

Streets 2035

Planning and Sustainability Commission



May 25, 2021



PBOT
PORTLAND BUREAU OF TRANSPORTATION

Why Streets 2035?

The 2035 Comprehensive Plan establishes that public rights-of-way (ROW) provide multiple public services:

- multimodal transportation access and movement,
- stormwater management,
- water distribution,
- private utilities,
- tree canopy, and
- community use.

Our ROW has insufficient space to meet all applicable policies:

- space requirements for multiple modes of transportation,
- clearance requirements between infrastructure,
- tree planting sites or tree preservation, etc.

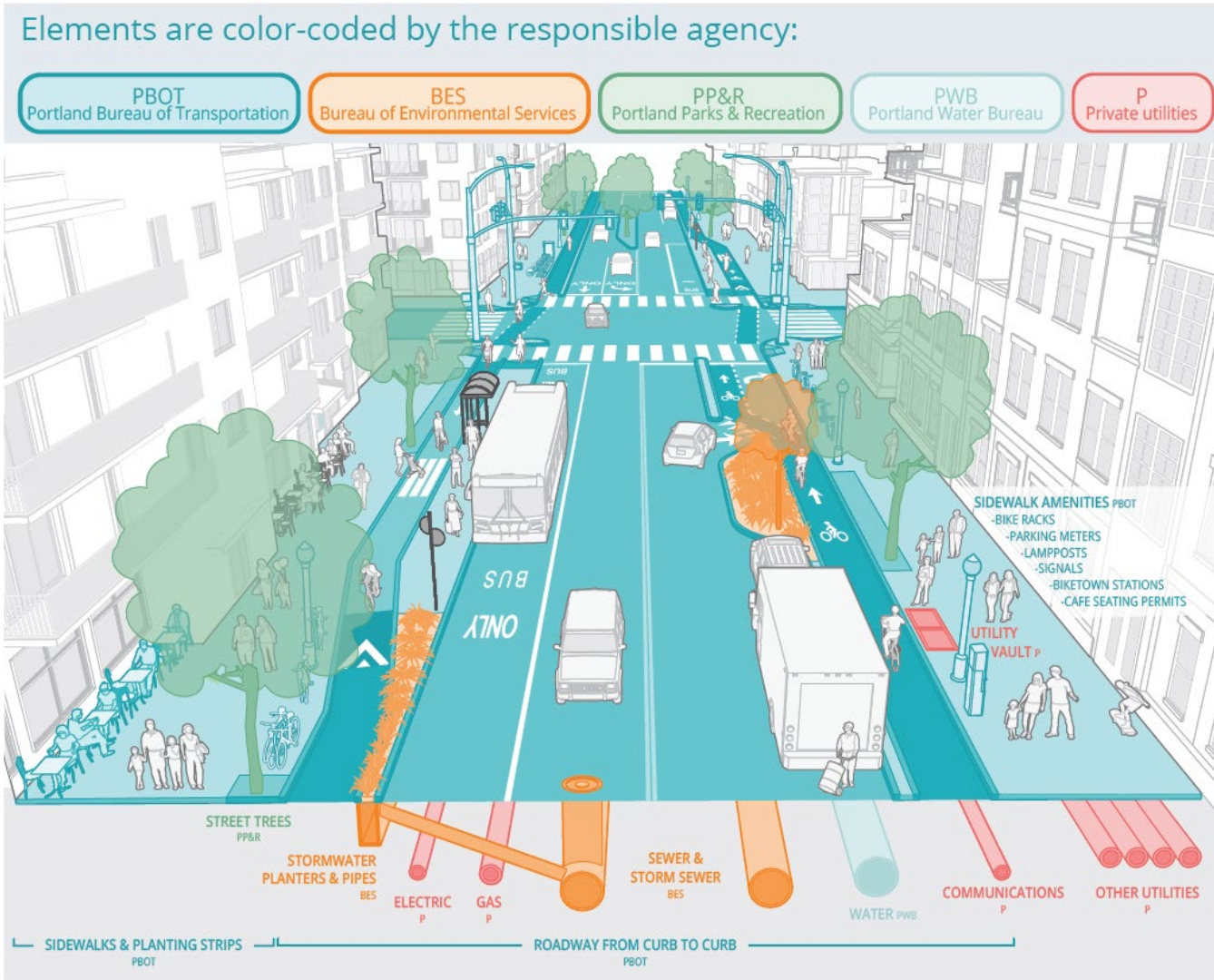
This results in uncertainty in the development process and capital projects, use of staff time to negotiation individual solutions, inconsistent application, missed opportunities.

Why Streets 2035?

Great streets have

*transit trees lighting
electric vehicle charging people
universal access loading
parking utilities cafes
protected bike lanes greenening
vendors wayfinding
commerce water distribution
stormwater treatment
artwork emergency services
wi-fi*

Why Streets 2035?



Streets 2035 - Project Approach

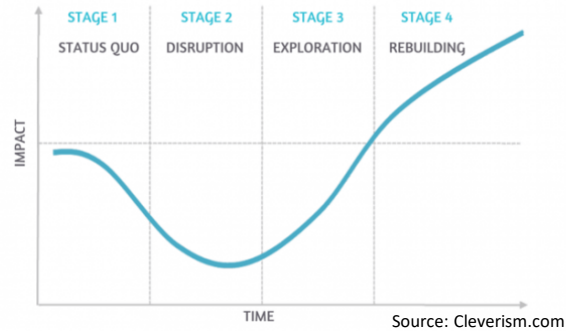
Phase 1: Existing Conditions

- Existing conditions in the ROW
- Issues we encounter in the ROW
- Establishing context (Street Types)

Phase 2: Right-of-Way Policy Reconciliation



CHANGE CURVE



Phase 3: Outcomes and Final Products

Updates to policy, code, and admin rules

Decision-making framework and tools for Capital Projects and Development Review

Exceptions Processes

Typical Sections

Multi-Bureau Issues

- **Bureau of Planning & Sustainability**
 - Street context based on urban design framework (corridors and centers)
- **Water Bureau**
 - Clearances from above ground infrastructure (e.g., crossings, transit priority, trees)
- **PP&R Urban Forestry**
 - Tree preservation and new sidewalks, utility clearances, vaults in ROW
- **Bureau of Environmental Services**
 - Gravity dependent locations in the right-of-way, water clearances
- **Bureau of Developmental Services**
 - Design review, active ground floor uses and transformer vaults in right-of-way
- **Bureau of Transportation**
 - Street design to reflect strategy for people movement, curb zone priorities, sidewalk standards and alternatives
- **Committee recommendation**
 - Establish structure for review of policies impacting space in right-of-way

Project Objectives

Streets 2035 aims to develop context-sensitive decision-making framework that guides space allocation in the right-of-way to:

- Better achieve citywide and individual bureau goals
- Reduce situations that require individual interpretation and inter-bureau negotiation
- Increase certainty and clarity for people wishing to develop in and adjacent to the ROW
- Create a consistent starting point for capital projects design development

Pedestrian Zone Issues

- Standards
 - Sidewalk standards
 - Access - driveway and loading req's
 - Trees and tree preservation
 - Utility clearances

What influences implementation of standards?

- Existing conditions
 - Existing infrastructure
 - Right-of-Way
 - Topography
- Other policies
 - Active ground floor guidelines
 - Private utility infrastructure in the ROW
 - Matching building lines



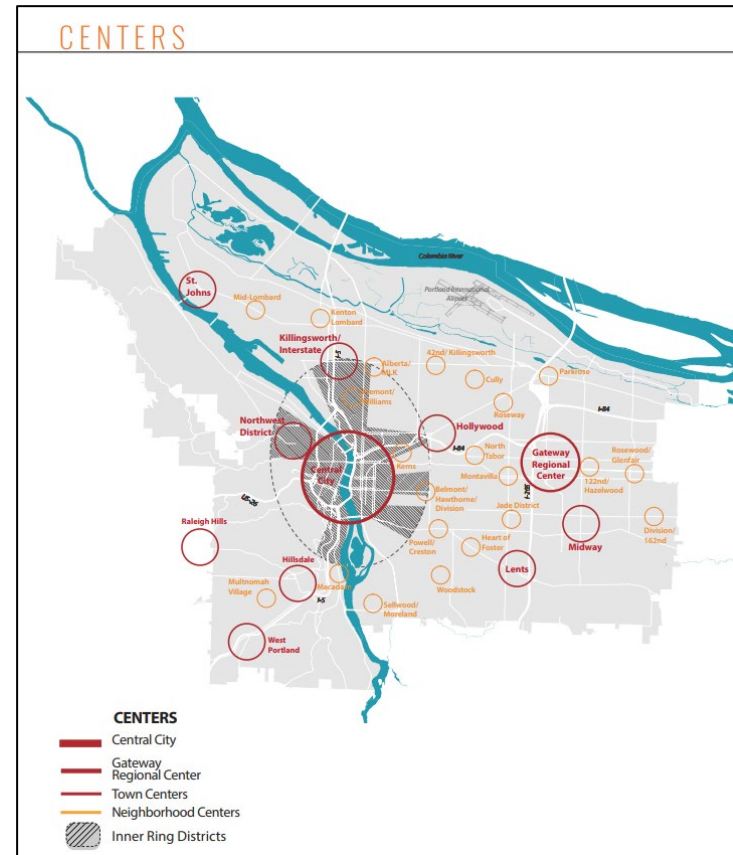
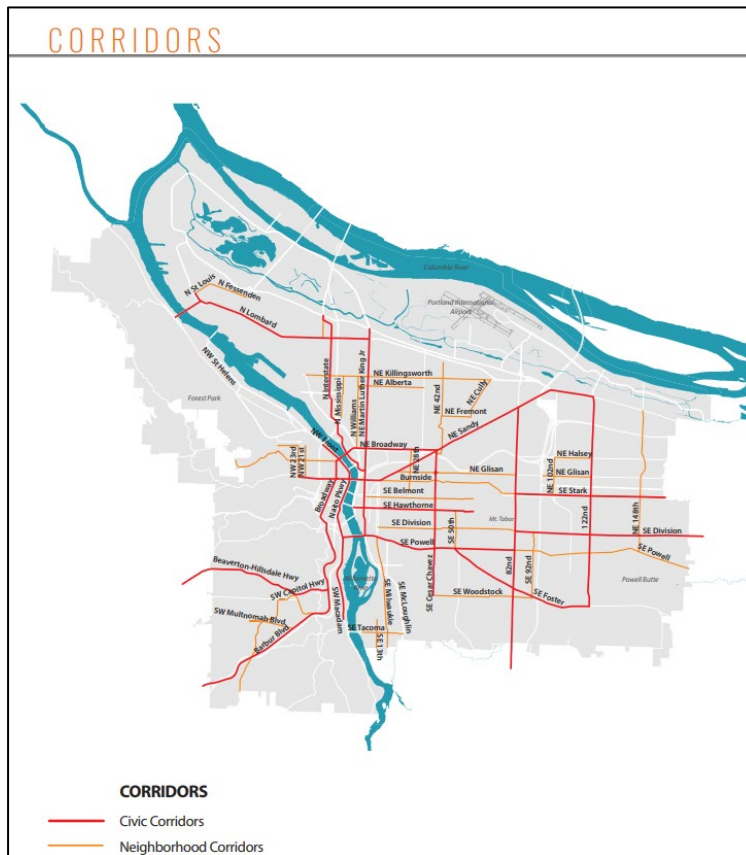
Curb Zone and Travelway Issues

- Consistency of modal plans
- Curb zone priorities
- Medians, bus islands, curb extensions, swales



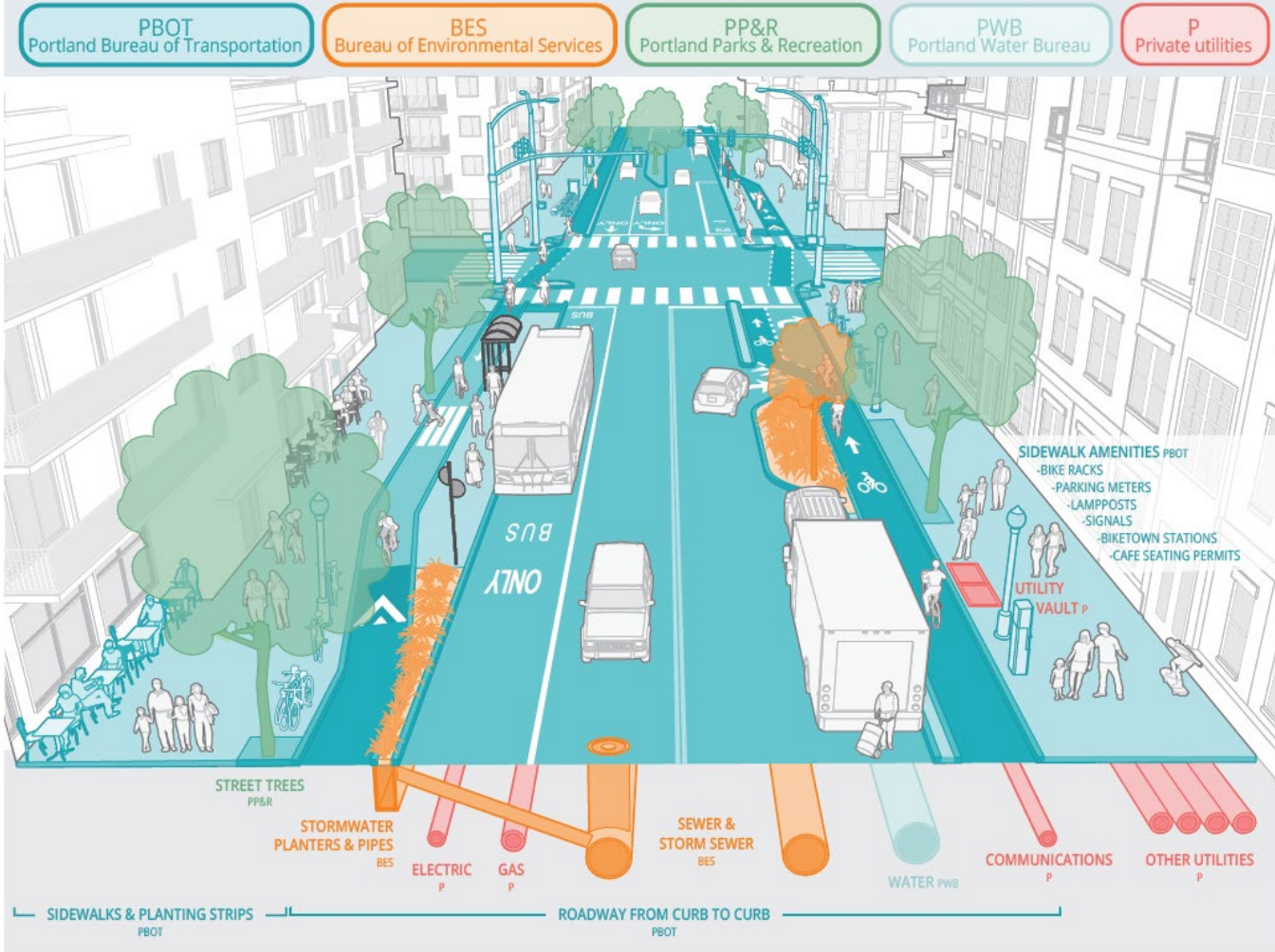
Defining Context - Centers and Corridors

- Comprehensive Plan map and zoning directs growth
- Transportation System Plan Street Design classifications align with comprehensive plan



Street Design Classifications

Elements are color-coded by the responsible agency:



Sample Outcomes

- **Street Design Classifications** as a vocabulary for policy resolution in limited space for development review and capital projects
- Clarify **design exceptions** for investments that improve safety, accessibility & mobility (e.g., median crossings, transit bulbs) from below ground clearances
- Criteria to clarify when city would like development to utilize **alternatives to standard sidewalk to preserve trees** (and vice versa)
- Identify opportunities to **minimize impacts of transformer vaults** in ROW that serve private buildings on other policy priorities
- Identify considerations to guide placement when **underground utilities** cannot meet their required **clearances** from each other
- Recommended practices for site layout to **maximize efficiency of ROW** to preserve tree planting spaces

Citizen Advisory Committees and Other Outreach

- Urban Forestry Commission 10/18/18, 2/20/20, 2/18/21
- Homebuilders Association 7/2/19, 5/20/20
- Development Review Advisory Committee 7/18/19, 5/21/20
- Bicycle Advisory Committee 10/22/19
- Pedestrian Advisory Committee 11/19/19
- Planning and Development Directors 1/9/20, 12/10/20
- Portland Parks and Recreation Director 12/2/20
- BES Deputy Director 5/5/21

Questions

- streets2035@portlandoregon.gov

