapter 17.107
- Errata

Resolution

TSP Supporting Sections

- Introduction
- Modal Master Plans Reference
- Glossary
- Implementation Strategies



Objectives

To maintain consistency with Comprehensive Plan and Central City 2035:

- Objectives deleted
- Objectives elevated to sub policies
- Objectives removed to implementation strategies



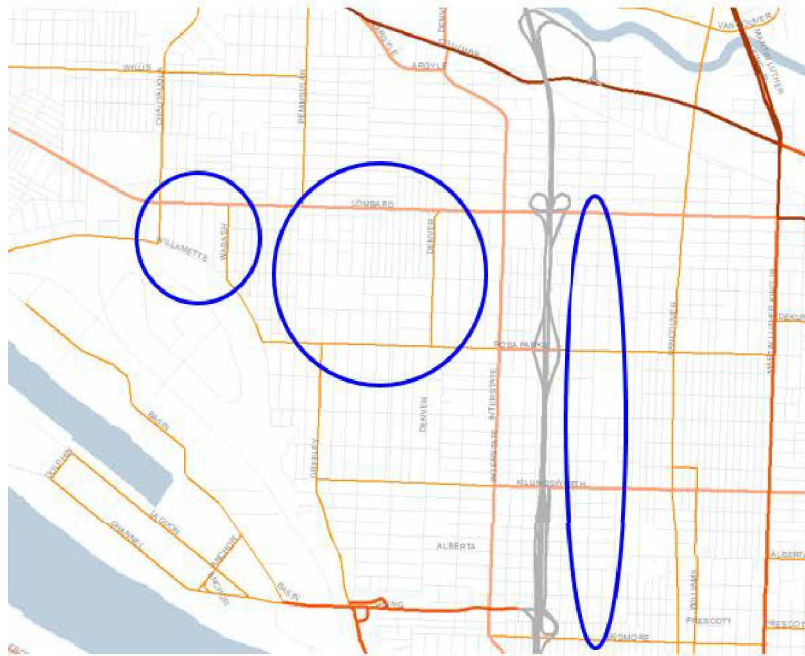
Street Classifications

- **Street Classifications** provide policy guidance for the **desired function** of streets for each mode of travel
- **Traffic, Transit, and Emergency Response** have been 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 Master Plan updates

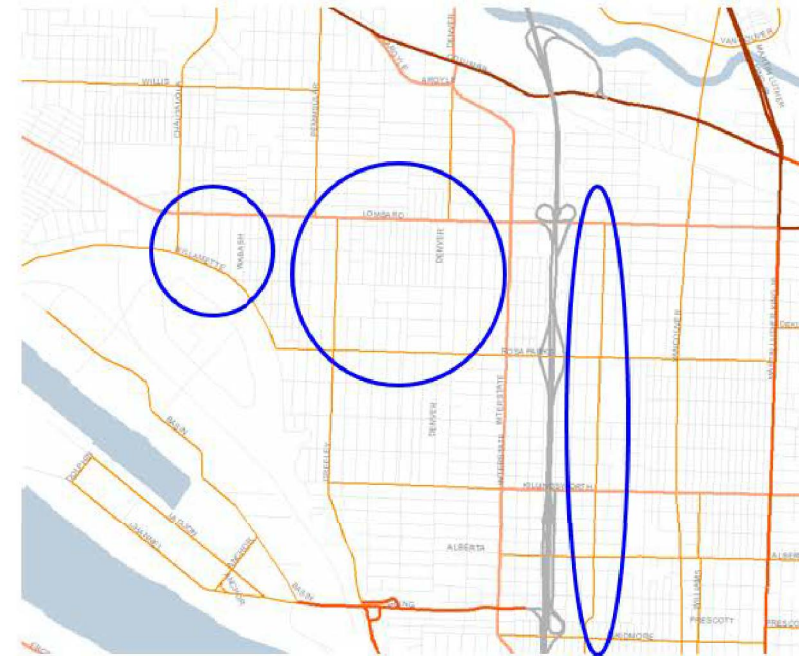


Street Classifications – Traffic

Traffic Classification Descriptions have been 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.



Existing Traffic Classifications



Updated Traffic Classifications



Street Classifications – Transit

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



Existing Transit Classifications

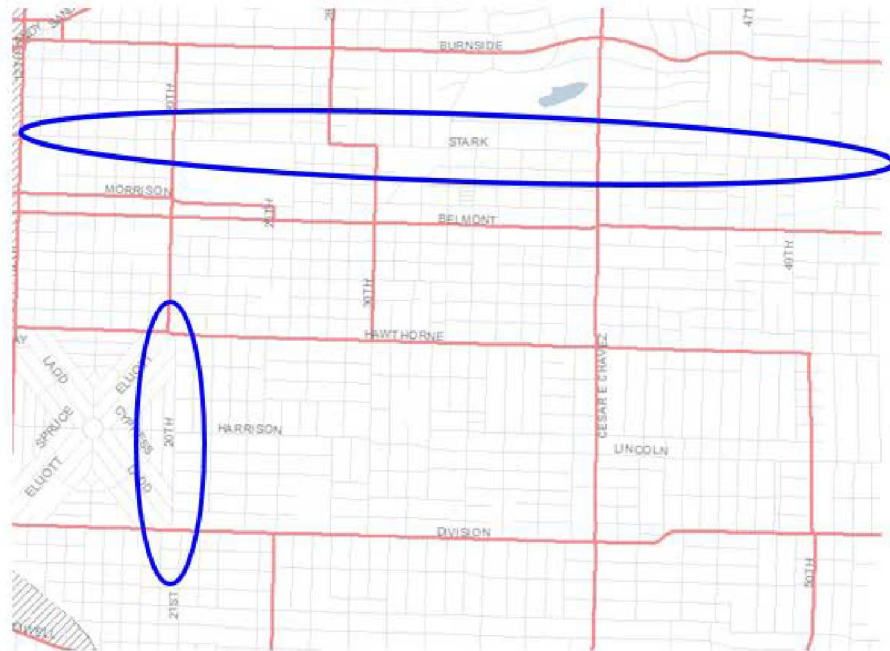


Updated Transit Classifications

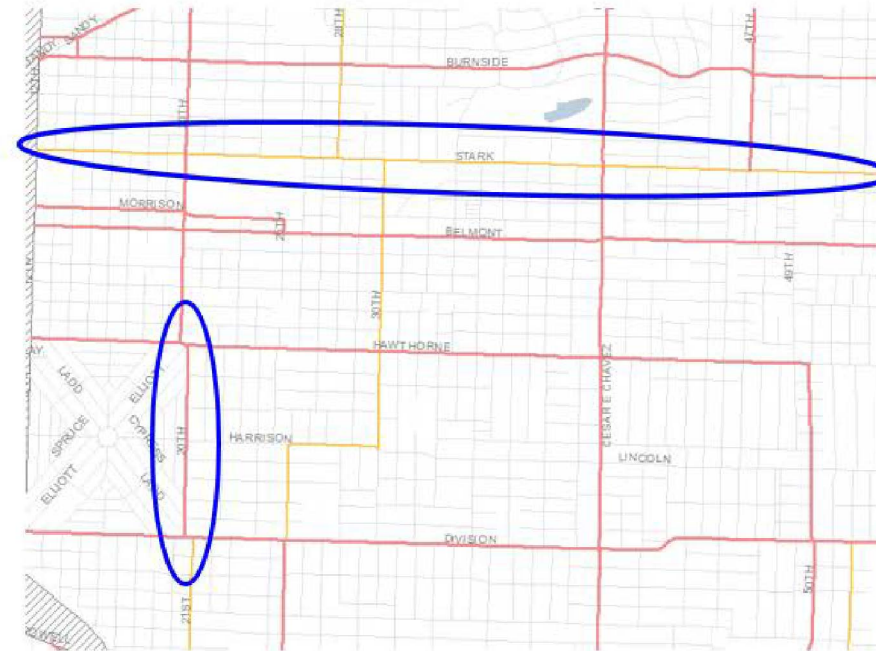


Street Classifications – Emergency Response

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



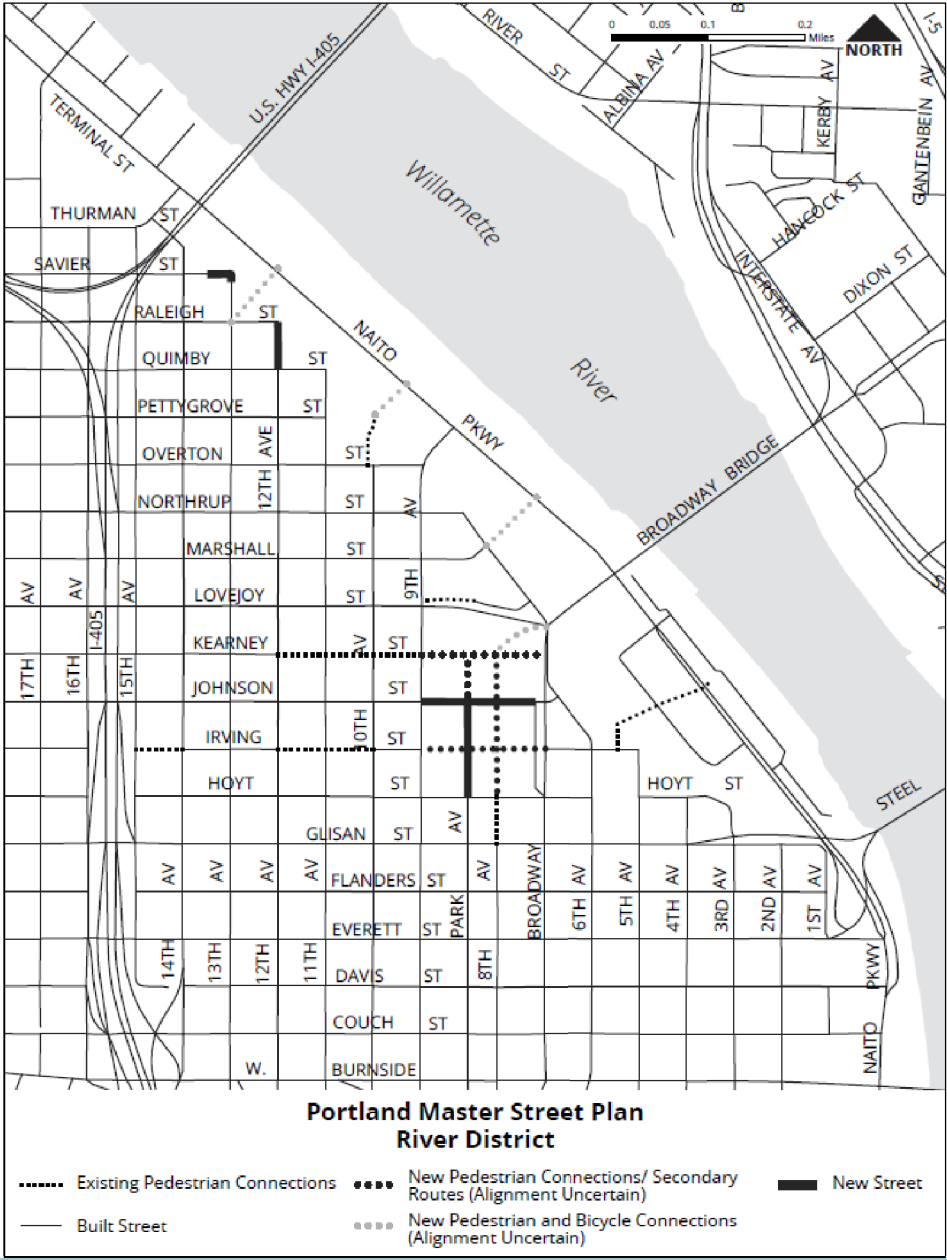
Existing ER Classifications



Updated ER Classifications



River District Master Street Plan (Post Office Site)



TSP Supporting Sections

- Introduction
- Glossary
- Modal Master Plans Reference
- Implementation Strategies



Code Chapter 17.107

- Adds clarifying language to 17.107 Transportation Parking and Demand Management to specify that the multimodal TDM financial incentive in Commercial Mixed Use Zones will be published as part of an annual fee schedule.
- Specifies that rates for affordable and market-rate dwelling units are found in annual fee schedule.



Performance Measures

- Establish a new 10% work at home target
- Make explicit a “30% or less” SOV commute target
- Emphasize a 70% non-SOV mode share for “all trips”
- Add a congestion target: maintain or decrease non-freight vehicle trips

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



Connected & Automated Vehicles

- Monday's fatality in Arizona reinforces the need for **strong policy and standards**
- “Ensure that (AV's) advance Portland's...multiple transportation goals...” **leading with Vision Zero**
- Create strong foundation for Portland's Smart Automated Vehicle Initiative (SAVI), mandating a phased approach, **starting with testing**
- Prioritize Fleet Automated Vehicles that are Electric and Shared (**FAVES**)
- Manage AV use with a range of **tools**, from **curb management** to **pricing**



Connected & Automated Vehicle Policy

Updates people moving strategy - Comp Plan Policy 9.6

Current Policy 9.6 (adopted in Stage 2):

Walking

Bicycling

Transit

Taxi/commercial transit/shared vehicles

Zero emission vehicles

Other single-occupancy vehicles

Recommended Policy 9.6:

Walking

Bicycling

Transit

FAVES (Fleet Automated Vehicles that are Electric and Shared)

Other shared vehicles

No and low occupancy vehicles



Online Document

The screenshot displays the 'T.S.P. 2035 | P.B.O.T.' web application in a Google Chrome browser. The address bar shows 'pbot-tsp.surge.sh'. The navigation menu includes 'Index', 'Back to Top', and 'Transportation System Plan'. The main content area is split into two sections. On the left, a teal header contains the text 'Transportation System Plan' above a row of four images: a pedestrian crossing, a traffic jam, a cyclist, and a motorcycle. Below these images is the 'City of Portland, Oregon' logo and the 'PBOT PORTLAND BUREAU OF TRANSPORTATION' logo. At the bottom of this section are two buttons: 'Search the TSP' and 'View Map'. On the right, a map of the Portland-Troutdale area is shown with a purple grid overlay. The map includes labels for the Columbia River, Portland-Troutdale Airport, and various streets. A search bar and map controls are visible on the right side of the map.

[TSP Online](#)



PBOT
PORTLAND BUREAU OF TRANSPORTATION

Next Steps

- **Today:** Council Hearing
- **April 11:** Council Deliberations (if needed)
- **May 9:** Council amendments/substitutes (if needed)
- **May 24:** Final reading and Vote
- **June 25:** Effective date



Requested Council Action

Ordinance

Comprehensive Plan Components

- Geographic Policies
- Objectives
- Street Classifications
- Performance Measures
- Connected & Automated Vehicles
- Master Street Plan
- Code Chapter 17.107
- Errata

Resolution

TSP Supporting Sections

- Introduction
- Modal Master Plans Reference
- Glossary
- Implementation Strategies



TSP3 Team

PBOT Management

Art Pearce, Group Manager

Project Manager

Courtney Duke

Portfolio Manager

Erin Aigner (former)

Peter Hurley

Grant Morehead (former)

Francesca Patricolo

Zef Wagner

Web/Document Consultant

Nik Wise

Portfolio Assistant

Kevin Donohue

Belén Herrera (former)

Bob Kellett

Kirk McEwen

Taylor Phillips

Shane Valle

Qingyang Xie

BPS Partners

Eric Engstrom

Julie Ocken

Sandra Wood



Thank you



SE 20th Ave

Proposed Classifications

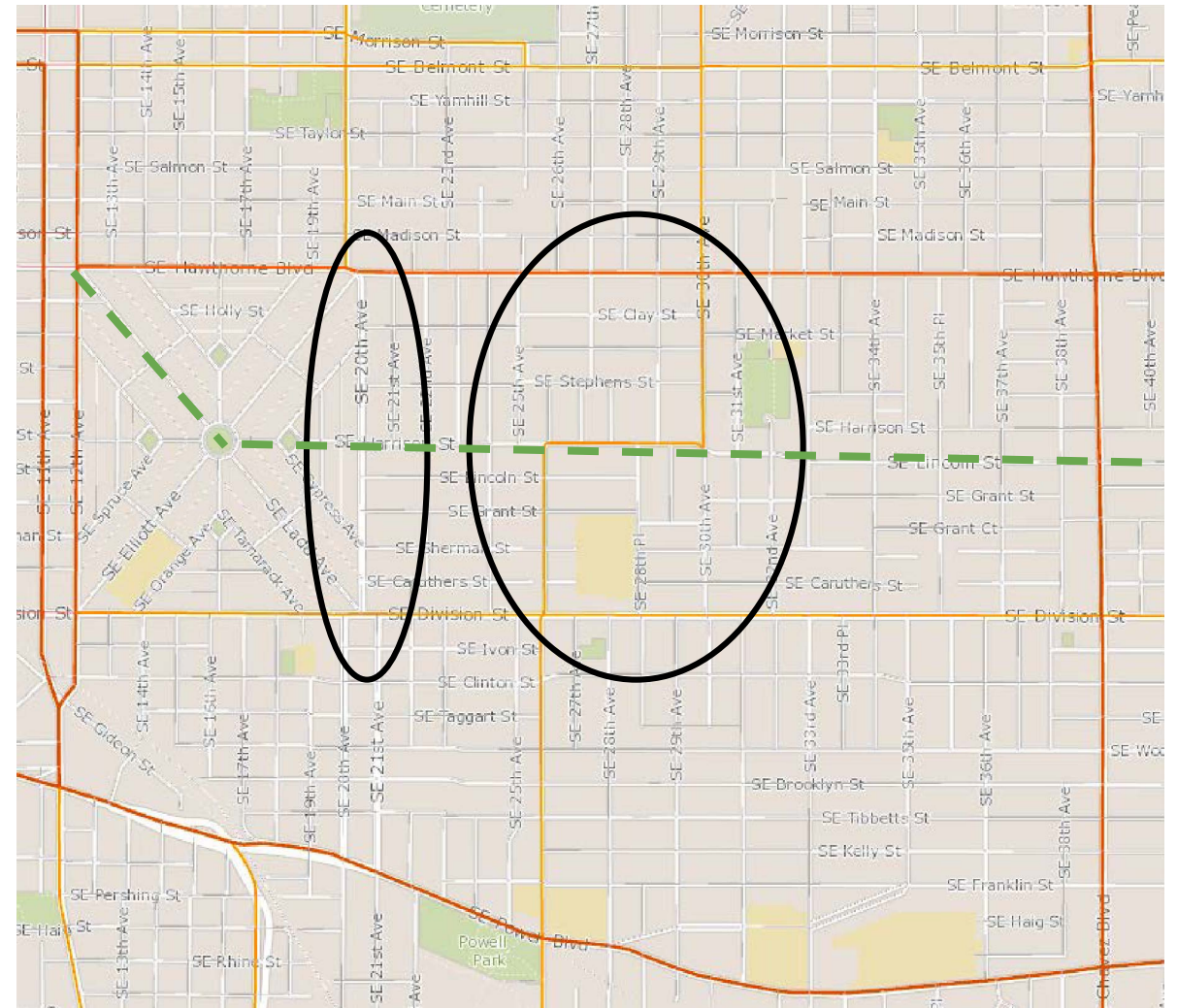
- **Traffic**
 - Change from Local to Neighborhood Collector
- **Emergency Response**
 - Change from Minor to Secondary
- **Transit**
 - Keep as Transit Access Street
 - No change from current TSP



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

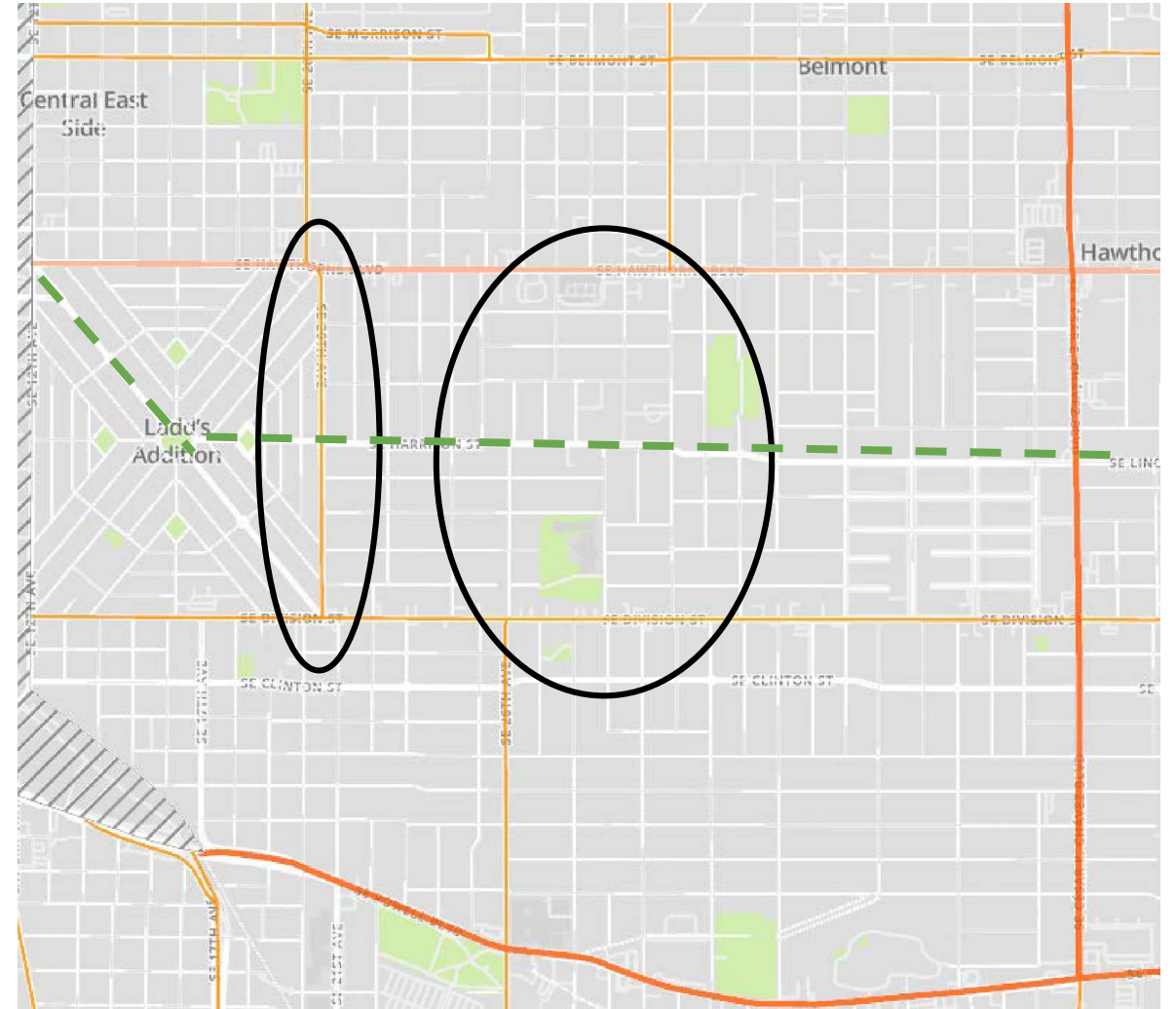


Existing Traffic Classifications

SE 20th Ave Proposed Classifications

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



Proposed Traffic Classifications



SE 20th Ave Proposed Classifications

Traffic



SE 26th Ave

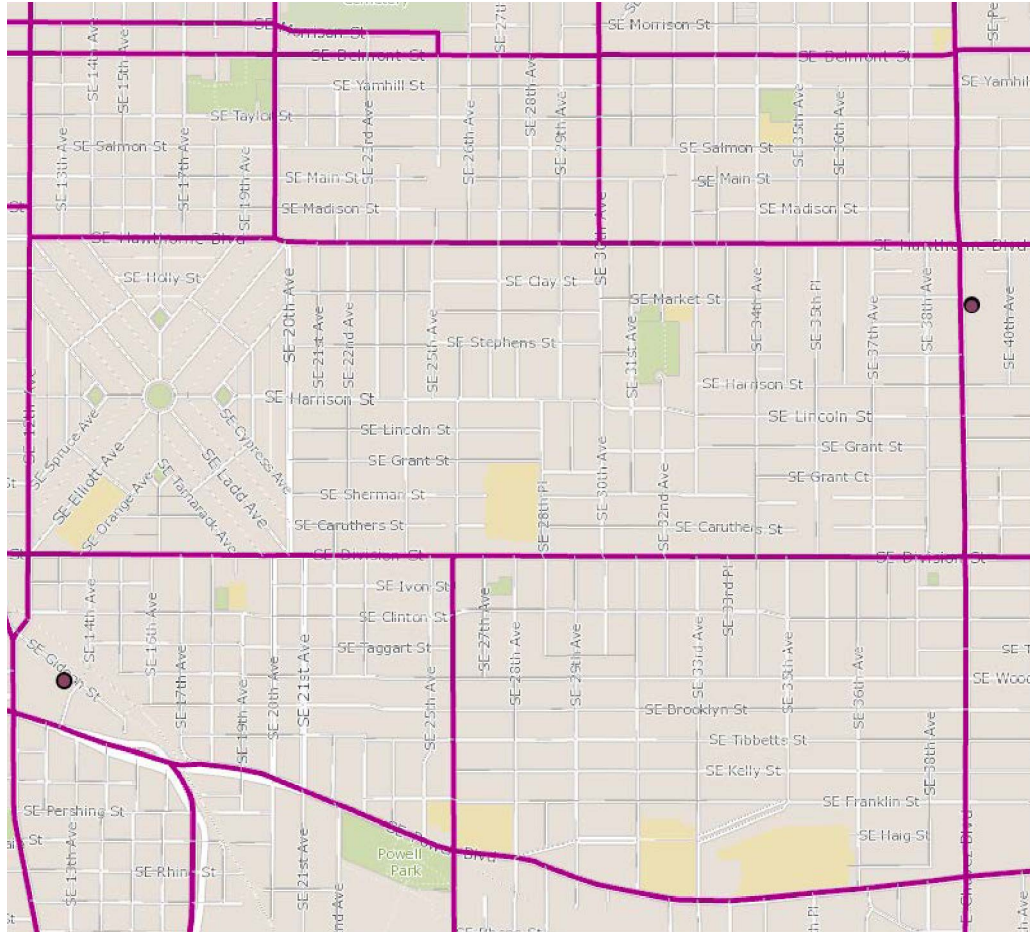


SE 20th Ave

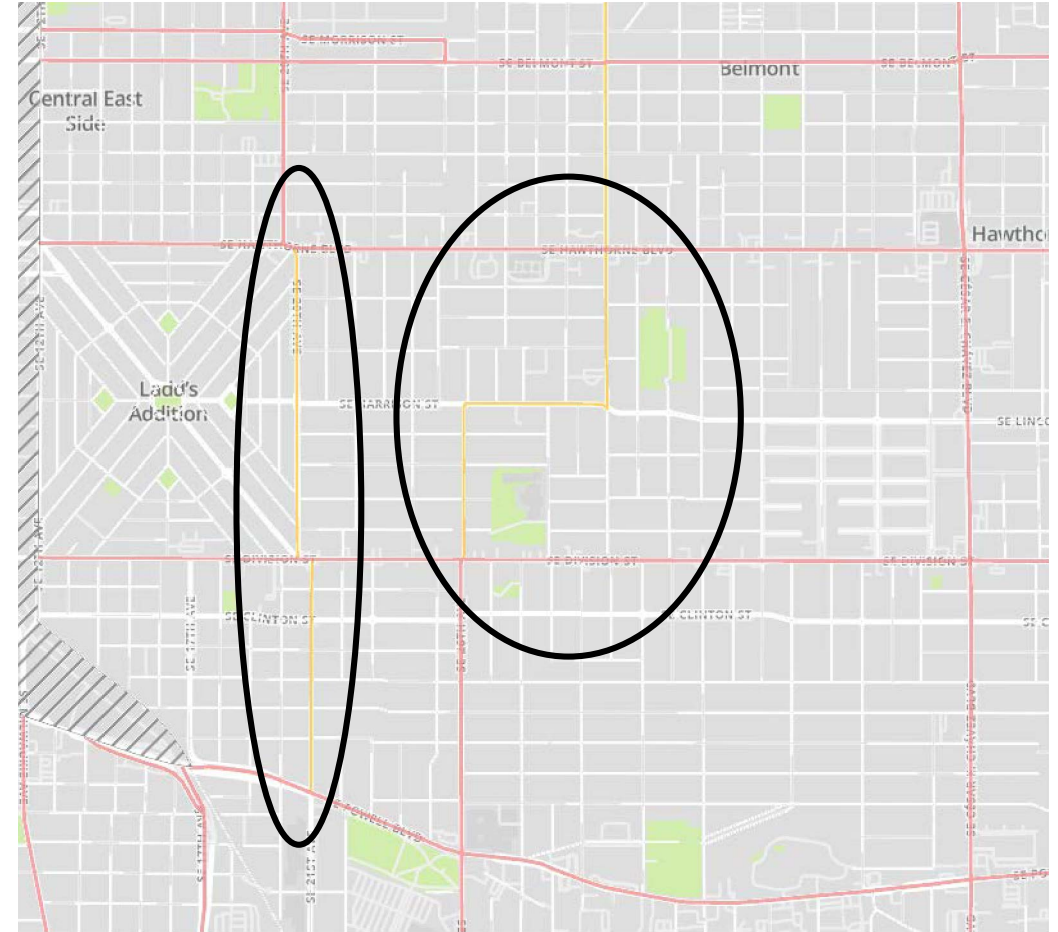


SE 20th Ave Proposed Classifications

Emergency Response



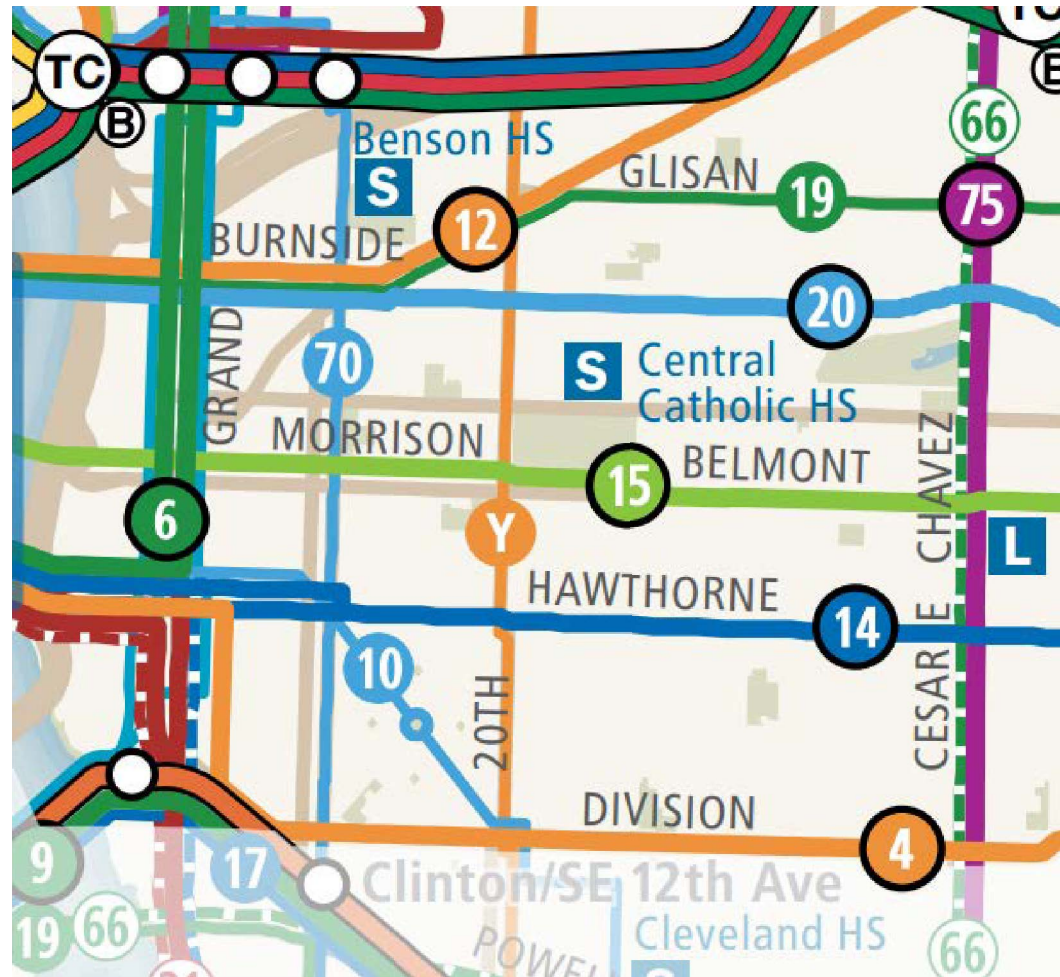
Existing ER Classifications



Proposed ER Classifications

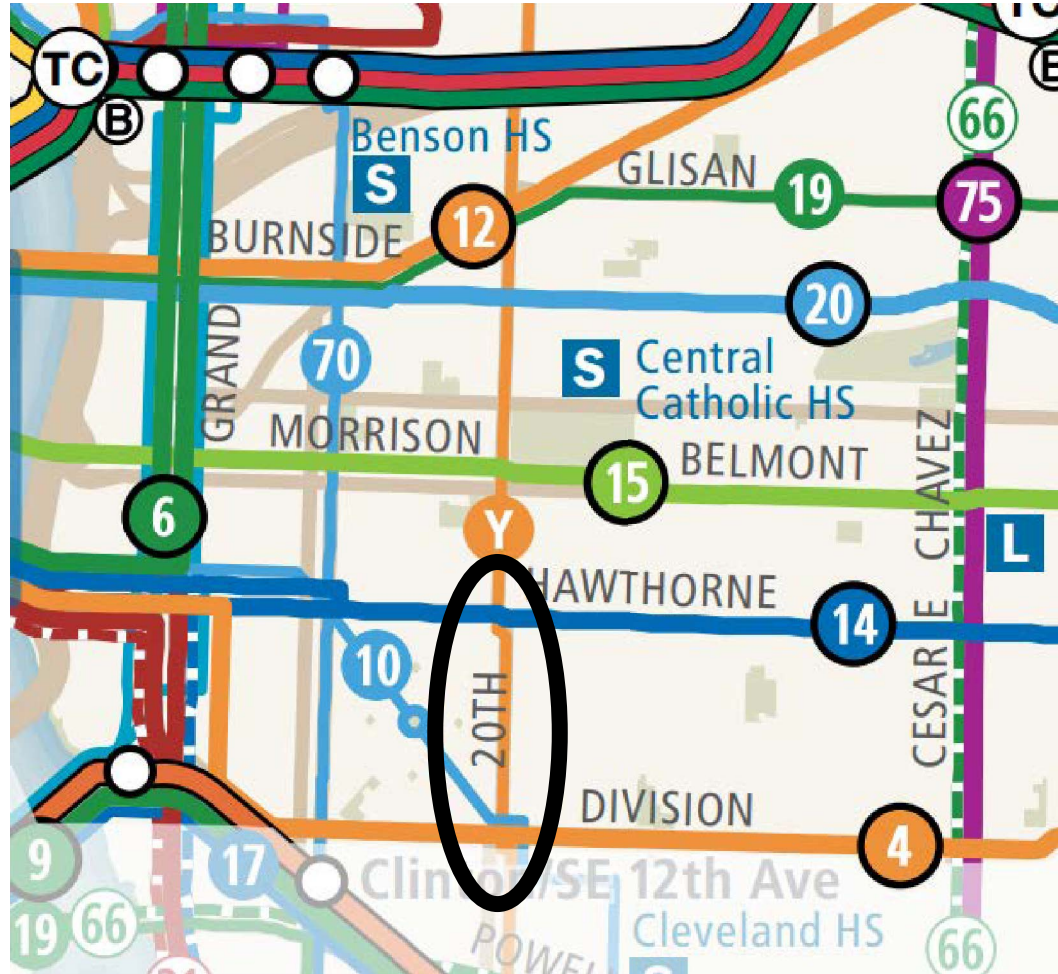
SE 20th Ave Proposed Classifications

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



PSC Recommendations

1. **City Council adopt the Transportation System Plan and Comp Plan Amendments as directed and outlined in the decision matrix and minutes from the October 24, 2017 meeting and reflected in the TSP Stage 3 Recommended Draft.**
2. **The City should take a leadership role on work-at-home trip avoidance by becoming an employer of choice, and make work-at-home opportunities (full week or partial week) available in all bureaus for all positions where appropriate.**
3. **PBOT seek resources and prepare an action plan for achieving 70 percent (or greater) non-SOV mode share and adopted Vehicle Miles Traveled (VMT) targets. The plan should include:**
 - **Current (baseline) mode share and VMT data, along with interim modal share and VMT targets, such as for 5 and 10 years.**
 - **A Transit Master Plan for the City of Portland indicating how to achieve 25 percent transit mode share in partnership with TriMet.**



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)

