

Transportation System Plan Update



Planning & Sustainability Commission Briefing



PBOT
PORTLAND BUREAU OF TRANSPORTATION

October 8, 2019

Timeline for TSP Update



August 1-September 6: Discussion Draft open for public comment

September 30: Proposed Draft released for public comment

October 8: PSC Briefing

November 19: PSC Hearing/Recommendation

Background

- The 2035 TSP is a 20-year plan that guides transportation policies and investments. It is a part of the Comprehensive Plan.
- The 2035 TSP was adopted in three stages between 2016-2018 in conjunction with Bureau of Planning and Sustainability.
- This update amends a small portion of the 2035 TSP.



Background: Components of the 2035 TSP

Ch 1: Introduction

**Ch. 3: Street
Classifications**

**Ch. 5: Modal
Plans**

**Major Projects
and Programs**

**Ch. 2: Goals and
Policies**

**Ch. 4: Master Street
Plans**

**Ch. 6: Implementation
Strategies**

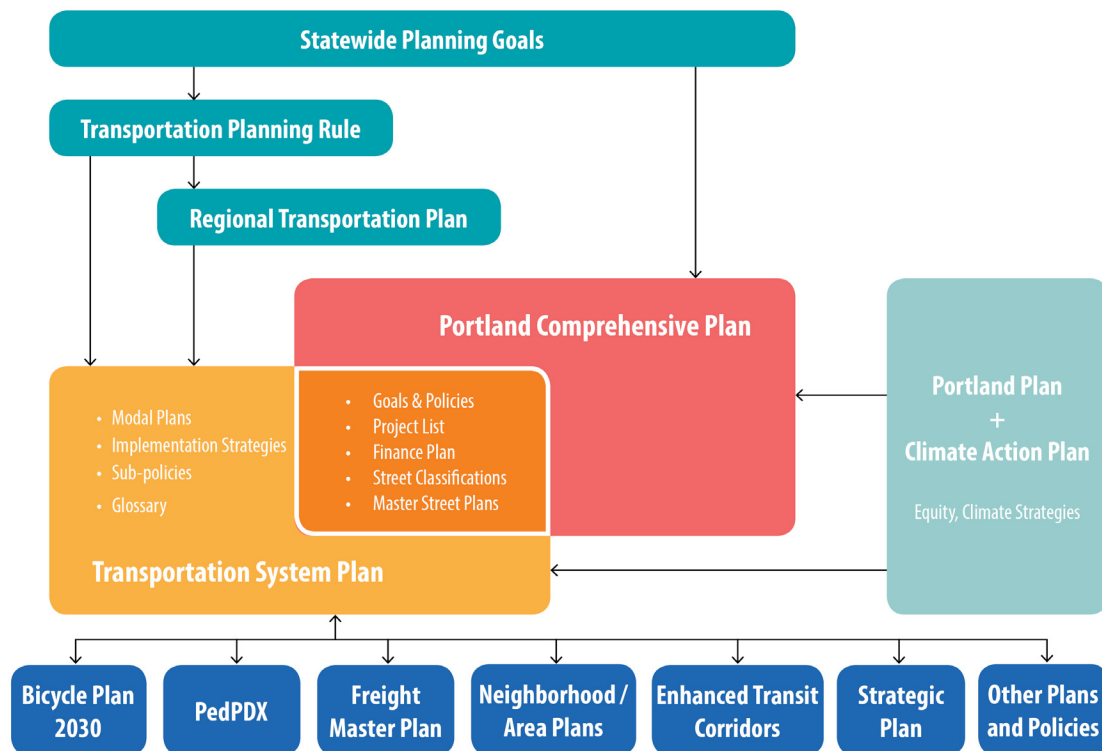
Glossary

Finance Plan



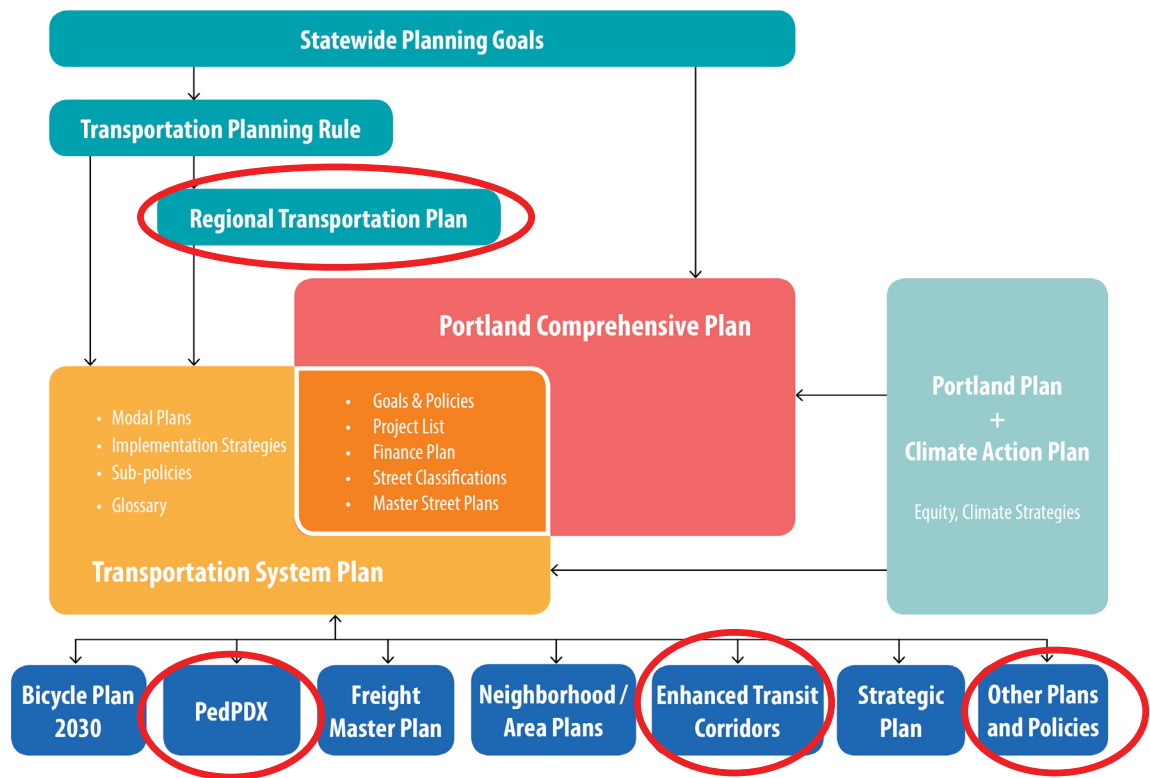
Background

TSP : RELATIONSHIP TO OTHER PLANS



Why are we amending the 2035 TSP?

TSP : RELATIONSHIP TO OTHER PLANS



What are we changing in this update?

1. Policies
2. Classifications
3. Major Projects
4. Supporting chapters



Policies



TSP Policies

- Policies guide the maintenance, development, and implementation of Portland's transportation system.
- Comprehensive Plan Transportation-related Policies:
 - Ch. 9 Transportation
 - Ch. 3 Urban Design
 - Ch. 4 Development
 - Ch. 8 Public Facilities

Policy 9.22 Public Transportation

Public transportation: Coordinate with public transit agencies to create conditions that make transit the preferred mode of travel for trips that are longer than 3 miles or shorter trips not made by walking or bicycling. (COMPREHENSIVE PLAN Policy 9.22)

a. Consider and incorporate transit priority treatments, such as those in The Enhanced Transit Corridors Plan, to improve transit speed and reliability during the planning and design phase of capital projects and permitted projects. (TRANSPORTATION SYSTEM PLAN Policy 9.22.a)

Policies 9.68 & 9.69 Connected and Automated Vehicles

- Policies amended to include all “new mobility vehicles and services” rather than just “autonomous and connected vehicles.”
- Provides a clear, outcome-based policy basis for how to manage new vehicles and services.



Policies Housekeeping

- Policy 9.49: Adds mobility standards tables that are referenced, but missing in Comprehensive Plan.
- Chapter 2 Community Involvement Objectives: Re-labels all Objectives as Sub-policies for consistency with Comprehensive Plan and TSP



Classifications



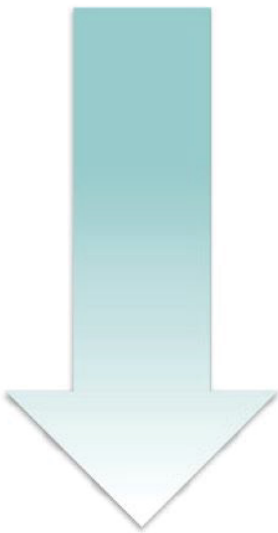
Classifications

- Classifications provide policy guidance for the desired function of streets for each mode of travel:
 - Pedestrian
 - Bicycle
 - Street Design
 - Emergency Response
 - Traffic
 - Transit
 - Freight

Pedestrian Classifications

“Pedestrian Priority Network” = Demand structure

Pedestrian
Demand



Pedestrian Districts

- Land use demand: Includes all Comprehensive plan “centers”
- Transit demand: ¼ mile walksheds to major transit stations

Major City Walkways

- Land use demand: Comp plan “corridors” and “main streets”
- Transit demand: Frequent transit streets
- High-demand regional trails

City Walkways

- Transit demand: Non-frequent transit streets
- All other arterials/collectors
- Moderate-demand trails

Neighborhood Walkways

- SRTS (local streets)
- Neighborhood Greenways (existing and funded)
- Neighborhood trails

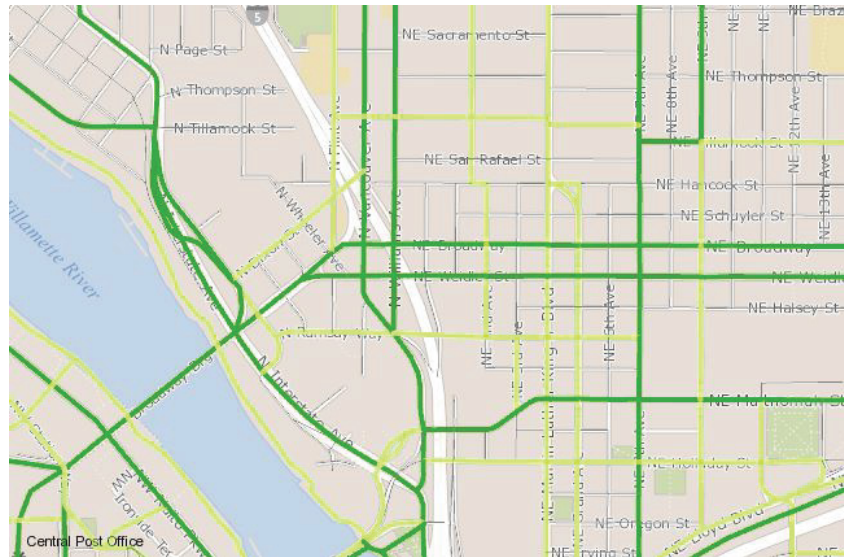
Bicycle Classifications

Major City Bikeways

Major City Bikeways form the backbone of the city's bikeway network and are intended to serve high volumes of bicycle traffic and provide direct, seamless, efficient travel across and between transportation districts.

City Bikeways

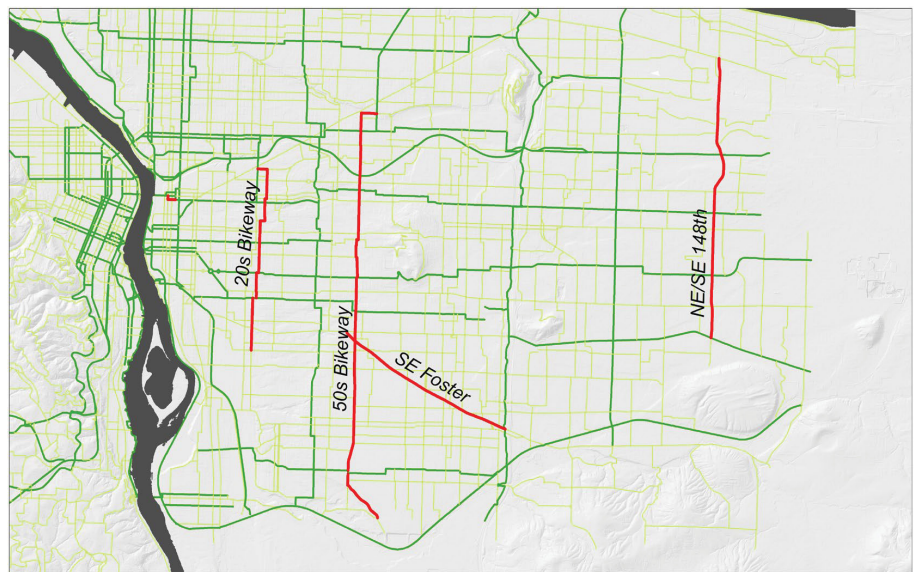
City Bikeways are intended to establish direct and convenient bicycle access to significant destinations, to provide convenient access to Major City Bikeways and to provide coverage within three city blocks of any given point.



Bicycle Classifications

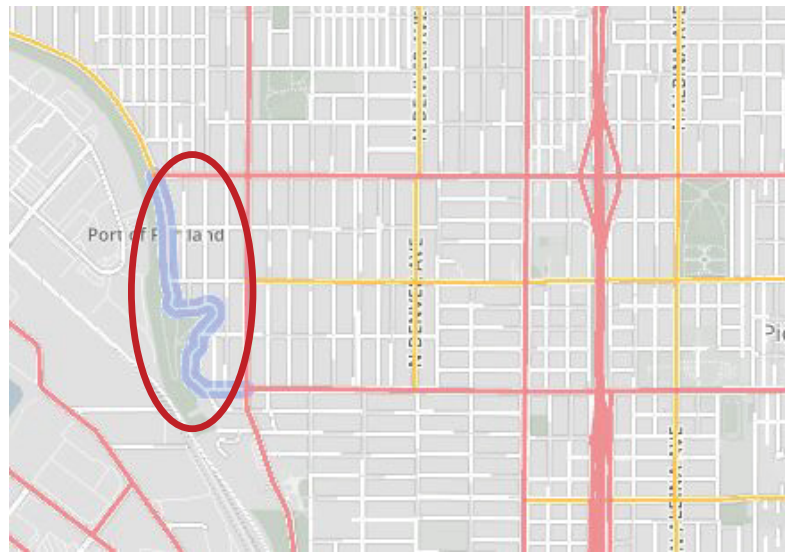
Change from City Bikeway to Major City Bikeway for portions of:

- 20s bikeway
- 50s bikeway
- SE Foster
- NE/SE 148th
- Burnside Bridge to SE Ankeny



Classifications Housekeeping

- Bicycle
- Street Design
- Emergency Response



Major Projects



Major Projects and Programs

- 20-year list of Capital Projects
- Project evaluation
- Financial Plan:
 - Constrained project list
 - Unconstrained project list



Amendments to Existing 2035 TSP Projects

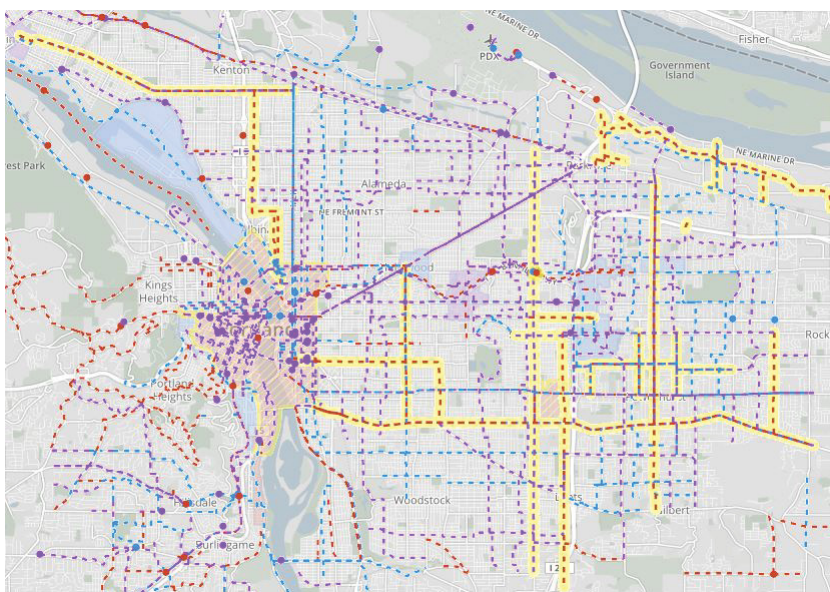
- Recommend changes from The Growing Transit Communities Plan & The Enhanced Transit Communities Plan.
- Changes to project descriptions, estimated costs, and segment lengths.



New 2035 TSP Projects

Projects recommended for unconstrained project list from:

- The Enhanced Transit Corridors Plan
- The Growing Transit Corridors Plan
- 2018 Regional Transportation Plan
- East Portland in Motion



Supporting Chapters



Supporting Chapters

- **Introduction:** Updated to reflect TSP's adoption and shortened for brevity.
- **Modal Plans:** Updated to reflect PedPDX and The Enhanced Transit Corridors adoption.
- **Implementation Strategies:** Updated to reflect completed planning work and RTP adoption.
- **Glossary:** Terms not part of 2035 TSP removed. New Mobility definition added.

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Project Information

Testify via Map App:

www.portlandoregon.gov/bps/mapapp

Project Website:

<https://www.portlandoregon.gov/transportation/tsp>

Project Contact:

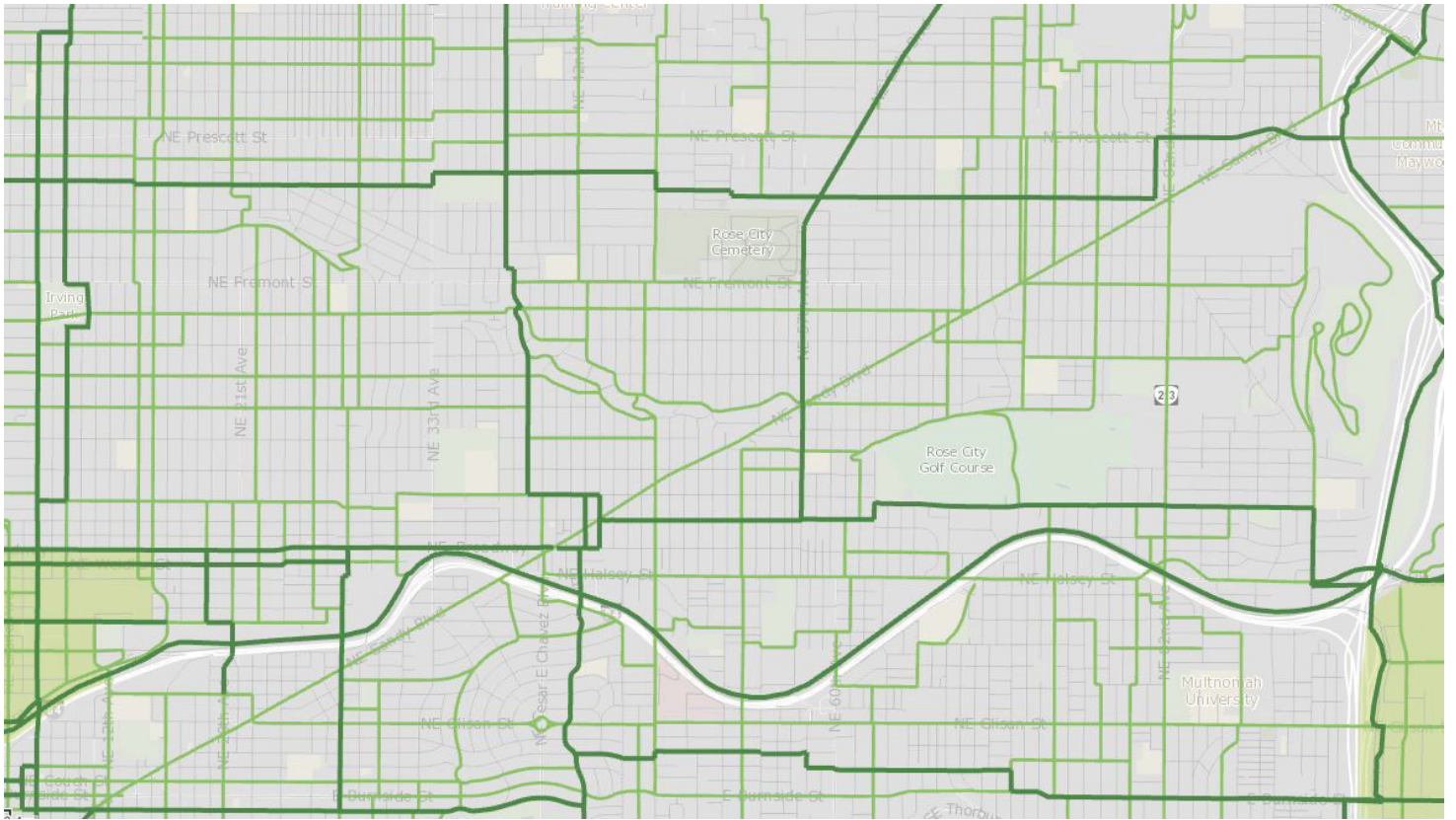
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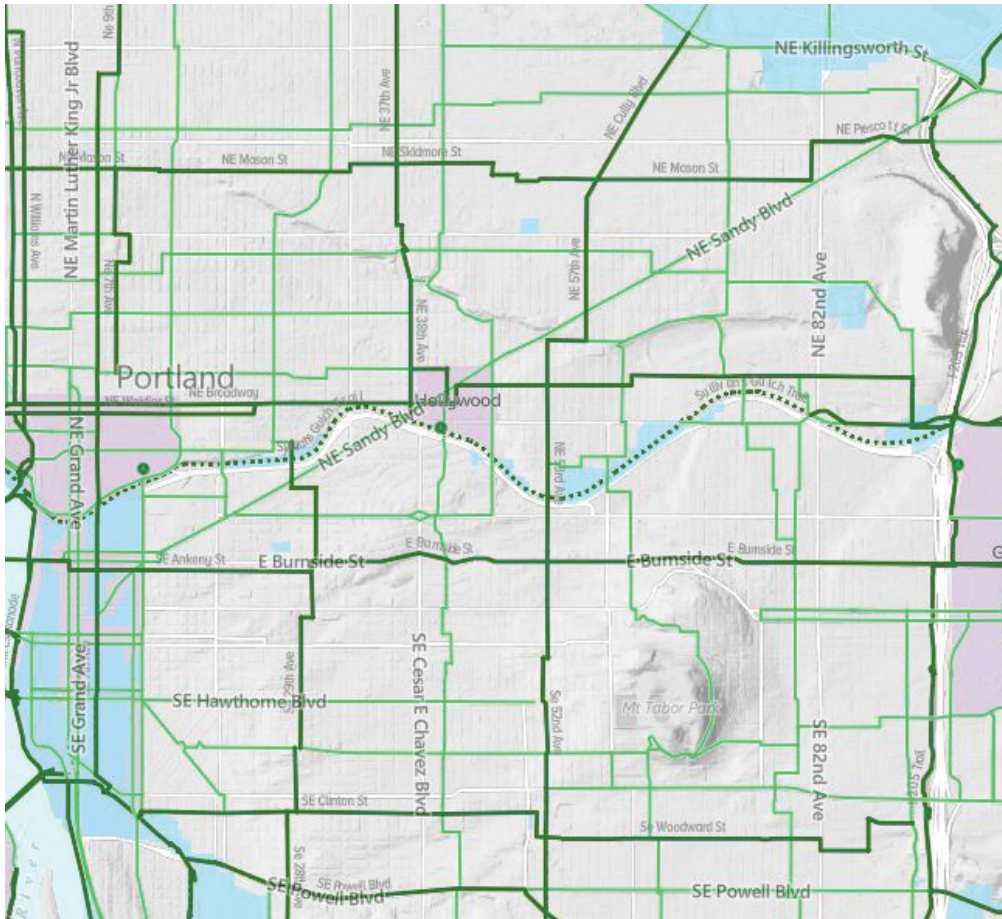
bob.kellett@portlandoregon.gov

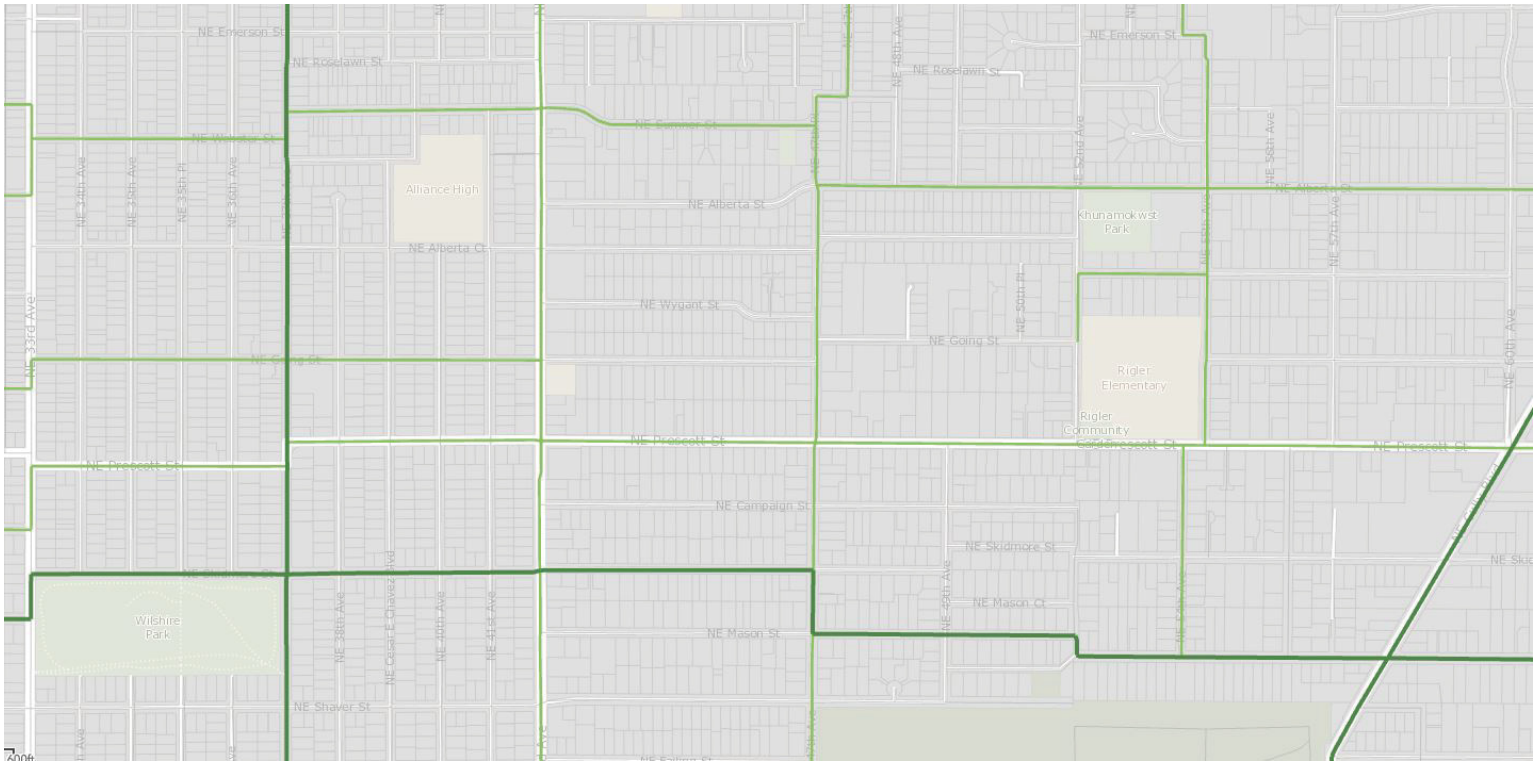






RTP





Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Notes	Safety	Neighborhood Access	Economic Benefit: Opportunity Access	Economic Benefit: Revitalization	Health	Equity	Climate	Cost Effectiveness	Community Support or Opposition	Total
E Burnside Safety and Access to Transit	E. Burnside (81st - 102nd)	Construct priority pedestrian and bicycle access to transit improvements in the E. Burnside corridor as identified in the Growing Transit Communities Plan.	\$ 3,000,000	New project recommended in Growing Transit Communities Plan and adopted in 2018 Regional Transportation Plan (Project 11858)	3	3	3	3	1	3	2	9	2	29
NE 105th/Holman Corridor Improvements	Holman/105th, NE (Killingsworth - Airport Way); Killingsworth St, NE (102nd - 105th)	Improve roadway and add pedestrian and bicycle facilities to enhance multimodal safety and access along 105th and Holman. Construct a roadway connection on NE Killingsworth from 102nd to 105th to improve connectivity for all modes.	\$ 10,000,000	New project recommended in Growing Transit Communities Plan. Adopted in RTP (Project 11812)	3	0	3	1	2	3	3	3	2	20
Cross-Levee Trail	Sandy Ave - Marine Dr, NE	Construct a multi-use path with crossing improvements at Sandy, Airport Way, and Marine Dr.	\$ 3,000,000	New project recommended in Growing Transit Communities Plan. Adopted in RTP (Project 11813)	3	0	2	1	2	3	2	6.5	2	22
SE 162nd Ave Safety and Access Project/SE 162nd Avenue Corridor Improvements	162nd Ave, SE (Stark-Powell)	Construct safety and access to transit improvements from Stark to Powell to support bus service, including enhanced bike lanes and crossings.	\$ 5,000,000	New project recommended in Building Healthy Connected Communities Along the Division Transit Corridor Plan and adopted in 2018 Regional Transportation Plan (Project 12085)	3	2	2	2	3	3	3	6	2	26
SE 92nd Ave Safety Improvements	92nd Ave, SE (Stark-City Limits)	Design and implement bicycle facilities between Holgate and Woodstock. Fill sidewalk gaps between Stark and Clatsop. Upgrade or add crosswalks, ADA ramps, and curb extensions or island in the 2- and 3-lane section	\$ 2,000,000	New project recommended in Building Healthy Connected Communities Along the Division Transit Corridor Plan and adopted in 2018 Regional Transportation Plan (Project 10271)	3	3	2	3	2	3	2	18	2	38



	<p>Transparency and accountability- How the City uses, manages and collects information is described clearly, accurately, and shared in an accessible way. Who creates, contributes to, and has access to that information is also clearly documented and communicated to all people who entrust city government with their data and information.</p>
	<p>Full lifecycle stewardship – Data, metadata and Information will be secured and protected throughout its life cycle. That includes collection, storage, use, control, processing, publication, transfer, retention and disposition.</p>
	<p>Equitable data management – The City of Portland will prioritize the needs of marginalized communities regarding data and Information management, which must be considered when designing or implementing programs, services, and policies.</p>
	<p>Ethical and non-discriminatory use of data - The City of Portland has an ethical responsibility to provide good and fair stewardship of data and information, following existing non-discriminatory protections, and commits due diligence to understand the impacts of unintended consequences.</p>
	<p>Data openness – Data, metadata and information managed by the City of Portland -- and by third parties working on behalf of the City -- that are made accessible to the public must comply with all applicable legal requirements and not expose any confidential, restricted, private, Personal Information or aggregated data that may put communities, individuals, or sensitive assets at risk.</p>
	<p>Automated Decision Systems - The City will create procedures for reviewing, sharing, assessing, and evaluating City Automated Decision System tools -- including technologies referred to as artificial intelligence -- through the lens of equity, fairness, transparency, and accountability.</p>
	<p>Data utility – All Information and Data processes must bring value to the City of Portland and the communities the City serves. The City will collect only the minimum amount of Personal Information to fulfill a well-defined purpose and in a manner that is consistent with the context in which it will be used.</p>

Pedestrian Classifications

