

2035 TSP Bureau Draft Recommendations

Planning and Sustainability Commission Hearing

February 24, 2015

WE KEEP PORTLAND *MOVING.*



What We'll Cover

- A. Policies, Projects, and Programs
- B. Financial Plan
- C. Analysis, Public Involvement, Next Steps



Transportation Policies

- ❑ **Transportation Policies** are primary in **Chapter 9** of the Proposed Comp Plan. Greater emphasis on safety, accessibility, equity, health, and prosperity in the goals and policies.
- ❑ Additional uses of the right of way (ROW) and street design policies are in **Chapters 3, 4 and 8**. These policies recognize that one size or one approach does not fit all types of streets in Portland.
- ❑ Transportation demand management, parking and finance policy updates highlight our need to efficiently manage physical and fiscal resources.
- ❑ The multi-modal transportation hierarchy policy and implementation are being discussed with the chairs and vice chairs of the modal advisory committees.



Caveats

Technical Update

- Projects from existing plans
- New projects from plans in next TSP

Project descriptions too vague

“Economic Benefit” too vague

Extremely limited funding





Major Projects + Citywide Programs

Outcome-Based Plan: Five Steps

1. Identify key **outcomes**

2. Develop **candidate list**

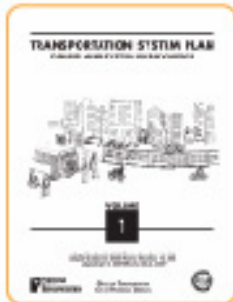
3. Develop, test and apply
evaluation criteria

4. Match projects & **revenues**

5. Model **Performance**



1. Identify Key Outcomes



Transportation
Planning
Rule

The Seven Outcomes:

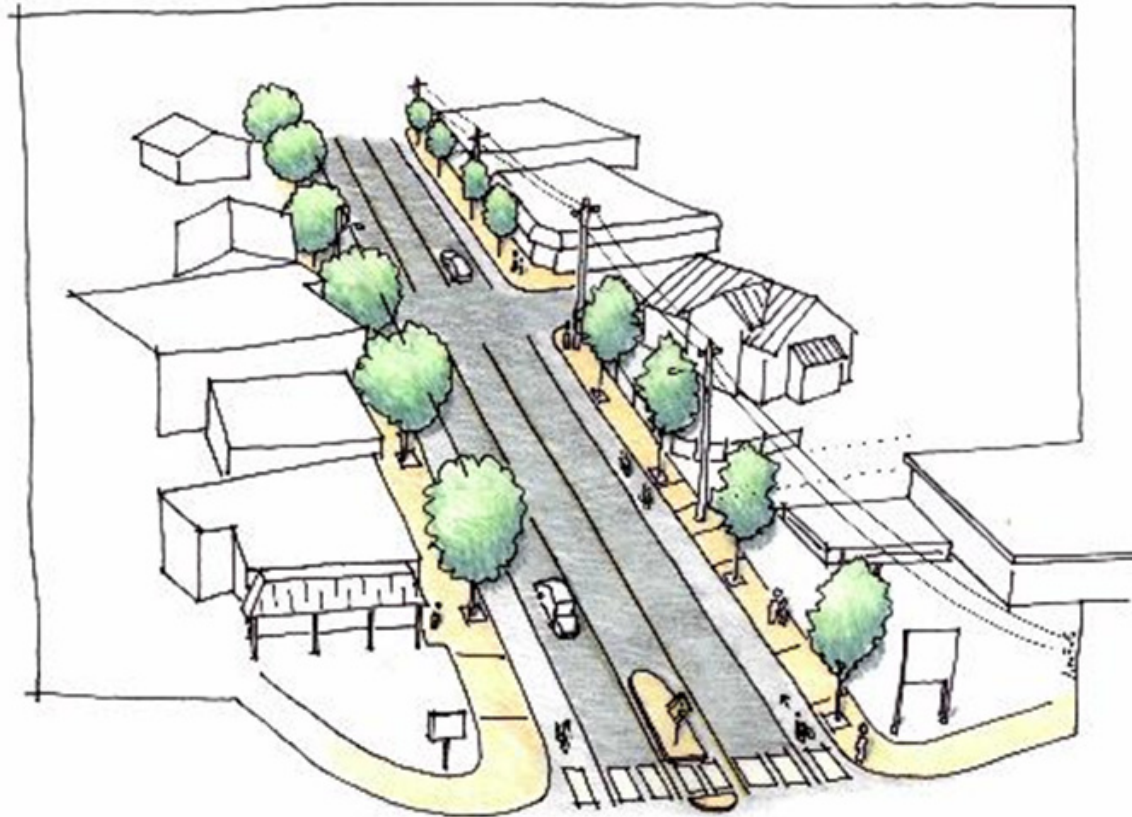
- 1 Improve access to daily needs, such as jobs, schools, grocery stores, health care
- 2 Reduce/eliminate transportation fatalities and injuries
- 3 Improve health by increasing walking and bicycling
- 4 Increase economic benefits, such as access to family wage jobs and freight access
- 5 Ensure disadvantaged communities benefit as much or more than non-disadvantaged communities
- 6 Reduce global warming pollution from transportation
- 7 Prioritize the most cost-effective projects



2. Develop Candidate List

Candidate List

- 2007 TSP unfinished projects
- 2014 RTP
- Major Projects from 19 adopted plans
- Citywide Programs (smaller projects) from 19 adopted plans



Proposed Citywide Programs

Strengthen Programs:

- Many small projects languish
- Seek ongoing funding
- Improve competitiveness for grant funding
- Consistent with Out Streets
- Citywide Programs project lists will be included in the TSP



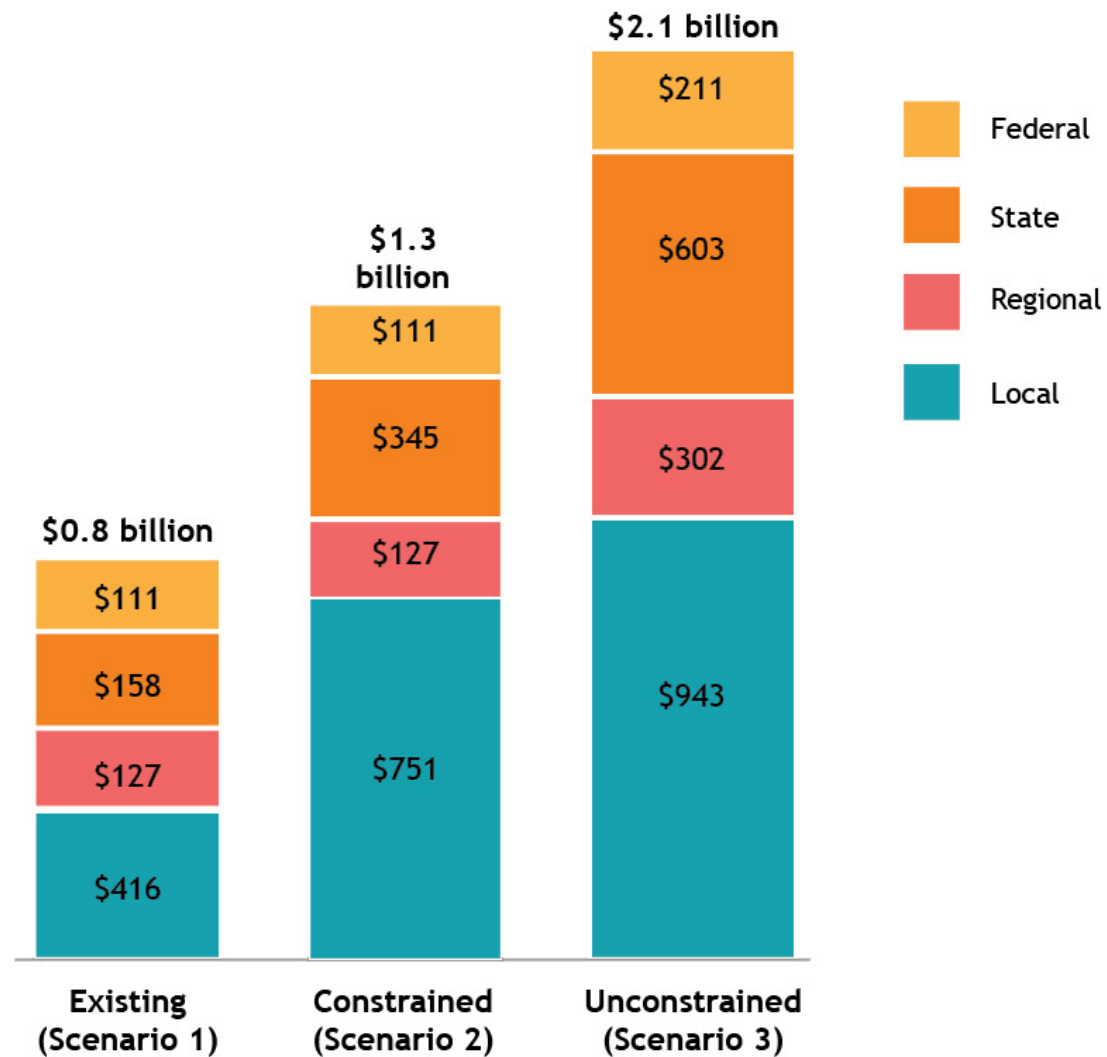
3. Develop, Test, Apply Criteria

Based on:

- Achieving 7 outcomes
- Incorporates strengthened outcomes: equity, climate, economic benefit, health
- Community support
- Vetted process



4. Match Projects to Revenue Sources



Result: TSP Project + Program Tiers



Results: Major Project examples (partial)

NE/SE 122nd Avenue Corridor Improvements

Outer Division Streetscape Improvements

SW Barbur Corridor Improvements

Stark/Washington Streetscape Improvements

North Lombard Corridor Improvements

Sandy Boulevard Corridor Improvements, phase 2

Gateway Street Improvements, phase 2

Capitol Highway Safety Improvements

Central City Multimodal Safety Project



Results: Major Freight Projects (partial)

I-405 Corridor ITS Improvements

Central City Transportation System Management

Southern Triangle Circulation Improvements

Columbia Blvd/Railroad Bridge Replacement

Marine Drive ITS Improvements

Columbia Blvd/Columbia Way Bridge Replacement

NE 47th Ave Corridor Improvements

Airport Way ITS

Rivergate Boulevard Overcrossing



Results: Draft Citywide Programs

Pedestrian Network Completion \$63m	Safe Routes to School \$78m	High Crash Corridors \$64m
Bikeway Network Completion \$24m	Transit Priority \$9.5m	Transportation & Parking Demand Management \$19.5m
Neighborhood Greenways \$19m	Freight Priority \$9.5m	Transportation System Management \$9.5m

5. Model Performance

Baseline

Run 1. Model comprehensive plan changes

Run 2. Model draft TSP Major Projects

+ Adjustments for Citywide Programs

+ Policy changes

Run 3. Recommended projects, programs, policies

Other Funding Mechanism

(Please use this space to write in another funding mechanism that would generate approximately \$53million per year to help fix our streets.)

Just in addition to this

Comprehensive Parking Fees

●●●●

Increase County Gasoline Tax? ●

Decrease the DC Budget
stop them from giving away property

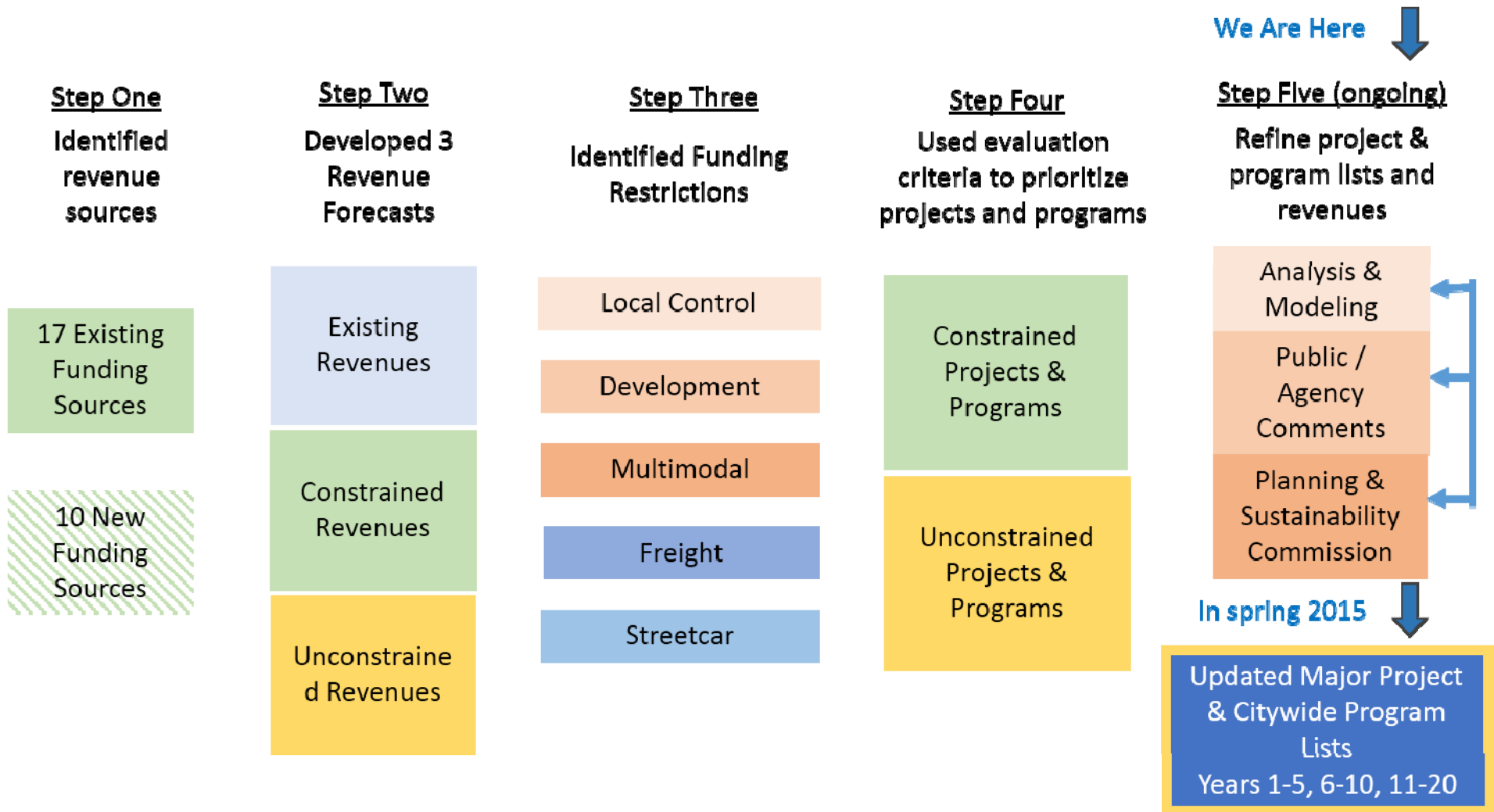
Metered parking in shopping districts
Tax cigarette's

DC - STREET MAINTENANCE
IS WAY SHORT

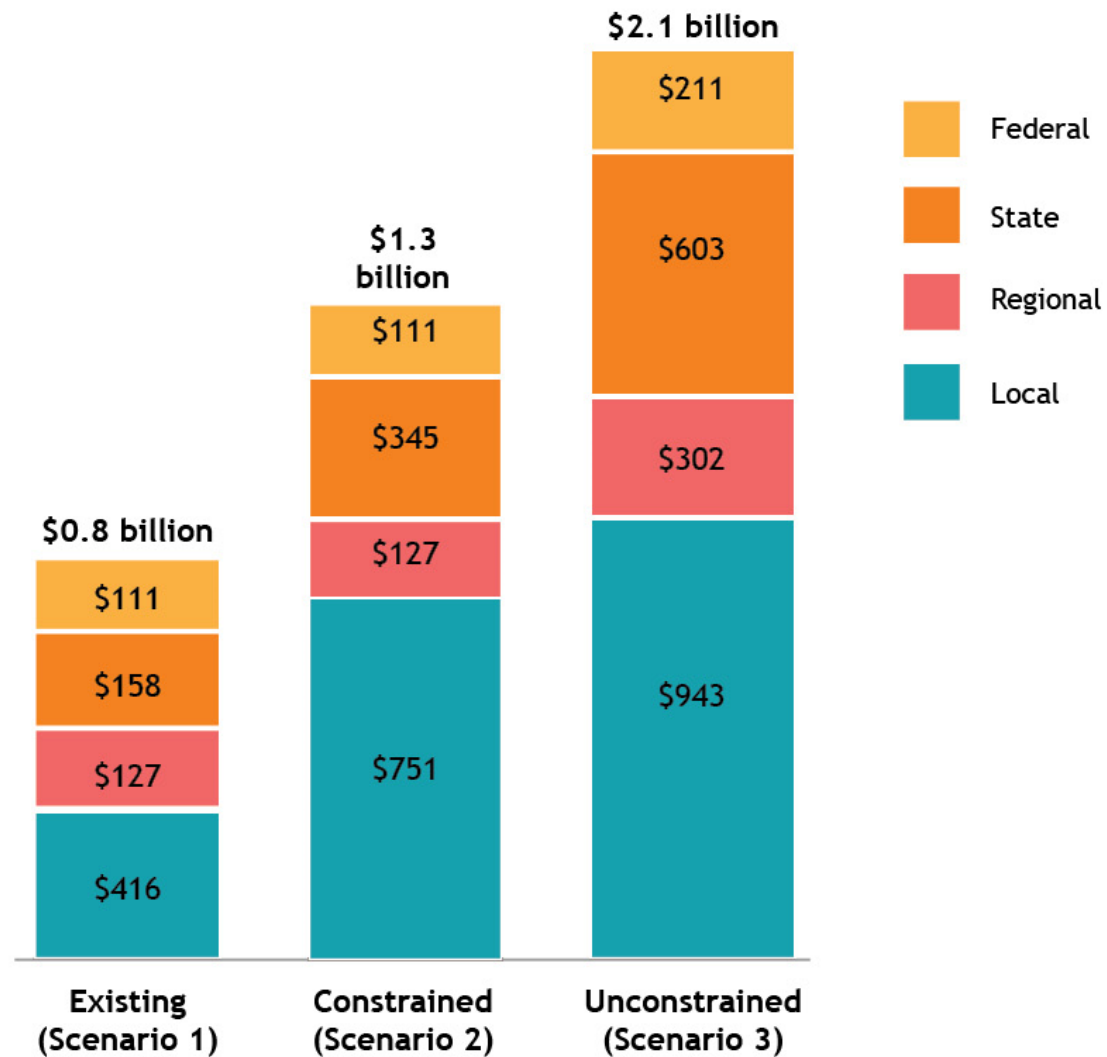
●●●●●● Increase gas tax / vehicle tax per mile driven
●●●●●● Tax on 200 sq ft new parking lots to help pay for
parking in shopping districts
per sq ft of new parking lots

TSP Financial Plan

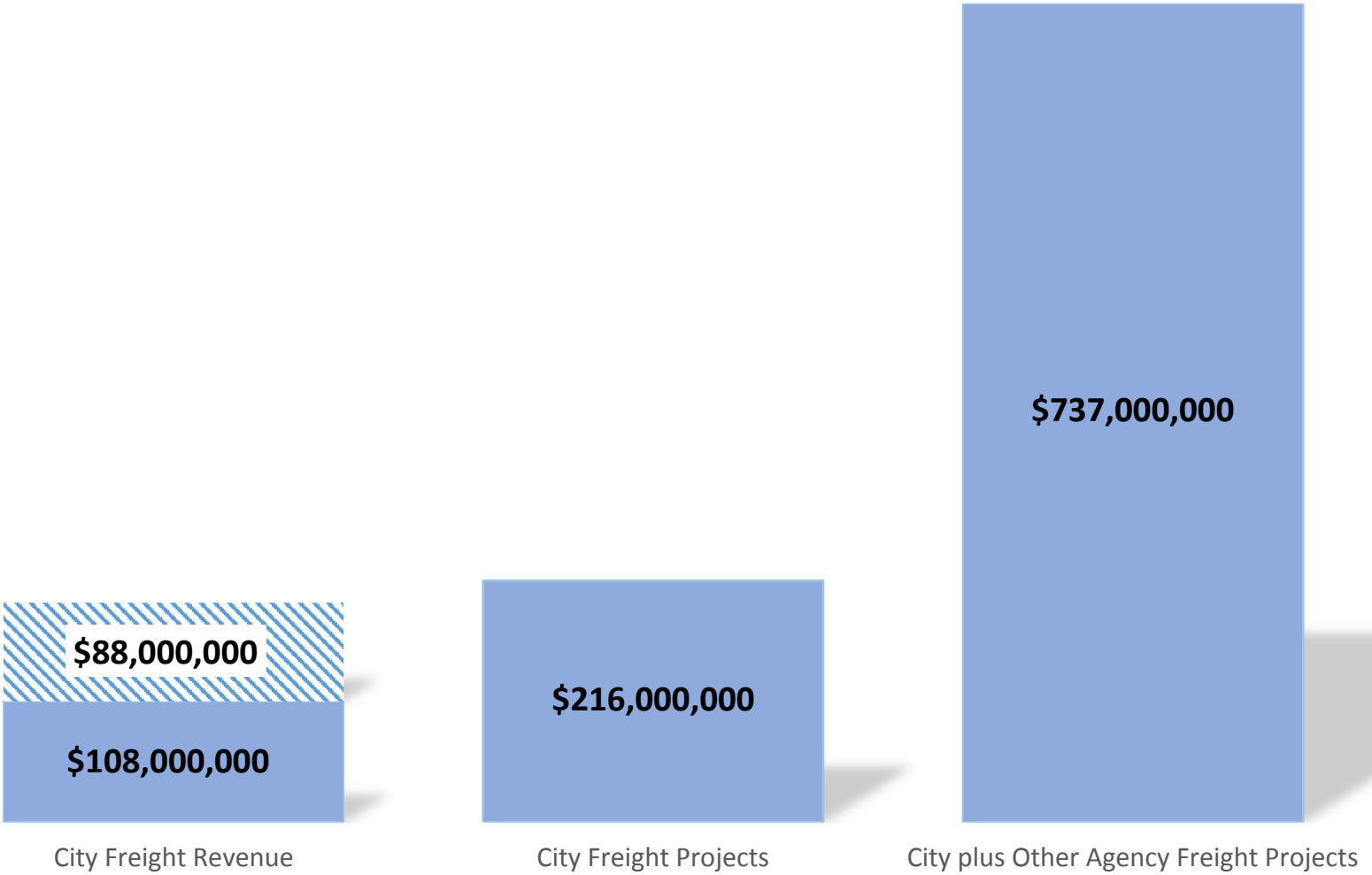
Financial Plan Process



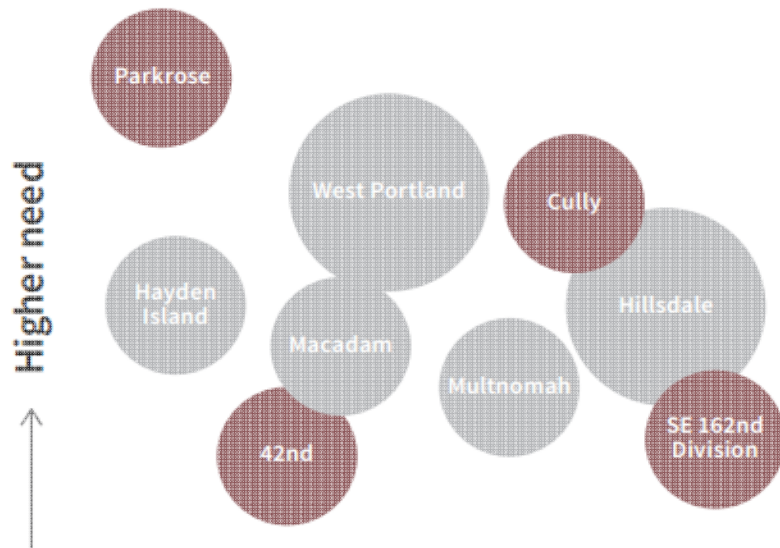
Revenue Scenarios (Capital, City-Led)



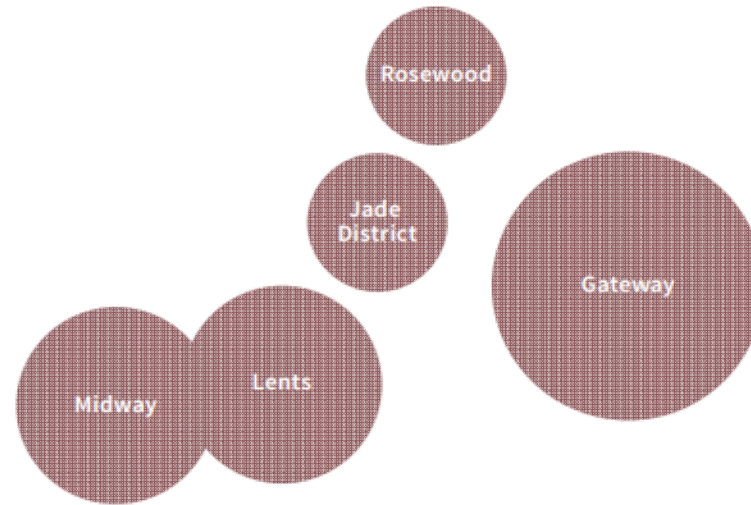
Freight Revenue & Constrained Costs



1. Invest to reduce disparities

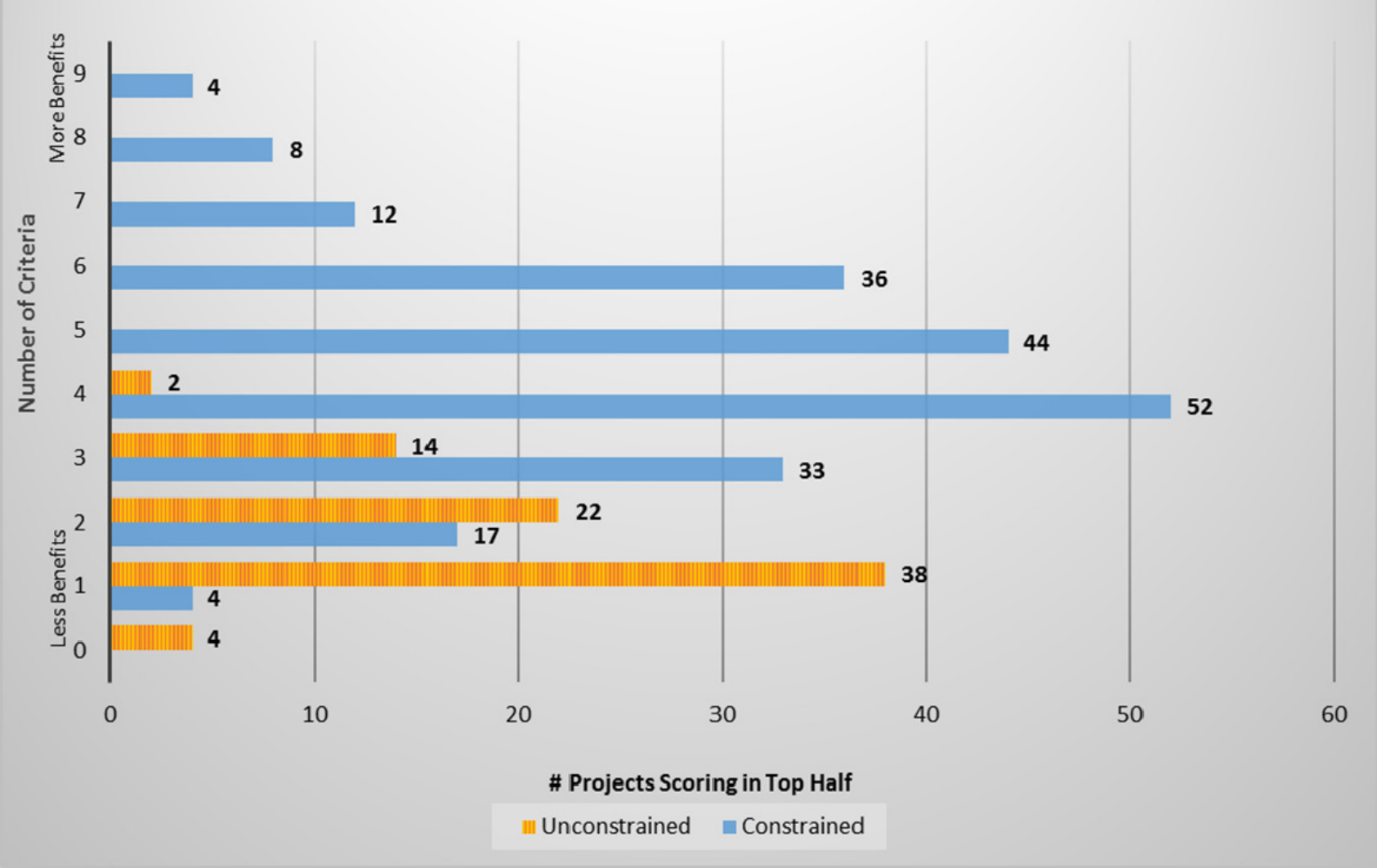


2. Invest to enhance neighborhoods and accommodate growth



Analysis

Major Project & Citywide Programs in Top Half of Evaluation Criteria



TRANSPORTATION SYSTEM PLAN

City of Portland Major Projects in Centers



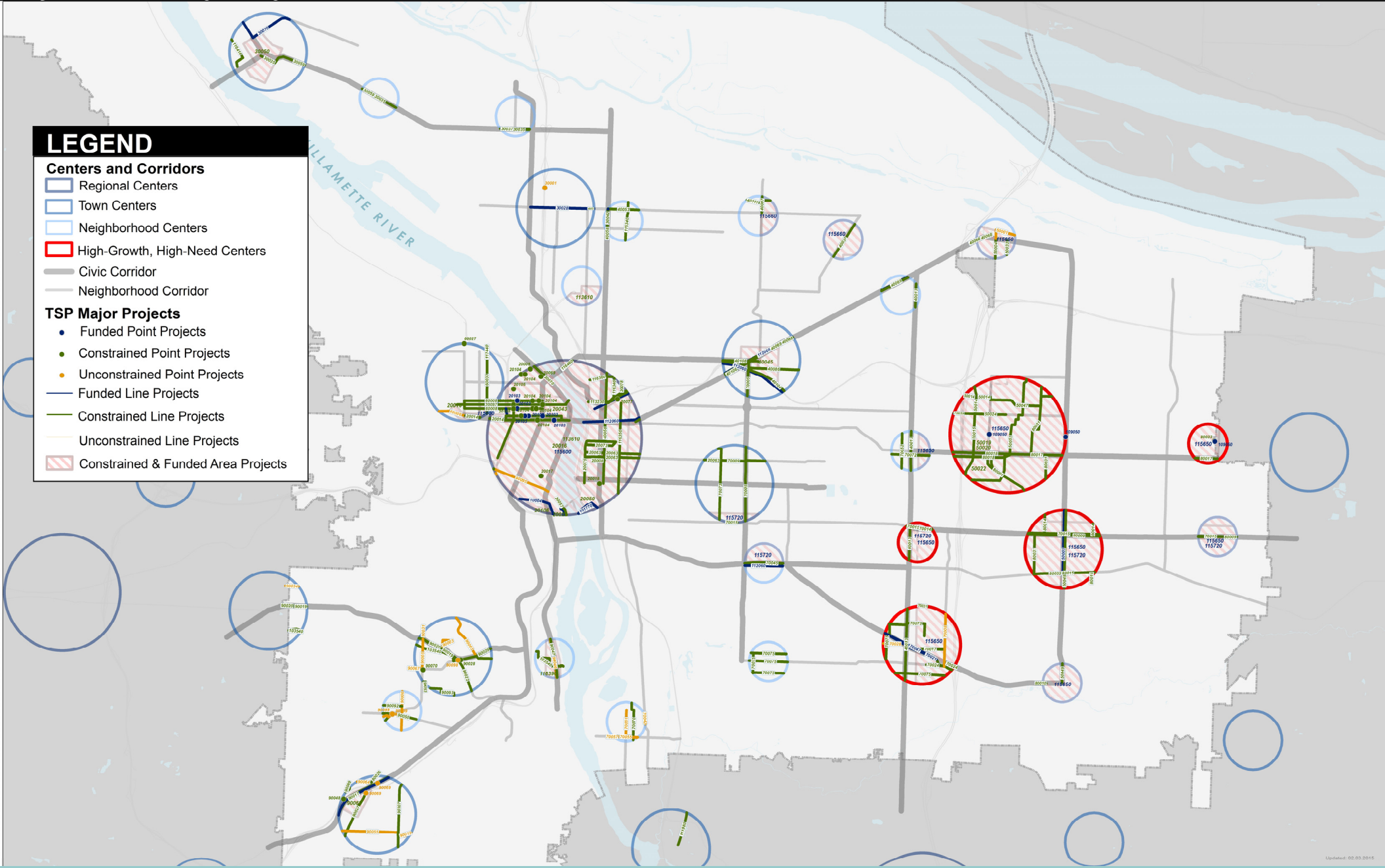
LEGEND

Centers and Corridors

- Regional Centers (Large blue circle)
- Town Centers (Medium blue circle)
- Neighborhood Centers (Small blue circle)
- High-Growth, High-Need Centers (Red circle with diagonal hatching)
- Civic Corridor (Thick grey line)
- Neighborhood Corridor (Thin grey line)

TSP Major Projects

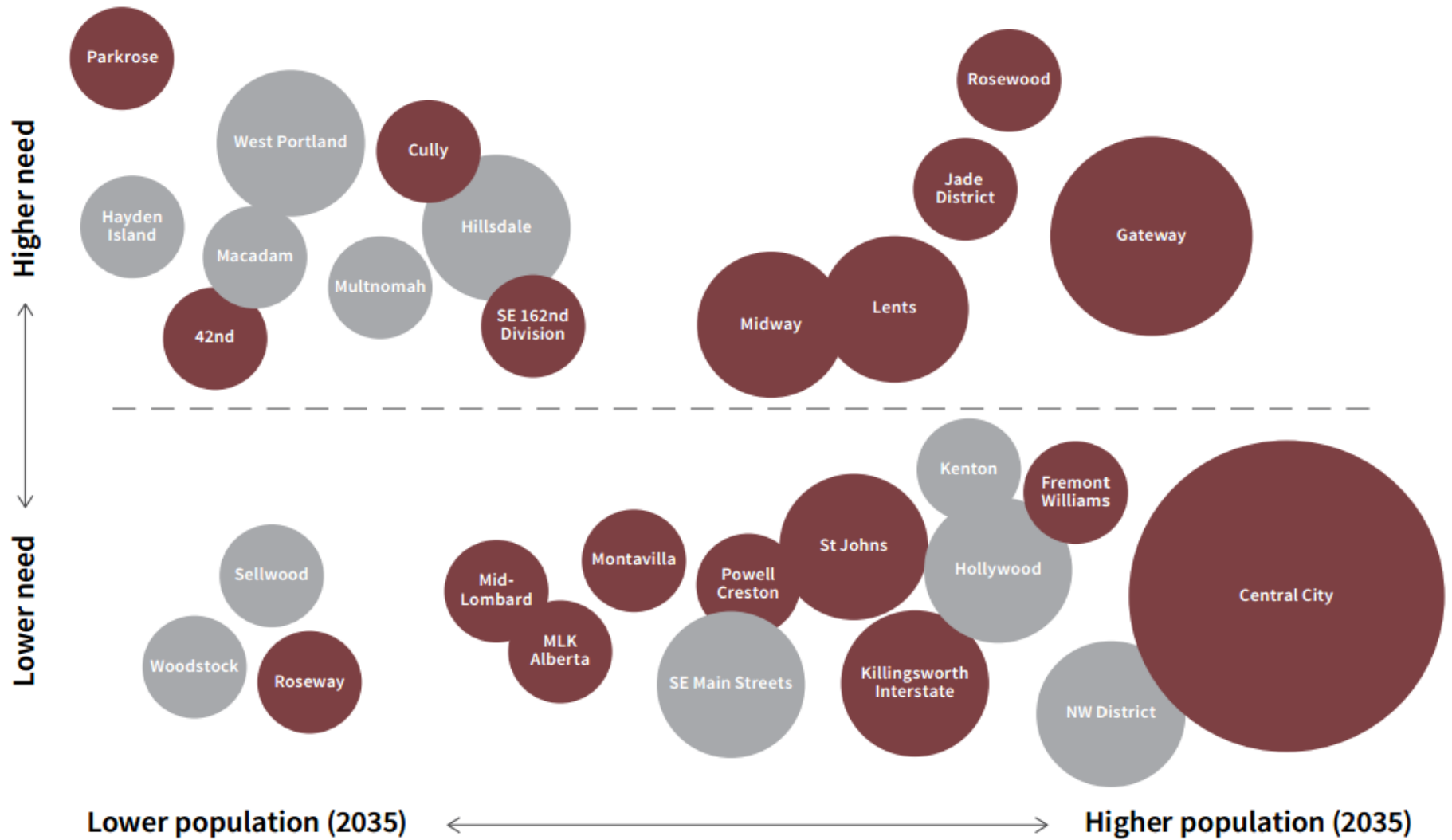
- Funded Point Projects (Blue dot)
- Constrained Point Projects (Green dot)
- Unconstrained Point Projects (Yellow dot)
- Funded Line Projects (Blue line)
- Constrained Line Projects (Green line)
- Unconstrained Line Projects (Yellow line)
- Constrained & Funded Area Projects (Red circle with diagonal hatching)



Updated: 02.03.2015

1. Invest to reduce disparities

2. Invest to enhance neighborhoods and accommodate growth

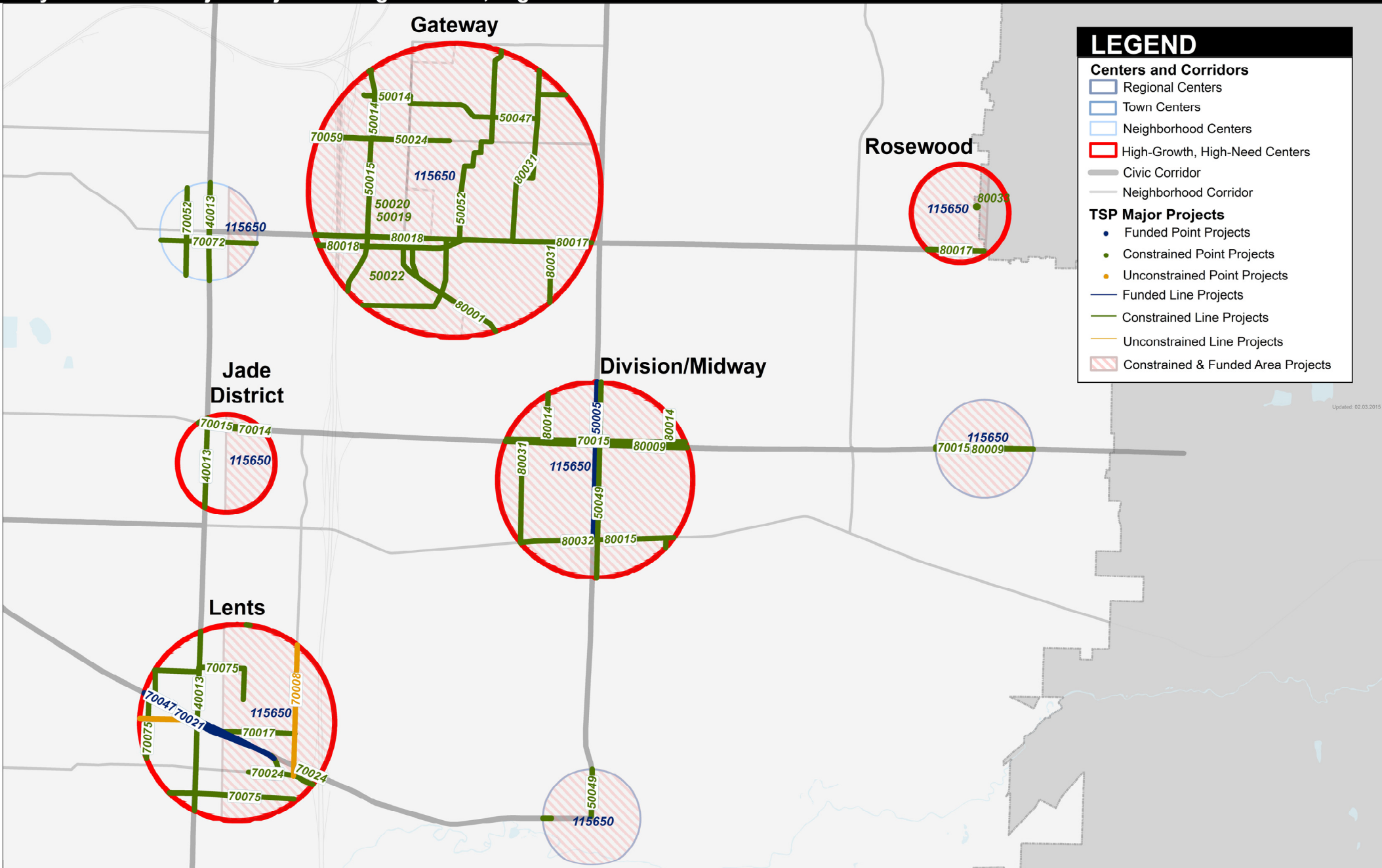


3. Respond to opportunities and maintain existing services

4. Fill service gaps and accommodate growth

TRANSPORTATION SYSTEM PLAN

City of Portland Major Projects in High-Growth, High-Need Centers



LEGEND

Centers and Corridors

- Regional Centers (Blue outline)
- Town Centers (Light blue outline)
- Neighborhood Centers (Lightest blue outline)
- High-Growth, High-Need Centers (Red outline)
- Civic Corridor (Thick grey line)
- Neighborhood Corridor (Thin grey line)

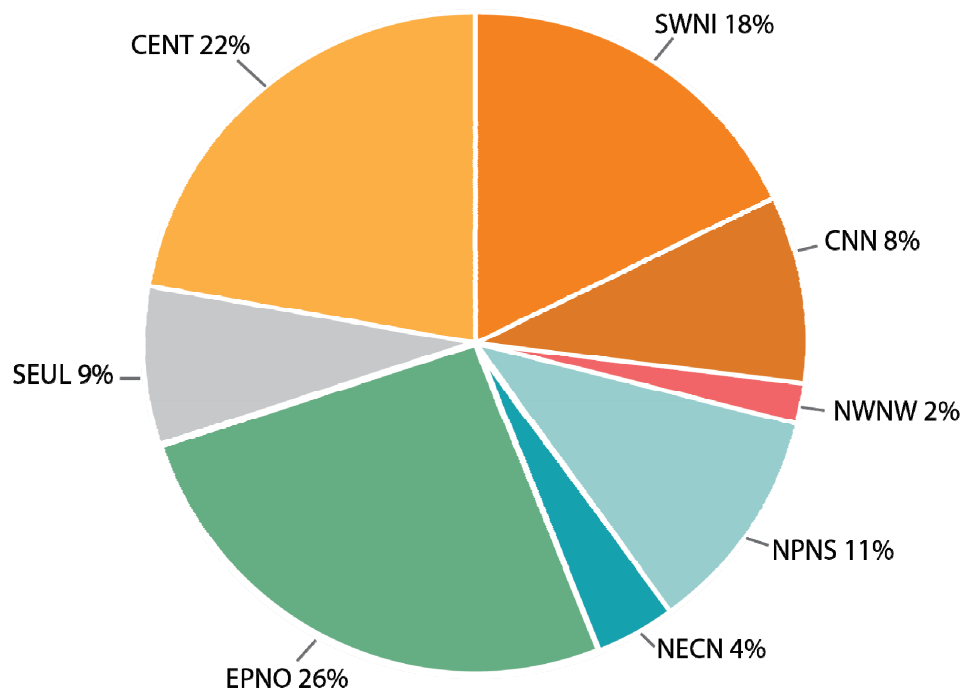
TSP Major Projects

- Funded Point Projects (Blue dot)
- Constrained Point Projects (Green dot)
- Unconstrained Point Projects (Yellow dot)
- Funded Line Projects (Blue line)
- Constrained Line Projects (Green line)
- Unconstrained Line Projects (Yellow line)
- Constrained & Funded Area Projects (Hatched pattern)

Updated: 02.03.2015

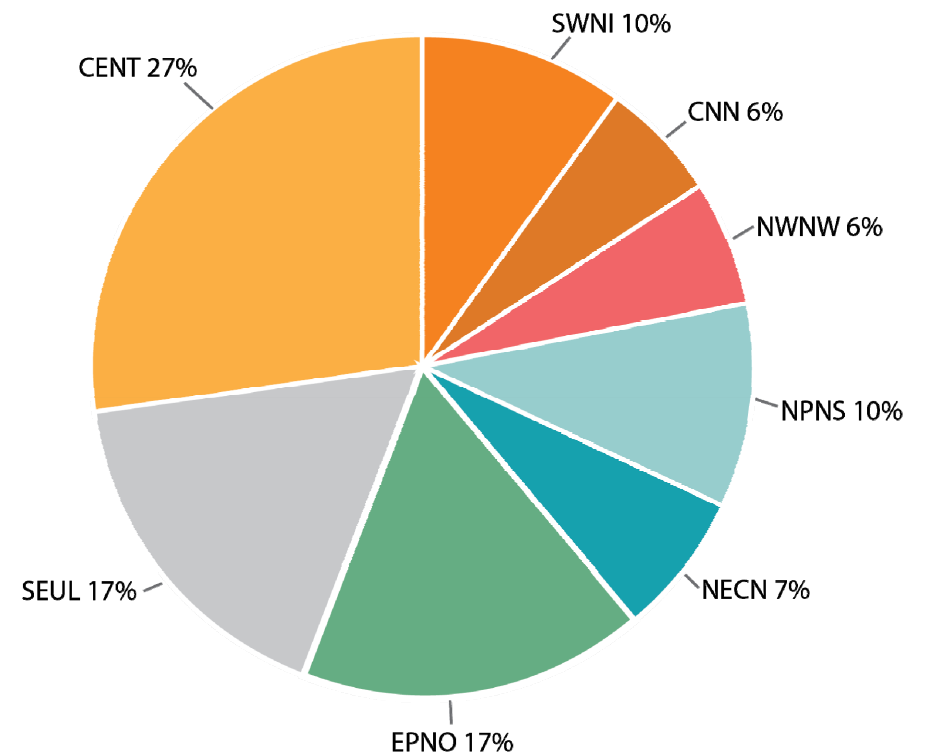
Geographic Constrained Spending & 2035 Growth

Share of Constrained Spending*
(~ \$1 Billion) Allocated by Geography



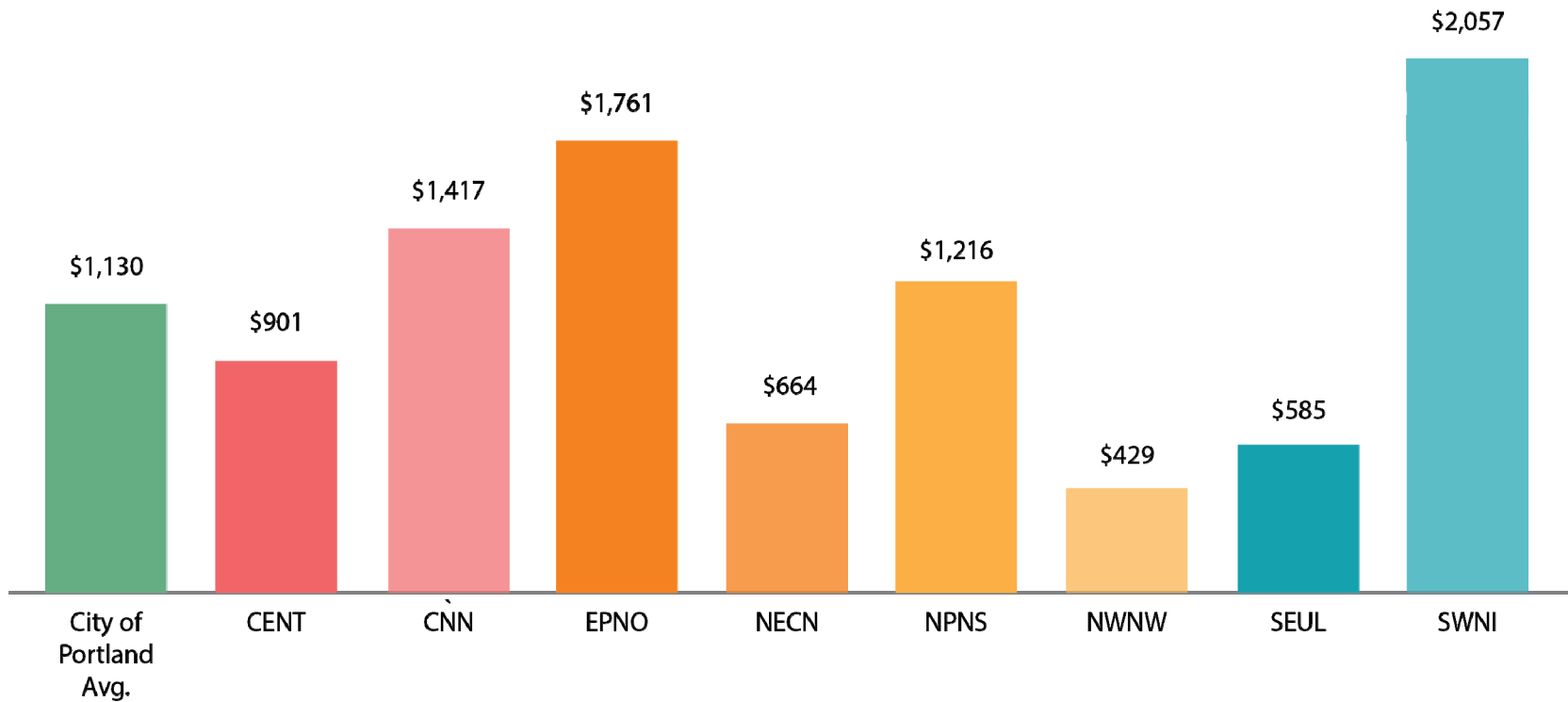
* Not including Citywide Programs

Share of Projected 2035 Households
& Jobs by Geography



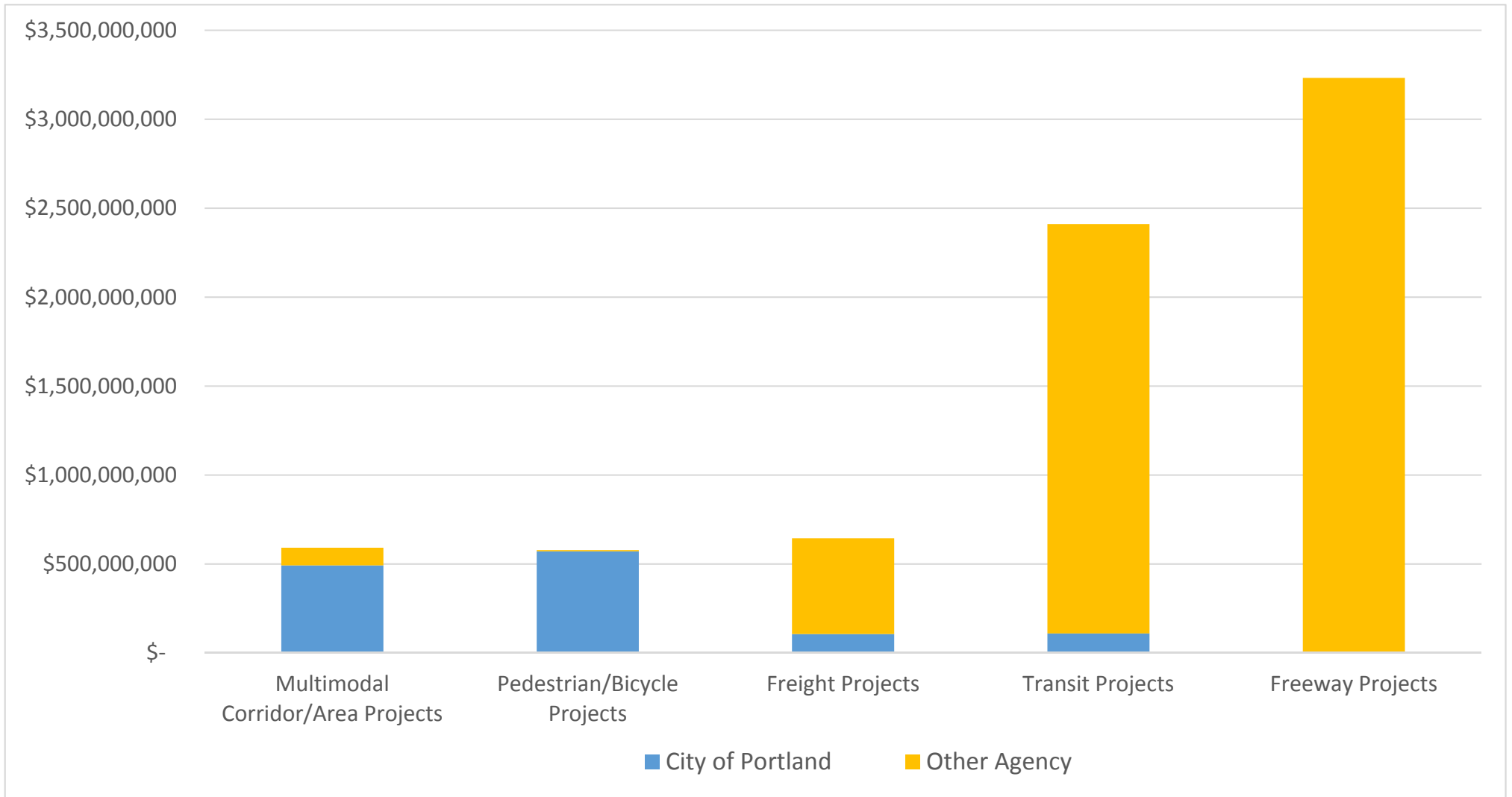
Geographic Constrained Spending Per User

Constrained Spending* Allocation Per User
(Projected 2035 Households + Jobs)
by Geography



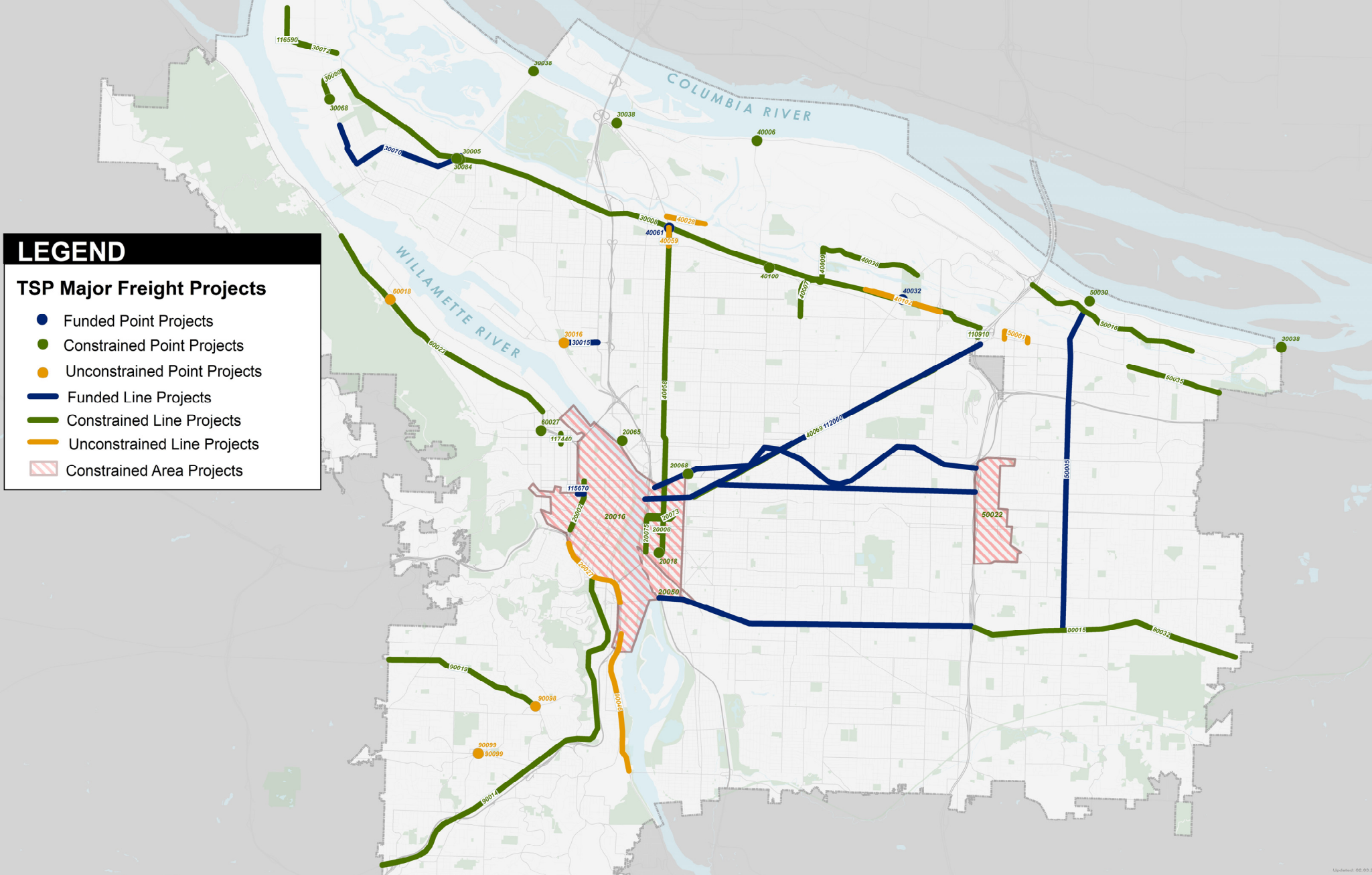
* Not including Citywide Programs

Constrained Investments by Mode & Agency



TRANSPORTATION SYSTEM PLAN

City of Portland Freight-Beneficial Projects



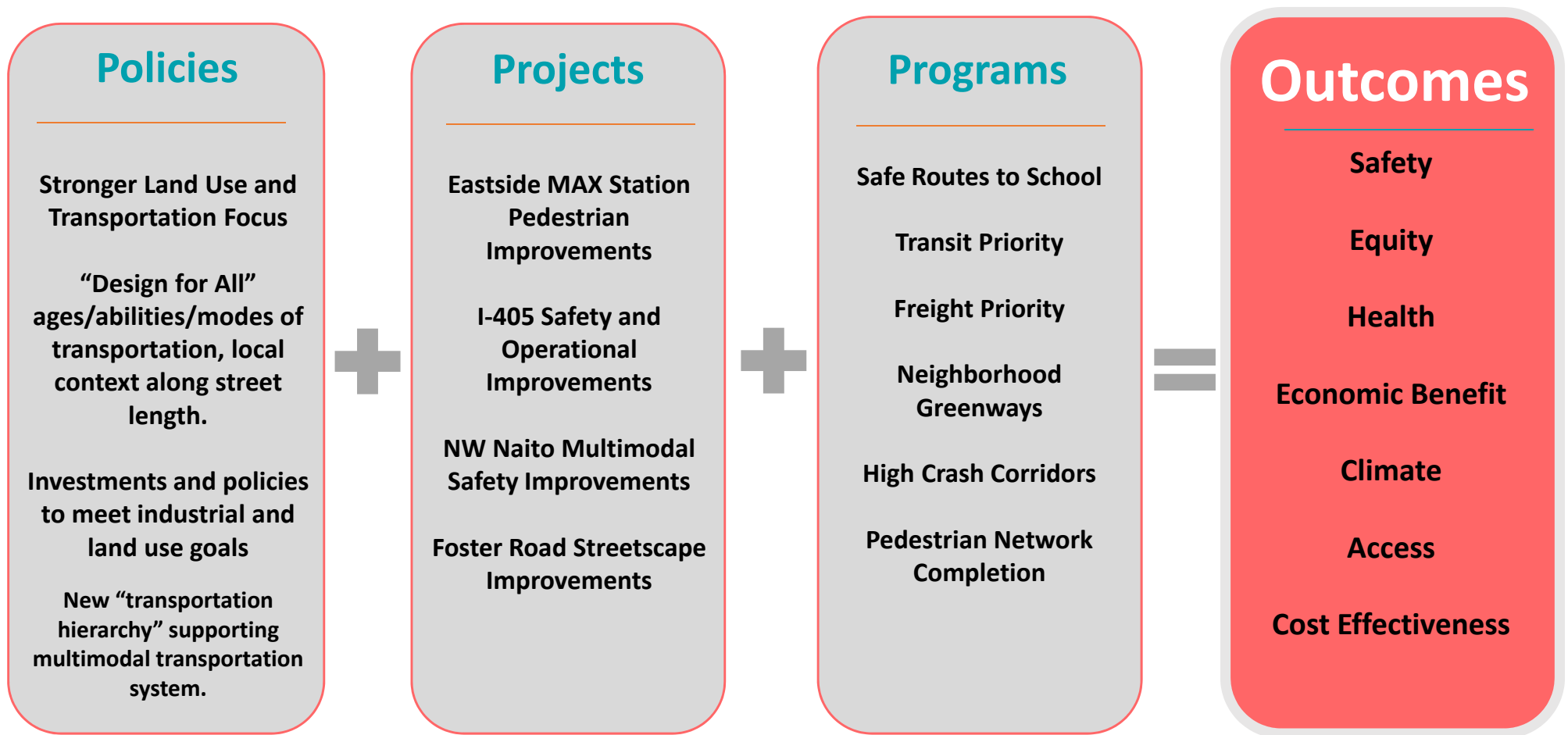
LEGEND

TSP Major Freight Projects

- Funded Point Projects
- Constrained Point Projects
- Unconstrained Point Projects
- Funded Line Projects
- Constrained Line Projects
- Unconstrained Line Projects
- ▨ Constrained Area Projects

Updated: 02.03.2015

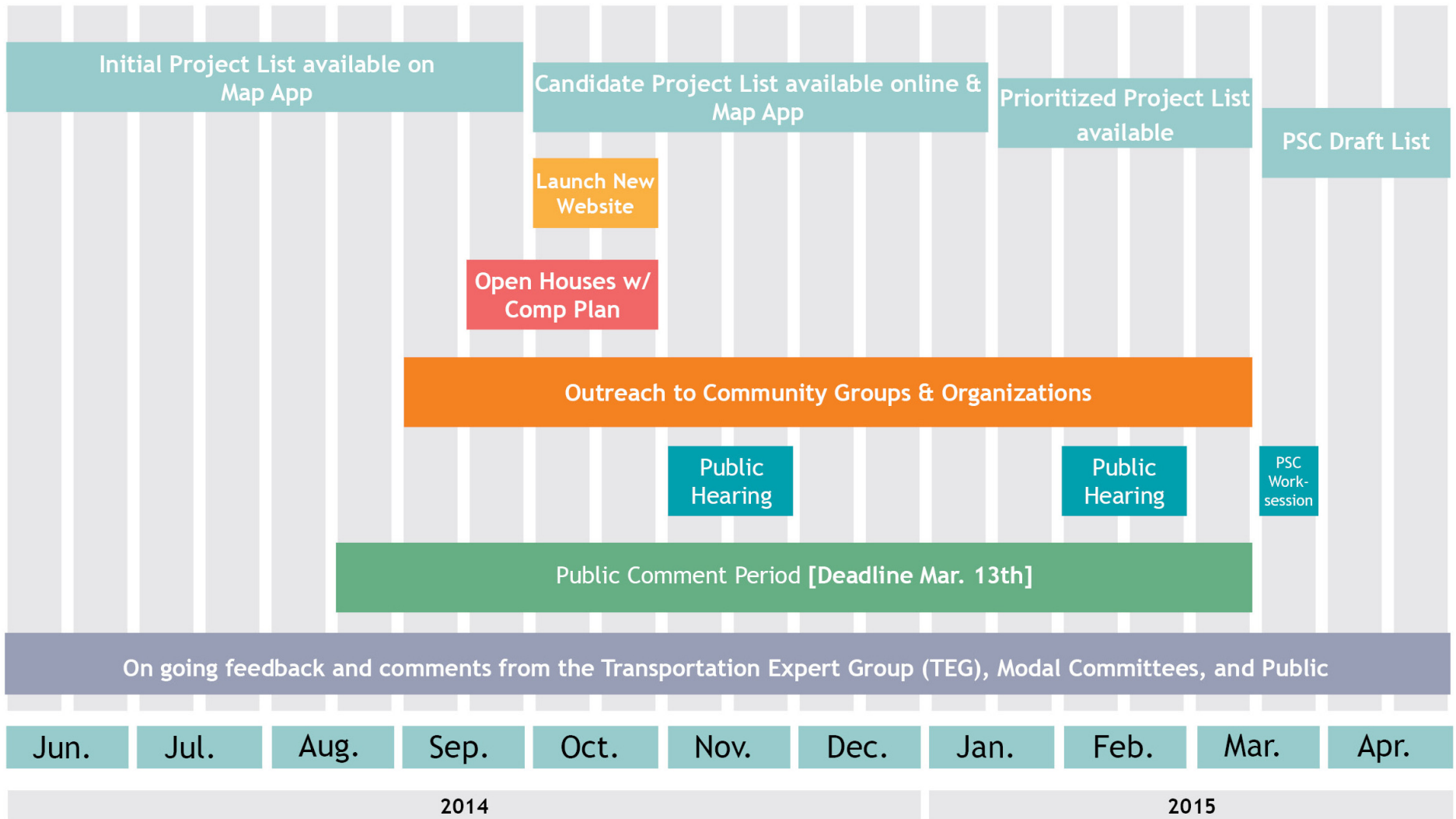
Results: Supporting Comp Plan Outcomes





Public Involvement

Public Involvement: Timeline



Public Involvement

Transportation System Plan



Parking Strategy + Study

Centers + Corridors Parking Study

The Portland Bureau of Transportation (PBOT) has been Management grant from the state, to study and recommend centers and corridors throughout the city. A key element is "k" which will describe the suite of policies and programs a parking. This project is part of PBOT's Citywide Parking Strat

Study Areas

The study areas were chosen based on the center and corridor typologies found in the Urban Design Framework developed for the Comprehensive Plan Update, transportation characteristics, and development activity. Each study area is intended to be representative of other, similar areas throughout the City. Taking samples of parking data in areas with different characteristics will allow development of a toolkit with broad applicability. The 5 study areas are:

1. St Johns Town Center service.
2. Holladay Town Center area, Larami
3. SE Division Town Center bus service.
4. NE Mississippis
5. NE 228th / No bus servi

Transportation System Plan



Projects, Programs & Policies

TSP New Policy Highlights

Transportation Policies are primary in Chapter 9 of the Proposed Comp Plan. Greater emphasis on safety, accessibility, equity, health and prosperity in the goals and policies.

Additional uses of the right of way (ROW) and street design policies are in Chapters 3, 4 and 8. These policies recognize that one size or one approach does not fit all types of streets in Portland.

A multi-modal street system, completion policy (transportation hierarchy for people movements) is a direct link to Portland Plan direction.

Revised and new policies related to transportation demand management, parking and finance highlight our need to manage physical and fiscal resources.

Chapters 3 & 4 Urban Form/Design & Development

- Land Use & Transportation
- Civic Corridors: Concept address
- Greenways
- Pattern areas
- One Size does not fit all

Chapter 6 Economic Development

- Stronger Land Use & Transportation Form
- Investments & policies to meet industrial and land use goals

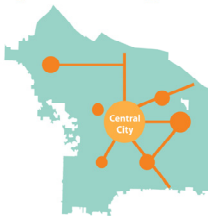
Chapter 8 Public Facilities & Services

- Rights-of-Way: Multiple uses of the right-of-way. New flexible design policy supports local context design.
- Street Design: "Design for All" ages/abilities/modes of transportation, local context along street length
- Trail policy & maps
- Coordination
- Funding
- Asset Management

Chapter 9 Transportation

- Eight Goals: multiple goals, quality of life, equity, health, environmental sustainability, cost effectiveness, transparency, and safety.
- Model Priorities: New "transportation hierarchy" supporting multimodal transportation system.
- Funding: New policy supporting multimodal LOS standards.
- Parking: Revised policy addresses livability, safety, business district vitality, VMT reduction, air quality.
- Transportation Affordability: New policy.

Citywide Parking Strat



Central City Parking P

Existing parking policies and practices need updating to: Address new policy directions emanating from the Comprehensive Plan Update and the Central City 2035 Plan, which call for additional growth and development in the Central City and place a greater emphasis on walking, professionalizing the Central City.

Understand and reflect, among other things, trends affecting parking management, the use of technology to provide parking, the real estate market and new attitudes about driving and sharing of vehicles that may affect how the City manages parking.

Help the City better manage existing parking resources, plan for the best use of limited right of way, and "right size" the provision of new parking to support new development.

TSP Major Projects & Citywide Programs

Projects Tiers



- Reasonably aggressive revenue forecast to fund Major Projects and Citywide Programs.
- Major Projects funded by optimistic revenue forecast.
- Projects needing further evaluation.
- Projects already funded but not yet completed.
- Projects proposed by other agencies.

Seven Outcomes

A key element of the TSP is the approximately 280 Major Projects and nine Citywide Programs drawn from adopted plans. The projects and programs are designed to achieve seven outcomes:



Project Evaluation

The City is using "outcome-based" criteria to evaluate which projects and programs are most likely to help achieve multiple outcomes cost effectively. The criteria include one for "Community Support / Opposition" where public comments can raise or lower a project or program's score.

Top Investments

An important result of this rigorous outcome-based approach is a list of the top investments to focus on for the next several years. The City has identified projects and programs likely to be more competitive for federal, state and regional grants because they achieve multiple outcomes.

Citywide Transportation Programs

Citywide Transportation Programs are designed to make small-scale investments in the transportation system on an ongoing basis, primarily using City of Portland funding allocated through the Capital Improvement Plan. Most small-scale transportation projects serving identified needs will be on reference lists for each program to use as they evaluate project priorities. These reference lists will be primarily drawn from adopted plans and strategies, and will be updated over time as new plans and strategies are adopted. Some of these programs incorporate elements of existing programs within the City of Portland, while others are proposed as new programs.

Pedestrian Network Completion	Safe Routes to School	High Crash Corridors
Bikeway Network Completion	Transit Priority	Transportation & Parking Demand Management
Neighborhood Greenways	Freight Priority	Transportation System Management

16 Outreach Events (Neighborhood Coalitions + Business Partners)

Website updates (Jan. 30th) – Staff Report, Recommendations list, and TSP Online Open House

4 Committee feedback events – TEG, BAC, PFC, PAC

Over 900 letters and comments from the public

What We Heard

- ❑ Policies
 - Strengthen safety policies and investments
 - Remove freight from hierarchy
- ❑ Major projects
 - Broad support for projects in 1 – 10 year tier
 - Some constrained and unconstrained need phasing or re-scoping
 - Is there enough freight investment?
 - Is there enough investment in low growth areas with gaps & deficiencies
- ❑ Citywide Programs
 - Broad support for stronger programs
 - How will we adequately fund programs?
 - What criteria and process(es) will we use to prioritize small projects?
- ❑ Process
 - Develop process for evaluating new projects in next TSP, e.g. SWIM
 - Short turn-around
 - Have received project recommendations from 23 organizations



Next Steps...

Current Phase

- 3/10 PSC Work Session
- 3/13 **Public Comment Deadline**
- 3/24 PSC Work Session
- April – Revisions to Policies, Projects, Programs
- Modeling results

Next Phase

- Implementation strategies
- Modal Plans
- Modify Street Classifications
- Citywide Parking Toolkit
- Transportation Demand Management
- District Policies
- Other Compliance Elements
- Online/Web Integration
- New Project Tracking Interface





Thank You

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