

Transportation System Plan

TSP Update Stage 3 - Final Stage of the TSP Update

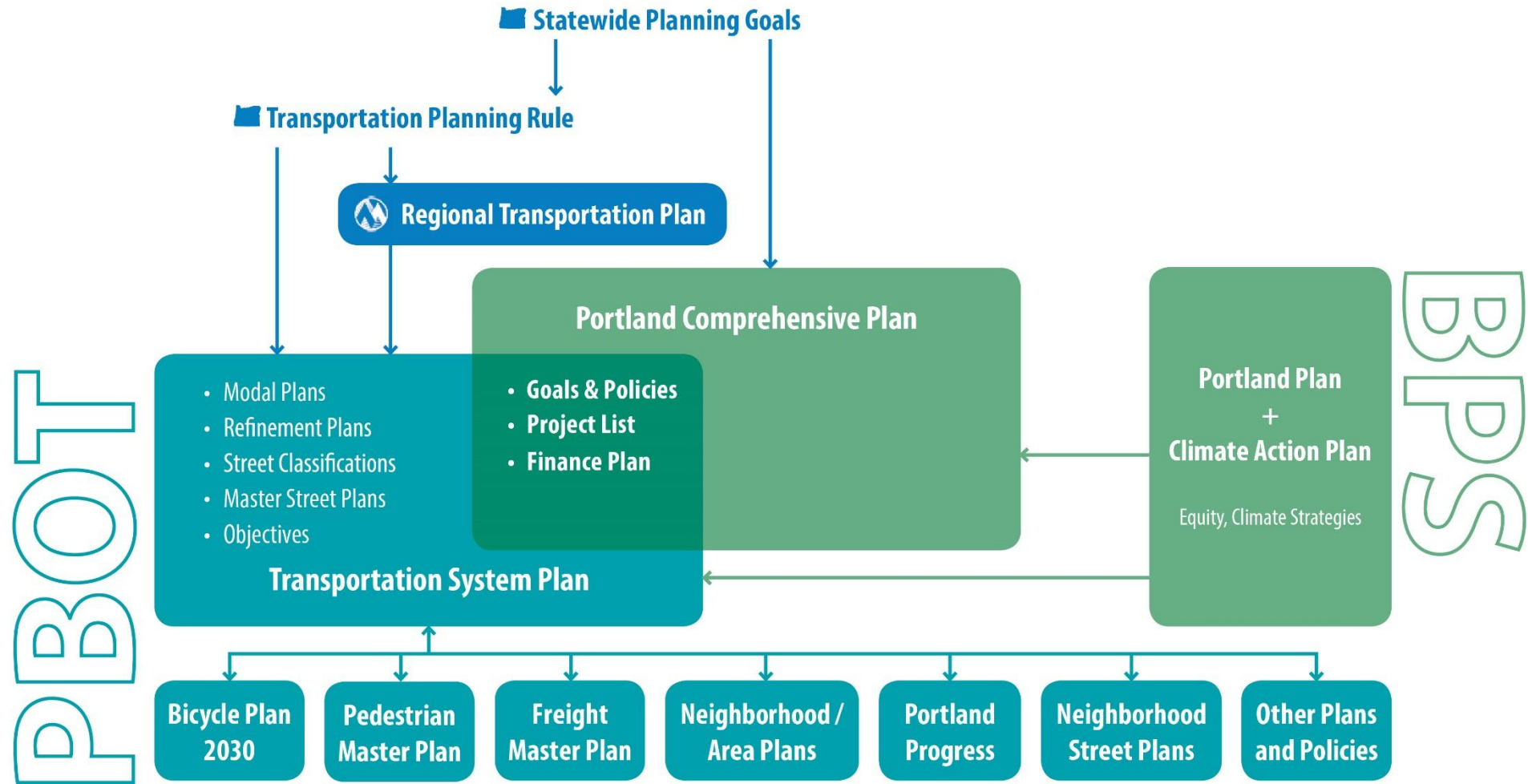


Planning and Sustainability Commission Briefing
June 13, 2017



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
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Autonomous
Vehicle Policy

Project Evaluation
Financial Plan

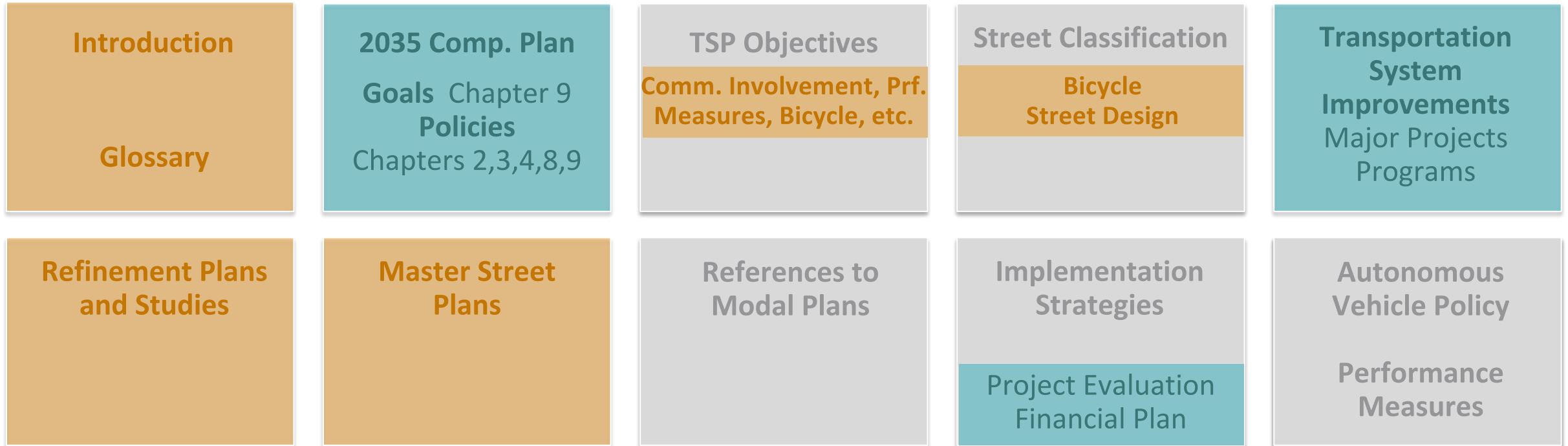
Performance
Measures



Components of the TSP

Stage 1 2014-2016 Adopted June 2016

Stage 2 2015-2016 Adopted Dec. 2016

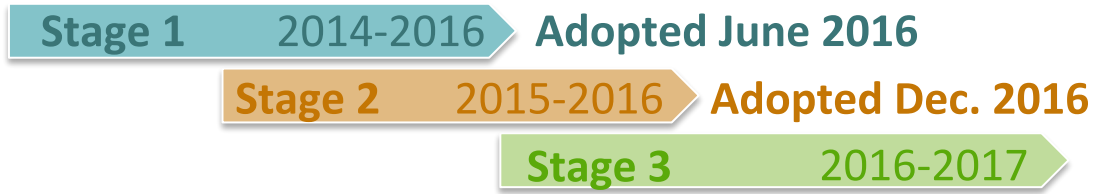


**Title 17: Transportation Demand Management
Street Vacations**

Title 33: Commercial Parking



Components of the TSP



<p>Introduction</p> <p>Glossary</p>	<p>2035 Comp. Plan</p> <p>Goals Chapter 9</p> <p>Policies Chapters 2,3,4,8,9</p>	<p>TSP Objectives</p> <p>Comm. Involvement, Prf. Measures, Bicycle, etc.</p> <p>Geographic specific & other objectives</p>	<p>Street Classification</p> <p>Bicycle Street Design</p> <p>Transit, ER Traffic</p>	<p>Transportation System Improvements: Major Projects Programs</p>
<p>Refinement Plans and Studies</p>	<p>Master Street Plans</p> <p>South Waterfront Post Office Site</p>	<p>References to Modal Plans</p>	<p>Implementation Strategies</p> <p>Codes & Standards</p> <p>Project Evaluation</p> <p>Financial Plan</p>	<p>Autonomous Vehicle Policy</p> <p>Performance Measures</p>

Title 17: Transportation Demand Management Street Vacations

Title 33: Commercial Parking

TSP Objectives

- **Goals** are the broadest expressions of a community's desires. Goals give direction and are concerned with the long term, and often describe ideal situations.
- **Policies** are broad statements that set preferred courses of action. Policies are choices made to carry out the goals in the foreseeable future. Policies should be specific enough to help determine whether or not a proposed project, program or course of action will advance community values expressed in the goals.
- **Objectives** are specific statements that carry out a plan in the short term. Objectives help assess incremental progress toward achieving the broader purposes expressed in goals and policies.



TSP Objectives

- Comp Plan has goals and policies; no objectives
- Comp Plan goals and policies were developed from objectives
- Some objectives were updated as part of TSP Stage 2
- Classifications and Geographic Policies have objectives



TSP Objectives - Does the TSP need objectives?

Do existing **plans and programs** adopted by the City (VisionZero, Portland Progress, Connected Centers, Parking Toolkit, etc.) sufficiently **implement the goals and policies**?

Other plans and programs are **adopted by resolution**.

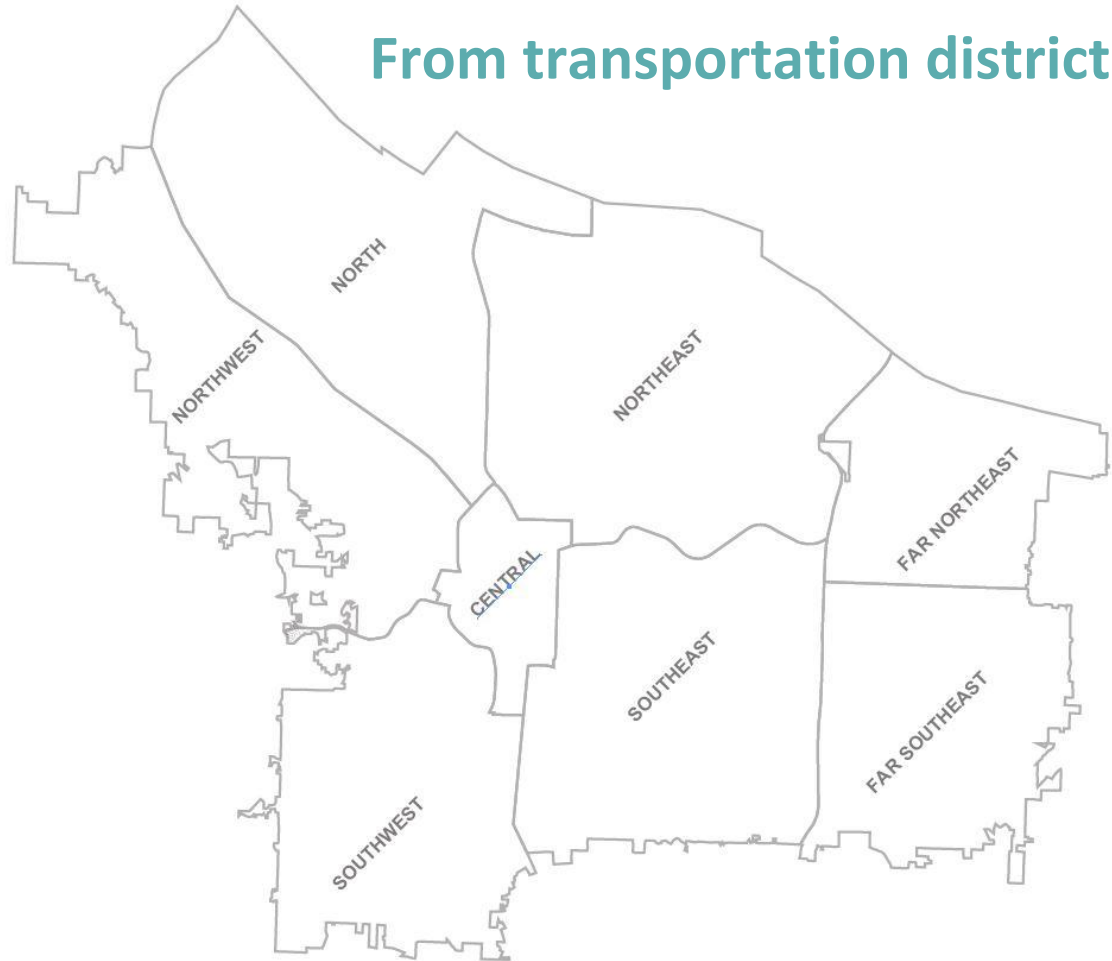
Objectives are **adopted** by City Council by **ordinance which make them law**.

Having objectives creates additional pressure and a legal 'hook' to move goals and policies forward.



Geographic Policies

From transportation districts...



...to pattern areas



Geographic Policies

Criteria applied to each district policy:

- Addressed
- Concluded
- Geographically unconstrained
- Non sequitur



Street Classifications

- **Street Classifications** provide policy guidance for the **desired function** of streets for each mode of travel
- **Bicycle and Street Design Classifications** were updated in TSP Stage 2 (adopted in 2016)
- **Traffic, Transit, and Emergency Response** are proposed for updates in TSP Stage 3
- **Pedestrian and Freight** Classifications will be updated as part of **future** Modal Plan updates



Street Classifications – Traffic

Traffic Classification Descriptions are being 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.

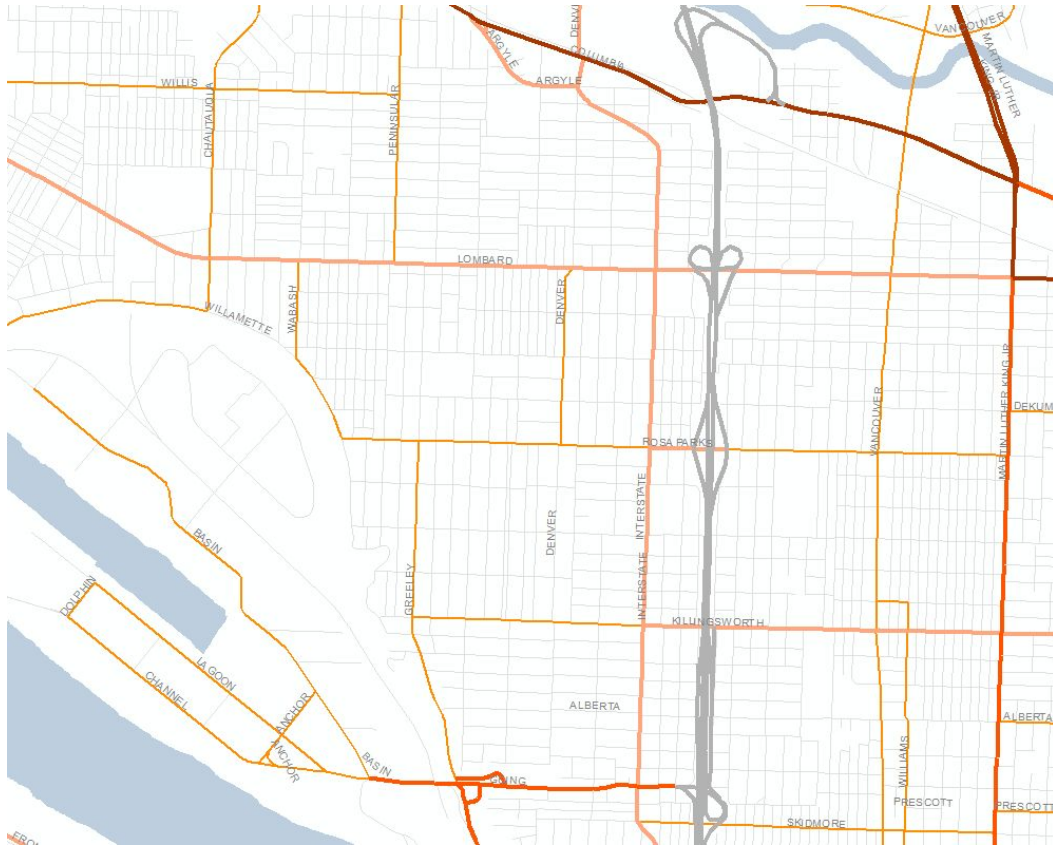
Neighborhood Collectors

- **Safety.** Safety should be the highest priority on Neighborhood Collectors. Safety countermeasures should be implemented on Neighborhood Collectors to address identified safety risks.
- **Traffic Calming.** Traffic calming tools may be used to improve neighborhood safety and livability, when consistent with other street classifications.

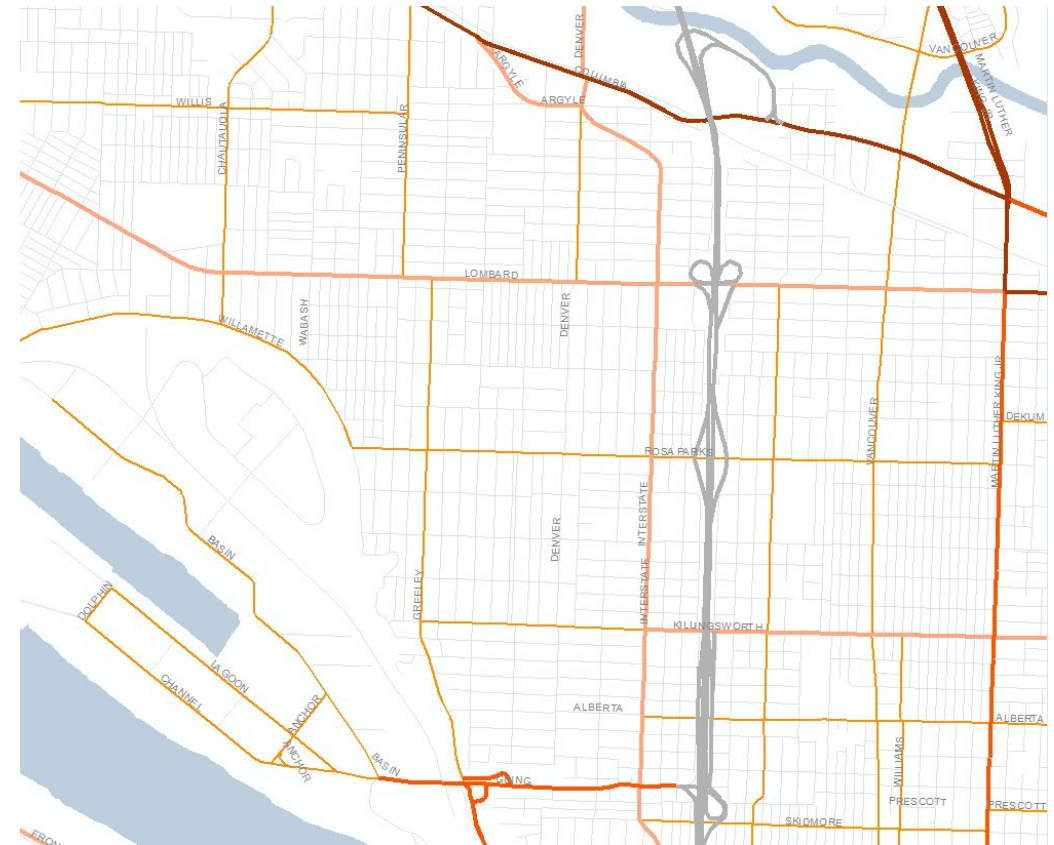


Street Classifications – Traffic

Traffic Classification Maps are primarily being updated to fill in the network of Collector streets



Existing Traffic Classifications

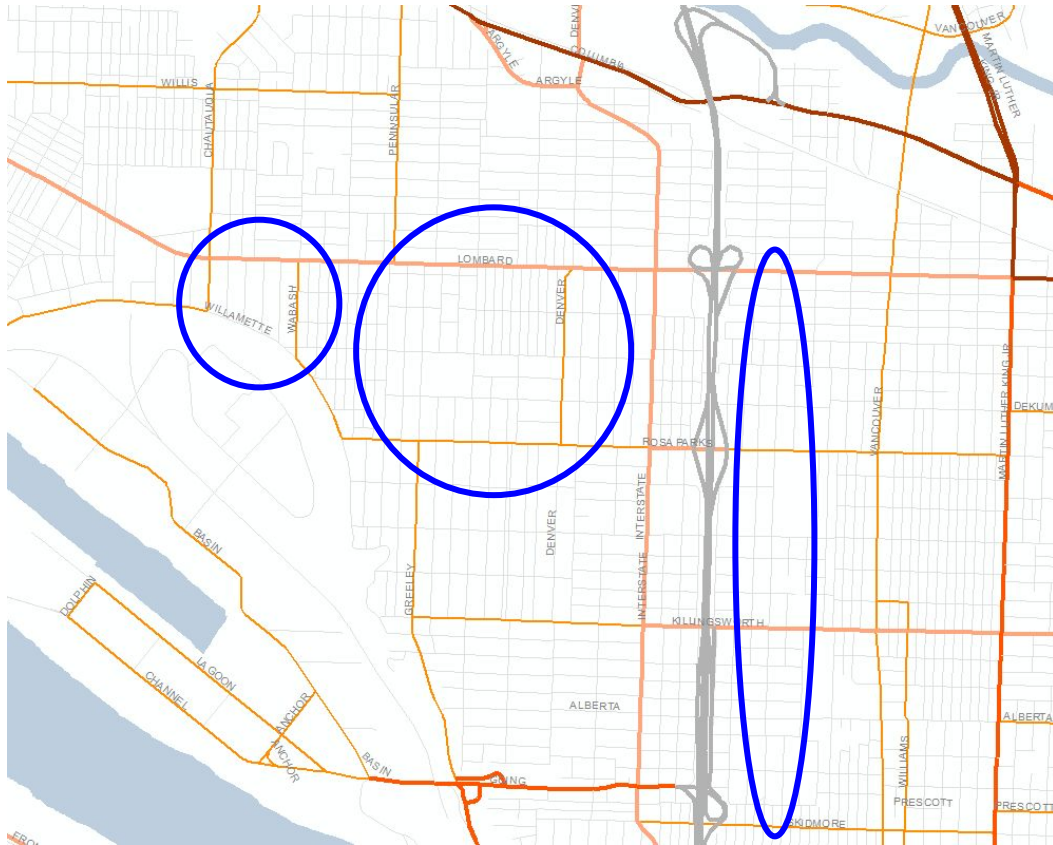


Updated Traffic Classifications

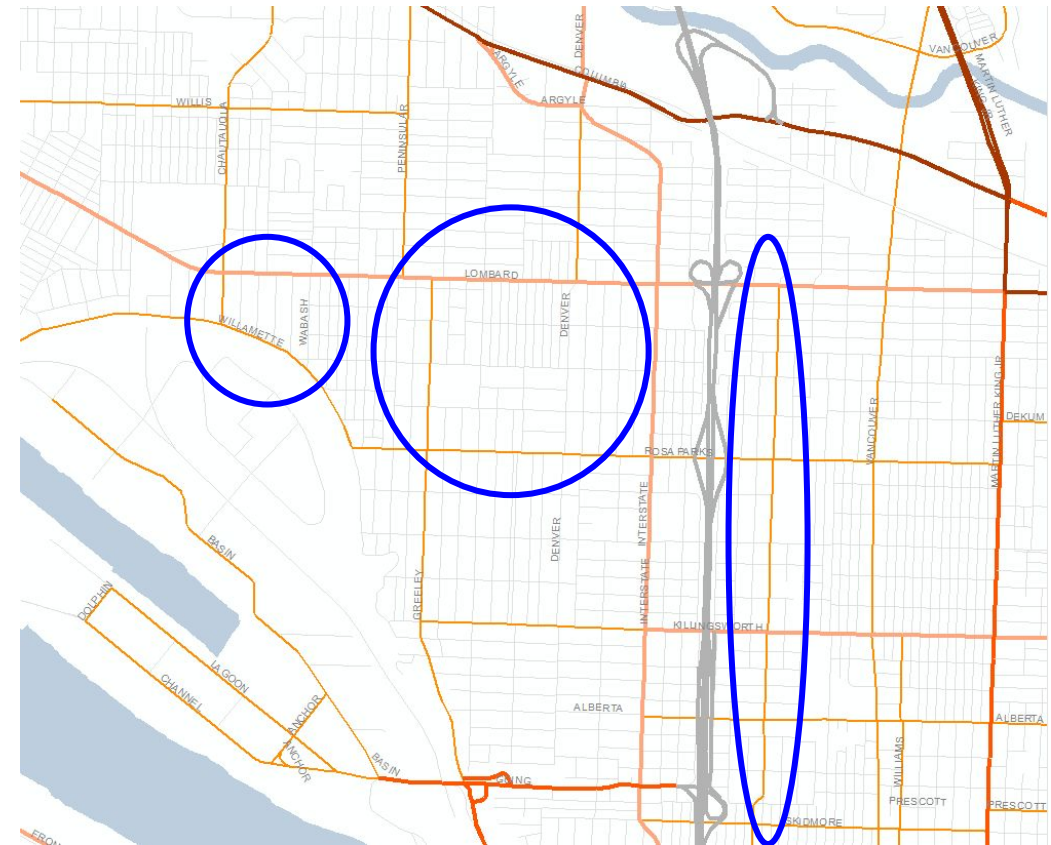


Street Classifications – Traffic

Traffic Classification Maps are primarily being updated to fill in the network of Collector streets



Existing Traffic Classifications



Updated Traffic Classifications



Street Classifications – Transit

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

Major Transit Priority Streets

- **Access to Transit.** Provide safe and convenient access for pedestrians and bicyclists to, across, and along Major Transit Priority Streets. Provide safe and accessible pedestrian crossings at all transit stops along Major Transit Priority Streets.
- **Improvements.** Provide transit signal priority at major intersections, prioritize transit stops or transit lanes over on-street parking, and provide enough lane width to accommodate standard transit vehicles. Consider the use of transit priority lanes where needed to reduce congestion-related transit delay.



Street Classifications – Transit

Transit Classification Maps are primarily being updated to reflect TriMet's Service Enhancement Plan for future expansion of the bus service network.



Existing Transit Classifications

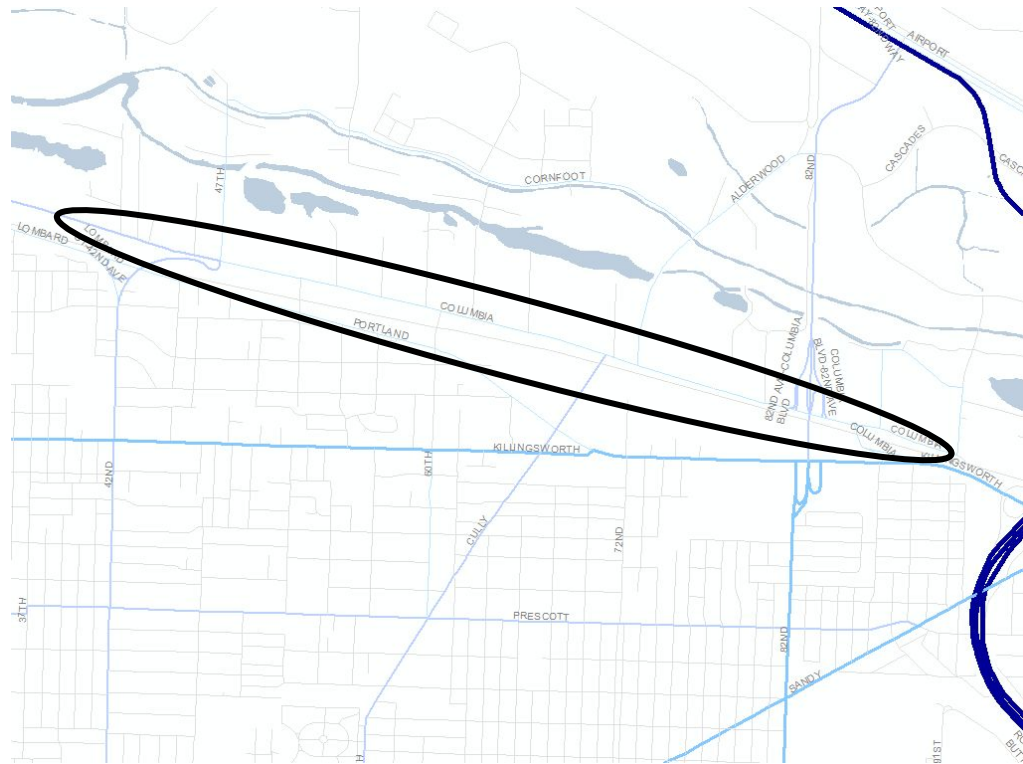


Updated Transit Classifications

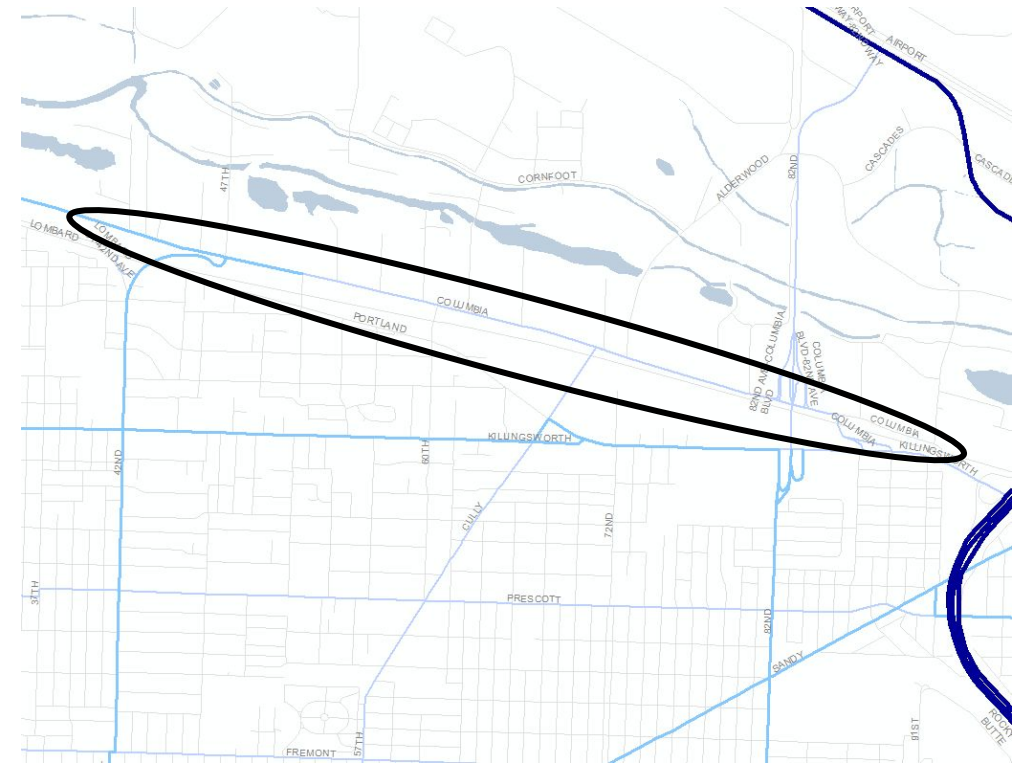


Street Classifications – Transit

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Existing Transit Classifications



Updated Transit Classifications



Street Classifications – Transit

The Community Transit Street classification is being deleted because TriMet is moving to a “Community Connector” model that does not run on fixed routes.



Street Classifications – Emergency Response

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

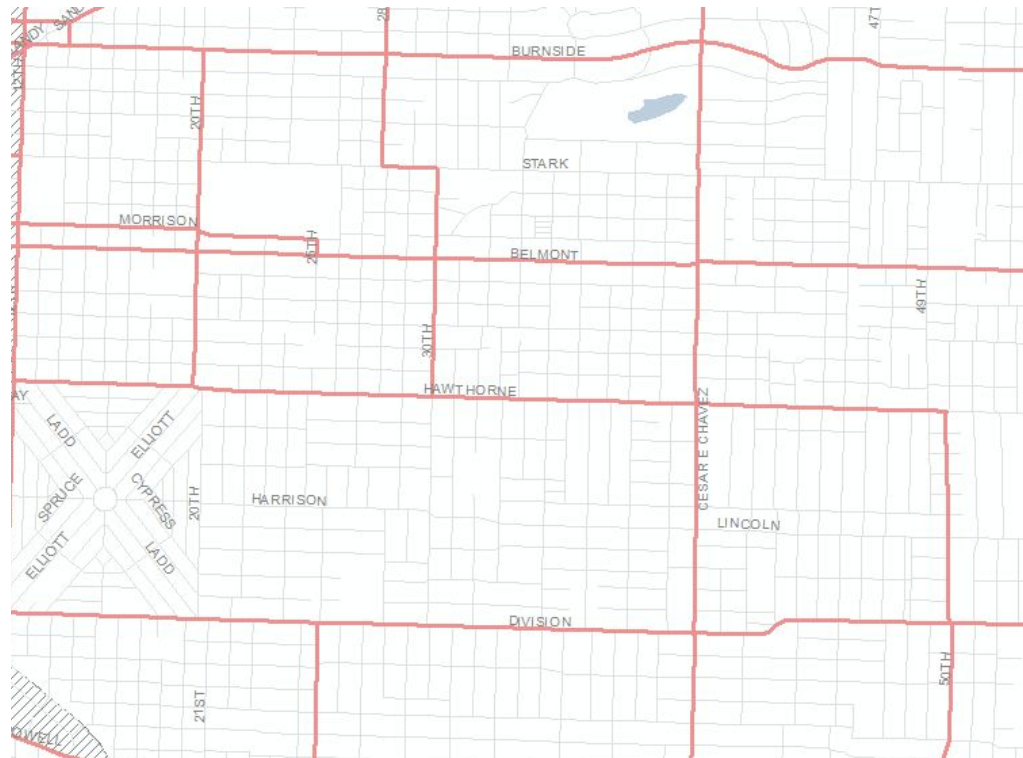
Secondary Emergency Response Streets

- Secondary Emergency Response Streets are intended to provide alternatives to Major Emergency Response Streets in cases when traffic congestion, construction, or other events occur that may cause undue delays in response times.
- **Traffic Calming.** Secondary Emergency Response Streets that also have a Local Service or Neighborhood Collector traffic classification are eligible for speed cushions.



Street Classifications – Emergency Response

Emergency Response Classification Maps are being updated in response to Fire Bureau requests for new routes and to add a network of Secondary Response Routes.



Existing ER Classifications

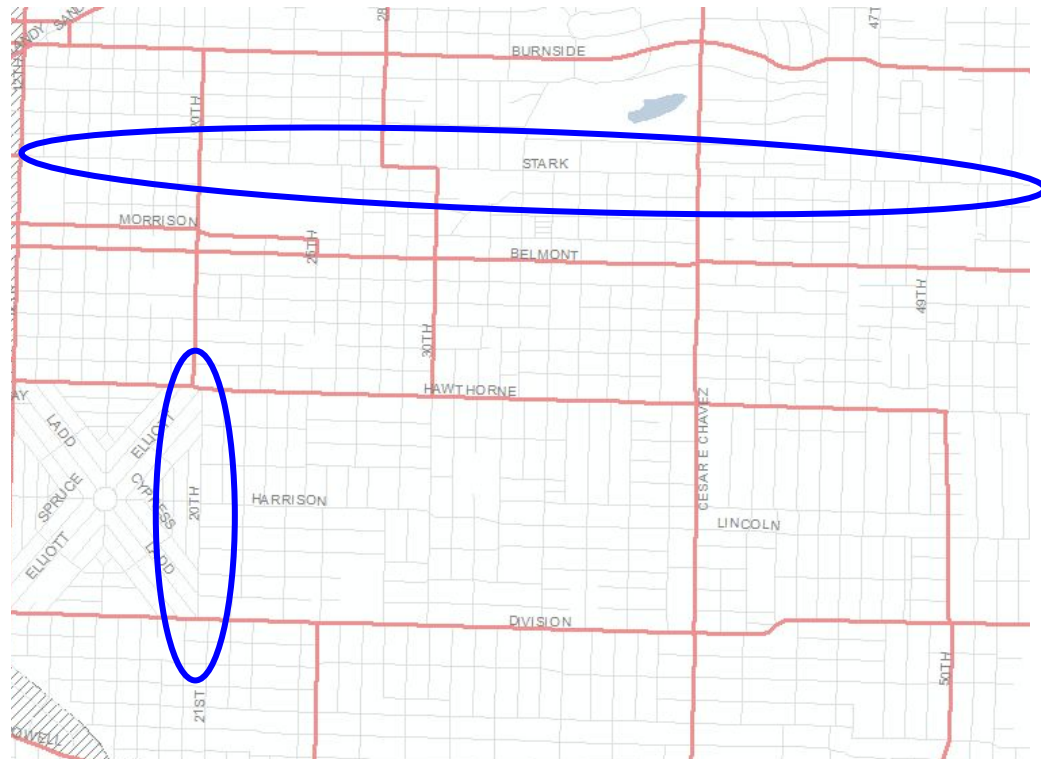


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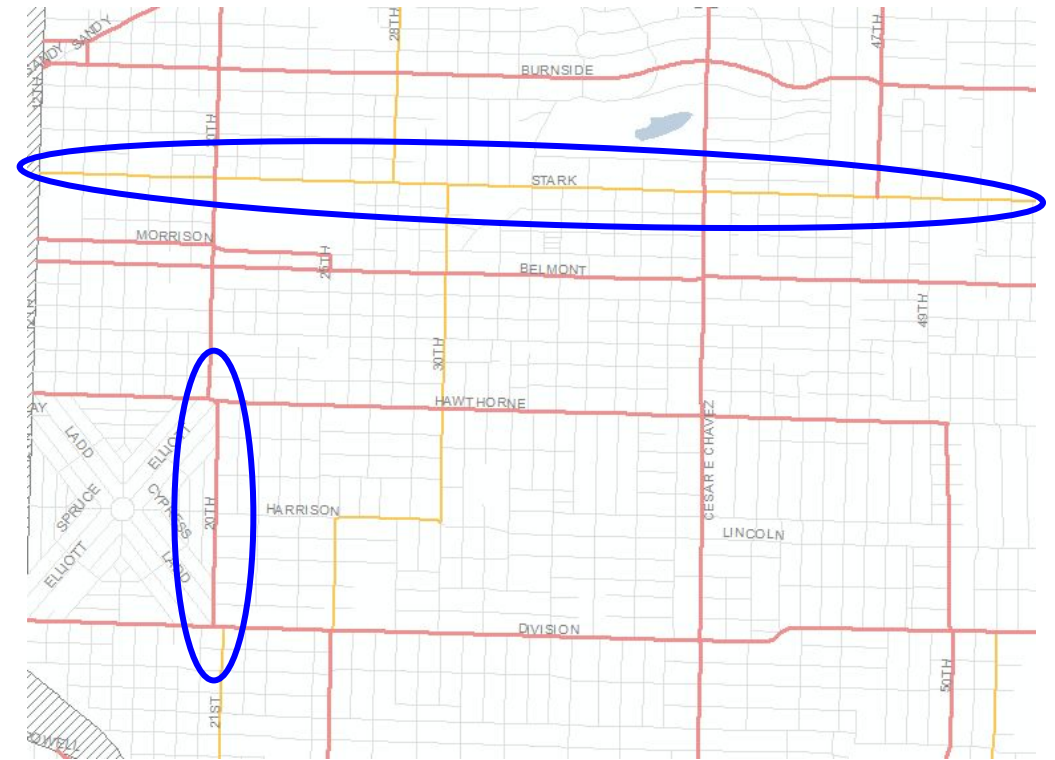


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Existing ER Classifications



Updated ER Classifications



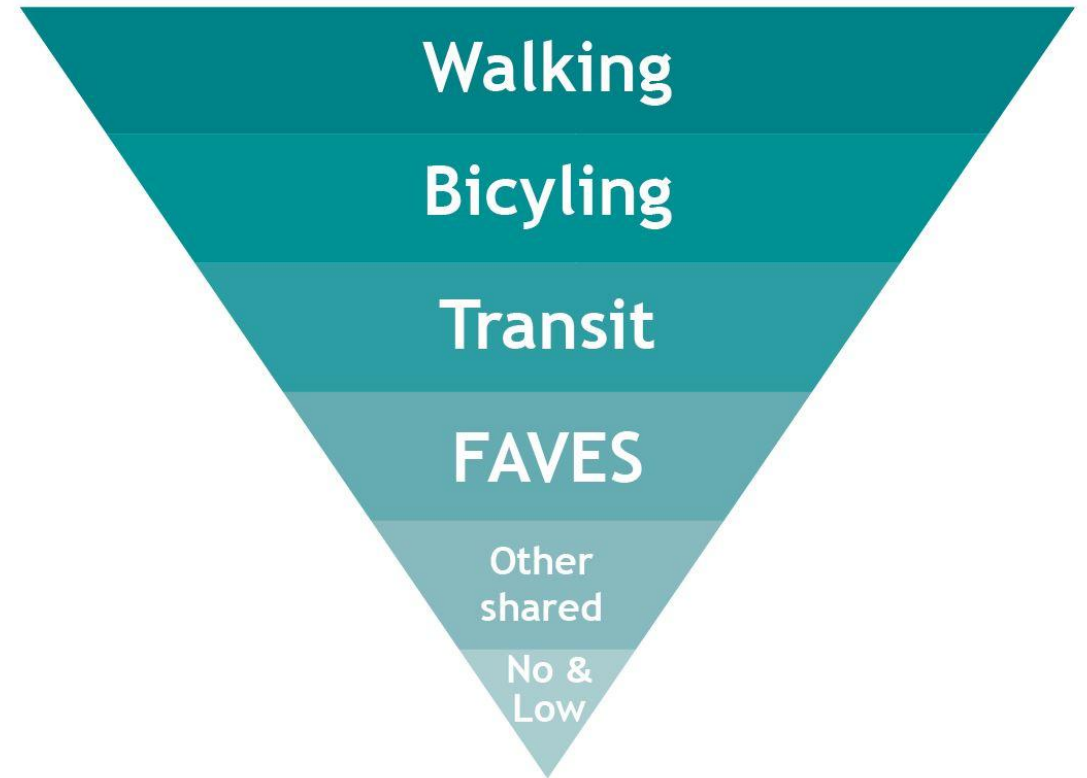
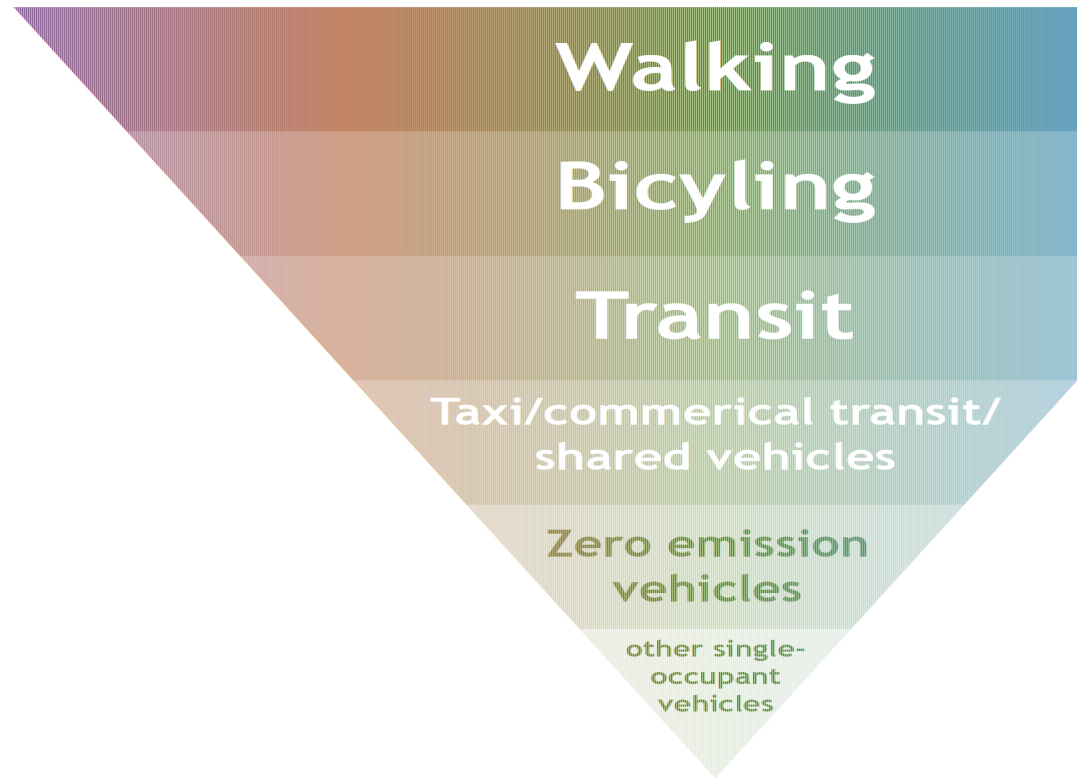
Autonomous Vehicles Policy

- AV's pose opportunities and threats
- “Ensure that (AV's) **advance Portland's...multiple transportation goals...**”
- Prioritize Fleet Autonomous Vehicles that are Electric and Shared (FAVES)
- Objectives a.-f. articulate goals
- Objectives g.-o. focus on tools to advance goals
- and...



Autonomous Vehicles Policy

Updates people moving strategy - TSP Policy 9.6



Smart Autonomous Vehicles Initiative (SAVI)

1. Policy
2. Request for Information (RFI)
3. Administrative Rule
4. Public Engagement Plan



System Performance Measures

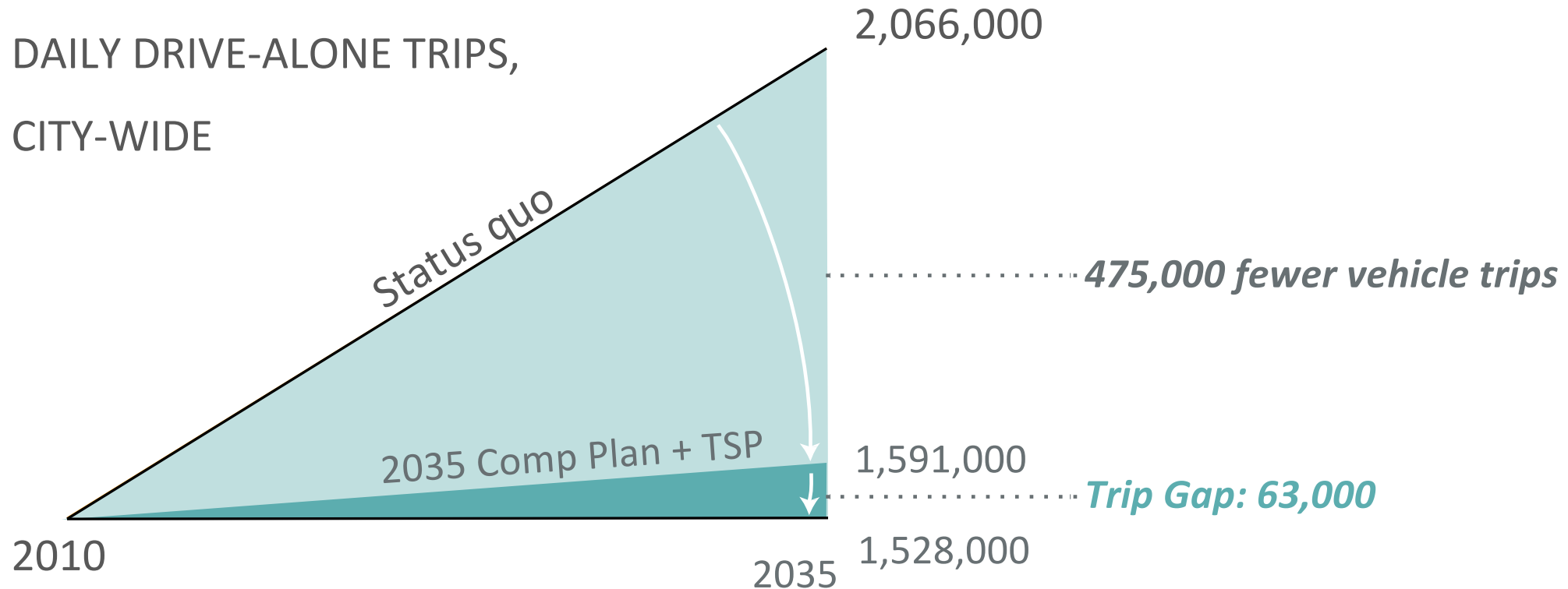
2035 TSP Objectives - 3 Notable Changes

1. Safety/Vision Zero to first objective
2. New congestion measure
3. Commute mode share



Congestion Performance Measure

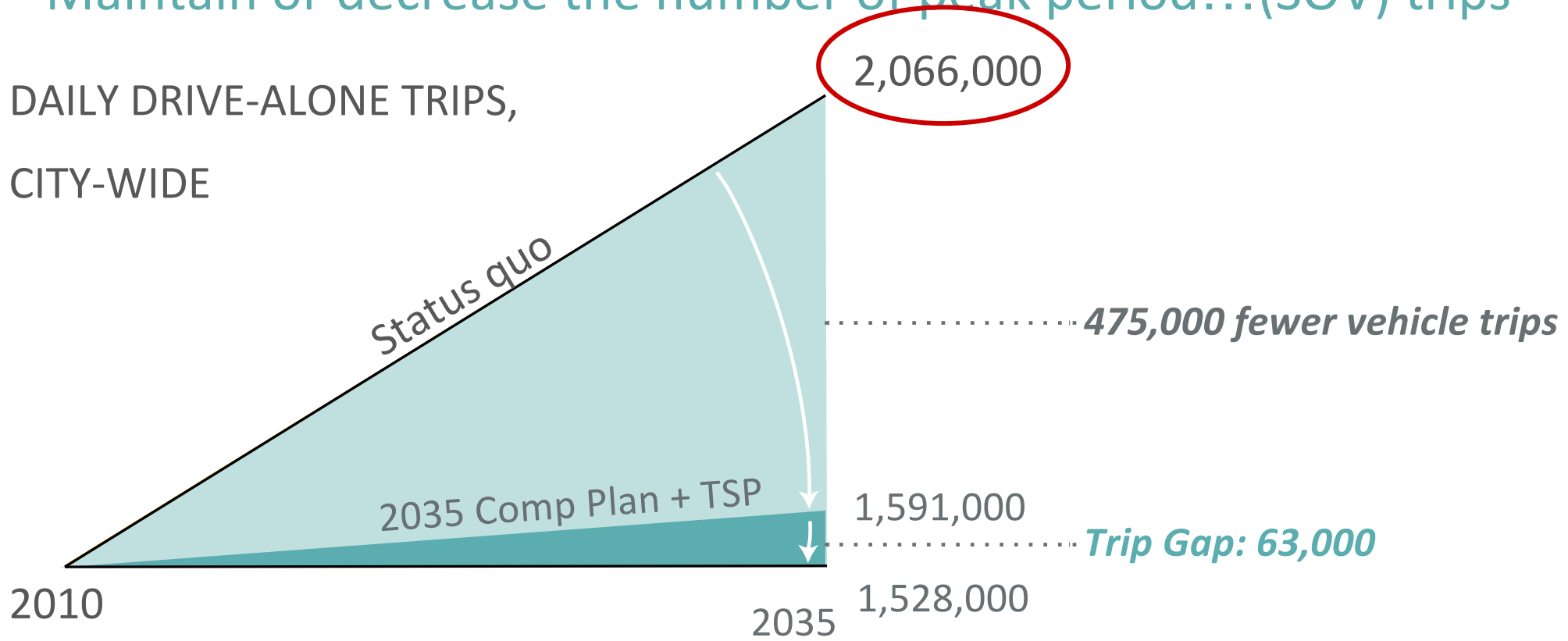
“Maintain or decrease the number of peak period...(SOV) trips”



Congestion Performance Measure

“Maintain or decrease the number of peak period...(SOV) trips”

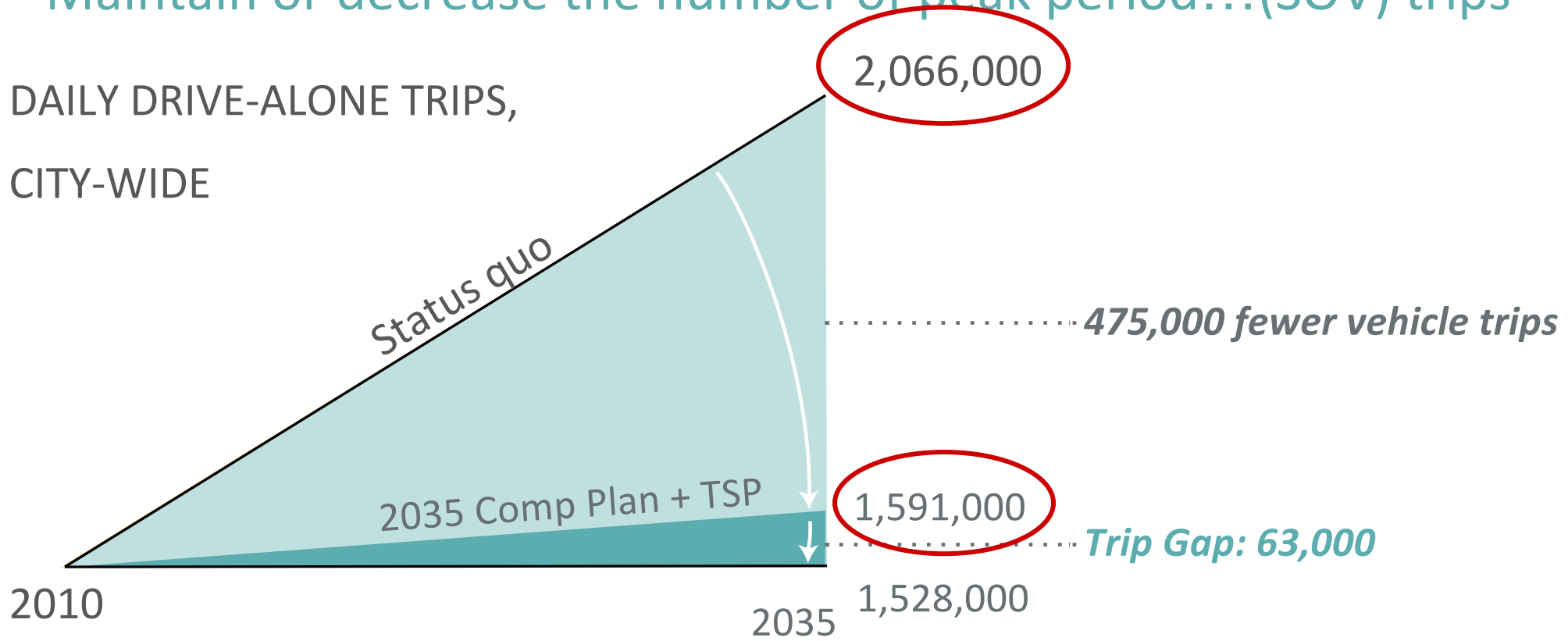
DAILY DRIVE-ALONE TRIPS,
CITY-WIDE



Congestion Performance Measure

“Maintain or decrease the number of peak period...(SOV) trips”

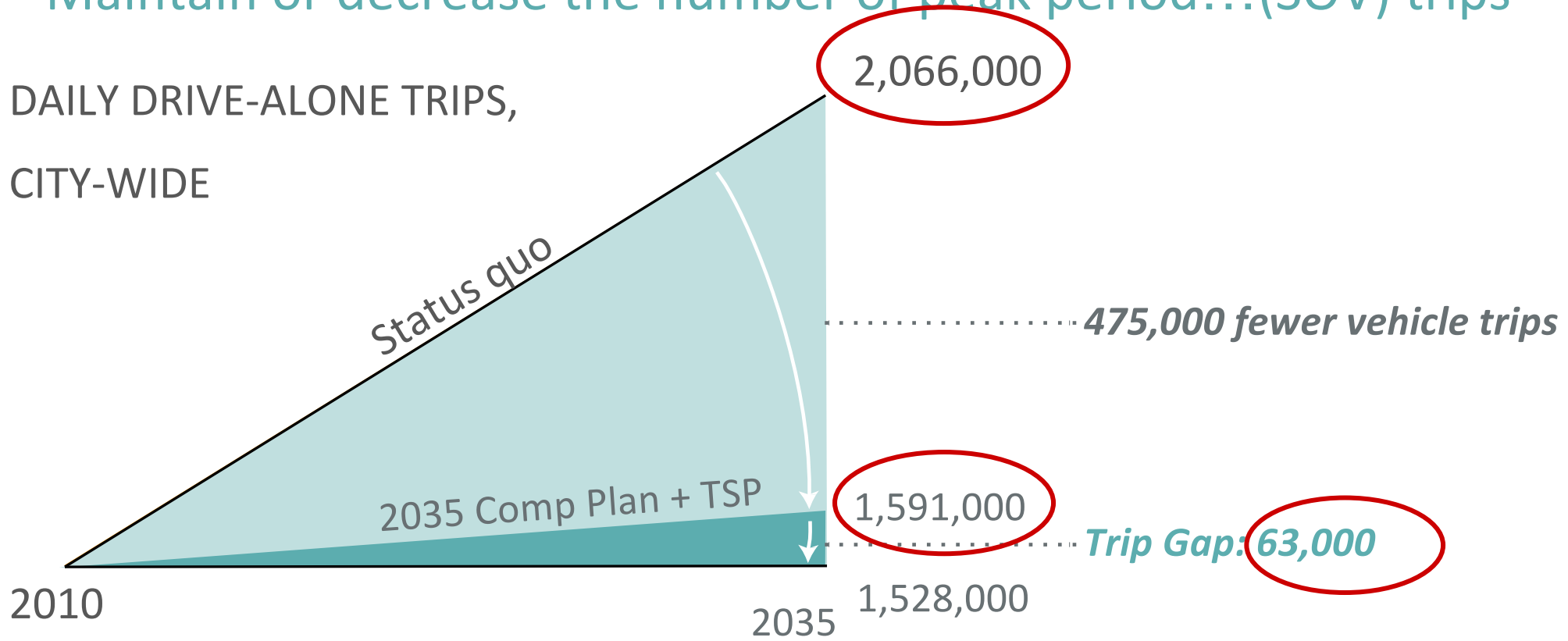
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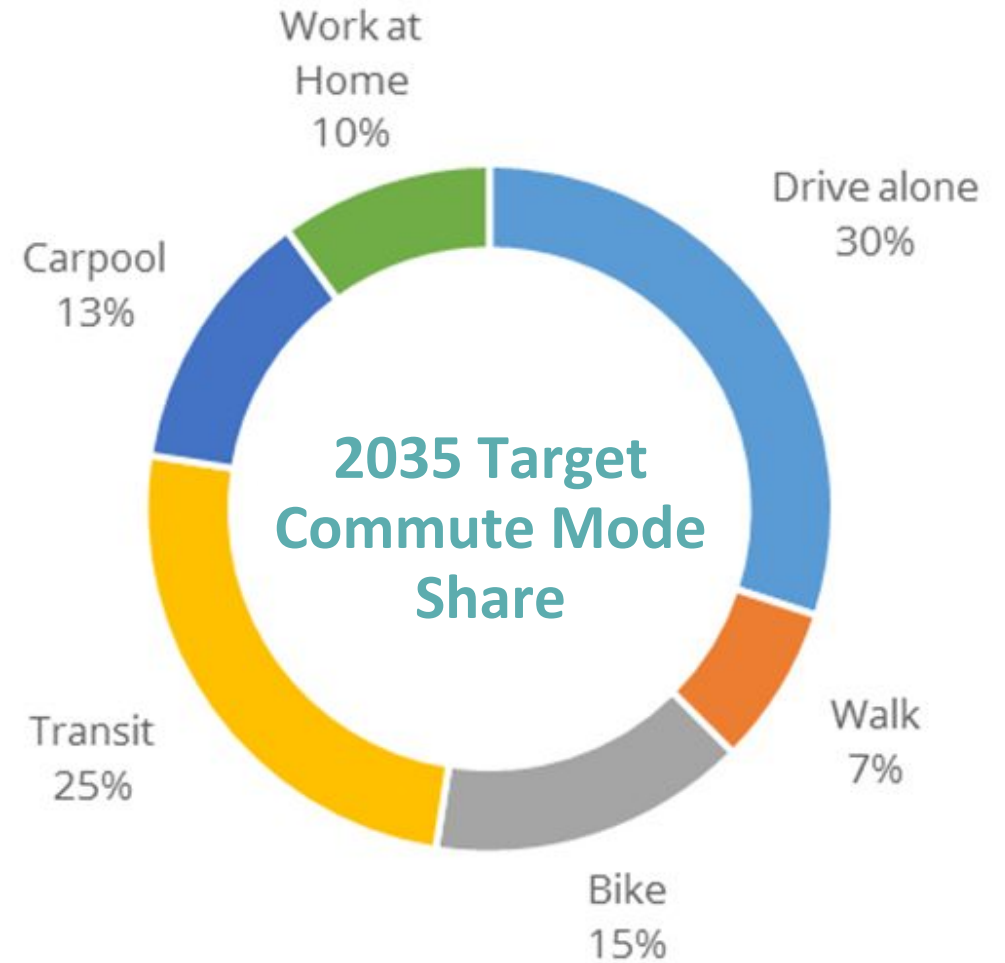
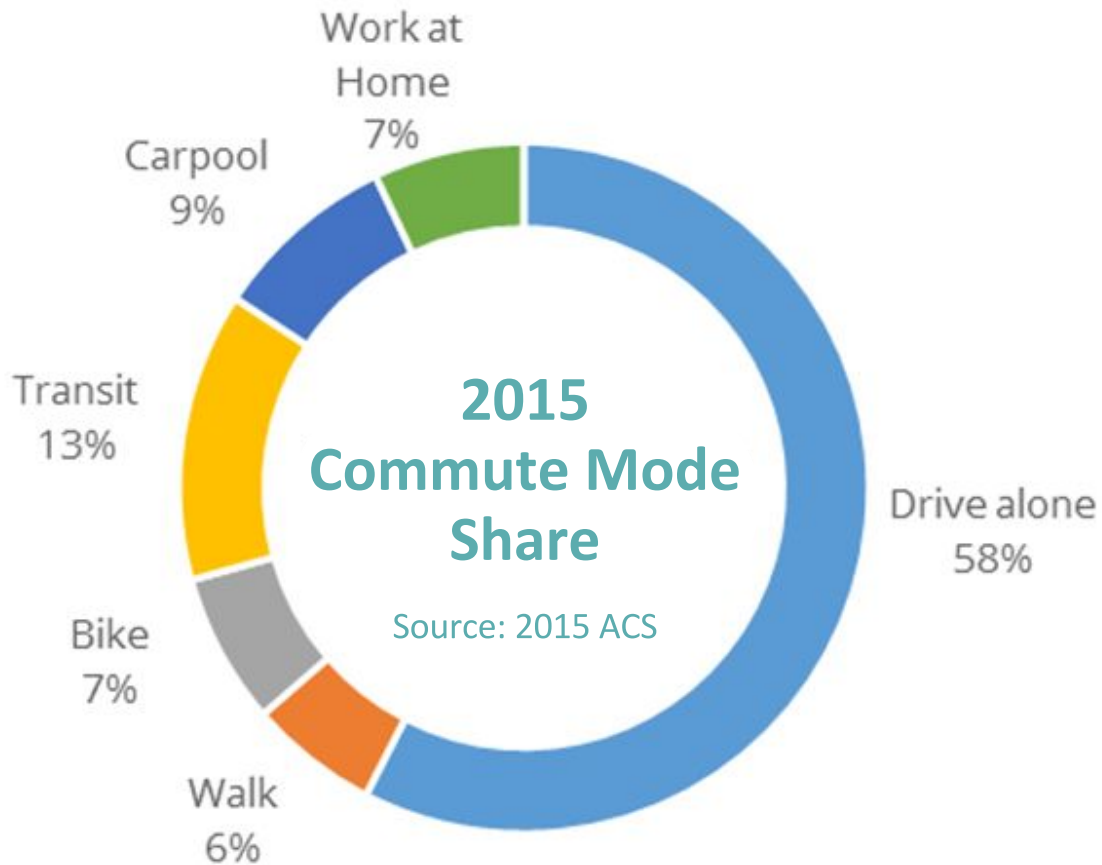


Commute Mode Share Changes

1. Maintains **70% non-SOV** mode share target (42% in 2015)
2. Adds **10% work at home** target (7% in 2015)
3. Resets **bike commute** mode share target to 15% (7% in 2015)
4. Increases **shared vehicle (carpool)** to 12.5% (9% in 2015)

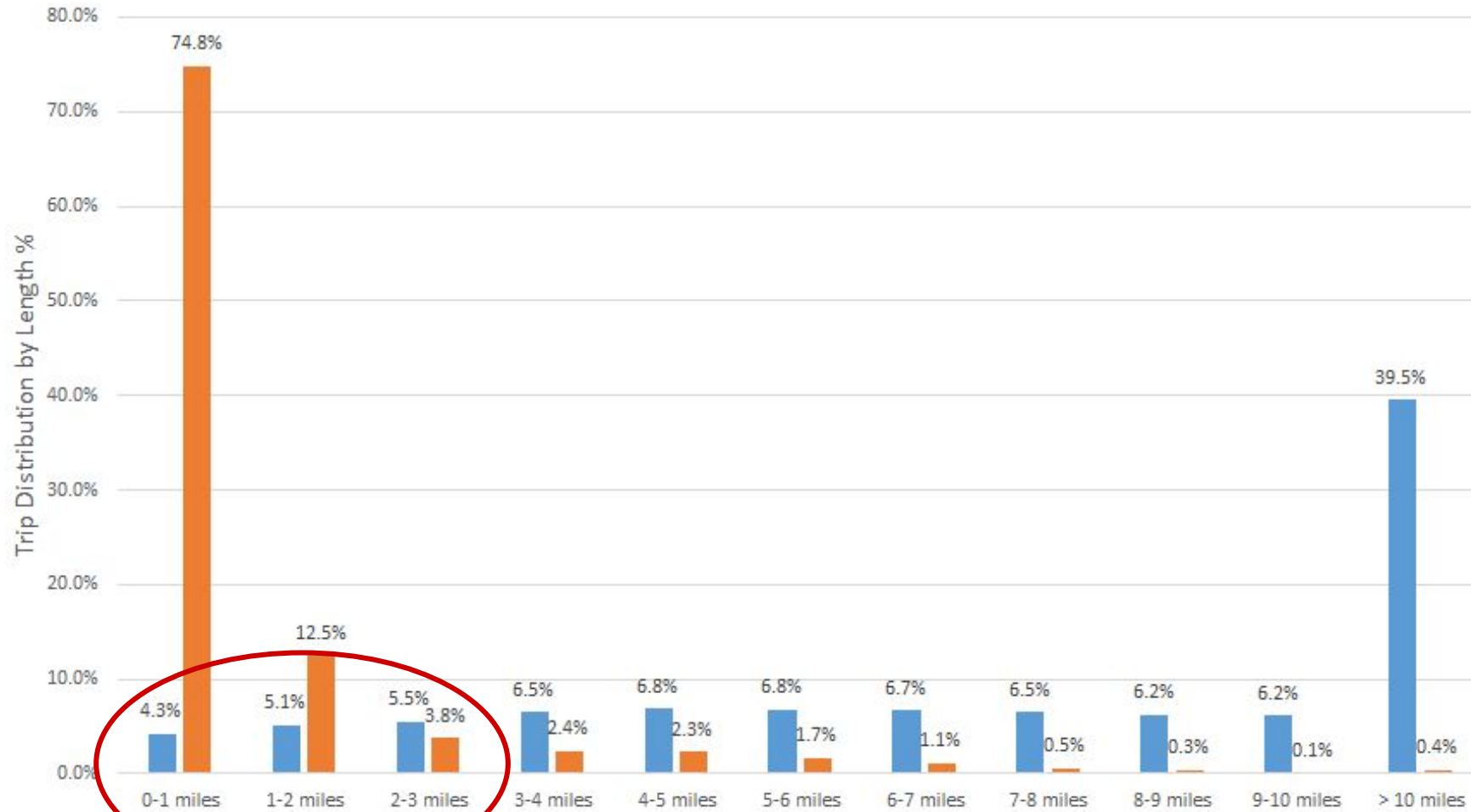


Commute Mode Share



Why Reset Bike Commute Target?

Too many jobs too far from housing



travel to work distance
active trip distance

Source: 2011 Oregon Household Activity Survey (OHAS)

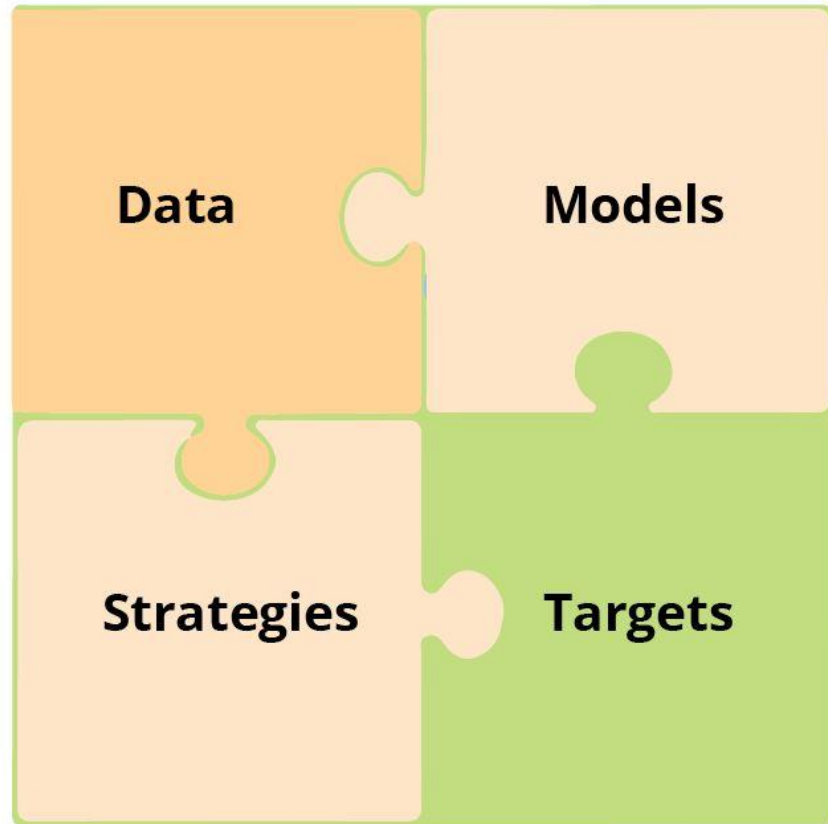


Three Bike Commute Analyses

- Regional Travel Demand Model
- Home-Based Work Trip Distance
- Fehr & Peers 25 year Bike Trip Elasticity



Establishing New Targets



TSP Supporting sections

- Introduction
- Glossary



South Waterfront Street Plan: Proposed Amendments

- Updates **Master Street Plan** component of TSP
- Modification request submitted to **City Engineer**
- **Design Commission** advice required when modifying street standards/materials (6/1/17)
- **Planning & Sustainability Commission** must approve changes in street classifications/functions, connectivity
- **City Council** adopts changes by resolution

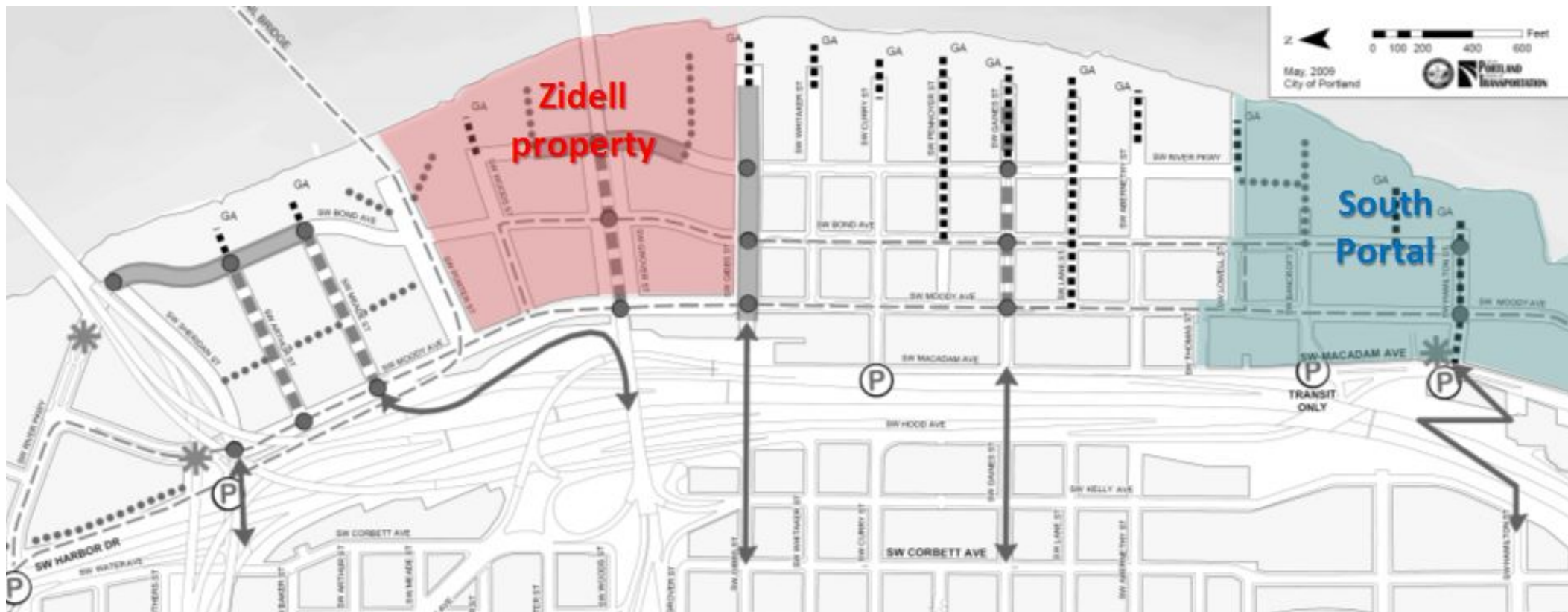
South Waterfront District Street Plan, Criteria and Standards



Updated November 2009
CITY OF PORTLAND
BUREAU OF TRANSPORTATION



South Waterfront Street Plan: Focus of 2017 Amendments



Zidell 2017 Master Plan



South Portal

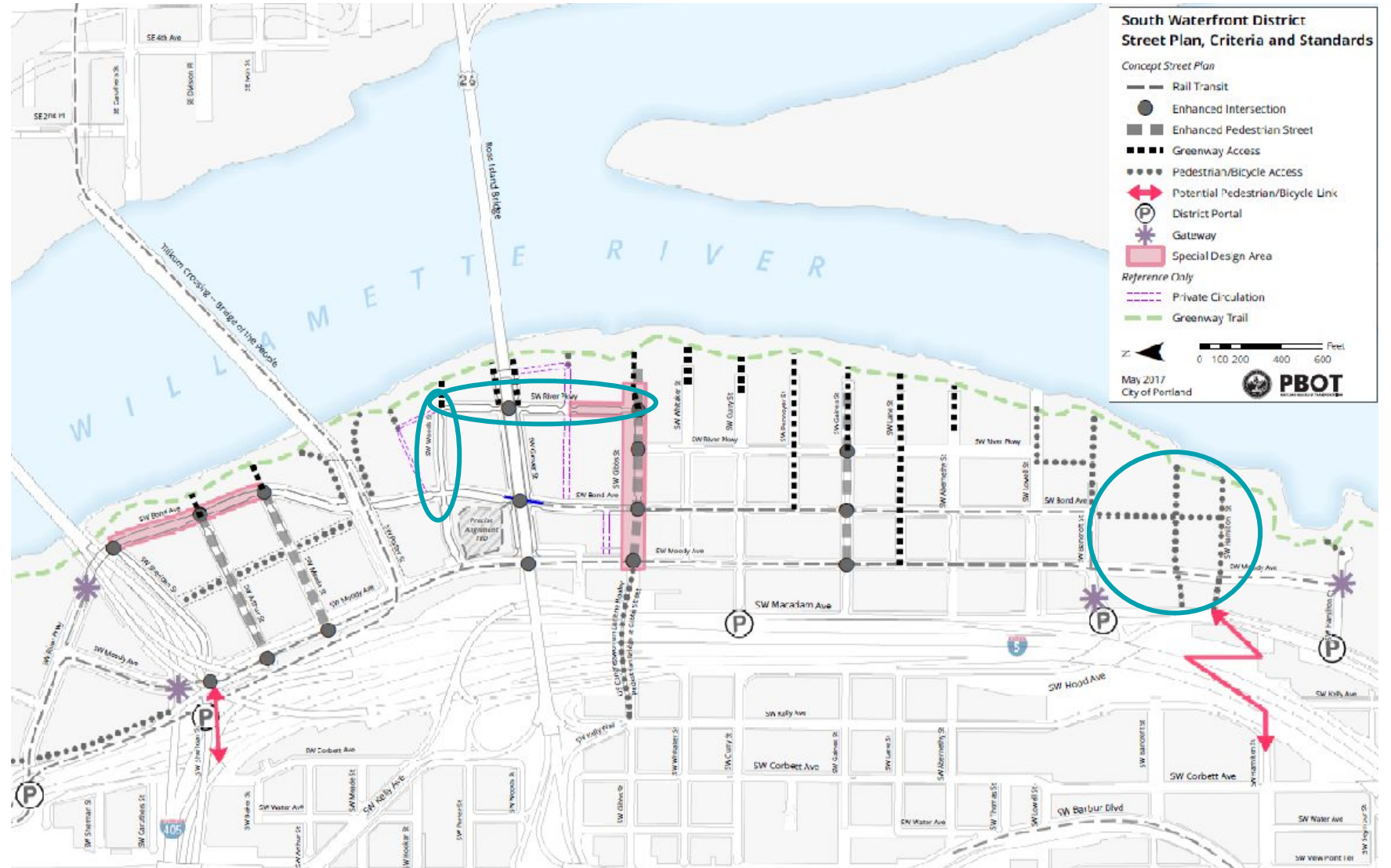
- Bond/Hamilton extensions not needed for motor vehicle capacity or Streetcar
- Ped/bike connectivity, smaller blocks still needed
- Proposal: Ped/Bike Accesses
- Additional street connections may still be required upon redevelopment



South Waterfront Street Plan:

Next steps:

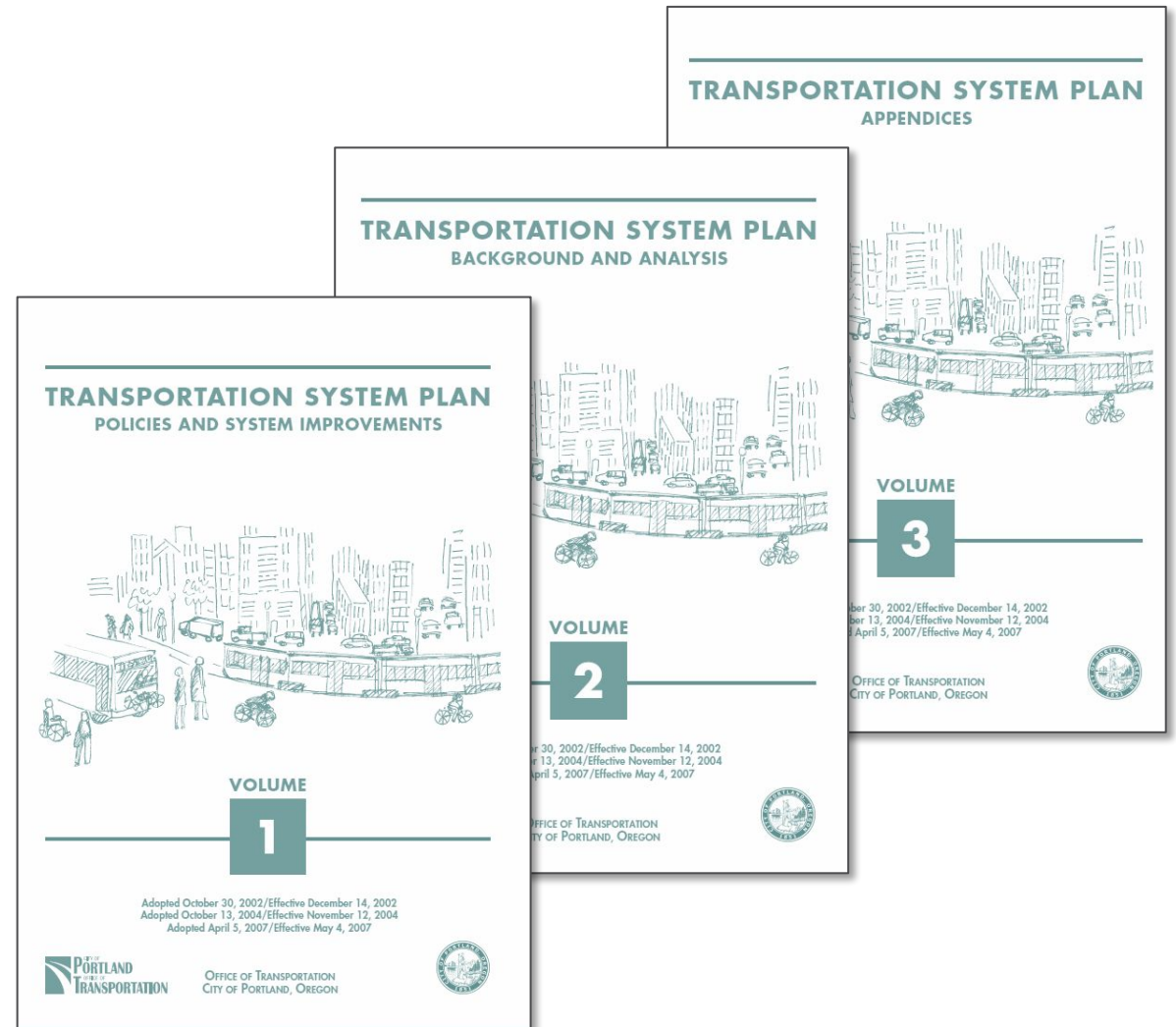
- PSC Sept. 26 recommendation to Council (part of TSP3 process)
- Oct/Nov 2017 Council Resolution (separate from TSP3 process)



TSP Digital Document

Create a “NEW” TSP

- modern document (designed for web + print)
- streamlined
- user friendly
- redesigned/reorganized



Stage 3 Outreach + Public Involvement

Events + activities so far:

- 9 Safe Routes to School/Fixing our Streets events across the city
- SW Fixing our Streets Open House
- 3 Traffic Safety Actionshops (SEUL, NPNS, SWNI)
- Arbor Lodge Neighborhood Association
- PBOT Bureau and Budget Advisory Committee
- 3 interested parties emails (1,500+ recipients)

Resources:

- Info sheet
- Story Map
- Web updates
- Request for staff presentations



Next Steps

- **May 19 - July 21: Public Involvement**

- Multnomah Neighborhood Association 6/13
- SWNI 6/19
- NE Portland Fixing Our Streets Open House 6/20
- Pedestrian Advisory Committee 6/20
- HAND Board 6/20
- Piedmont Neighborhood Association 6/21
- NWDA 7/5
- Linnton Neighborhood Association 7/5
- Portland Freight Committee 7/6
- Bicycle Advisory Committee 7/11
- Interested parties email reminders
- Additional presentations as requested
- Social media

- **September 26: PSC Hearing, Work Session, Decision**
- **November/December: City Council**



TSP3 Team

Courtney Duke, Project Manager

Erin Aigner

Kevin Donohue

Belén Herrera

Peter Hurley

Kirk McEwan

Francesca Patricolo

Shane Valle

Zef Wagner

PPP Management

Judith Gray

Art Pearce

BPS partner

Eric Engstrom

Digital Document Consultant

Nik Wise



SAVI Timeline

