

Transportation Strategy Policy 9.6 and 9.7

PSC Proposed Language

Policy 9.6 Transportation strategy for people movement. Design the system to accommodate the most vulnerable users, including those that need special accommodation under the Americans with Disabilities Act (ADA). Implement a prioritization of modes for people movement by making transportation system decisions according to the following ordered list:

1. Walking
2. Bicycling
3. Transit
4. Taxi / commercial transit / shared vehicles
5. Zero emission vehicles
6. Other single-occupancy vehicles

When implementing this prioritization ensure that:

- The needs and safety of each group of users are considered, and changes do not make existing conditions worse for the most vulnerable users.
- All users' needs are balanced with the intent of optimizing the right of way for multiple modes on the same street.
- When necessary to ensure safety, accommodate some users on parallel streets as part of multi-street corridors.
- Land use and system plans, network functionality for all modes, other street functions, and complete street policies, are maintained.
- Policy-based rationale is provided if modes lower in the ordered list are prioritized.

Policy 9.7 Moving goods and delivering services. In tandem with people movement, maintain efficient and reliable movement of goods and services as a critical transportation system function. Prioritize freight system reliability improvements over single-occupancy vehicle mobility where there are solutions that distinctly address those different needs. Multimodal freight policies are found below in policies 9.32 to 9.34.

Issues:

- **ADA and vulnerable users**
- **Proposal to move transit above bicycle**
- **PBA Freight Related Changes**

PBOT Recommended Language

Policy 9.6 Transportation strategy for people movement. Implement a prioritization of modes for people movement by making transportation system decisions according to the following ordered list:

1. Walking
2. Cycling
3. Transit
4. Taxi/Commercial Transit/Shared Vehicles
5. Zero emission vehicles
6. Single Occupant Vehicles

When implementing this prioritization, ensure:

- The needs and safety of each group of road users are considered, and changes do not make existing conditions worse for the most vulnerable users higher on the ordered list.
- All users' needs are balanced with the intent of optimizing the right of way for multiple modes on the same street
- When necessary to ensure safety, accommodate some users on parallel streets as part of a multi-street corridors.
- Land use and system plans, network functionality for all modes, other street functions, and complete street policies, is maintained.
- Rationale is provided if modes lower in the ordered list are prioritized.

TSP ADA Objective (2007 TSP)

Policy 11.10 Street Design and Right-of-Way Improvements

Objective

- K. Ensure that transportation facilities are accessible to all people and that all improvements to the Transportation system (traffic, transit, bicycle, and pedestrian) in the public right-of-way comply with the Americans with Disabilities Act of 1990.

PBOT PROPOSAL: Make this a Policy in Chapter 9 under the Design and Planning section of the policies. Additional language could be proposed related to vulnerable users or to expand the scope.

Council choices:

1. Transportation strategy policy options
 - a. Adopt the PSC recommended version of this policy
 - b. Revise as recommended by PBOT staff including upgrading ADA objective to Policy
 - c. Revise as recommended by Elders in Action, AARP, Portland Commission on Disability, and Age-Friendly Portland and Multnomah County Initiative
 - d. Change how the policy applies in relation to freight in response to Fright Committee, PBA, etc. (this option may also require amendments to Policy 9.7)

Transportation Related Policy: Parking

PSC Proposed Language from Comp Plan Chapter 9

Parking management

Vibrant urban places link people and activities. As Portland grows, we must manage both the demand and supply of parking to achieve climate, health, livability, and prosperity goals. Providing too much and/or underpriced parking can lead to more driving and less walking, cycling, and transit use; inefficient land use patterns; and sprawl. Insufficient parking can negatively affect neighborhood livability and economic vitality. These policies provide guidance to manage parking demand and supply to meet a variety of public objectives, including achieving compact walkable communities, reducing private vehicle ownership and overall vehicle use, enhancing livability, reducing pollution, and expanding economic opportunity.

Policy 9.54 Parking management. Reduce parking demand and manage supply to improve pedestrian, bicycle and transit mode share, neighborhood livability, safety, business district vitality, vehicle miles traveled (VMT) reduction, and air quality. Implement strategies that reduce demand for new parking and private vehicle ownership, and that help maintain optimal parking occupancy and availability.

Policy 9.55 Curb Zone. Recognize that the Curb Zone is a public space, a physical and spatial asset that has value and cost. Evaluate whether, when, and where parking is the highest and best use of this public space in support of broad City policy goals and local land use context. Establish thresholds to utilize parking management and pricing tools in areas with high parking demand to ensure adequate on-street parking supply during peak periods.

Policy 9.56 On-street parking. Manage parking and loading demand, supply, and operations in the public right of way to achieve mode share objectives, and to encourage safety, economic vitality, and livability. Use transportation demand management and pricing of parking in areas with high parking demand. Policy

9.57 Off-street parking. Limit the development of new parking spaces to achieve land use, transportation, and environmental goals, especially in locations with frequent transit service. Regulate off-street parking to achieve mode share objectives, promote compact and walkable urban form, encourage lower rates of car ownership, and promote the vitality of commercial and employment areas. Use transportation demand management and pricing of parking in areas with high parking demand.

Policy 9.58 Share space and resources. Encourage the shared use of parking and vehicles to maximize the efficient use of limited urban space.

Policy 9.59 Cost and price. Recognize the high public and private cost of parking by encouraging prices that reflect the cost of providing parking and balance demand and supply. Discourage employee and resident parking subsidies.

Policy 9.60 Bicycle parking. Promote the development of new bicycle parking facilities including dedicated bike parking in the public right-of-way. Provide sufficient bicycle parking at high-capacity transit stations to enhance bicycle connection opportunities. Require provision of adequate off-street bicycle parking for new development and redevelopment. Encourage the provision of parking for different types of bicycles. In establishing the standards for long-term bicycle parking, consider the needs of persons with different levels of ability.

Issues

- **Testimony and proposed amendments related to increase off street parking**

Council choices

1. Parking policy options
 - a. Adopt the PSC recommended version
 - b. Change policy to increase emphasis on provision of more off-street parking, as requested by some testimony

Transportation System Plan Major Projects & Citywide Programs

Based on public testimony to Council and staff review of project benefits and costs, PBOT recommends several TSP project list amendments. Key themes from the amendments:

- Remove of projects that have been completed (such as the Orange Line/Tillikum Bridge);
- Refine cost estimates and project descriptions;
- Remove several projects that did not have local neighborhood support;
- Shift the scope of two citywide programs to allow for more flexible implementation of smaller projects; and
- Add three potential streetcar corridors to the unconstrained project list.

The Mayor has recommended moving from the TSP Refinement Plans and Studies chapter to the TSP Unconstrained Project List:

- A Hayden Island local access bridge.

Council choices

1. Retain the PSC recommended list (make no changes)
2. Make some or all of the PBOT recommended changes
3. Move the Hayden Island local access bridge from the TSP Refinement Plans and Studies chapter to the TSP Unconstrained Project List