

Initial Staff Proposed Amendments to the TSP Stage 2 Proposed Draft

| No. | Amendment | Section | Source/Sponsor | Staff response | Attach |
|------------|---|------------------|-------------------------|---|---------------|
| 1 | Street design resources – add Stormwater Management Manual | Sect. 2 (p. 5) | | Staff proposes the addition of the Stormwater Management Manual to the list of street design resources (Objective 11.10.E) | |
| 2 | Community Involvement Objectives add equity language | Sect. 3 (p.3) | PBOT | Staff proposes language changes to the Community Involvement objectives proposed by staff to include additional equity and inclusion language. | A. |
| 3 | Bicycle Classification Description Amendment | Sect. 4 (p. 3) | ODOT | Staff supports adding “property dedication” to list of alternative approaches. | |
| 4 | Hayden Island pathway – remove bicycle classification along Hayden Bay and Waterside Marina | Sect. 5 (p.7) | Numerous testimony | Staff supports amending the Proposed Draft (per 3/3/16 staff memo) to remove the City Bikeway classification from the Waterside Marina and Hayden Bay path to be consistent with the amended version of Exhibit C of the Hayden Island Plan passed in 2009 (ORD 183124). | 3/3 memo |
| 5 | NE 7th/9th Neighborhood Greenways | Sect. 5 | Numerous testimony | Staff recommends maintaining existing Bicycle Classifications and extending the City Bikeway classification on NE 7th Ave north to Summer St in order to maintain flexibility to determine the exact alignment during the project design phase after funding is obtained. | B. |
| 6 | Bicycle Classification Map Amendments | Sect. 5 | Various testimony, PBOT | Staff supports some minor amendments | 4/8 memo |
| 7 | Street Design Classification Description Amendments | Sect. 6 | PSC, PBOT | Staff supports remove Urban Highway classification, revise Urban Throughway description. | |
| 8 | Street Design Classification Map Amendments | Sect. 7 | Various testimony, PBOT | Staff supports minor amendments including reclassification of Urban Highways to Urban Throughways. | |
| 10 | Mode share target for all trips | Sect. 10 (p. 3) | | Staff supports adding an objective referencing the 70% daily mode share target. (Objective 11.1.3) | 4/8 memo |
| 11 | Glossary amendments | Sect. 11 | Various testimony, PBOT | Staff supports minor amendments | 4/8 memo |
| 12 | Projected ODOT “Hot Spot” Locations Refinement Plan | Sect. 12 (p. 77) | ODOT | Staff supports modifications proposed by ODOT in Fall 2015 to the hot spots refinement studies are supported by staff. Missed adding the changes in the last draft. | |
| 13 | NW District Access and Circulation Plan | Sect. 12 (p. 79) | NWDA, PBOT | Staff supports replacing “Northwest District Street Decoupling Feasibility Study” with “Northwest District Access and Circulation Plan”, with broader scope looking at access and circulation for all modes and connections to/from Central City. | |
| 14 | Transportation Demand Management Title 17 Amendment | Sect. 14 (p. 3) | PBOT | Targeted changes responding to requests for TDM Objectives consistent with policies; to clarify that Council, not PBOT, establishes performance targets; and to clarify that falling short of performance targets will not trigger enforcement action. | Memo |

Item staff suggests be addressed in Stage 3

- **New TSP Objectives** (e.g. autonomous vehicles and stormwater objectives): New Objectives can be added, however staff's preference is to wait until Stage 3. Many of the new Comp Plan policies do not yet have TSP objectives, e.g. the Transportation Strategy for People Movement, Streets as public spaces, Corridors, Trails, etc. Some may not need to have them. No public involvement or review regarding these proposals. Would give staff and stakeholders additional time to craft the language. Staff supports the ideas and concepts, but would prefer additional outreach and discussion that moving them to stage 3 will allow.
- **Work at Home mode share target:** If Chris wants to ask PSC to direct PBOT to consider a "work at home" mode share target I would support them adding it to the "Commentary" list of performance measures we will consider in Stage 3

Community Involvement Objectives:

- A. The Portland Bureau of Transportation (PBOT) will provide meaningful opportunities for equitable community involvement in shaping the plans, public policy and projects that support implementation of the Transportation System Plan.
- B. Provide and document concerted efforts to engage those with the potential to be impacted by the plans, public policies or projects in order to evaluate and mitigate disparate burdens, especially for under-served and under-represented communities including Limited English Proficient (LEP) communities, communities of color, low-income populations and those traditionally underserved by transportation services.
- C. Furnish opportunities for early and ongoing access to balanced information about plans, public policy and projects.
- D. Keep interested parties, and those who may be impacted by particular decisions related to plan and project implementation, informed of direct and related engagement opportunities.
- E. Engage and support community members who are traditionally under-represented in bureau projects, plans, and processes.
- F. Provide funding that is adequate to carry out **equity driven** public involvement **best** practices.
- G. Foster a culture of **equitable** public involvement across **all** divisions within PBOT.
- H. Ensure PBOT decision-making processes are clear, straightforward, and include mechanisms for public accountability, so that the public has the capacity to participate.
- I. Ensure PBOT public documents are accessible, relevant, and informative.
- J. Ensure public involvement and outreach practices, materials, and processes are culturally relevant.
- K. Follow International Association for Public Participation (IAP2) Core Values.
- L. Follow City of Portland Public Involvement Principles.
- M. Follow Internal PBOT Public Involvement Policies.
- N. Follow City of Portland Civil Rights Title VI Plan.
- O. Follow the goals and policies of Chapter 2: Community Involvement of the City's Comprehensive Plan.
- P. Follow Policy 8.6 Interagency Coordination from Chapter 8: Public Facilities and Services of the City's Comprehensive Plan.



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Steve Novick Commissioner **Leah Treat** Director

Memorandum

To: Planning and Sustainability Commissioners
From: Zef Wagner, Portland Bureau of Transportation
Date: 03/31/2016
Subject: NE 7th and 9th Ave Bikeway Classifications in TSP Proposed Draft

Background

Over the last six months, PBOT and Commissioner Novick have received letters from several organizations advocating for traffic calming and diversion to reduce cut-through traffic and improve conditions for bicycling on NE 7th Ave from Broadway to Sumner, with a particular focus on the segment from Broadway to Fremont where the traffic volumes are highest. These organizations include the Irvington Community Association, Eliot Neighborhood Association, King Neighborhood Association, the Broadway-Weidler Alliance, and the Bicycle Transportation Alliance.

The advocates listed above argue that NE 7th Ave is carrying high traffic volumes despite being classified as a local street, and that this causes safety and livability concerns. Furthermore, they argue this is a well-used bike route and has been identified in City plans as a future neighborhood greenway, but that the route does not meet our standards for traffic speeds and volumes. The advocates are asking the City to prioritize establishment of a neighborhood greenway on 7th rather than on 9th, which is also shown in the Bike Plan and is currently shown in the TSP Major Projects List Recommended Draft.

To respond to this issue, Cevero Gonzalez in PBOT communications helped convene a community meeting on the topic on Monday, March 14th. The meeting was attended by roughly 50 people, mostly residents of the three adjacent neighborhoods. The audience feedback was generally in favor of a neighborhood greenway on NE 7th Ave, though some concern was expressed about traffic impact to MLK, 8th, and 9th Avenues and people stressed that improvements or mitigations would be needed on those streets as well.

Since the community meeting, a number of residents along NE 8th and 9th Avenues have been writing letters in opposition to the idea of diverters on 7th, expressing strong concern about potential cut-through traffic on their smaller, quieter neighborhood streets. They tend to acknowledge that 7th has too much traffic, but object to the City taking measures that may increase traffic on those adjacent streets.



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Public Testimony on TSP Proposed Draft

A high volume of public testimony was submitted on the issue of 7th vs 9th. Many supporters of 7th request that 7th be upgraded from a City Bikeway to a Major City Bikeway and extended north from Skidmore to Sumner, with 9th Ave downgraded from Major City Bikeway to City Bikeway. Many supporters of 9th ask that the PSC retain the bicycle classifications as proposed. Much of the testimony does not mention bicycle classifications at all, instead focusing on the benefits or drawbacks of a neighborhood greenway with diverters on one street or the other.

Below is a summary of testimony received:

- Support for neighborhood greenway on NE 7th Ave
 - 3 neighborhood associations (Eliot, Irvington, King)
 - 42 individuals
- Support for neighborhood greenway on NE 9th Ave and/or opposition to diverters on NE 7th Ave
 - 23 individuals
 - One letter with petition signed by 74 individuals
 - 9 of these are duplicates who already submitted individual testimony

Staff Response

The potential project in question is not funded or scoped in any detail. To properly study the effects of various diverter treatments on traffic patterns in the area in question, PBOT would need to do a detailed traffic analysis. PBOT would also need to conduct a full public process to assess various options and weigh the benefits and impacts to residents and businesses in the area as well as to the wider transportation system. All of this work would require funding for a project, which we do not have at this time. PBOT does consider the NE 7th/9th Neighborhood Greenway to be a high priority and is looking into funding opportunities, but as is typical with most neighborhood greenway projects we would prefer to have the flexibility to determine the exact alignment during the project design phase after funding is obtained. For this reason, we recommend maintaining existing Bicycle Classifications and extending the City Bikeway classification on NE 7th Ave north to Sumner St.

PBOT staff recommends that the PSC amend the Proposed Draft of the TSP to add a City Bikeway classification to NE 7th Ave from Skidmore St to Sumner.