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TSP Stage 2 Update Discussion Draft - October 2015: Public feedback on Sections 6 & 7: Street Design Classification Descriptions and Maps

TEG + Public Feedback	Commenter	Staff Response	Comment Source
The TSP, especially in the street classifications sections needs much more emphasis on how the needs of elderly, disabled or others with special needs are served by each of the classified streets given. Specifically I would like to see a simple statement as to what degree of safety pedestrians, the elderly, the disabled and others with special needs will experience if they use a given type of street. Certainly, many of the classified streets are not safe places for these people to walk or ride a bike-but that fact is missing in the classification.	Ray Tanner	Staff agrees that this is important and that there needs to be more on this issue. Stage 3 could include a more thorough review and gather more robust public and stakeholder input.	Email/ TEG facilitator
Also, if we are serious about Vision Zero we need to also demonstrate in each street classification statement how that classified street relates to Vision Zero goals.	Ray Tanner	Vision Zero work is underway. Staff will incorporate this comment into work with their TAC and into future TSP updates.	Email/ TEG facilitator

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Also, simple diagrams would help in understand differences in the classifications.	Ray Tanner	Great suggestion, staff is working on a diagram to address this to be shared with the Planning Commission in upcoming hearings.	Email/ TEG facilitator
Policy 6.11 is apparently the transportation strategy (p. 3). As noted above, I would like the staff to explain how they see this working in practice.	Keith Liden	These objectives are at higher policy level and how it is applied depends case by case. It will require a combination of objectives, classifications, design guidelines, engineering standards to inform decisions about allocation of right-of-way space where space is limited. PBOT continues to seek funding for development of design guidance and a policy framework for decision making.	Email/ TEG facilitator
The draft of Policy 6.11 describes the desirability of having “physically separated bicycle and pedestrian facilities” and in other places “separated facilities”. Is the same design intended, and if not, how would they be different?	Keith Liden	They are intended to be the same, but this could be confusing. Staff removed the word "physically" from the Neighborhood Main Streets objective for consistent usage.	Email/ TEG facilitator
For enhanced greenway corridors (p. 25), the importance of <u>connecting</u> them to form a seamless network should be emphasized. Data suggests that these facilities will be one of the best ways to attract “interested but concerned” cyclists. Attracting this group will be critical for meeting the city’s non-SOV targets.	Keith Liden	Language was revised to emphasize connections and networks in the Proposed Draft. Please refer to page 27 of Section 6.	Email/ TEG facilitator
My suggestion is to add the following text, after “essential movement of all modes”: <u>as defined by the modal classifications.</u>	Lidwien	The officers from the city’s bicycle, freight and pedestrian advisory committees met over the course of many months to hammer out final recommended language for these policies. That resulted in incorporation of the idea of performing careful analysis in order to consider the essential movements of all modes. All committees were satisfied with the current language. Staff defers to the agreed modal committee language.	Email/ TEG facilitator
In addition, the Street Design classification Design Elements for Civic and Community Main Streets, should include parking – to be complete, to be consistent with the Curb Zone language about supporting adjacent land use, to be consistent with the bicycle classification language about compatibility with adjacent land use, and also because parking can be a pedestrian buffer from vehicle traffic.	Lidwien	Parking is just one of many access functions of the curb zone, and is not necessarily preferred over any other access uses of the curb zone. Use of the curb zone for parking should be prioritized depending on land use context and demonstrated need.	Email/ TEG facilitator

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Policy 6.11 Street Design Classification Descriptions: Civic Main Streets and Neighborhood Main Streets: Add: Civic Main Streets shall be managed to avoid encroachments (e.g. publication boxes) and enforce regulations (cafes and trash containers) to assure adequate pedestrian passage and convenient use of the street for pedestrians.	Phil Selinger	Language was revised to reflect the need for a clear pedestrian through zone in addition to furnishing zones and frontage zones.	Email/ TEG facilitator
Policy 6.11 Street Design Classification Descriptions: Civic Corridors - or Neighborhood Corridors: Understanding that these descriptions are aspirational.... should there be mention of how a Civic Corridor such as West Burnside becomes compliant with its description? I guess I am expressing a frustration specific to this dysfunctional street that has limited opportunity to fulfill the needs of the community.	Phil Selinger	Many Civic Corridors currently do not match the desired design, but giving them this classification helps guide future changes to the street. If funding is identified for a streetscape project on W Burnside, the Civic Corridor classification will offer guidance on what to emphasize in the redesign.	Email/ TEG facilitator
Policy 6.11 Street Design Classification Descriptions: Local Streets: This is a very weak description yet this is what many Portland residents experience walking out their front door. Should the street be paved with sidewalks on both sides? Are two full lanes to be provided or is 1 1/2 lanes enough? Is street lighting included? Other amenities?	Phil Selinger	Local streets need to be very context-sensitive, and can incorporate many kinds of design. Many local streets should have sidewalks, but low-volume local streets may be designed to a shared-street standard. In some cases two full lanes may be preferred, but in many cases a "queueing" street may be more appropriate to ensure calm traffic. Street lighting should generally be included, but levels may be lower than on major streets.	Email/ TEG facilitator
Would like to discuss the removal of "lanes" from design descriptions. Providing information on number of lanes, even if flexible (e.g. up to 4 lanes, 2-4 lanes, etc.) provides an image of what the street could look like. Additionally, some streets,	Metro	The Lanes section will be restored throughout, though most were revised to offer typical ranges.	Email/ TEG facilitator
"Width - Civic Corridors (and, Civic Main Streets and Regional Corridors) generally feature a wider right-of-way than Neighborhood Corridors and are able to provide more space for each mode." Is the intent really to provide "more" space for each mode? Consider changing language to "desired space" for each mode.	Metro	This change was incorporated to better clarify the intent.	Email/ TEG facilitator
Would like to see a single statement about the classifications taking account for the elderly and those with disabilities and those riding bikes.	TEG member	Staff agrees that this is important and that there needs to be more on this issue. Stage 3 could include a more thorough review and gather more robust public and stakeholder input.	TEG Meeting Notes
Urban throughways were built in 1960s when cars were king. The interchanges between the car-dominated urban throughways and streets where other modes are supposed to prevail are terrifying.	TEG member	The description was revised to incorporate these concepts and emphasize the need for high-quality multi-modal crossings of limited-access highways.	TEG Meeting Notes

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A drawing or photo of a street cost section that can serve as examples of different street classifications would be useful	TEG member	The BPS Comp Plan “Urban Design Direction” Report included two photos (p. 25) and some conceptual diagrams of “civic” and “neighborhood” corridors on pages 25-27. Here is the link to the report: https://www.portlandoregon.gov/bps/article/541786 Additional visualizations might be produced once design guidance tools/manuals are developed as part of the implementation. Metro is updating the regional Livable Streets Guide which take into account changes to Portland’s street design classifications.	TEG Meeting Notes
Southwest is a bit unique because of the auto-oriented nature. It would be nice for there to be an overlay in the area that gave a higher designation to the side streets on which there are bikeways.	TEG member	It is already possible to overlay the traffic classifications with the bicycle classification to identify where local streets are on the bikeway network.	TEG Meeting Notes
Move more of the bike routes to the side streets and off of the main streets.	TEG member	The Portland Bicycle Plan for 2030 plans for bikeways on both major streets and side streets, to serve a variety of destinations and users.	TEG Meeting Notes
Why so many different classifications? Are they necessary? Or are they only meant for transportation wonks? Can they be simplified for people outside of the wonkery? The language can really be confusing.	TEG member	The number and descriptions of classifications are needed for meeting Metro and State requirements.	TEG Meeting Notes
Changing description “most space for each mode” to “the desired space for each mode”. If one of our modes is unable to be accommodated, a network approach can be implemented—aka one mode will be moved to another street.	TEG member	This change was incorporated to better clarify the intent. Please refer to Civic Main Streets in Section 6 page 5 of the Proposed Draft.	TEG Meeting Notes
We don’t decide to build a bridge depending on where people swim across a river. The classifications seem to be trying to be all things for all modes.	TEG member	Most streets should be built as complete streets serving all modes. The modal classifications and transportation strategy for people movement offer guidance on priorities and trade-offs.	TEG Meeting Notes
Should be an explanation of why there are so many different classifications	TEG member	The introductory language explains the need for these classifications. Need to meet Metro and State requirements.	TEG Meeting Notes

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<p>The street design descriptions were based on requirements by Metro to match their designations and descriptions. Since you are recommending changes, are they still in conformance with Metro's and/or do they need to be? It will be helpful to clarify in the Commentary section.</p>	<p>Jeanne Harrison, informal comments from NWDA TC</p>	<p>We are working with Metro during the update of the RTP to determine how our classifications can be consistent.</p>	<p>Email</p>
<p>Glad the Multimodal Intersections are going away.</p>	<p>Jeanne Harrison, informal comments from NWDA TC</p>	<p>Thanks.</p>	<p>Email</p>
<p>Also missing are the greenways for SW Portland. This would include the SW Urban Trails as well as key bicycle greenway routes.</p>	<p>Don Baack</p>	<p>Trails are not always greenways. The 2035 Comp Plan Update recommends a city greenways map (page PG3-32) as well as eight "Trails" policies (Policies 8.50-8.57) and Public Trail Alignments map (Figure 8-2). TSP bicycle classification and pedestrian classification maps identify trails that are part of the citywide bikeway and pedestrian networks.</p>	<p>Email</p>
<p>6.11 J. Good writeup. Add after the 3rd bullet: "Bicycle and pedestrian Routes may be separated even though they generally follow the same corridor" The reasoning is to allow split modes in heavy bicycle traffic areas to make it safer for all users.</p>	<p>Don Baack</p>	<p>Similar language is already included in the classification description.</p>	<p>Email</p>
<p>P 27. L. Should design include specification of at least a continuous sidewalk on one side of the street? Should Shared Street be defined here?</p>	<p>Don Baack</p>	<p>Sidewalk on only one side offers a variation (to streets with sidewalks on both sides) due to feasibility or cost issues. Language was added regarding Shared Street design. Please refer to Proposed Draft Section 6 page 29.</p>	<p>Email</p>
<p>Requires one or more major changes. The plan should prioritize keeping local streets from being used as major arteries; in these cases the city should take action to reduce the flow onto these streets to preserve neighborhood livability. Should Civic and Neighborhood Corridors have unique classifications inside and outside of Centers? Yes.</p>	<p>Online Survey</p>	<p>In general the modal and street design classifications do support keeping more traffic on higher-classification streets, though local streets are needed to provide access to local residences and commercial uses and to keep pressure off major streets for connectivity and circulation purposes.</p>	<p>Online survey</p>
<p>Comment: Classification changes might allow a change in prioritization on one street to harm another mode on another street.</p>	<p>TEG</p>	<p>Tradeoffs are a reality of street design in constrained areas.</p>	<p>Sept. TEG mtg</p>

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P. 11 Design elements — there is no mention of consideration re: retaining or restoring historic or cultural elements — contractor stamps, etc. Same thing on P. 15, P. 19	Linda Nettekoven	Historic/cultural elements of specific main streets/neighborhoods are often identified as part Streetscape Plans, e.g. Alberta Streetscape Plan, Chinatown 3rd & 4th Ave Streetscape Plan, etc. These features are generally unique to individual areas so it is preferable to determine the historic/cultural elements through specific area/corridor plans. No change.	Email
P. 17 Design elements — is there a definition of a “wide sidewalk”? Does it mean anything greater than 6 feet or is there a sidewalk size scale somewhere else?	Linda Nettekoven	The Pedestrian Design Guide contains sidewalk standards and guidelines. At the policy level, "wide" effectively communicates that sidewalks should be at the upper range of any such guidelines and should not be sacrificed for other demands.	Email
Where is any mention of “shared streets” without sidewalks or streets with modified design standards (“out of the mud”, etc.)? How will these be classified?	Linda Nettekoven	This has been added as a design option for Local Streets. Please refer to the Proposed Draft Section 6 page 29 for the new language.	Email
Section 6 Street Design ...General street classification names are confusing — do we have to have two Civics --Civic Main Streets and Civic Corridors? And then there are Greenways again delineated from Green Sts. in the Glossary, but for the many people who don’t ride bikes, it might be easier to keep them off the greenways if they had “Bike” in their names. Too me the bike classifications are clearer than the street classifications. I know the Glossary clearly defines them, but to the average person, they are confusing.	Linda Nettekoven	While there are several similar classifications, this is what is need to be in compliance with both the Comp Plan and the RTP. "Greenways" and "Green Streets" do not exist in the Street Design Classifications section. Enhanced Greenway Corridors and Greenscape Streets are both Street Design Classifications, and could potentially be confusing. Staff considered changing the names of one or both classifications for clarity, however ultimately determined to include greater information and clarity in the commentary.	Email
P.9 C Indus Roads: What does final line in first par mean? “Adjacent land uses sometimes orient to Indus Rd.” Is this standard transp. vernacular? My concern is that we often seem to designate a road as a freight route and then build affordable housing there or add commercial which then makes people want to make the trucks go away.	Linda Nettekoven	This simply means that industrial properties only sometimes orient toward the main road, but may be oriented away from the main road. This is in contrast to Civic and Neighborhood Corridors and Main Streets, where land uses are expected to be oriented toward the main road.	Email
The street classification maps were not delivered in a format we could really review. The black and white maps made it hard to see what was changing, or what classifications were proposed. We would need to get GIS layers, or color maps that highlight actual changes	BPS	Staff included better maps in the Proposed Draft.	Email