

# PBOT

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**Steve Novick** Commissioner **Leah Treat** Director

## MEMORANDUM

**TO:** Planning and Sustainability Commission  
**FROM:** Mauricio Leclerc, Zef Wagner  
**DATE:** December 29, 2016  
**SUBJECT:** Decision Packet J: Amendments to Transportation System Plan (TSP) Elements of the Proposed Draft Central City 2035 Plan

This memo summarizes staff-recommended amendments to the Transportation System Plan (TSP) elements of the Central City 2035 Plan included in Decision Packet J. They include changes to the major project list (Attachment J1 and Map J1), the studies list (Attachment J4) and street classifications (Attachment J5 and Maps J2-J6). Because staff received over 400 TSP-related comments, the amendment tables do not include the names of individual commenters. Staff can identify the source of comments for any item if requested by the Planning and Sustainability Commission.

This memo focuses primarily on changes to the TSP project list, including adding and deleting projects, as well as modifying the language, timeline, lead agency, and project costs.

### **I. TSP Major Projects List Amendments**

Most of the testimony focused on the major project list. The majority of the staff recommended project amendments are minor changes to incorporate more recent cost estimates, project development work, and staff analysis. Some project amendments include major changes or are new projects needed to respond to public testimony, staff analysis, other bureau and agency requests, and to keep the cost of projects within the TSP financial forecast. Staff analysis included feasibility analysis for several high-cost projects as well as a financial analysis of the entire list to ensure that the cost of the financially constrained projects fits within the TSP Financial Plan adopted by City Council in June 2016.

Because this list contains financially constrained projects, any changes to the staff recommendation will require readjustments to make sure the projects still fall within the financial constraints (for example, moving projects from unconstrained to constrained will require also moving projects of roughly equivalent cost from constrained to unconstrained).

Given that the TSP Projects form a unified list with a finite budget, they are presented as a packet. Doing otherwise risks treating projects as independent decisions absent of the need to evaluate system impacts and the need to stay within our constrained budget.

#### ***Citywide TSP Project Budget Process***

As part of the TSP update, in 2014 PBOT worked with the public to develop a list of transportation projects for the next 20 years. PBOT was given direction to develop a project list that closely matched revenue

projections identified in the TSP’s finance plan. The finance plan identified \$1.391 billion in potential City revenues by 2035. This figure was used as a benchmark from which to develop a TSP “financially constrained” project list in which total project costs for City-led projects fit within the TSP finance plan forecast. The TSP project list also contains “financially unconstrained” projects, which are identified needs that would require substantial new revenue sources beyond what was included in the finance plan. This exercise is used for long-range planning purposes only and does not indicate actual budgeting of City funding, which is handled separately through the annual Capital Improvement Plan process.

During the TSP process of project identification and selection, staff developed Evaluation Criteria to gauge a project’s value relative to several factors as well as in comparison to other projects.

Projects were evaluated based on equity, safety, economic opportunity, land use policy (Centers and Corridors), health, climate, cost effectiveness and community support. This analysis excluded projects led by partner agencies such as ODOT and TriMet and it led to a list of City of Portland financially constrained and unconstrained projects. Projects that scored higher in this evaluation were included as financially constrained projects, while projects that scored lower were included as financially unconstrained projects.

The citywide TSP project list already contained Central City projects (totaling roughly \$200 million), the result of previous planning efforts. When it came to these Central City projects, the vast majority scored high based on the criteria because the Central City contains a high number of jobs and households, has high concentrations of equity communities, provides economic opportunities for people throughout the City and Region, and has several high-crash corridors that projects would help address.

**Central City 2035 Plan TSP Major Projects (see Decision Table Item J1, Attachment J1 and Map J1)**

While the Comprehensive Plan and TSP are citywide efforts, the Central City 2035 Plan will be the first amendment to the Comprehensive plan. As such, the Central City 2035 Plan contains goals, policies, action items and performance measures that will amend the Comprehensive Plan and new transportation projects will be added to the TSP.

Since the Central City 2035 Plan would likely identify new transportation projects, the citywide TSP allocated roughly \$47 million for new Central City projects (about 3% of the total cost of TSP projects citywide) as shown in Table 1. Projects falling within this amount would be considered for inclusion in the amended citywide TSP “constrained list”.

**Table 1. Citywide Adopted TSP Projects**

Total City of Portland revenue forecast	\$ 1,391,500,000
Total cost of all constrained projects with Portland as lead or co-lead	\$ 1,344,603,891
<b>Revenue reserved for <u>new</u> Central City constrained projects</b>	<b>\$ 46,896,109</b>

The total list of “new constrained” projects (where the City is the lead or co-lead) in the Proposed Draft of the Central City 2035 Plan exceeded the allocated reserve by about \$10 million. Following a conversation with PSC members and further PBOT technical analysis, **the TSP list of new projects proposed in this amendment package amounts to \$46,860,000, within the \$47 million allocation.**

Two TriMet projects were added to the unconstrained list (Rose Quarter and SW 1st Avenue turnaround). The Portland Development Commission asked to add projects in support of the Post Office redevelopment site and master plan.

### ***Evaluation Criteria for New Central City Projects***

For new Central City projects identified in the Proposed Draft and in the recommended amendment package, staff has evaluated projects using the same criteria discussed above. As in the case of the citywide effort, all new Central City projects score well under the citywide methodology. This applies to projects in the Proposed Draft and in the amendment packet.

This is because the methodology supports non single-occupancy vehicle (non-SOV) projects located in and in support of Centers and Corridors. The Central City has the highest land use designation and concentration of jobs, housing and services, offering unparalleled advantages in terms of supporting growth, multimodal access, access for low income populations and employment opportunities, and many others. Additionally, the vast majority of projects in the Central City TSP Project Lists and amendments serve non-SOV trips.

## **II. TSP Studies List Amendments (see Decision Table Item J4 and Attachment J4)**

Most studies did not receive any testimony, and the testimony that was received generally requested minor changes. Most staff-recommended changes are meant to incorporate recent and upcoming planning work and other studies in the Central City.

## **III. Street Classification Amendments (see Decision Table Item J5, Attachment J5 and maps J2-J6)**

Most public testimony centered on the bicycle classifications, which are changing the most compared to the previous TSP (adopted in 2007) and the Portland Bicycle Plan for 2030 (adopted in 2010). Some Transit and Emergency Response amendments respond to requests from TriMet and Portland Fire & Rescue. Most of the proposed amendments for Pedestrian, Traffic, Transit, and Emergency Response correct minor mapping errors in the Proposed Draft.

**Decision Table J: TSP Major Projects List, Studies List and Street Classifications**

The PSC received over 400 comments regarding the proposed amendments to the Transportation System Plan (TSP) list of Major Projects, list of Studies and Street Classifications for the Central City. The following decision table contains staff-recommended amendments responding to public testimony and staff analysis.

**Contents of Decision Packet J: TSP Major Projects List, Studies List and Street Classifications**

- Decision Table J
- Memo J
- Attachments:
  - J1: TSP Major Projects List (and Map J1)
  - J4: TSP Studies List
  - J5: Street Classifications and (Maps J2-J6)

**Items Marked for Discussion:**

- J3 and J5

Ref #	Topic	Proposed Draft	Request(s)	Staff recommendation	Staff rationale	Discuss?	PSC decision
<b>J1 and Attachment J1 and Map J1</b>	TSP Major Projects List	Refer to CC2035 Proposed Draft, Volume 2B, pages 16-29.	See Attachment J1 for full list of 46 staff-recommended major project amendments and Map J1 for a revised map of Major Projects as-amended.	<b>Support full list of recommended amendments in Attachment J1.</b>	See Attachment J1 for staff rationale for each of the 46 amendments.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other
<b>J2</b>	TSP Major Projects List	The Proposed Draft does not add any preamble to the TSP Major Projects List.	Add a preamble to the TSP Major Projects List that includes the following language: <ul style="list-style-type: none"> <li>• Projects with the potential to impact freeways will include coordination with ODOT to review and consider potential safety impacts.</li> <li>• Projects in Freight Districts or on streets classified as Major Truck Street or higher will review and consider the impacts to freight loading, access, and mobility prior to implementation.</li> <li>• Projects on streets classified as Major Transit Priority Streets or higher will review and consider the impacts to transit operations and transit stops prior to implementation.</li> <li>• Projects in Bicycle Districts or on streets classified as Major City Bikeways will review and consider the impacts to bicycle safety, access, and mobility prior to implementation.</li> <li>• Projects in Pedestrian Districts or on streets classified as City Walkway or higher will review and consider the impacts to pedestrian safety, access, and mobility prior to implementation.</li> </ul>	<b>Support.</b>	Responds to testimony from individuals, organizations, and other agencies expressing concern that projects should carefully assess potential impacts to other modes prior to implementation to determine whether changes are needed. Staff determined that street classifications (or facility ownership, in the case of ODOT language) would offer an appropriate method for determining when this extra level of analysis would be needed.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other

Ref #	Topic	Proposed Draft	Request(s)	Staff recommendation	Staff rationale	Discuss?	PSC decision
<b>J3</b>	TSP Major Projects List	Volume 2B, page 22 (TSP IDs 20119, 20120, 20121). The Proposed Draft retains the Broadway/Weidler Interchange project, which was included in the TSP Major Projects List adopted by City Council in June 2016.	Remove the ODOT Broadway/Weidler Interchange project from the TSP Major Projects List.	<b>Oppose. Retain Proposed Draft version.</b>	Removing another agency's project that is in the adopted Regional Transportation Plan (RTP) would put the TSP in non-compliance with the RTP and would likely mean the TSP would not be approved by state agencies. It would also be inconsistent with the Council-adopted N/NE Quadrant and I-5 Broadway/Weidler Facility Plans, and jeopardize the Mixed-use Multimodal Area (MMA) designation for the Central City as well as the local elements of the project (including lids over the freeway and new and improved multimodal connections).	<input checked="" type="checkbox"/>	<input type="checkbox"/> Retain project (staff rec.) <input type="checkbox"/> Remove project
<b>J4 and Attachment J4</b>	TSP Studies List	Refer to CC2035 Proposed Draft, Volume 2B, pp. 13-15.	See Attachment J4 for full list of staff-recommended amendments.	<b>Support full list of recommended amendments in Attachment J4.</b>	See Attachment J4 for staff rationale for each amendment.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other
<b>J5 and Attachment J5 And Maps J2 to J6</b>	Street Classifications	Refer to CC2035 Proposed Draft, Volume 2B, pages 6 to 11.	See Attachment J5 for full list of staff-recommended amendments and Maps J2 to J6 for maps of Street Classifications as-amended.	<b>Support full list of recommended amendments in Attachment J5.</b>	See Attachment J5 for staff rationale for each amendment.	<input checked="" type="checkbox"/> Bicycle Classifications, Amendment Ref# A	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other

## Attachment J1: Staff-Recommended Amendments to TSP Major Projects List

See Proposed Draft CC2035 Plan Volume 2B, Figure 2, Pages 17-29

Below are staff-recommended amendments to the CC2035 Proposed Draft list of major transportation projects in the Central City. Given that financially constrained City of Portland TSP Projects form a unified list that must fit within a revenue forecast, these amendments are presented as a packet. Doing otherwise risks treating projects as independent decisions absent of the need to evaluate system impacts and the need to stay within our constrained revenue forecast. Any changes to this amendment packet that affect the project costs within the financially constrained list will require off-setting adjustments to keep the list in balance with anticipated revenue. Note that the strike-through and underline formatting shows changes to the Proposed Draft, *not* to the adopted Citywide TSP. Projects with no recommended changes from the Proposed Draft are not shown in this table.

Ref #	TSP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Financially Constrained?	Estimated Timeframe	Description of Staff Recommendation	Reason for Staff Recommendation	Discuss?
1	20007	Portland	Portland / ODOT	South Portal Intersection Improvements	Bancroft / Hood / Macadam, SW	Improve the South Portal to the North Macadam District (intersection of Bancroft, Hood, and Macadam) to address safety and capacity issues.	<del>\$10,000,000</del> <u>\$8,138,078</u>	Yes	Years 1 - 10	Update cost estimate.	Update based on current project development work.	
2	20014	Portland	Portland	W Burnside Corridor Improvements	Burnside St, W (NW 15th to NW 23rd)	Design and construct boulevard improvements including pavement reconstruction, wider sidewalks, curb extensions, safer crossings, new traffic signals, and traffic management.	<del>\$8,000,000</del> <u>\$4,000,000</u>	Yes	Years 1 - 10	Revise cost estimate.	Multiple signal replacements and other improvements were funded through General Fund and grants and will be completed before adoption of CC2035.	
3	20027	ODOT	ODOT	<del>South Portland Connectivity Improvements</del>	<del>I-405 / US26 / Ross Island Bridge, SW</del>	<del>Construct new freeway access from Ross Island Bridge to I-405 and US-26 to improve connections between regional facilities and separate traffic from neighborhood streets.</del>	<del>\$ 50,000,000</del>	No	N/A	Remove project.	ODOT has requested that this be removed from the project list and instead studied as part of the proposed "US 26 Circulation Study"	
4	20065.2	Portland	Portland	Interstate-Larrabee Pedestrian/Bicycle Overpass	Interstate-Larrabee Ramp, N (Tillamook - Broadway)	Remove the existing weight-restricted, low-clearance, poor-condition Interstate to Larrabee southbound flyover ramp (Bridge #153) and replace with a pedestrian/bicycle new overpass and including a multi-use path to connect the future N Portland Greenway Trail to the Broadway Bridge. <u>Assess the costs and benefits of providing vehicle access on the new structure as part of project development.</u>	\$ 5,000,000	Yes	Years 11 - 20	Update name and description.	Concern from BPS staff that proposal to replace vehicle overpass with a ped/bike overpass has not been adequately studied and has not been vetted with the public and freight stakeholders.	
5	20068	Portland	Portland	NE 12th Ave Bridge Replacement	12th Ave, NE (over I-84 and railroad tracks)	Replace the existing fracture critical and seismically deficient 12th Ave bridge (Bridge #025) over I-84 and railroad tracks with a new structure. Provide multimodal transportation improvements on the new structure.	<del>\$9,400,000</del> <u>\$13,236,245</u>	Yes	<del>Years 11 - 20</del> N/A	Update cost estimate, move to unconstrained.	PBOT has been unsuccessful in multiple funding requests from many sources for several years because it does not compete well according to most criteria. Without a source of funds for seismic upgrades, this bridge should be on the unconstrained list.	
6	20070	Portland	Portland	NW Naito/Front Pkwy Safety Improvements	Naito Pkwy / Front Ave, NW (9th - 15th - 21st)	Construct multimodal safety and capacity improvements including a lane reconfiguration, pedestrian improvements, and bicycle facilities.	<del>\$250,000</del> <u>\$2,600,000</u>	Yes	Years 1 - 10	Revise name, description, and cost estimate.	Matches current project development work.	
7	20073	Portland	Portland	Stark / Washington Safety and Access Improvements	Stark / Washington, SE (Water - Sandy)	Improve safety and access by modifying signals on Stark and adding new signals on Washington at MLK, Grand, and Sandy <u>freight and bicycle connectivity and mobility by reconfiguring traffic flow and turning movements on Stark and Washington Streets between Water and Sandy. Requires signals and/or crossings at Grand and MLK (see project 20205). Consider protected intersections roundabouts at Sandy &amp; Washington and Sandy &amp; Stark during project design.</u>	\$ 2,000,000	Yes	Years 1 - 10	Revise name, description, and cost estimate to reflect elements consolidated into new project 20205.	Some elements have been consolidated into project 20205.	
8	20077	Portland	Portland	Sullivan's Crossing Pedestrian / Bicycle Bridge	7th Ave, NE (over I-84)	Construct a pedestrian/bicycle bridge across Interstate 84 connecting the Lloyd District to the Central Eastside Industrial District. <u>Supports future Green Loop project.</u>	<del>\$12,000,000</del> <u>\$12,548,000</u>	Yes	Years 1 - 10	Update cost estimate and add language regarding Green Loop.	Update to match current scope and cost estimate. Testimony supported Green Loop concept.	

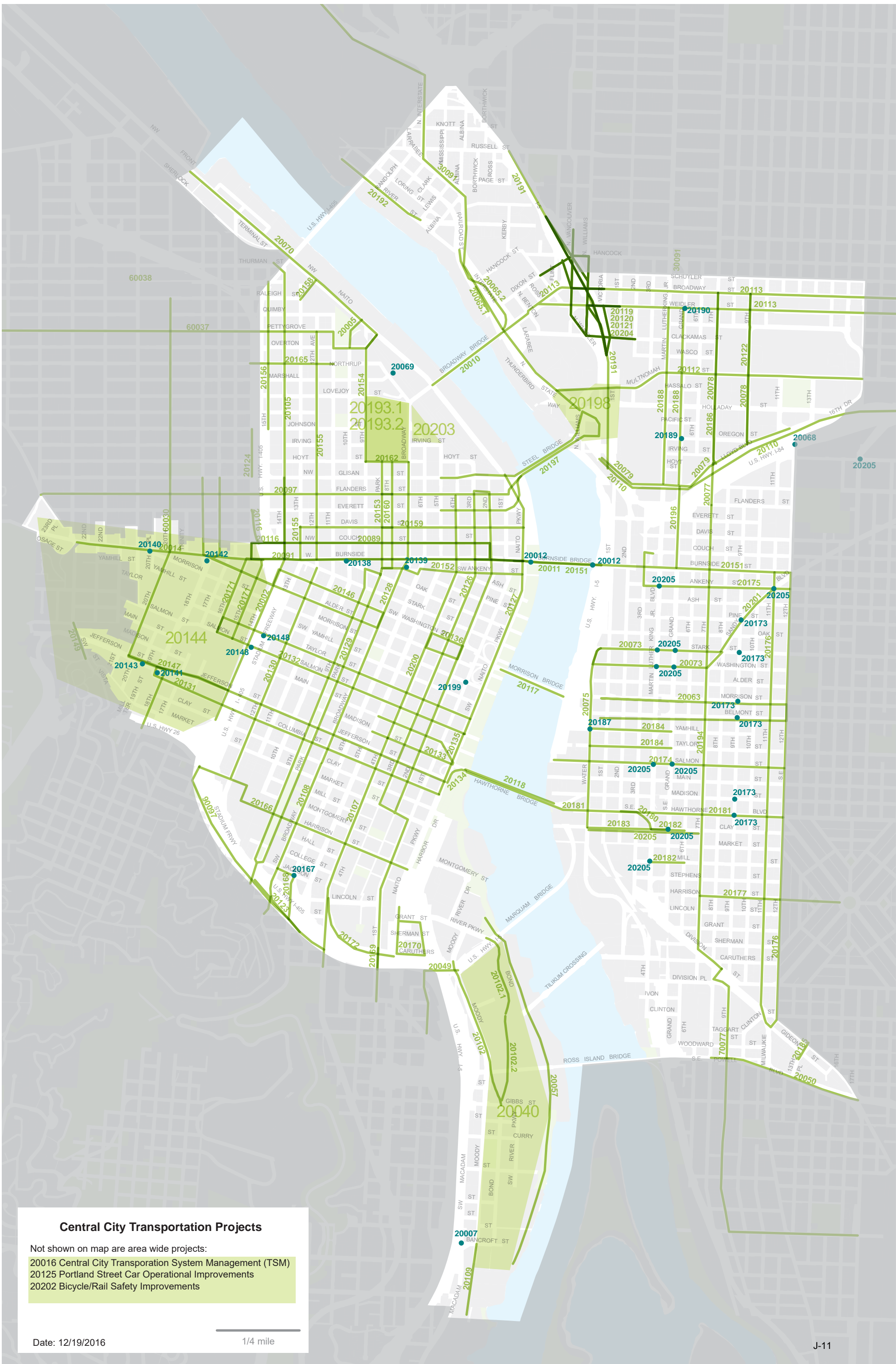
9	20079	Portland	Portland	Lloyd Blvd Ped/Bike Improvements	Lloyd Blvd, NE (Grand Eastbank Esplanade - 12th)	Widen and enhance the pedestrian walkway along the south edge of Lloyd Blvd. Design and implement a protected bikeway along Lloyd Blvd. Design and construct a multi-use path or two-way protected bikeway on the south side of Lloyd Blvd, connecting to Sullivan's Crossing ped/bike bridge and future Sullivan's Gulch Trail.	\$2,000,000 \$1,000,000	Yes	Years 1 - 10	Update name, description, cost estimate.	Extends improvements to Easbank Esplanade, consistent with staff analysis of needed Sullivan's Crossing connections to ped/bike network. Project is consistent with Sullivan's Gulch Trail Concept Plan, which included a trail on the top of the gulch along Lloyd Blvd.
10	20089	Portland	Portland	W Burnside/Couch Corridor Improvements, Phase 1	Burnside/Couch, W/NW (Burnside Bridge - NW 15th)	Construct transportation improvements including pavement reconstruction, traffic signals, turn lanes, curb extensions, bicycle network improvements, and crossing improvements.	\$6,000,000 \$3,000,000	Yes	Years 1 - 10	Update cost estimate.	Several signal upgrades and other improvements have recently been completed on Burnside and Couch or will be completed before adoption of CC2035.
11	20102_1	Portland	Portland	Bond Ave Extension, Phase 2_1	Bond Ave, SW (River Parkway - Gibbs - Porter)	Extend SW Bond one-way northbound from Gibbs Porter to River Parkway and convert Moody to one-way southbound operation to form a couplet.	\$9,700,000 \$9,569,600	Yes	Years 1 - 10	Break project into two phases, update cost estimate.	Update based on current project development work.
12	20102_2	Portland	Portland	Bond Ave Extension, Phase 2	Bond Ave, SW (River Parkway - Porter - Gibbs)	Extend SW Bond one-way northbound from Gibbs to River Parkway and convert Moody to one-way southbound operation to form a couplet.	\$9,700,000 \$9,000,000	Yes	Years 1 - 10	Break project into two phases, update cost estimate.	Update based on current project development work.
13	20109	Portland	Portland	Moody Ave Extension	Moody Ave, SW (Bancroft - Hamilton Ct)	Extend SW Moody Ave from Bancroft to Hamilton Ct to improve circulation within the South Waterfront neighborhood.	\$20,500,000 \$34,168,374	Yes	No Years 11 - 20 N/A	Update cost estimate and move to unconstrained list.	Recent project development work has determined that the Moody Ave Extension will require substantial new financial resources not anticipated in the TSP Financial Plan.
14	20140	Portland	Railroad / ODOT	Sullivan's Gulch Trail, Segment 1	Banfield Corridor, NE (Eastbank Esplanade - 21st)	Construct a multi-use trail for pedestrians and bicycles within the Banfield (I-84) Corridor from the Eastbank Esplanade to NE 21st Ave.	\$12,500,000 \$40,000,000	Yes	No Years 1 - 10 N/A	Update name and cost estimate, move to unconstrained list.	Previous cost estimate was for construction only, so it has been updated to include overhead, contingency, right-of-way, etc. Public testimony generally opposed spending scarce transportation funding on Sullivan's Gulch Trail, preferring surface street improvements. A parallel path along Lloyd Blvd was identified as part of the Sullivan's Gulch Trail in the adopted Concept Plan. Based on the high cost, low public support, and overall feasibility concerns, staff recommend moving the Gulch Trail to unconstrained but keeping Lloyd Blvd improvements (see project 20079) in Years 1 to 10 of the constrained list.
15	20127	Portland	Portland	Better Naito Walkway / Bikeway	Naito Pkwy, SW/NW (Salmon - Railroad)	Design and implement a separated two-way walkway and bikeway on the east side of Naito Parkway while ensuring ensuring southbound freight movement from the Morrison Bridge to Harbor Drive.	\$2,000,000 \$3,700,000	Yes	Years 1 - 10	Updated cost estimate.	Cost estimate was refined during recent City budget process.
16	20128	Portland	Portland	Broadway Multimodal Streetscape Improvements	Broadway, NW/SW (Hoyt - Clay)	Enhance the existing bikeway and streetscape on Broadway. Includes the construction of a raised protected bikeway, widened sidewalk and amenities, green street features, signal improvements, short-term parking and loading zones, and shorter pedestrian crossings. Consider a protected intersection at Broadway/Burnside and a northbound bicycle facility from Oak to Hoyt during project design.	\$5,000,000 \$2,000,000	Yes	Years 1 - 10	Change description to be less specific about bikeway and streetscape treatments, and to include consideration of protected intersection and northbound bike facility. Update cost estimate.	Staff concern about specificity of design treatments. Public testimony indicated desire for improvements at Burnside/Broadway and northbound bicycle facility on two-way section of Broadway.
17	20129	Portland	Portland	South Park Blocks Bikeway	9th / Park Ave, SW (Clifton - Oak)	Design and implement a neighborhood-greenway-bikeway, with traffic calming and improved crossings as needed. Supports future Green Loop project.	\$ 1,000,000	Yes	Years 1 - 10	Add reference to Green Loop and revise description.	Testimony strongly supported Green Loop, but project list has few references to it. Reference to neighborhood greenway in Proposed Draft inappropriately pre-supposed facility type.
18	20134	Portland	MultCo	Hawthorne Bridge Ramp Signal	Hawthorne Bridge	Signalize the top of the ramp from SW Naito to Hawthorne Bridge to improve safety and capacity for all modes.	\$ 500,000	Yes	Years 1 - 10	Remove project.	Project has been consolidated into larger Hawthorne project 20181.
19	20137	Portland	Portland	SW Alder Transit Improvements	Alder St, SW (19th - 2nd)	Design and implement improvements to facilitate bus service on SW Alder, including bus stop curb extensions and bus-only lanes where feasible.	\$ 500,000	Yes	Years 11 - 20	Remove project.	TriMet does not support re-routing bus service from Salmon to Alder, so this project is unnecessary.

20	20151	Portland	Portland / MultCo	Inner Burnside Bridge Multimodal Improvements	Burnside St, W/E (SW 3rd Park - SE 12th)	Reconfigure lanes from SW 3rd Park Ave to SE 12th Ave to reduce transit delay and improve pedestrian and bicycle safety. Enhance existing bike lanes across the bridge to provide climbing lanes and more physical separation from traffic. Extend bike lanes west to SW 3rd 4th Ave and improve pedestrian crossing at SW 2nd Ave. Project may include signal modifications to improve transit operations and pedestrian safety. Explore feasibility of eastbound bus-only lane as part of project design.	\$500,000- \$1,000,000	Yes	Years 1 - 10	Multiple updates to better reflect recent planning work.	TriMet has requested improvements to reduce transit delay on Burnside as far west as Park Ave. Bike lanes extended to 4th to match addition of 4th Ave bikeway project and Major City Bikeway classification.
21	20153	Portland	Portland	North Park Blocks Bikeway	8th / Park Ave, NW/SW (Oak - Glisan)	Design and implement a bikeway, with traffic calming, signals, and improved crossings as needed. Supports future Green Loop project.	\$ 750,000	Yes	Years 1 - 10	Add reference to Green Loop.	Testimony strongly supported Green Loop, but project list has few references to it.
22	20164	Portland	Portland	NW 9th Ave Traffic Signals	9th & Everett / 9th & Glisan, NW	Construct traffic signals at 9th & Everett and 9th & Glisan to improve safety and traffic flow.	\$ 500,000	Yes	Years 11 - 20	Remove project.	Already covered by project 20193.
23	20171	Portland	Portland	SW 15th/16th Ave Bikeway	15th/16th Ave, SW (Burnside - Salmon)	Design and implement a two-way bikeway couplet, with traffic calming and crossing improvements as needed.	\$ 250,000	Yes	Years 1 - 10	Change to a bicycle couplet on 15th/16th.	Staff analysis determined this bikeway is more feasible as a couplet using the existing one-way streets.
24	20172	Portland	ODOT	Upper I-405 Trail	I-405 (Water - 4th)	Design and implement a pedestrian and bicycle connection along the I-405 off-ramp to 4th & Lincoln. Supports future Green Loop project.	\$ 2,800,000	Yes	Years 11 - 20	Add reference to Green Loop.	Testimony strongly supported Green Loop, but project list has few references to it.
25	20174	Portland	Portland	SE Salmon Multimodal Safety Neighborhood Greenway Improvements	Salmon St, SE (Eastbank Esplanade - 12th)	Improve multimodal safety and accessibility by installing traffic signals at MLK & Salmon, Grand & Salmon, and 7th & Salmon. Improve existing neighborhood greenway by installing improved crossings at 7th, 11th, and 12th. Once traffic signals are constructed at MLK/Grand (see project 20073), extend the Salmon neighborhood greenway from 7th to the Eastbank Esplanade.	\$1,000,000- \$400,000	Yes	Years 1 - 10	Revise name, description, and cost estimate to reflect elements consolidated into new project 20205.	Some elements have been consolidated into project 20205.
26	20175	Portland	Portland	SE Ankeny Multimodal Safety Neighborhood Greenway Improvements	Ankeny St, SE (3rd - 12th); 3rd Ave, SE/NE (Ankeny - Couch)	Improve multimodal safety and accessibility by installing traffic signals at MLK & Ankeny and 11th & Ankeny. Once traffic signals are constructed at MLK and 11th/Sandy (see project 20073), extend the Ankeny neighborhood greenway to 3rd Ave, along 3rd north to Couch Ct, and connecting to the Burnside Bridge.	\$500,000- \$100,000	Yes	Years 1 - 10	Revise name, description, and cost estimate to reflect elements consolidated into new project 20205.	Some elements have been consolidated into project 20205.
27	20176	Portland	Portland	11th/12th Ave Multimodal Safety Improvements	11th/12th Ave, SE (Burnside - Clinton)	Enhance pedestrian and bicycle safety and access by installing improved crossings at Ankeny, Salmon, Madison, Clay, and Harrison. Design and implement improvements to enhance bicycle travel facilities on 11th and 12th. by removing on-street parking or travel lanes as needed.	\$ 1,000,000	Yes	Years 1 - 10	Revise description to be less specific about design treatments.	Public testimony generally supported bicycle facilities but had concerns about references to lane removal or bike lanes prior to a detailed traffic analysis.
28	20178	Portland	Portland / ODOT	Irving / I-84 Traffic Improvements	Irving / 16th, NE	Improve multimodal safety, mobility, and accessibility by installing a traffic signal at Irving & 16th and modifying signals (if necessary) at 12th & Irving and 12th & Lloyd.	\$ 250,000	Yes	Years 1 - 10	Remove project.	Consolidated into project 20205.
29	20179	Portland	MultCo / TriMet	Hawthorne Viaduct Transit Platform	Hawthorne Viaduct	Construct a transit island to allow buses to serve the stop without crossing over bicycle traffic.	\$ 100,000	Yes	Years 1 - 10	Remove project.	Project has been consolidated into larger Hawthorne project 20181.
30	20180	Portland	MultCo	Hawthorne Clay Ramp Signal	Hawthorne Viaduct	Signalize the top of the ramp from the Hawthorne Viaduct to Clay/MLK to improve safety and capacity for all modes.	\$ 500,000	Yes	Years 1 - 10	Remove project.	Consolidated into project 20205.
31	20181	Portland	MultCo	Inner Hawthorne Bikeway & Transit Multimodal Corridor Improvements	Hawthorne Blvd, SW/SE (GrandSW Naito - SE 12th)	Signalize the top of the ramp from SW Naito to Hawthorne Bridge to improve safety and capacity for all modes. Construct an eastbound protected bikeway with transit islands to improve pedestrian and bicycle safety and comfort as well as transit operational efficiency. Explore feasibility of eastbound bus-only lane as part of project design.	\$2,000,000- \$2,600,000	Yes	Years 1 - 10	Updated to match recent general fund request. Combines three projects into one.	More consistent with current project scope. Consolidates several projects into one.
32	20182	Portland	Portland	SE Clay / Mill Circulation Improvements	Clay/MLK and Mill/MLK, SE	Improve safety and traffic flow by restricting left turns from Clay to MLK, adding a protected left turn signal from Mill to MLK, and providing way-finding to direct traffic to use Mill to turn left onto MLK.	\$ 250,000	Yes	Years 1 - 10	Remove project.	Consolidated into project 20205.
33	20183	Portland	Portland	SE Clay Corridor Improvements	Clay St, SE (Water - Grand)	Reconstruct deteriorating pavement on SE Clay St, regrade railroad crossing, and restripe to include a climbing bike lane.	\$ 1,000,000	Yes	Years 1 - 10	Remove project.	Consolidated into project 20205.



34	20185	Portland	TriMet	Gideon Street Pedestrian / Bicycle Bridge	Clinton MAX Station	Construct a pedestrian / bicycle bridge over the railroad and light rail tracks to connect the Clinton MAX Station with the adjacent neighborhood.	\$10,000,000	Yes	Years 11 - 20 1 - 10	Move to earlier timeframe and update cost estimate.	High volume of testimony in support of project and urging implementation sooner due to frequent rail blockages near Clinton MAX Station.
35	20193-20193.1	Portland	Portland	USPS-Redevelopment Site Improvements Post Office Blocks Transportation Improvements Phase 1	NW 9th to Broadway; NW Lovejoy to Hoyt Johnson St, NW (9th Station Way); Park Ave, NW (Hoyt - Johnson); 9th & Everett; 9th & Glisan	Extend Johnson St as an east-west multimodal street through the USPS Post Office Blocks redevelopment site from east to west, including diverter at 9th Ave. Extend Park Ave north to Johnson. Extend the Green Loop through the site from North Park Blocks to Broadway Bridge. Add traffic signals at 9th/Everett and 9th/Glisan. Enhance existing bike lanes along Broadway and Lovejoy viaducts. Create pedestrian connections throughout the site.	\$40,000,000-\$16,000,000	Yes	Years 11 - 20 1 - 10	Split into two project phases, update scope/cost, and move first phase to earlier timeframe.	Revised description, cost, and timeframe requested by PDC to be consistent with adopted Broadway Corridor Framework Plan.
36	20193.2	Portland	Portland	Post Office Blocks Transportation Improvements Phase 2	NW 9th to Broadway; NW Lovejoy to Hoyt	Extend the Green Loop through the Broadway Corridor redevelopment site from North Park Blocks to Broadway Bridge. Enhance existing bike lanes along Broadway and Lovejoy viaducts.	\$5,000,000	Yes	Years 11 - 20	Split into two project phases, update scope/cost, and keep second phase in later timeframe.	Revised description, cost, and timeframe requested by PDC to be consistent with adopted Broadway Corridor Framework Plan.
37	20194	Portland	Portland	Central Eastside 7th Ave Bikeway Corridor Improvements	7th Ave, SE (Flanders - Division)	Design and implement a bikeway from I-84 to Division, connecting to Sullivan's Crossing ped/bike bridge, with separated bikeway segments, neighborhood greenway segments, pedestrian improvements, and crossing improvements as needed. Includes enhancement of existing bicycle facilities on 7th Ave from Sandy to Division by removing parking and/or center turn lane as needed. Consider a protected intersection design at 7th/Washington/Sandy. Supports future Green Loop Project.	\$ 1,000,000	Yes	Years 1 - 10	Update name and description.	Concerns from CEIC and other stakeholders about mentioning specific design treatments. Modified description also clarifies purpose of project and includes pedestrian elements.
38	20195	Portland	Portland	Central Eastside 3rd Ave Multimodal Improvements	3rd Ave, NE/SE (Davis - Division); Division St, SE (3rd - 7th)	Design and implement multimodal transportation improvements to enhance safety and accessibility along 3rd Ave through the Central Eastside, including truck access improvements, pedestrian crossings, and shared roadway bicycle facilities.	\$ 500,000	Yes	Years 1 - 10	Remove project.	Responds to concerns from CEIC and other stakeholders about bikeway project's impact to industrial area. City Bikeway classification would be retained north of Clay St.
39	20200	Portland	Portland	SW/NW 4th Ave Bikeway	4th Ave, SW/NW (Madison - Flanders)	Design and implement a protected bikeway on 4th Ave to provide a bikeway couplet with Broadway connecting PSU, Downtown, and Old Town / Chinatown.	\$ 1,000,000	Yes	Years 1 - 10	New project.	High volume of testimony from PSU and bicycle advocates called for a northbound bikeway on 4th Ave to complement the southbound bikeway on Broadway. Consistent with Bicycle Plan for 2030 project list and classifications.
40	20201	Portland	Portland	Central Eastside Sandy Blvd Corridor Improvements	Sandy Blvd, SE (Washington - Burnside)	Enhance existing bicycle facilities to improve safety and comfort. Modify intersections to improve pedestrian crossing safety. Consider a protected intersection design at 7th/Washington/Sandy and Stark/Sandy.	\$ 500,000	Yes	Years 1 - 10	New project.	High volume of testimony supporting enhancements to existing bike lanes on Sandy Blvd and need for more pedestrian improvements.
41	20202	Portland	Portland	Bicycle / Rail Safety Improvements	Central City	Install pavement markings and signage on rail streets where needed to improve bicycle safety and comfort.	\$ 250,000	Yes	Years 1 - 10	New project.	Testimony indicated that railway streets are useful bike routes that should receive some level of treatment to indicate that bikes are welcome and to encourage bicyclists to use non-rail lanes.
42	20203	Portland	Portland	Union Station Phase 3	Union Station	Core building improvements, operational improvements, and raiiside improvements for Union Station.	\$ 150,000,000	No	N/A	New project.	PDC requested this project be added to unconstrained list.
43	20204	Portland / ODOT	Portland / ODOT	Broadway / Weidler Interchange Area Multimodal Improvements	Broadway / Weidler / I-5	Construct multimodal transportation improvements supporting the ODOT Broadway / Weidler (Rose Quarter) Interchange Project, including enhancements of surface streets, lids over the freeway, and a new ped/bike bridge over I-5 at Clackamas St, consistent with the adopted Broadway / Weidler Facility Plan. Supports future Green Loop project.	\$ 10,000,000	Yes	Years 11 - 20	Add new project.	PBOT intends to contribute funding to the non-freeway portions of the larger ODOT Rose Quarter Interchange that improve the surrounding street network for all modes, particularly for active transportation. This is consistent with the Council-adopted Broadway/Weidler Facility Plan.

44	20205	Portland	Portland	Central Eastside Access and Circulation Enhancement Project	Central Eastside	Improve access and circulation in the Central Eastside by adding new signals and crossings at Hawthorne & Clay ramp, Salmon & Grand, Salmon & MLK, Washington & Grand, Washington & MLK, Ankeny & MLK, Ankeny & Sandy, 16th & Irving, modifying signals at Stark & Grand, Clay & Grand, Mill & MLK, and reconstructing SE Clay St from Water to Grand.	\$5,400,000	Yes	Years 1 - 10	New project consolidating multiple projects in Proposed Draft.	This project was recently submitted for RFFA freight funding and is considered likely to be funded. It is preferable to have it as one project in this list rather than being split into multiple projects.
45	30091	<del>PBOT-Portland</del>	Railroad	North Portland Greenway Trail, Segment 5	Albina Yard from Swan Island to Rose Quarter	Build a multi-use trail along the Albina Yard connecting Swan Island to the Rose Quarter.	\$ 7,306,910	Yes	Years 11 - 20	Correction to Lead Agency and Facility Owner	Clarifies lead agency and facility owner.
46	60036	Portland	Portland	NW 16th Ave Bikeway Improvements	16th Ave, NW (Johnson - Glisan)	Fill the gap in the NW 16th Ave Bikeway by reconfiguring parking and/or travel lanes to provide a southbound bike lane.	<del>\$ 100,000</del>	<del>Yes</del>	<del>Years 1 - 10</del>	Remove project.	Project will be implemented as part of buffered bike lane program prior to adoption of CC2035.



**Attachment J4: Staff-Recommended Amendments to CC2035 Proposed Draft TSP Studies List** (see Vol. 2B, Figure 1, p. 13-15)

Below are staff-recommended amendments to the CC2035 Proposed Draft list of transportation studies in the Central City. Note that the strike-through and underline formatting shows changes to the Proposed Draft, not to the adopted Citywide TSP. Studies with no recommended changes from the Proposed Draft are not shown in this table.

Ref #	Study Name	Description	Reason for Amendment	Discuss?
A	Green Loop Concept Plan	Study the feasibility of a connecting network of bicycle and pedestrian ways that creates a new 'loop' through Central City. A feasibility study is needed to determine whether bicycle facilities could be constructed in the right-of-way to complete the 'loop'. The study would need to determine the alignment and whether new facilities or enhancements to existing facilities are needed. It will examine how TSP projects can help build momentum. The Green Loop concept is part of a system that connects parks and places in the Central City that would be designed to provide access to all people of Portland. <u>Consider the need to preserve right-of-way along I-405, I-5, and I-84 for potential future safety, seismic, and operations improvements.</u>	Responds to testimony from ODOT.	
B	Morrison Bridge Westside Ramps Reconfiguration Study	<del>Working with Multnomah County, study the feasibility of removing or reconfiguring the ramps and approaches to the Morrison bridge to create more developable land parcels and improve multimodal connectivity to the river. Consider the impacts to providing southbound freeway access from the Central Eastside.</del>	This study was completed in 2016 in response to potential public market. The study concluded that removing or reconfiguring the ramps would not be feasible.	
C	<u>Central City Multimodal Project Planning Phase</u>	<u>This project will plan for and address safety and access issues for people biking or walking resulting from competing demands on transportation infrastructure in Portland's Central City. The primary outcomes of the first phase (Planning and Development) of the Central City Multimodal Project will be (1) a plan that identifies a feasible bicycle and pedestrian transportation network which improves safety and eliminates barriers and improves access to transit, building off of the work in the Central City 2035 plan (2) an accompanying prioritized project list that identifies high priority and feasible capital investments that support the plan. The plan and related project list will complement adjacent land uses, integrate long term planning for the Green Loop, rebalance capacity for future growth and encourage expansion in the already significant active transportation and transit mode share in the Central City. The plan will also analyze and consider potential impacts to freight mobility, access, and loading in the Central Eastside and major freight routes.</u>	Multiple public comments questioned why this upcoming project was not listed. Description also incorporates request from CEIC to analyze freight impacts.	

**Attachment J4: Staff-Recommended Amendments to CC2035 Proposed Draft TSP Studies List** (see Vol. 2B, Figure 1, p. 13-15)

Below are staff-recommended amendments to the CC2035 Proposed Draft list of transportation studies in the Central City. Note that the strike-through and underline formatting shows changes to the Proposed Draft, not to the adopted Citywide TSP. Studies with no recommended changes from the Proposed Draft are not shown in this table.

Ref #	Study Name	Description	Reason for Amendment	Discuss?
D	Central City Transit Network Study	Study potential improvements to public transportation services along Naito Parkway and the riverfront as development density and activity increases over time. <del>Study shifting bus service from Salmon to Alder to improve efficiency and usability of the bus line and improve the pedestrian/bicycle environment on Salmon.</del> Study the feasibility of consolidating routes and stops on fewer corridors by placing bus lines onto the southern end of the Transit Mall and on SW Lincoln and Naito Parkway.	Bus service on Salmon vs Alder was studied in early 2016 and it was determined that service should stay on Salmon.	
E	Naito Parkway Traffic Study	<del>Study ways to lessen the impact of freight and general traffic on Naito Parkway.</del>	Testimony questioned need for this study. Several upcoming projects will improve safety and accessibility along Naito Parkway, and other projects have been identified in the TSP and Central City 2035. Staff agree this study is no longer needed.	

**Attachment J5: Staff-Recommended Amendments to Street Classifications** (see Vol 2B, p.6-11)

Below are staff-recommended amendments to the CC2035 Proposed Draft street classifications in the Central City. Note that the list shows changes to the Proposed Draft, not to the adopted Citywide TSP. Studies with no recommended changes from the Proposed Draft are not shown in this table. Related packages of classification amendments have been grouped together for ease of reference.

**Bicycle Classifications (see Map J2)**

Ref #	Location	Proposed Draft	Staff Recommendation	Reason for Staff Recommended Amendment	Discuss?
A	NE/SE 11th/12th Ave (Ankeny - Clinton)	Major City Bikeway	City Bikeway	Responds to concerns from CEIC. Staff analysis concludes that 7th Ave better meets definition of Major City Bikeway (longer cross-district trips) than 11th/12th, which will likely serve shorter trips within Central City once Sullivan's Crossing is constructed. This change is also more consistent with the Bicycle Plan for 2030.	Y
	SE Belmont/Morrison St (7th - 12th)	Major City Bikeway	City Bikeway		
	SE Sandy Blvd (11th - 12th)	Major City Bikeway	City Bikeway		
B	NE Davis St (7th - 12th)	Local Service Bikeway	City Bikeway	Responds to public comments pointing out that Davis is the only available connection north of Burnside to get from 12th to the Burnside Bridge. However, CEIC has concerns about having City Bikeway, since Davis is a Major Truck St with a high volume of trucks both moving and parking on the street. Staff recommends adding City Bikeway classification at this time, but notes that the upcoming Central City Multimodal Project will explore alternative bike routes.	
C	SE Ankeny St (Eastbank Esplanade - 2nd)	City Bikeway	No Classification	Corrects a mapping error in the Proposed Draft. This connection was a remnant from the 1988 Central City Plan, which called for a lid over I-5 and a connection from Ankeny. That project is no longer included in Central City 2035.	
	SE Ankeny St (2nd - 3rd)	City Bikeway	Local Service Bikeway		
D	SE Sandy Blvd (7th - 11th)	City Bikeway	Major City Bikeway	Responds to public comments saying that Sandy provides a more direct connection from the 7th Ave Major City Bikeway to the Ankeny Major City Bikeway..	
E	SE Water Ave (Clay - Morrison Br off-ramp)	City Bikeway	Major City Bikeway	Responds to public comments pointing out that Water Ave provides a direct connection to the Morrison Bridge.	
F	SE 3rd Ave (Clay - Division)	City Bikeway	Local Service Bikeway	Corrects a mapping error in the Proposed Draft. This section of 3rd and Division was not a City Bikeway in the Bicycle Plan for 2030 and was not meant to be shown as such in the Proposed Draft.	
	SE Division St (3rd - MLK)	City Bikeway	Local Service Bikeway		
G	SE Caruthers St (Willamette Greenway - 2nd Pl)	No classification	City Bikeway	Corrects a mapping error in the Proposed Draft. Needed to reflect new bikeway connecting Willamette Greenway Trail to Caruthers.	
H	Gideon Overcrossing (SE Gideon St - SE 14th Ave)	No classification	City Bikeway	Corrects a mapping error in the Proposed Draft. Needed to reflect the planned Gideon ped/bike overcrossing.	
I	SE Woodward St (7th - 9th)	City Bikeway	Local Service Bikeway	Responds to comments from ODOT requesting removal of City Bikeway on this section of Powell and Ross Island Br to be consistent with the Regional Active Transportation Plan.	
	SE 7th Ave (Woodward - Powell)	City Bikeway	Local Service Bikeway		
	Ross Island Br / Powell Blvd (I-5 - SE 17th Ave)	City Bikeway	Local Service Bikeway		
J	SW 4th Ave (Madison - Stark)	City Bikeway	Major City Bikeway	Responds to high volume of public comments requesting that 4th Ave be upgraded to be a Major City Bikeway to act as a bikeway couplet with Broadway. Staff analysis concludes that 4th/Broadway better fits the definition of a Major City Bikeway (serving longer, cross-district trips) than 2nd/3rd.	
	SW/NW 4th Ave (Oak - Flanders)	City Bikeway	Major City Bikeway		
	SW Alder St (4th - 2nd)	Local Service Bikeway	Major City Bikeway		
K	SW 1st Ave (I-405 - Market)	Major City Bikeway	City Bikeway	Upgrading 4th Ave to Major City Bikeway (see amendment #10, above) means that the 1st/2nd/3rd bikeway should be changed to City Bikeway in order to better space out Major City Bikeways. Staff analysis concludes that 4th/Broadway better fits the definition of a Major City Bikeway (serving longer, cross-district trips) than 2nd/3rd.	
	SW Market St (1st - 3rd)	Major City Bikeway	City Bikeway		
	SW/NW 2nd Ave (Market - Flanders)	Major City Bikeway	City Bikeway		
	SW 3rd Ave (Market - Jefferson)	Major City Bikeway	City Bikeway		
	SW/NW 3rd Ave (Main - Flanders)	Major City Bikeway	City Bikeway		

L	NW Naito Pkwy to Steel Br northbound ramp	Major City Bikeway	City Bikeway	Corrects a mapping error in the Proposed Draft. Major City Bikeway should connect Flanders to Steel Bridge at ground level, while City Bikeway should be on the ramp and the top deck of the Steel Bridge.
	Waterfront Park Trail (Naito/Flanders Crossing - Steel Bridge Path)	City Bikeway	Major City Bikeway	
M	NW Johnson St (9th - Station Way)	Major City Bikeway	City Bikeway	Corrects a mapping error in the Proposed Draft. New connection on Johnson through Post Office Blocks should be a City Bikeway to match the rest of Johnson.
N	NW Raleigh St (I-405 - 13th)	Local Service Bikeway	City Bikeway	Responds to concerns about removing City Bikeway classification from streets that are currently neighborhood greenways with sharrows. Staff recommendation is now to keep City Bikeway classification for now and only remove them if and when the neighborhood greenway facility switches to a different street.
	NW Overton St (I-405 - 11th)	Local Service Bikeway	City Bikeway	
O	SW 6th Ave (I-405 - Jackson)	City Bikeway	Major City Bikeway	Responds to comments that for bicyclists coming into downtown from Terwilliger, 6th is and will remain the most direct path to cross I-405. Since TSP projects exist to improve both 6th and Jackson, staff recommend this upgrade.
	SW Jackson St (Park - 6th)	City Bikeway	Major City Bikeway	
P	SW 15th Ave (Burnside - Salmon)	Local Service Bikeway	City Bikeway	Staff analysis has indicated that 15th and 16th would likely operate better as a bicycle couplet (southbound on 15th, northbound on 16th) to match existing traffic circulation.
Q	SW Morrison St (20th - 18th)	Local Service Bikeway	City Bikeway	Responds to comments that a connection is needed from the planned 20th Ave Neighborhood Greenway to the 18th/19th and Alder bikeways.
	SW 18th Ave (Alder - Morrison)	Local Service Bikeway	City Bikeway	
	SW 19th Ave (Alder - Morrison)	Local Service Bikeway	City Bikeway	

**Pedestrian Classifications (see Map J3)**

Ref #	Location	Proposed Draft	As Amended	Reason for Amendment	Discuss?
A	Hawthorne Bridge	No classification	Off-Street Path	Corrects a mapping error in the Proposed Draft. Needed to reflect existing conditions on Hawthorne Bridge.	

**Transit Classifications (See Map J4)**

Ref #	Location	Proposed Draft	As Amended	Reason for Amendment	Discuss?
A	SW Salmon St (18th - 2nd)	Transit Access Street	Major Transit Priority Street	Responds to concerns from TriMet regarding the concept of switching transit service from Salmon to Alder. Further staff analysis concluded that current network pattern is preferable. This amendment will make the transit classifications reflect existing Line 15 frequent service transit.	
	SW 2nd Ave (Salmon - Alder)	Transit Access Street	Major Transit Priority Street		
	SW Alder St (18th - 2nd)	Major Transit Priority Street	Local Service Transit Street		
	SW 18th/19th Ave (Burnside - Morrison)	Transit Access Street	Major Transit Priority Street		
B	Streetcar Line along Moody, River Pkwy, Harrison, 4th, Montgomery, and Urban Plaza (Gibbs - 6th)	Regional Transitway & Major Transit Priority Street	Major Transit Priority Street	Corrects a mapping error in the Proposed Draft. Streetcar is not considered a Regional Transitway because it does not operate regionally and mostly operates in mixed traffic.	
C	SW Harrison St (4th - 6th)	Local Service Transit Street	Major Transit Priority Street	Corrects several mapping errors in the Proposed Draft. Reflects existing and planned frequent service transit.	
	SW Market St (Naito - 1st)	Local Service Transit Street	Major Transit Priority Street		
	SW Main St (6th - Broadway)	Local Service Transit Street	Major Transit Priority Street		
	SW Madison St (6th - Broadway)	Local Service Transit Street	Major Transit Priority Street		
	SW Broadway (Main - Madison)	Local Service Transit Street	Major Transit Priority Street		
	SW Broadway (Burnside - Pine)	Local Service Transit Street	Major Transit Priority Street		
	SW Pine St (6th - Broadway)	Local Service Transit Street	Major Transit Priority Street		
	NW Everett/Glisan St (6th - Steel Br)	Transit Access Street	Major Transit Priority Street		
	NE 7th Ave (Weidler - Oregon)	Transit Access Street	Major Transit Priority Street		
	NE Oregon St (MLK - 7th)	Transit Access Street	Major Transit Priority Street		
NE 15th/16th Ave (Multnomah - Schuyler)	Transit Access Street	Major Transit Priority Street			

	SE 12th Ave (Madison - Hawthorne)	Transit Access Street	Major Transit Priority Street	
D	SE Water Ave (2nd Pl - 4th)	No classification	Local Service Transit Street	Corrects a mapping error in the Proposed Draft. Reflects current alignment of Water Ave and 4th Ave.
	SE 4th Ave (Caruthers - Division Pl)	No classification	Local Service Transit Street	
E	NW 15th Ave (Burnside - Couch)	Major Transit Priority Street	Local Service Transit Street	Corrects a mapping error in the Proposed Draft. Inconsistent with planned transit service.
	NE 16th Dr (Holladay - Multnomah)	Transit Access Street	Local Service Transit Street	
F	NW Hoyt St (Naito - 3rd)	Transit Access Street	No Classification	Corrects a mapping error in the Proposed Draft. Hoyt does not connect to Naito.
	NW Hoyt St (5th - 3rd)	Transit Access Street	Local Service Transit Street	

**Traffic Classifications (see Map J5)**

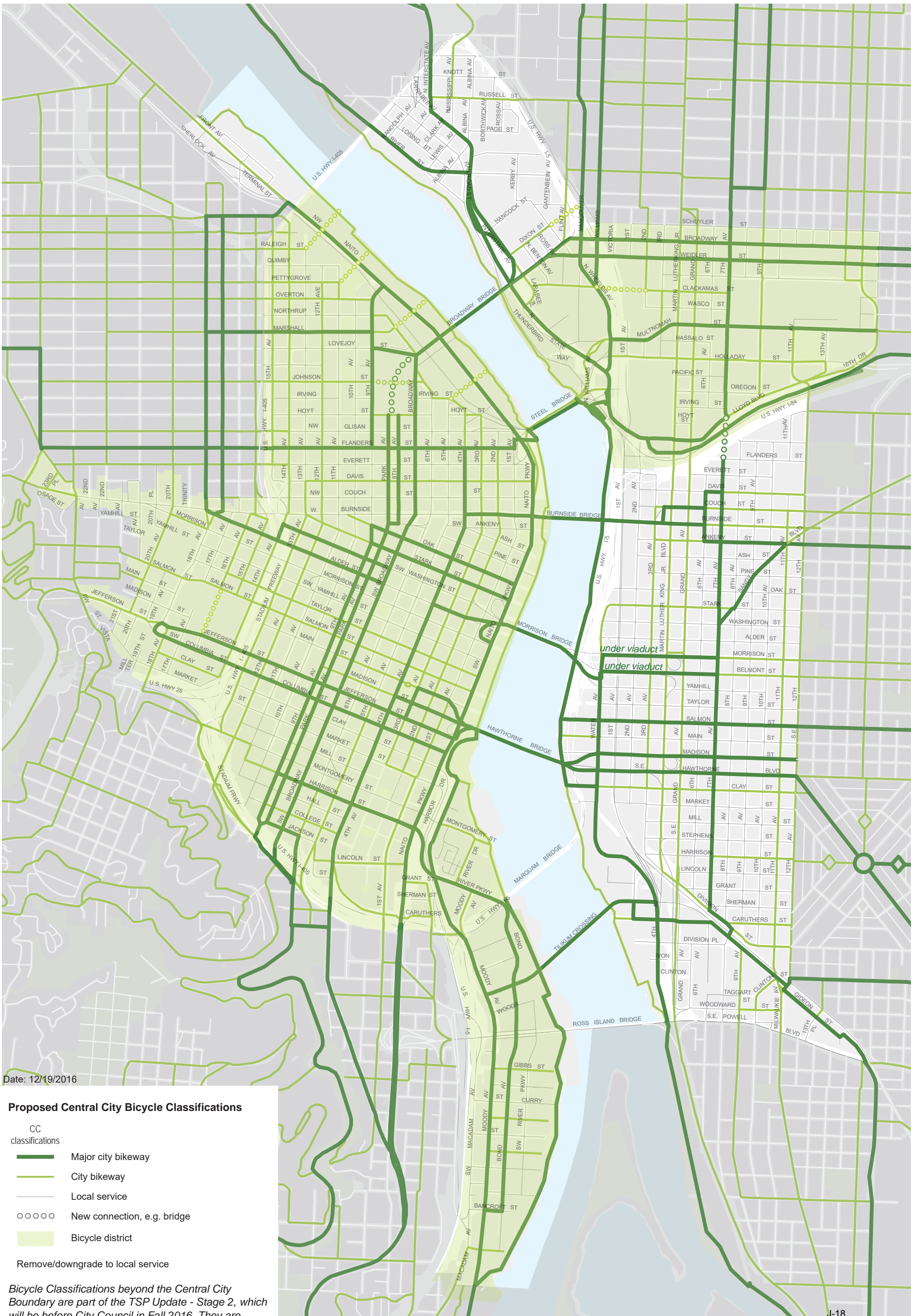
Ref #	Location	Proposed Draft	As Amended	Reason for Amendment	Discuss?
A	NE Broadway/Weidler (Grand - 16th)	Traffic Access Street	Major City Traffic Street	The Broadway/Weidler couplet is currently a Major City Traffic Street. Staff had proposed down-grading to Traffic Access Street in the Proposed Draft, but further analysis has shown that Broadway/Weidler is likely to continue to function as a Major City Traffic Street (primarily serving longer, cross-district trips) and would not meet the definition of a Traffic Access Street.	
B	SE Division St (3rd - 7th)	Traffic Access Street	Local Service Traffic Street	Corrects a mapping error in the Proposed Draft.	
C	SE Division Pl (Grand - 8th)	Traffic Access Street	Major City Traffic Street	Reflects preferred route for through traffic going from MLK/Grand southbound to Powell westbound.	
	SE 8th Ave (Division Pl - Powell)	Traffic Access Street	Major City Traffic Street		
D	SW Stark St (10th - 13th)	Traffic Access Street	Local Service Traffic Street	Corrects a mapping error in the Proposed Draft.	

**Emergency Response Classifications (see Map J6)**

Ref #	Location	Proposed Draft	As Amended	Reason for Amendment	Discuss?
A	SW Salmon St (18th - 20th)	Major Emergency Response Street	Minor Emergency Response Street	Corrects minor mapping errors in the Proposed Draft.	
	SW 12th Ave (Montgomery - College)	Minor Emergency Response Street	Secondary Emergency Response Street		
	SW 13th Ave (College - Hall)	Minor Emergency Response Street	Secondary Emergency Response Street		
	SW Hall St (13th - 14th)	Minor Emergency Response Street	Secondary Emergency Response Street		
	NW 17th Ave (Front - Railroad)	Minor Emergency Response Street	Major Emergency Response Street		
	NW 1st Ave (Burnside - Everett)	Major Emergency Response Street	Minor Emergency Response Street		
	Everett to Steel Br ramp	Minor Emergency Response Street	Major Emergency Response Street		
	N Vancouver Ave (I-5 - Broadway)	Minor Emergency Response Street	Major Emergency Response Street		
	SE Hawthorne Blvd (11th - 12th)	Minor Emergency Response Street	Major Emergency Response Street		
	SE Caruthers St (4th - Grand)	Major Emergency Response Street	Minor Emergency Response Street		
	SE Grand Ave (under viaduct, Caruthers - Division Pl)	Major Emergency Response Street	Minor Emergency Response Street		
	SE Grand Ave to Division Pl ramp	Minor Emergency Response Street	Major Emergency Response Street		
	SE Woodward St (Grand - 8th)	Minor Emergency Response Street	Major Emergency Response Street		
	NW Hoyt St (10th - 11th)	Major Emergency Response Street	Minor Emergency Response Street		



B	SE Mill St (3rd - Grand)	Minor Emergency Response Street	Major Emergency Response Street	Request from Portland Fire and Rescue.	
	SE 3rd Ave (Mill - Division)	Minor Emergency Response Street	Major Emergency Response Street		
	SE Division St (3rd - Grand)	Minor Emergency Response Street	Major Emergency Response Street		
C	NW 10th/11th Ave (Burnside - Northrup)	Major Emergency Response Street	Secondary Emergency Response Street	Feedback from Portland Fire and Rescue that physically constrained streetcar streets would not be appropriate as a major route when other nearby routes are available.	
	NW 10th/11th Ave (Northrup - Overton)	Minor Emergency Response Street	Secondary Emergency Response Street		
	NW Northrup St (9th - 15th)	Major Emergency Response Street	Minor Emergency Response Street		



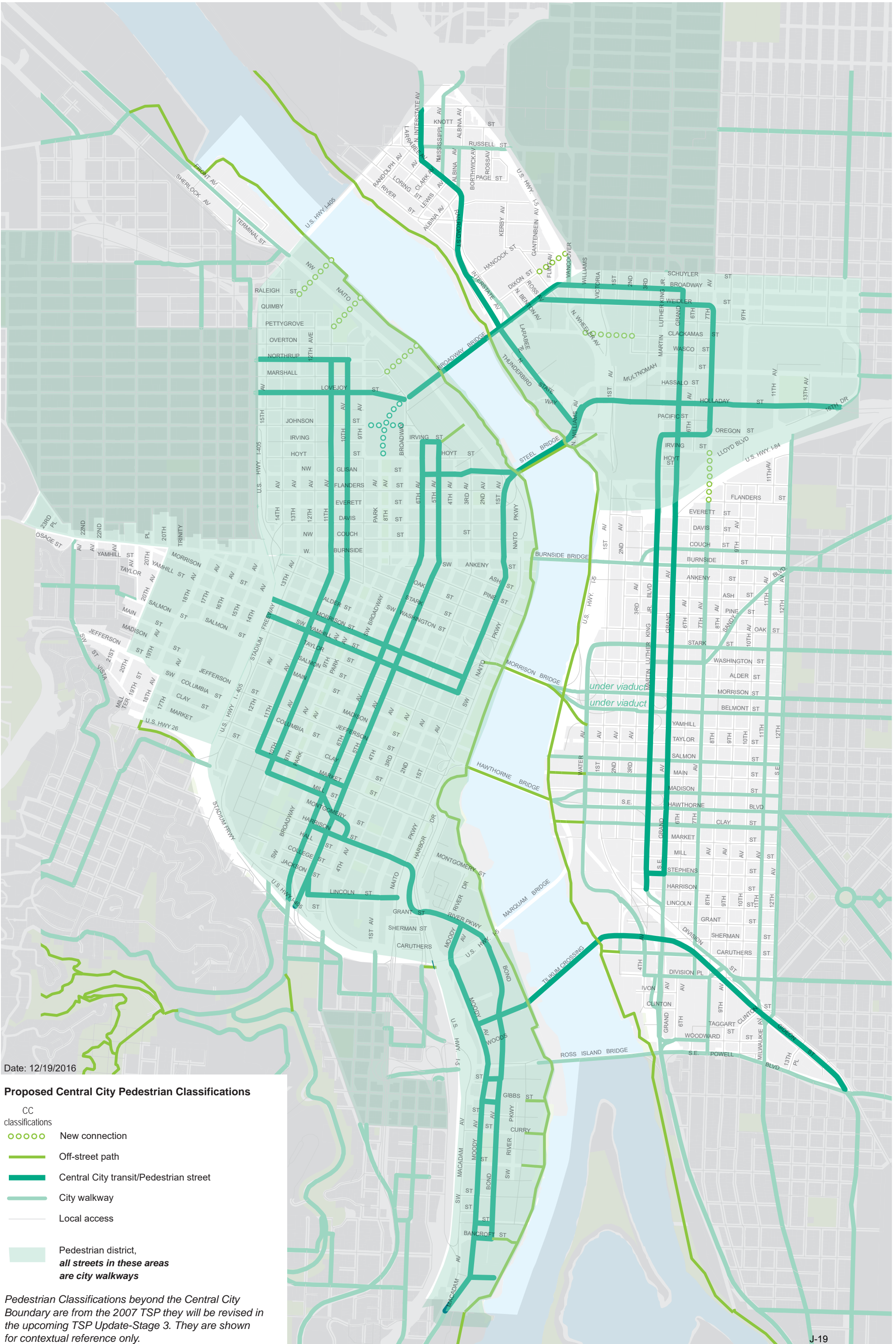
Date: 12/19/2016

**Proposed Central City Bicycle Classifications**

- CC classifications
- Major city bikeway
- City bikeway
- Local service
- New connection, e.g. bridge
- Bicycle district

Remove/downgrade to local service

*Bicycle Classifications beyond the Central City Boundary are part of the TSP Update - Stage 2, which will be before City Council in Fall 2016. They are*

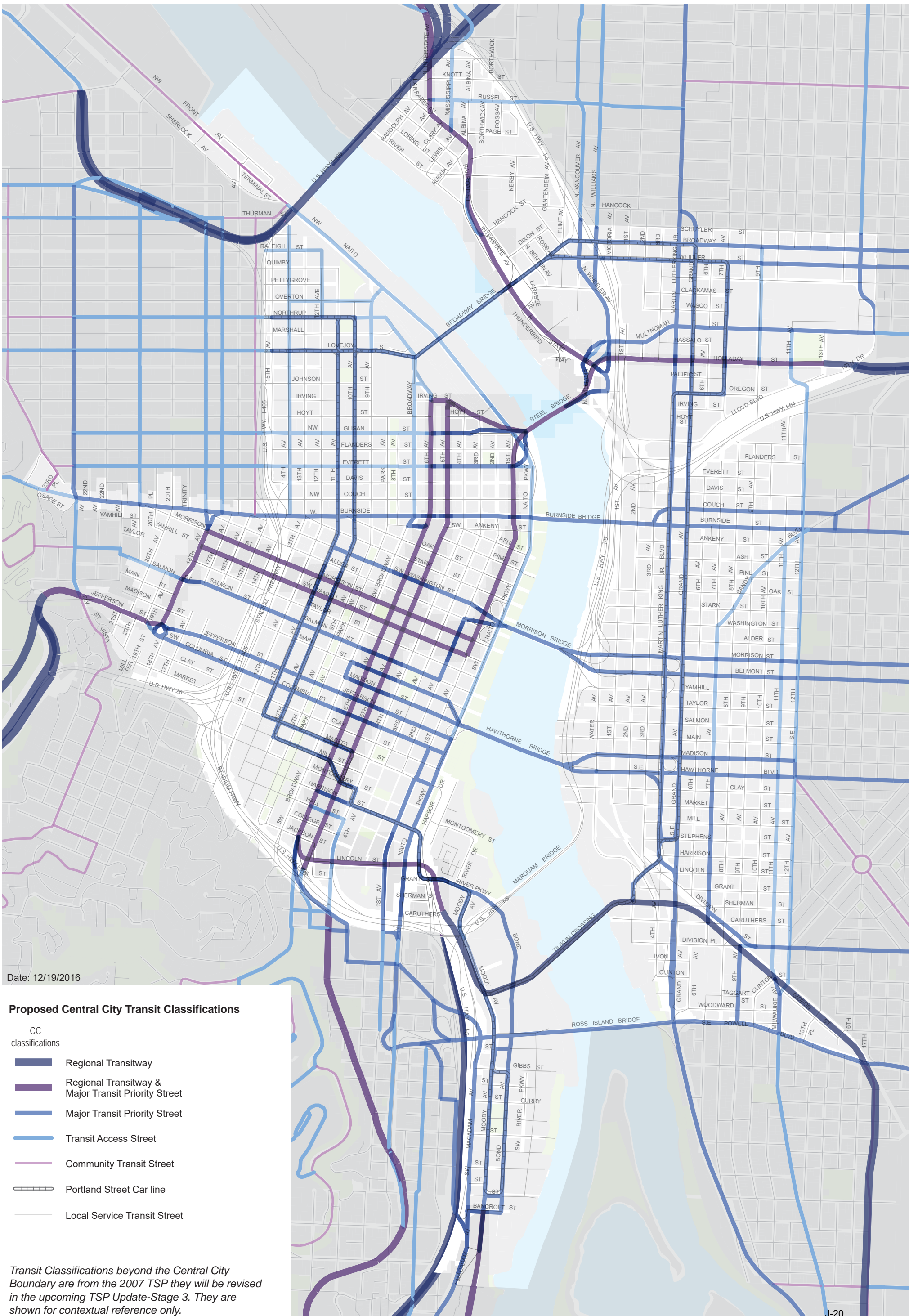


Date: 12/19/2016

**Proposed Central City Pedestrian Classifications**

- CC classifications
- ○ ○ ○ ○ New connection
- Off-street path
- Central City transit/Pedestrian street
- City walkway
- Local access
- Pedestrian district, **all streets in these areas are city walkways**

Pedestrian Classifications beyond the Central City Boundary are from the 2007 TSP they will be revised in the upcoming TSP Update-Stage 3. They are shown for contextual reference only.

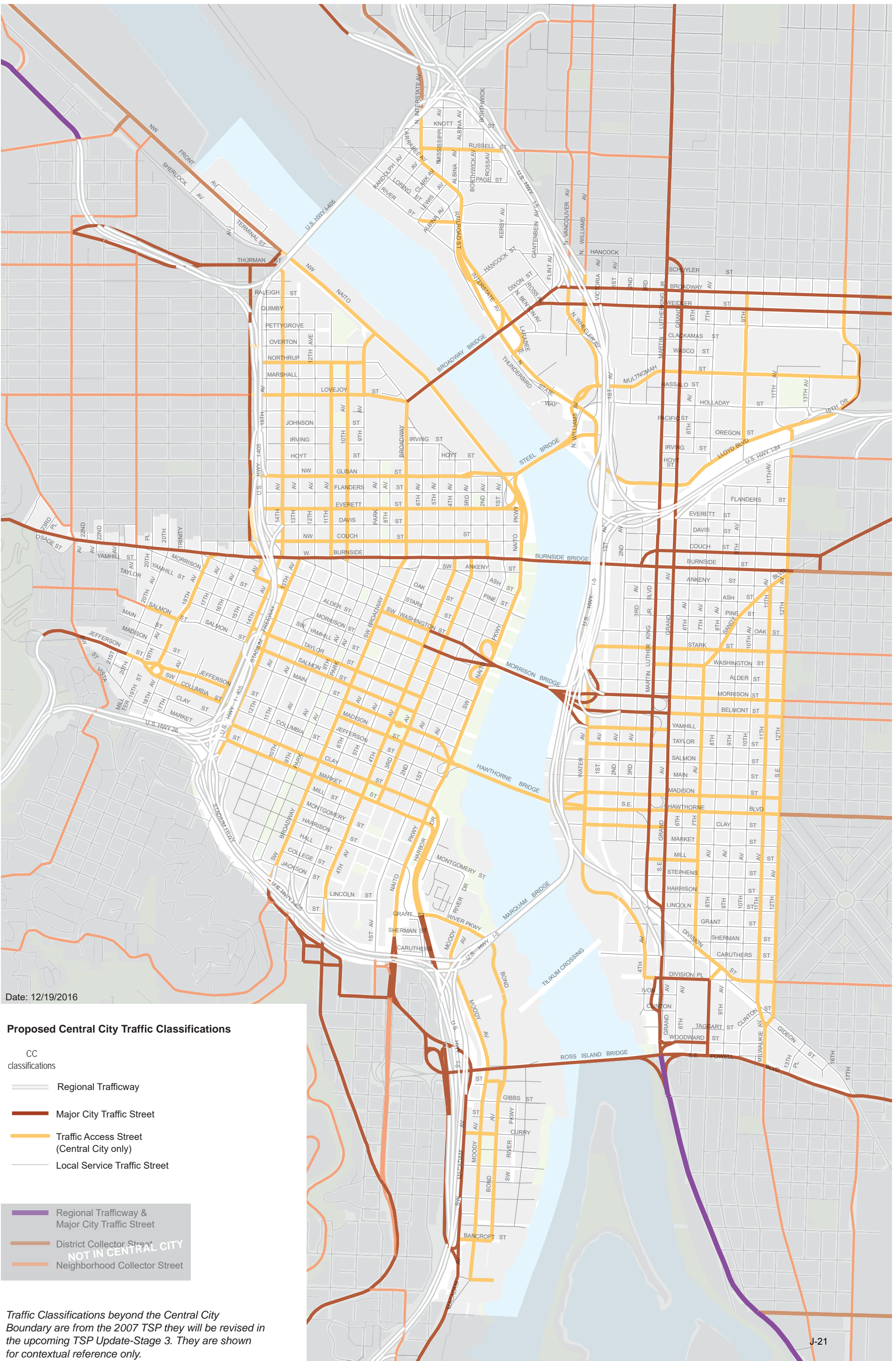


Date: 12/19/2016

**Proposed Central City Transit Classifications**

- CC classifications
- Regional Transitway
  - Regional Transitway & Major Transit Priority Street
  - Major Transit Priority Street
  - Transit Access Street
  - Community Transit Street
  - Portland Street Car line
  - Local Service Transit Street

*Transit Classifications beyond the Central City Boundary are from the 2007 TSP they will be revised in the upcoming TSP Update-Stage 3. They are shown for contextual reference only.*

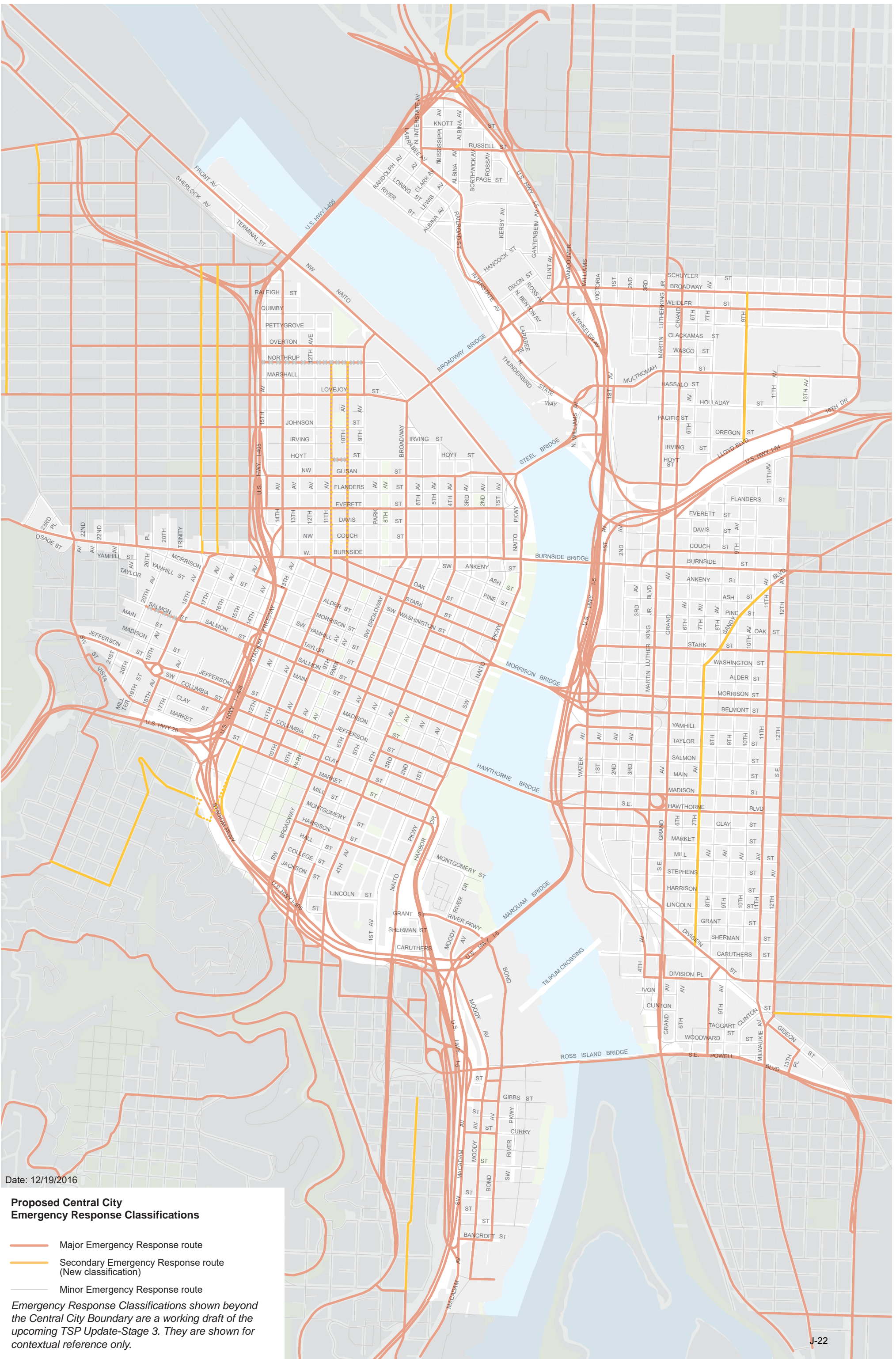


Date: 12/19/2016

**Proposed Central City Traffic Classifications**

- CC classifications
- Regional Trafficway
  - Major City Traffic Street
  - Traffic Access Street (Central City only)
  - Local Service Traffic Street
- Regional Trafficway & Major City Traffic Street
  - District Collector Street
  - Neighborhood Collector Street

Traffic Classifications beyond the Central City Boundary are from the 2007 TSP they will be revised in the upcoming TSP Update-Stage 3. They are shown for contextual reference only.



Date: 12/19/2016

**Proposed Central City  
Emergency Response Classifications**

- Major Emergency Response route
- Secondary Emergency Response route (New classification)
- Minor Emergency Response route

*Emergency Response Classifications shown beyond the Central City Boundary are a working draft of the upcoming TSP Update-Stage 3. They are shown for contextual reference only.*