

Streets 2035

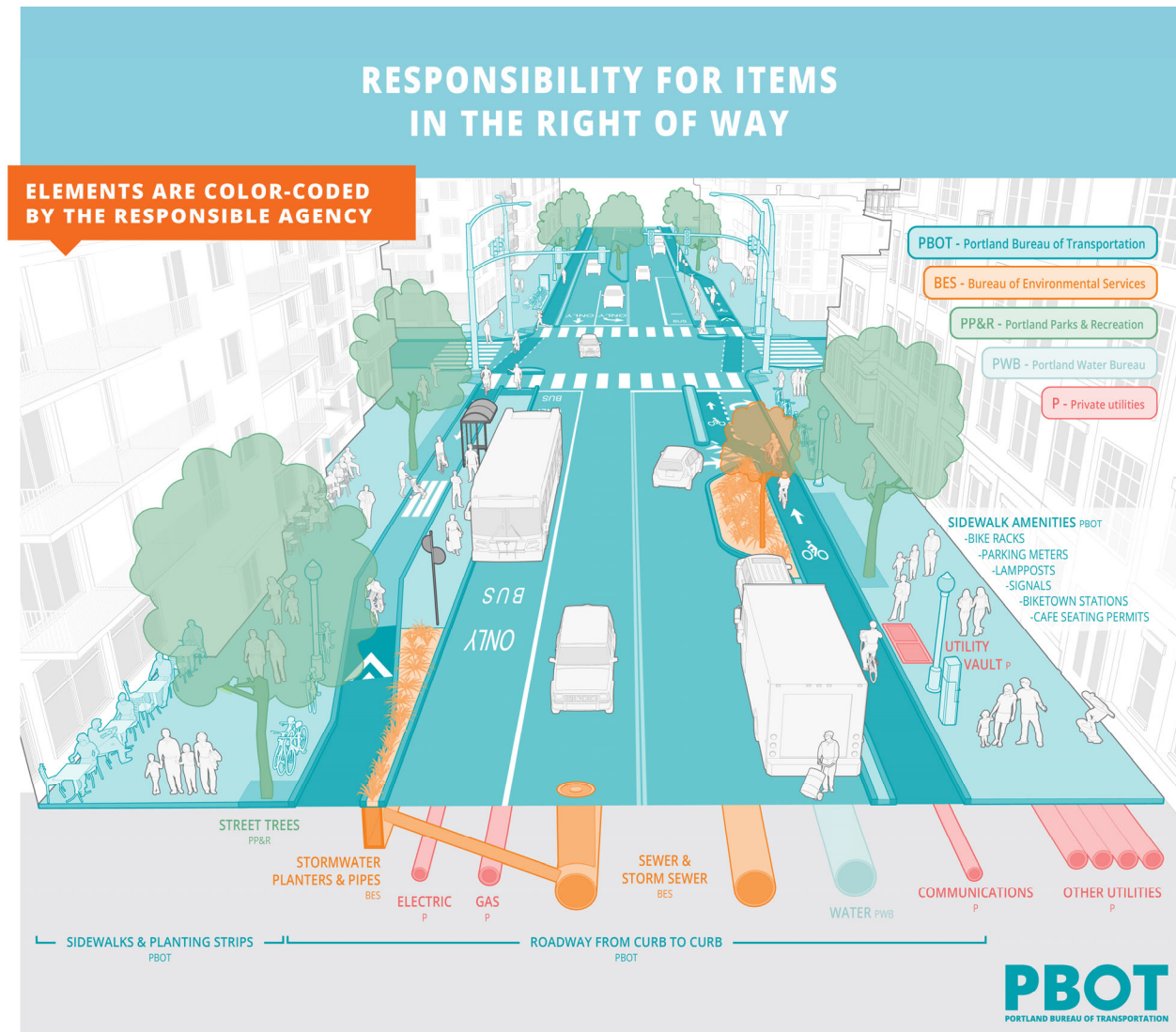


Pedestrian Advisory Committee 10.19.21



PBOT
PORTLAND BUREAU OF TRANSPORTATION

It all flows through the right-of-way



A growing city

**“Even though
population is growing
and the economy is expanding
our roadway space is not.”**



Why Streets 2035?

The 2035 Comprehensive Plan establishes that public rights-of-way (ROW) provide multiple public services:

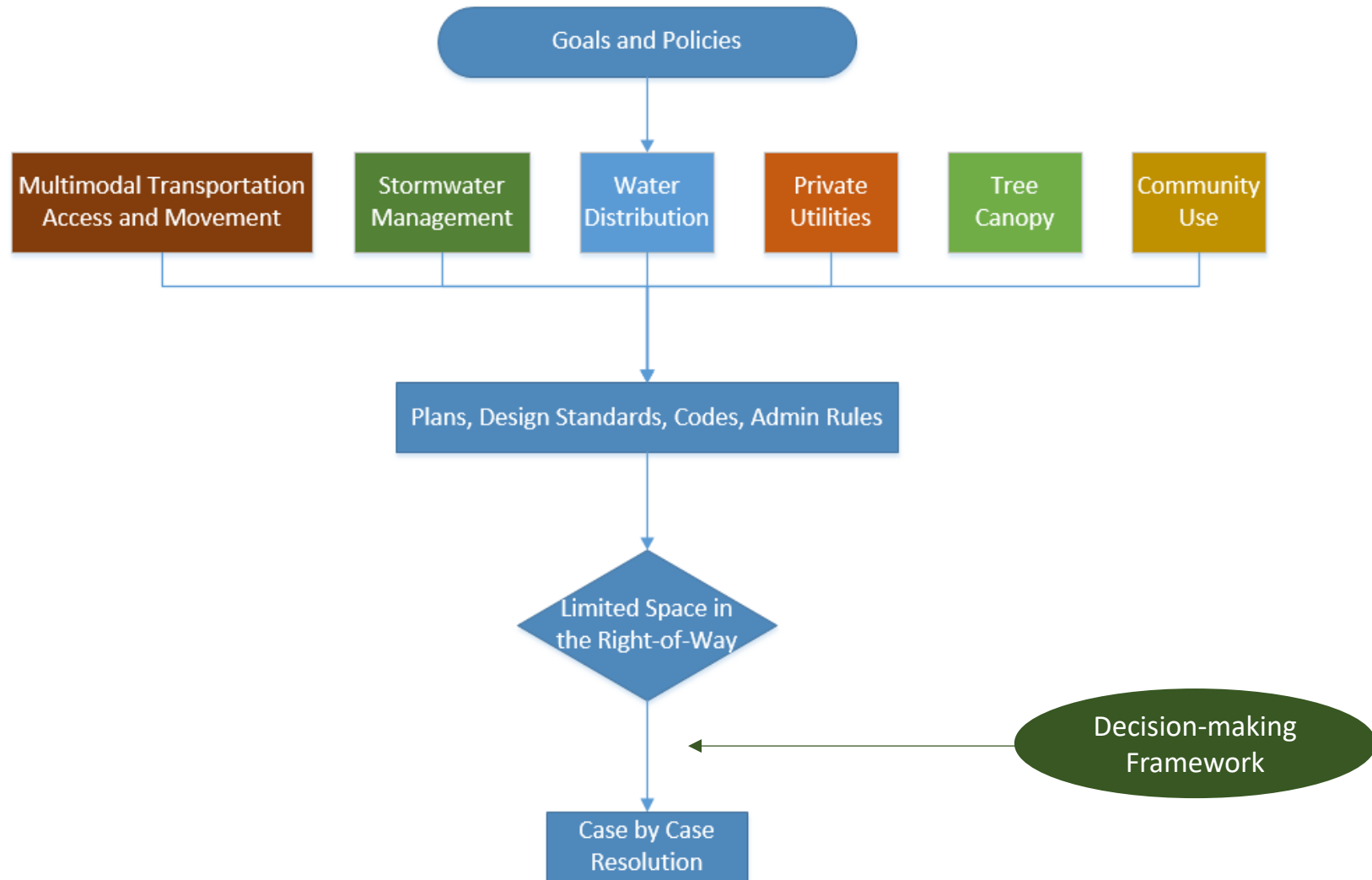
- multimodal transportation access and movement,
- stormwater management,
- water distribution,
- private utilities,
- tree canopy, and
- community use.

Our ROW has insufficient space to meet all applicable policies:

- space requirements for multiple modes of transportation,
- clearance requirements between infrastructure,
- tree planting sites or tree preservation, etc.

This results in uncertainty in the development process and capital projects, use of staff time to negotiation individual solutions, inconsistent application, missed opportunities.

Streets 2035



Project Objectives

Streets 2035 aims to develop context-sensitive decision-making framework that guides space allocation in the right-of-way to:

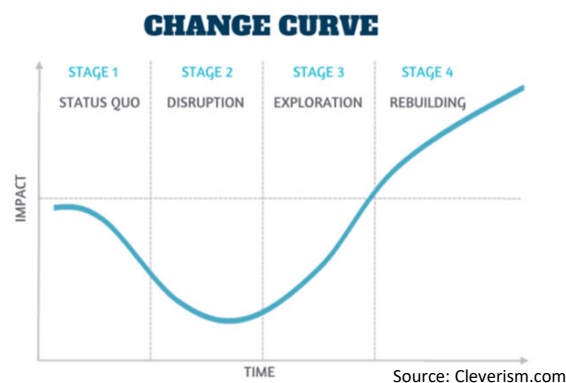
- Better achieve citywide and individual bureau goals
- Reduce situations that require individual interpretation and inter-bureau negotiation
- Increase certainty and clarity for people wishing to develop in and adjacent to the ROW
- Create a consistent starting point for capital projects design development

Streets 2035 - Project Approach

Phase 1: Existing Conditions

- Existing conditions in the ROW
- Issues we encounter in the ROW
- Establishing context (Street Types)

Phase 2: Right-of-Way Policy Reconciliation



Phase 3: Outcomes and Final Products

Updates to policy, code,
and admin rules

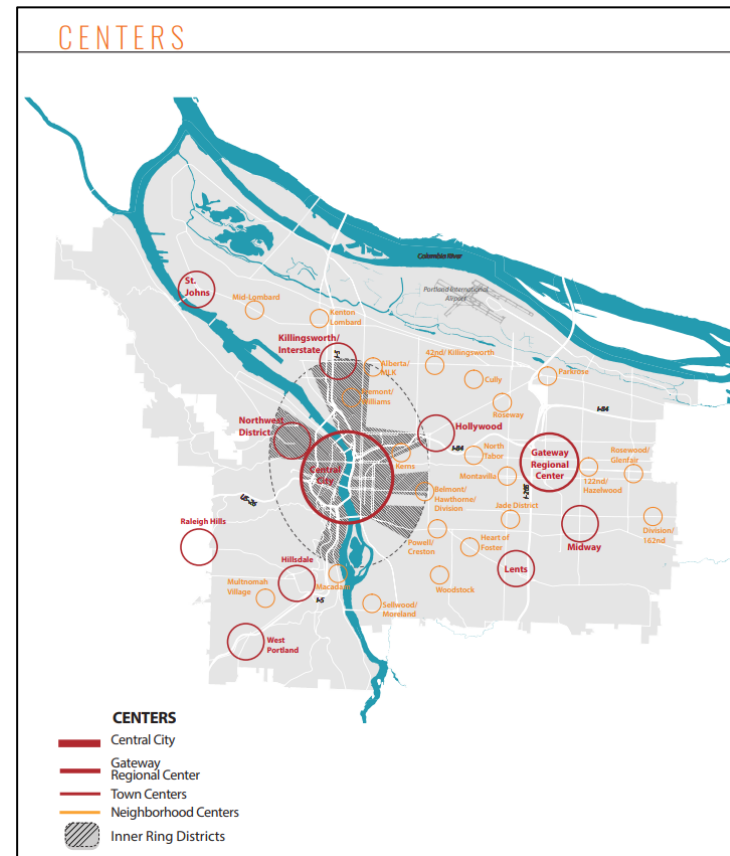
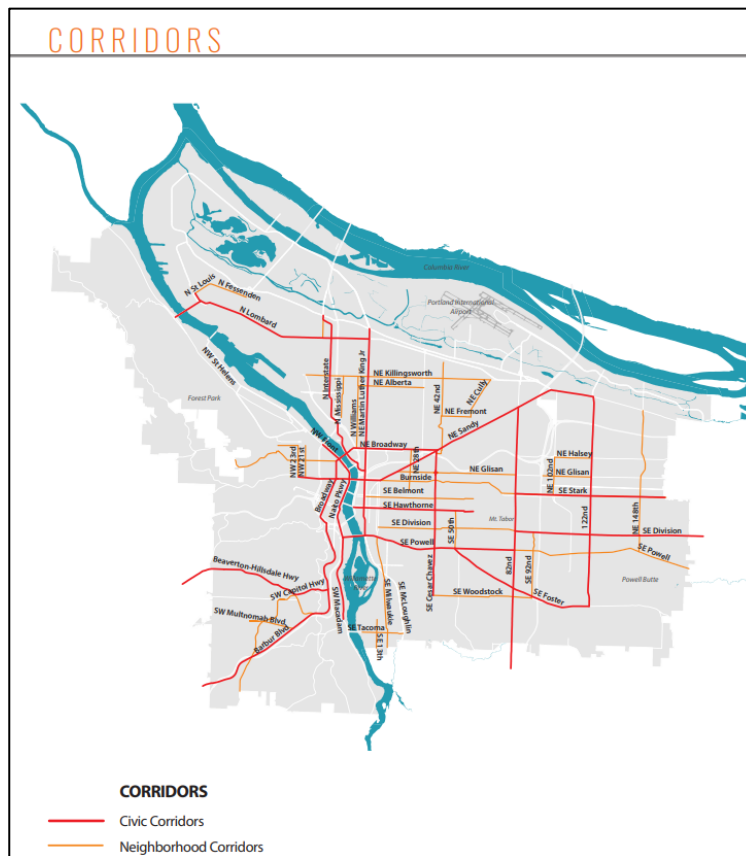
Decision-making framework and tools for
Capital Projects and Development Review

Exceptions
Processes

Typical
Sections

Defining Context - Centers and Corridors

- Comprehensive Plan map and zoning directs growth
- Transportation System Plan includes Street Design classifications aligned with comprehensive plan



Defining Context - Street Design Classifications

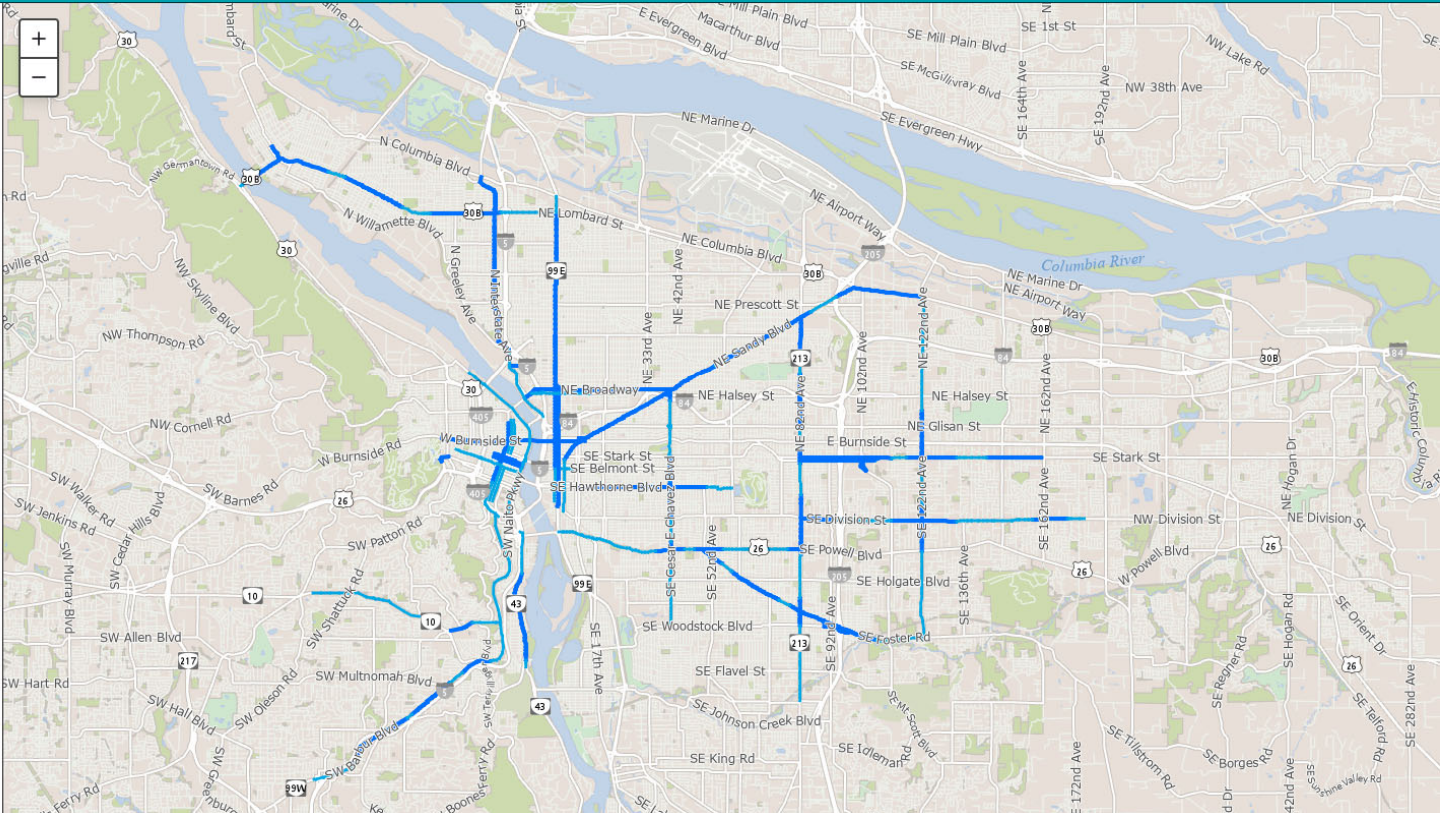
<https://www.portland-tsp.com/#/streets>

PBOT Transportation System Plan **Streets** Projects Master Street Plans Area Plans Text

Search... Address ▾ 🔍

Settings ▾

- ☐ Bicycle classifications ▾
- ☐ Freight classifications ▾
- ☐ Pedestrian classifications ▾
- ☐ Transit classifications ▾
- ☐ Emergency classifications ▾
- ☒ Design classifications ▾
 - ☐ Urban Throughway
 - ☐ Industrial Road
 - ☒ Civic Main Street
 - ☐ Neighborhood Main Street
 - ☒ Civic Corridor
 - ☐ Neighborhood Corridor
 - ☐ Regional Corridor
 - ☐ Community Corridor
 - ☐ Local Street
- ☐ Traffic classifications ▾



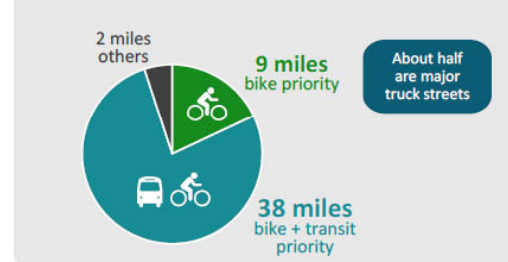
Civic Main Streets

Serve people throughout the city and emphasize access to destinations within major activity centers. Primarily commercial or mixed-use zoning, planned for significant growth.

50 miles of Civic Main Streets



Modal Priorities



Examples



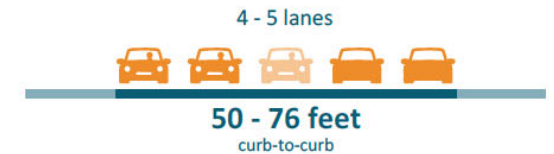
NE Martin Luther King Jr Blvd at Russell



SE 122nd at Ash



SE Foster Rd at 64th

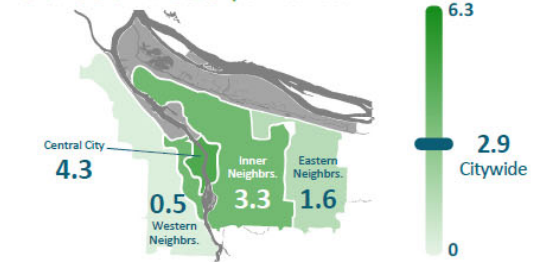


Sidewalks

On one or both sides of the street



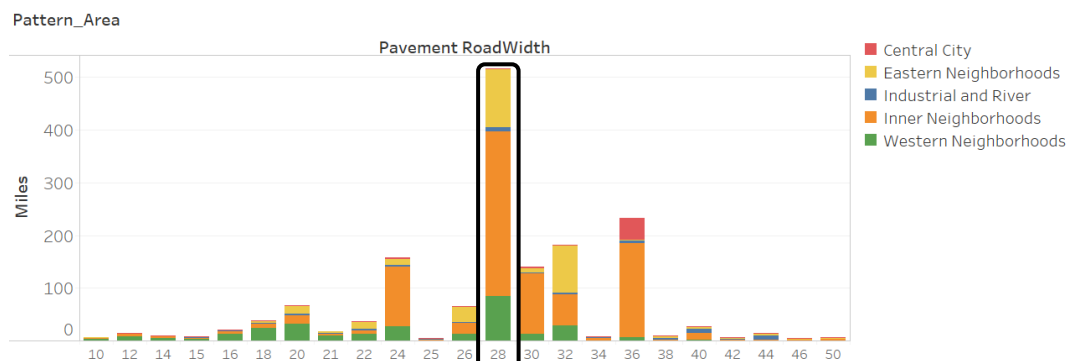
Street Trees per 200 feet



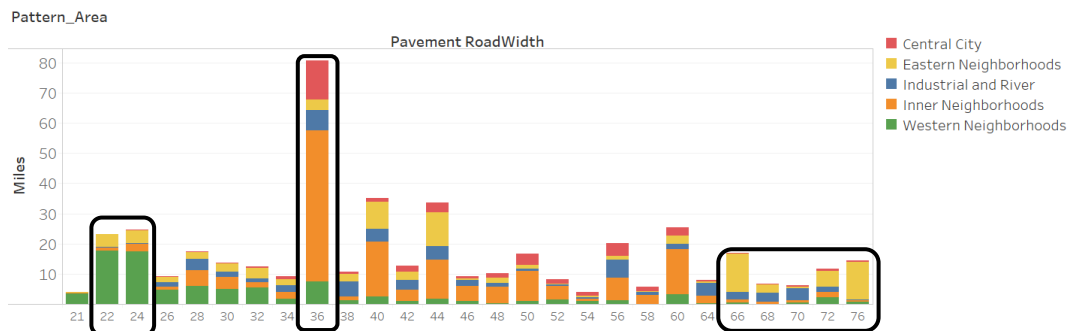
Context - existing conditions and issues

Road Width

Local

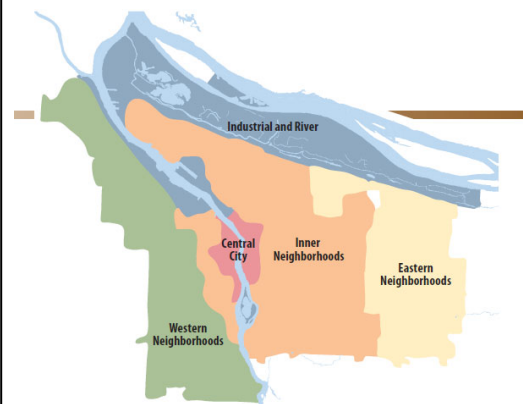


Non-Local



Initial Findings

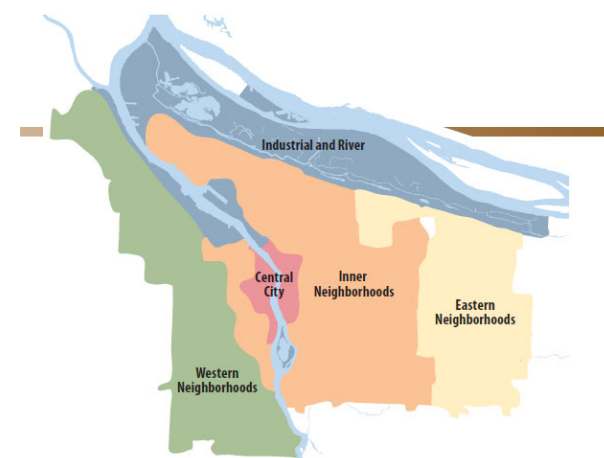
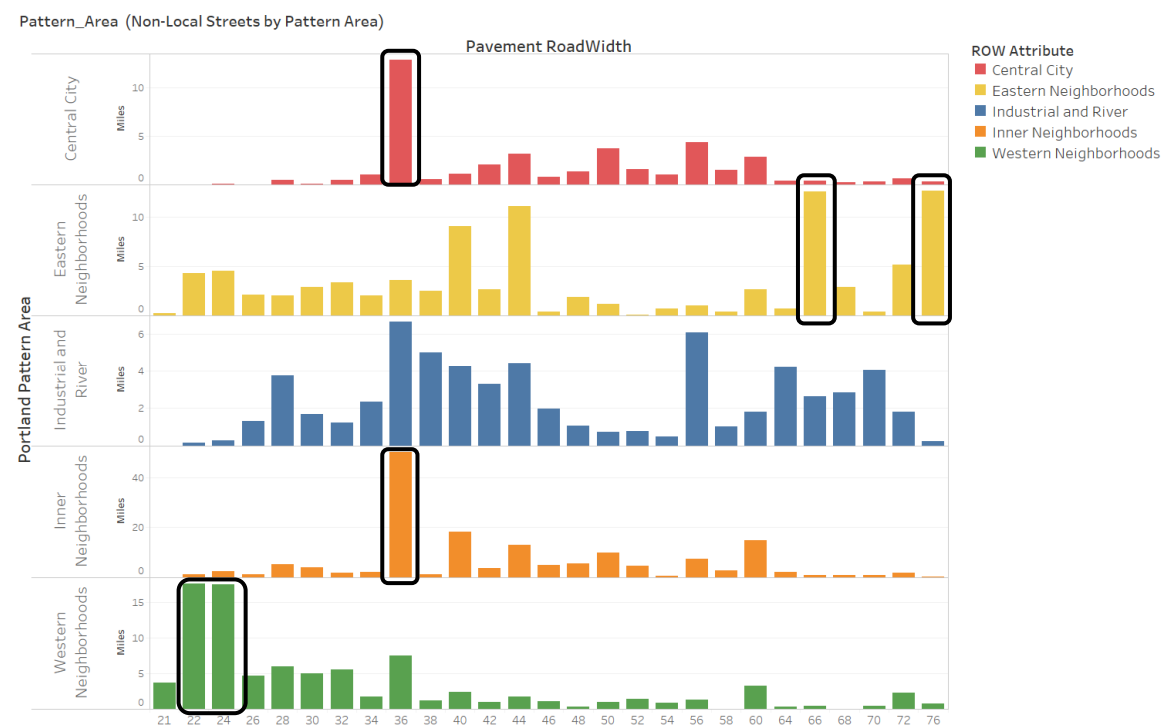
- Local roads
 - Most common: 28'
- Non-local roads
 - Most common: 36'
- Varies by pattern area



Context - existing conditions and issues

Road Widths by Pattern Area

Non-Local

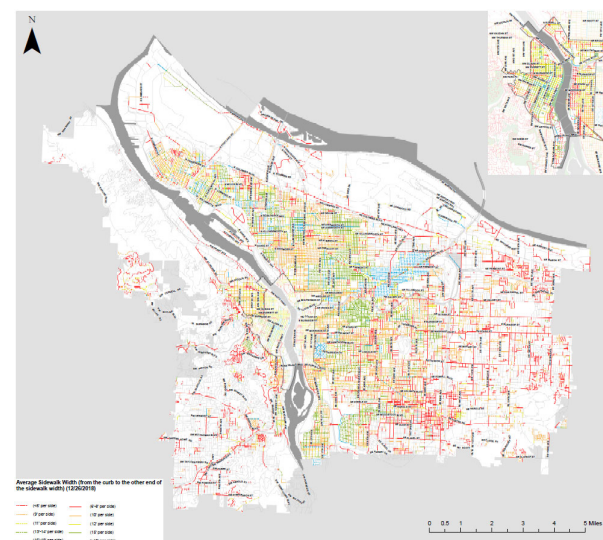


Context - existing conditions and issues

Sidewalk Width by Pattern Area

Non-Local

SW_Width (Non-Local Streets by Pattern Area)



Multi-Bureau Issues

- **Bureau of Planning & Sustainability**
 - Street context based on urban design framework (corridors and centers)
- **Water Bureau**
 - Clearances from above ground infrastructure (e.g., crossings, transit priority, trees)
- **PP&R Urban Forestry**
 - Tree preservation and new sidewalks, utility clearances, vaults in ROW
- **Bureau of Environmental Services**
 - Gravity dependent locations in the right-of-way, water clearances
- **Bureau of Developmental Services**
 - Design review, active ground floor uses and transformer vaults in right-of-way
- **Bureau of Transportation**
 - Street design to reflect strategy for people movement, curb zone priorities, sidewalk standards and alternatives

Sample Issues in the Pedestrian Zone

- Standards
 - Sidewalk standards
 - Access - driveway and loading req's
 - Trees and tree preservation
 - Utility clearances
 - Stormwater management

What influences implementation of standards?


- Existing conditions
 - Existing infrastructure
 - Right-of-Way
 - Topography
- Other policies
 - Active ground floor guidelines
 - Private utility infrastructure in the ROW
 - Matching building lines



Relationship to the Pedestrian Design Guide

Updated Sidewalk Standards

Table B-3: Required sidewalk corridor widths by Street Design Classification



Street Design Classification	Frontage Zone <i>minimum width</i>	Pedestrian Through Zone <i>minimum width</i>	Furnishing Zone <i>minimum width</i>	<i>minimum width</i>
Civic Main Street	2.5'	8'	4'	15'
Neighborhood Main Street	2.5'	8'	4'	15'
Civic Corridor	1.5'	6'	4'	12'
Neighborhood Corridor	1.5'	6'	4'	12'
Community Corridor	1.5'	6'	4'	12'
Regional Corridor	0.5'	6'	5'	12'
Industrial Road	0.5'	6'	5'	12'
Local Street ¹	0.5'	6'	4'	11'

6" Curb

1. Any Local Street within a Pedestrian District must provide a minimum 12-foot-wide sidewalk corridor. See Section B.1.3.d for details.

Longer Tree Wells in Commercial Zones

Commercial or Mixed Use Zoning

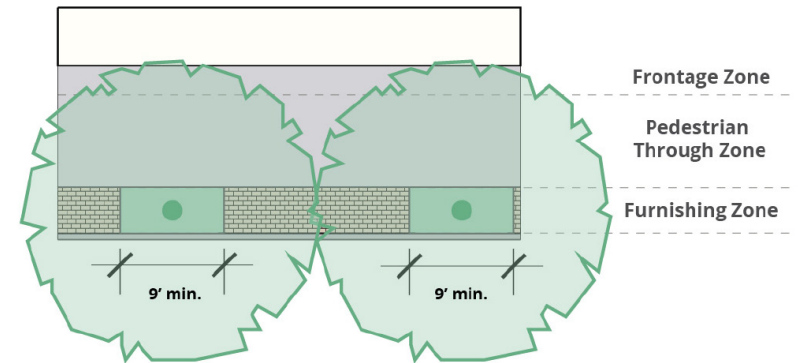


Figure B-13: Tree planting in tree wells

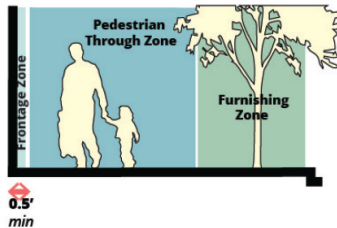
Relationship to the Pedestrian Design Guide

Guidance for alternatives

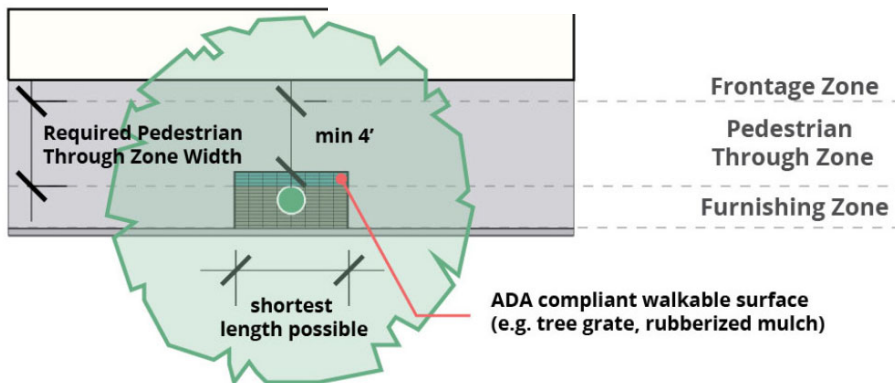
B.5.1 Constrained Site Condition Process

When the sidewalk corridor widths prescribed in Table B-3 cannot be accommodated due to topographic constraints, existing site conditions, or environmental hazards (e.g., landslide risk), the following process for modifying sidewalk width requirements will apply in the following sequence (Figure B-24):

- First, the Frontage Zone may be reduced, if needed, but not below 0.5 feet for any sidewalk corridor. It should be noted that decreases in Frontage Zone widths will eliminate the possibility of future Frontage Zone uses identified in Table B-2.



Tree Well Encroachments into the Pedestrian Through Zone



B.5.2 Curb-Tight Sidewalks

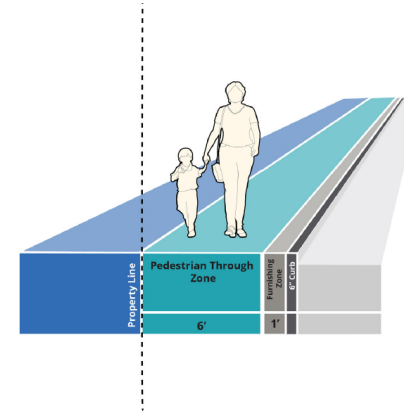
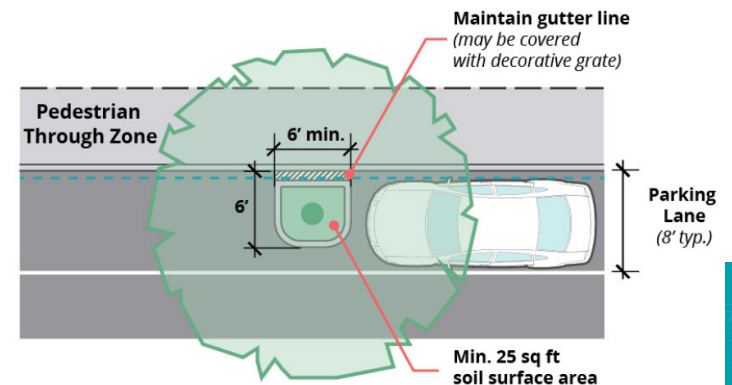


Figure B-25: Curb-tight sidewalk zone widths

- » The street should have a Local Street traffic classification (per the City's Transportation System Plan). If it has a traffic classification of an Arterial or Collector, the street should not have an auto travel lane adjacent to curb.

B.5.3 Extending the Furnishing Zone into the Curb Zone



Sample Issues in the Pedestrian Zone

- Standards
 - Sidewalk standards
 - Access - driveway and loading req's
 - Trees and tree preservation
 - Utility clearances
 - Stormwater management

What influences implementation of standards?

- Existing conditions
 - Existing infrastructure
 - Right-of-Way
 - Topography
- Other policies
 - Active ground floor guidelines
 - Private utility infrastructure in the ROW
 - Matching building lines



Curb Zone and Travelway Issues

- Consistency of modal plans
- Curb zone priorities
- Medians, bus islands, curb extensions, swales



Pedestrian Issues Identified to Date (Pedestrian Zone)

1. Organization of the sidewalk corridor (e.g. along a street)
 - Are there ways to site underground utilities in a way that provides greater opportunity for meeting other ROW goals (e.g. tree canopy goals or preserving downhill locations for gravity dependent functions like stormwater inlets)?
2. Organization of the sidewalk zones (e.g. furnishing, through)
 - *In what contexts are wider through zones and/or furnishing zones most appropriate in light of constraints and other ROW priorities?*
 - *In space-constrained corridors, how should space be allocated to achieve adequate soil volume for trees and meet pedestrian design guidelines? Where and how can both uses be flexible?*
 - *In what situations would a narrower through zone be acceptable (e.g., to preserve an existing tree). How should conflicts between new sidewalk construction and existing trees in the sidewalk corridor be resolved?*
3. Utility infrastructure in the ROW - What changes to policy and practice may be possible to reduce the impacts of utility vaults, poles, etc. in the public ROW?
4. Bike and pedestrian mobility in constrained areas (e.g. topographically constrained locations)

Pedestrian Issues Identified to Date (Curb/Flex Zone)

1. Completing multimodal networks

- In what context does mobility for a given mode take precedence over storage or access functions?

2. Curb extension placement and design

- Where should curb extensions be installed so as not to conflict with mobility uses at the curb (bike and transit)?
- In what cases will floating curb extensions be appropriate?

3. Placement of trees

- In what contexts is placement of trees in the curb zone a feasible option for meeting canopy goals when space is not available in the pedestrian zone?
- What technology, process, placement, or maintenance best practices can be implemented to allow trees and underground utilities to coexist?

4. Projects that move the curb

- What are the opportunities and considerations related to adding new concrete construction (e.g., for curb extensions, median crossings)?

Project Website, Outreach and Schedule

- Technical Advisory Group
- City Advisory Bodies
- <https://www.portland.gov/transportation/development/streets-2035>
- streets2035@portlandoregon.gov

- ## Project schedule

Project Phase	Timeline
Discovery	2019 into 2020 (complete)
Right-of-way policy development	Mid to late 2020 into 2021 (in progress)
Implementation and tools development	2021 into 2022