



CENTRALCITY 2035

Volume 2B TRANSPORTATION SYSTEM PLAN AMENDMENTS

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Effective August 10, 2020



Bureau of Planning and Sustainability
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City of Portland, Oregon



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ACKNOWLEDGEMENTS

This plan is the culmination of work over many years on the Central City Concept Plan, three quadrant plans (North/Northeast Quadrant Plan, West Quadrant Plan, Southeast Quadrant Plan), Natural and Scenic Resources protection plans, and the Bonus and Transfer Study. Many thanks to the thousands of stakeholders who participated in those processes and whose contributions helped to shape this plan.

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Special thanks to the current and former PSC members who chaired Central City Plan committees:

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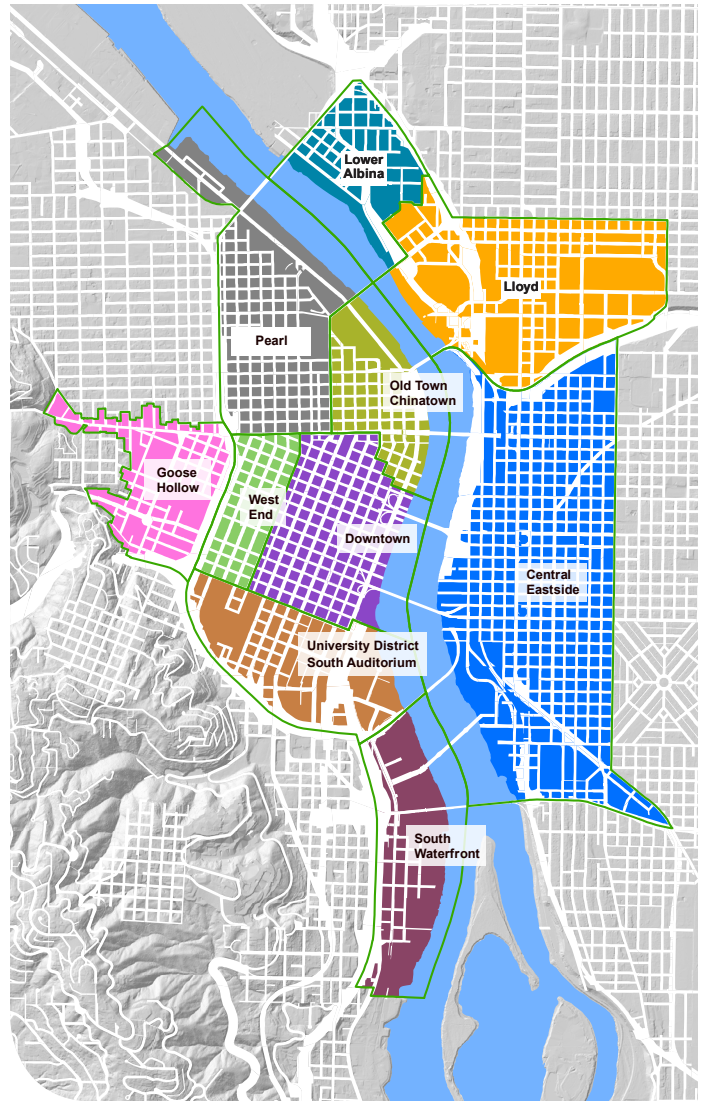
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NW 10th Avenue between Burnside and Couch, 1921

1. Introduction

This volume includes transportation-related policies, performance targets, street classification maps, a list of studies and a candidate project list that amend the Portland Comprehensive Plan and Transportation System Plan to reflect the new direction set by the Central City 2035 Plan.

This volume also includes the documents necessary to designate the Central City as a Multimodal Mixed-Use Area (MMA) which is expected to facilitate the continued build out of Portland’s urban core. These materials require City Council adoption by ordinance.

TRANSPORTATION SYSTEM PLAN

As part of the Comprehensive Plan, the City of Portland is updating the Transportation System Plan (TSP), the long-range plan guiding transportation investments in the City. The 2035 TSP will guide future investments to:

- Save lives and reduce injuries.
- Limit traffic congestion so transit and freight vehicles can move more reliably.
- Reduce climate pollution & promote healthy lifestyles.
- Keep more money in the local economy, as we spend less on vehicles and fuel.
- Create great places.

The last update of the TSP was completed in 2007 incorporating the Freight Master Plan, Green Street policies, and other plans.

The TSP meets state and regional planning requirements and addresses local transportation needs for cost-effective street, transit, freight, bicycle, and pedestrian improvements. The plan will provide transportation options for residents, employees, visitors, and firms doing business in Portland, making it more convenient to walk, bike, take transit — and drive less — while meeting their daily needs. The TSP provides a balanced transportation system to support neighborhood livability and economic development.

The Central City 2035 Plan includes Central City-specific amendments to the Comprehensive Plan policies and TSP in the form of policies, classification maps, candidate projects and studies that follow.

2. Policy Amendments

The following transportation policies are contained in Volume 1 of the CC2035 Plan and will be included in the Transportation System Plan. The policy numbering system used below may need to be changed.

Goal 9.1 The Central City has a safe, affordable, efficient and accessible transportation system that prioritizes walking, bicycling and transit, supports growth and reinforces the role of the Central City as the region’s high density center.

Central City

The Central City is expected to continue to be the region’s unique center for commerce and employment, arts and culture, entertainment, tourism, education and government. As such, it is imperative that the Central City provide the highest levels of accessibility, travel options and pedestrian amenities to support the planned residential and employment densities and other goals stated in the Central City 2035 Plan. Goal 9.1 and the following policies provide the transportation policy framework for the Central City.

POLICY 9.40 **Regional transportation hub.** Strengthen the Central City as the highly accessible and multimodal hub for moving people and goods, reinforcing its regional center roles, enabling successful high density employment and housing development, and thereby affirming its role in Metro’s Region 2040 Framework Plan.

POLICY 9.41 **Portals.** Manage entry points into the Central City to provide balanced multimodal access to efficiently accommodate the increase in person trips and goods delivery as a result of growth and development. Discourage through trips from using Central City streets.

POLICY 9.42 **Optimized street network.** Improve street design and function to increase efficiency and safety for all transportation modes and the ability of the existing network to meet the access needs of businesses, shoppers, residents and visitors. Establish a system and standards that emphasize walking, bicycling, transit use and freight access while continuing to provide automobile access.

POLICY 9.43 **Transportation system management.** Manage access and circulation to reduce traffic speeds and provide for safe street crossings, while balancing the need for vehicle and freight access to and from the district. Manage the roadway system within the Central City in a way that allows greater levels of traffic congestion. In congested areas, prioritize modes other than automobiles to accommodate travel demand.

- POLICY 9.44 **Regional multimodal access.** Work with the Oregon Department of Transportation on improvements to I-405, I-5 and US26 to enhance regional access to the Central City. Minimize through traffic on Central City streets, improve pedestrian and bicycle connectivity across the freeways and create opportunities for capping freeways to lessen the barrier effect of the freeway and open new areas for potential development and/or parks, open space, and recreation opportunities.
- POLICY 9.45 **Mode split.** Strive to achieve the Central City targets set in the most current Transportation System Plan.
- POLICY 9.46 **Street diversity.** Differentiate the character of key streets to offer a diversity of urban experiences and connections, reflect the character of unique districts and expand open space and recreation functions in the right-of-way where possible.
- POLICY 9.47 **Streetscape.** Improve the street environment and pedestrian experience by providing urban greenery, community uses of the right-of-way and by integrating high-density uses to activate the pedestrian environment and encourage community gathering.
- POLICY 9.48 **Walking.** Encourage walking as the principal way to get around the Central City, with improved on-street and off-street infrastructure that enhances safety and closes access gaps to areas within, and adjacent to, the Central City.
- POLICY 9.49 **Bicycling.** Prioritize bicycling by implementing world-class on-street and off-street infrastructure that is safe, comfortable and convenient for people of all ages and abilities. Augment capital improvements with robust encouragement, education and enforcement efforts.
- POLICY 9.50 **Transit.** Continue to strengthen the regional role of transit in the Central City. Support increased frequency, span-of-service, reliability and safety, as well as expansion of the rail, bus and streetcar systems. Explore river transit opportunities. Facilitate safe, pleasant and efficient access and transfer opportunities for transit riders via a clear, intuitive and convenient transit network that consolidates fragmented routes and provides high standards of transit amenities.
- POLICY 9.51 **Transportation demand management.** Foster the development of business and property owner supported programs, incentives and activities that encourage employees, residents, students and visitors to use walking,

cycling, transit, carpool and car-share, as well as telecommuting and traveling outside the hours of peak congestion.

- POLICY 9.52 **Auto parking.** Support Central City parking needs, particularly for retail, employment and residential growth, as well as for access to major attractions such as universities and event venues. Continue to limit the growth of the overall auto parking supply, and maximize the joint use of existing and new stalls to manage parking in a more efficient and dynamic manner, lower the costs of construction and meet mode split and climate action goals for the city. Maintain no auto parking minimum requirements in the Central City and set maximum auto parking ratios to encourage other modes and allow new long-term parking only if associated with new development or to serve buildings with little parking.
- POLICY 9.53 **Bicycle Parking.** Encourage the provision of bicycle parking to serve the expected increase in bicycle trips in the Central City.
- POLICY 9.54 **Public Parking.** Continue to manage public parking on the street system and in public garages to support Central City parking needs, prioritizing short trips and turnover to serve retail and visitor needs. Develop a performance-based parking program that manages Central City public parking to meet performance targets via dynamic pricing and other parking management tools and by providing clear and transparent parking information. Balance the need for on street parking with other uses of the curb zone. In managing the supply of on-street parking, the first priority is for short-term parking, followed by carpool and finally long-term parking.
- POLICY 9.55 **Loading.** Support the delivery of goods in the Central City. Pursue strategies that bring new ways of delivering goods to the Central City in a way that optimizes loading and freight access and makes efficient use of limited urban space.

3. Performance Targets

The transportation performance targets are included in Volume 5A and are provided here for reference. Like the other Central City 2035 targets, they are adopted by City Council resolution.

Central City: In 2035, at least 80% of commute trips to and from the district are by non-single occupancy vehicle (SOV).

Downtown: In 2035, at least 85% of commute trips to and from the district are by non-single occupancy vehicle (SOV).

West End: In 2035, at least 85% of commute trips to and from the district are by non-single occupancy vehicle (SOV).

Goose Hollow: In 2035, at least 75% of commute trips to and from the district are by non-single occupancy vehicle (SOV).

Pearl: In 2035, at least 80% of commute trips to and from the district are by non-single occupancy vehicle (SOV).

Old Town/Chinatown: In 2035, at least 85% of commute trips to and from the district are by non-single occupancy vehicle (SOV).

South Waterfront: In 2035, at least 75% of commute trips to and from the district are by non-single occupancy vehicle (SOV).

Lloyd: In 2035, at least 75% of commute trips to and from the district are by non-single occupancy vehicle (SOV).

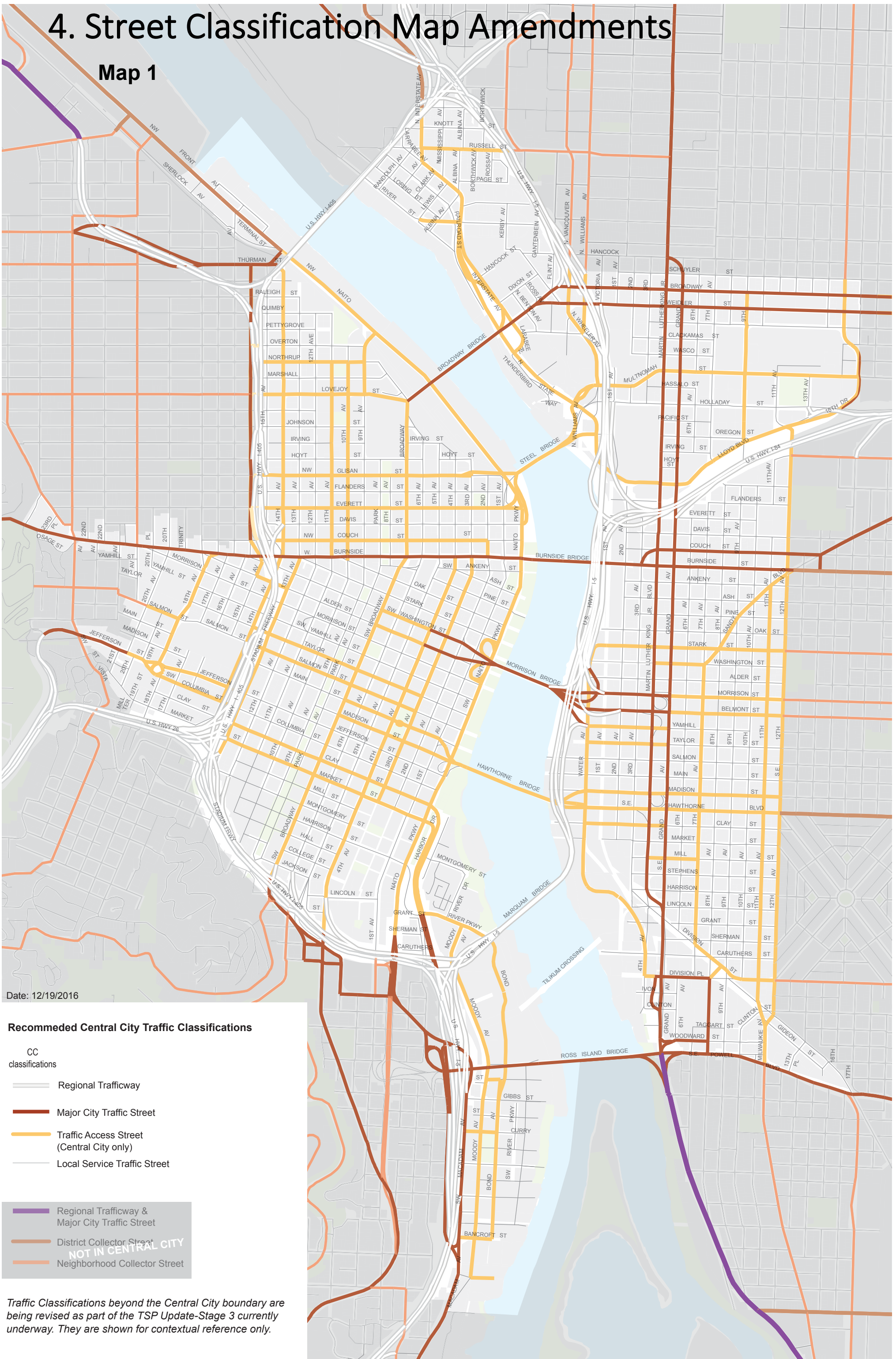
Central Eastside: In 2035, at least 65% of commute trips to and from the district are by non-single occupancy vehicle (SOV).

Lower Albina: In 2035, at least 55% of commute trips to and from the district are by non-single occupancy vehicle (SOV).

South Downtown/University: In 2035, at least 80% of commute trips to and from the district are by non-single occupancy vehicle (SOV).

4. Street Classification Map Amendments

Map 1



Date: 12/19/2016

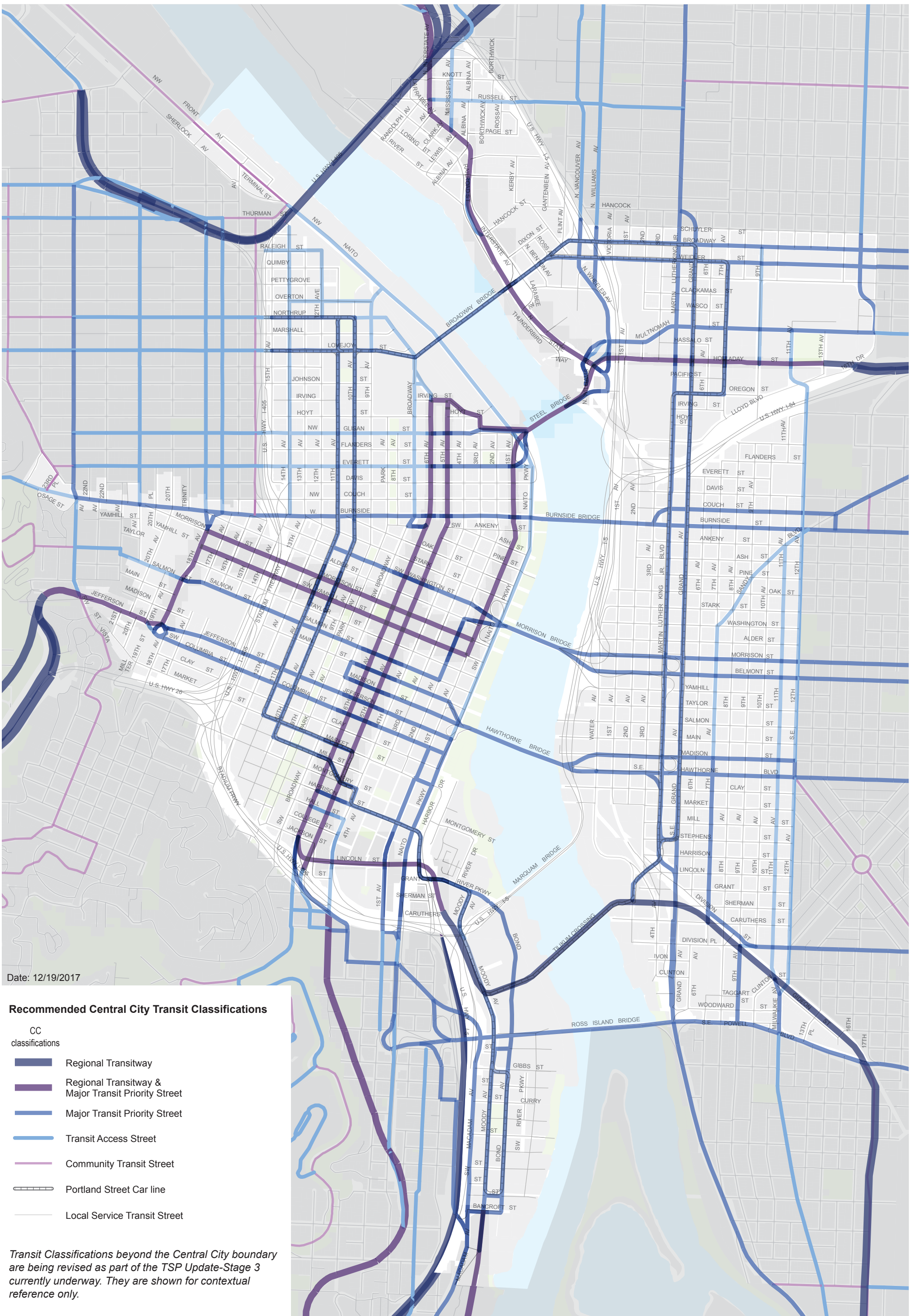
Recommended Central City Traffic Classifications

- 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 **NOT IN CENTRAL CITY**
- Neighborhood Collector Street

Traffic Classifications beyond the Central City boundary are being revised as part of the TSP Update-Stage 3 currently underway. They are shown for contextual reference only.

Map 2



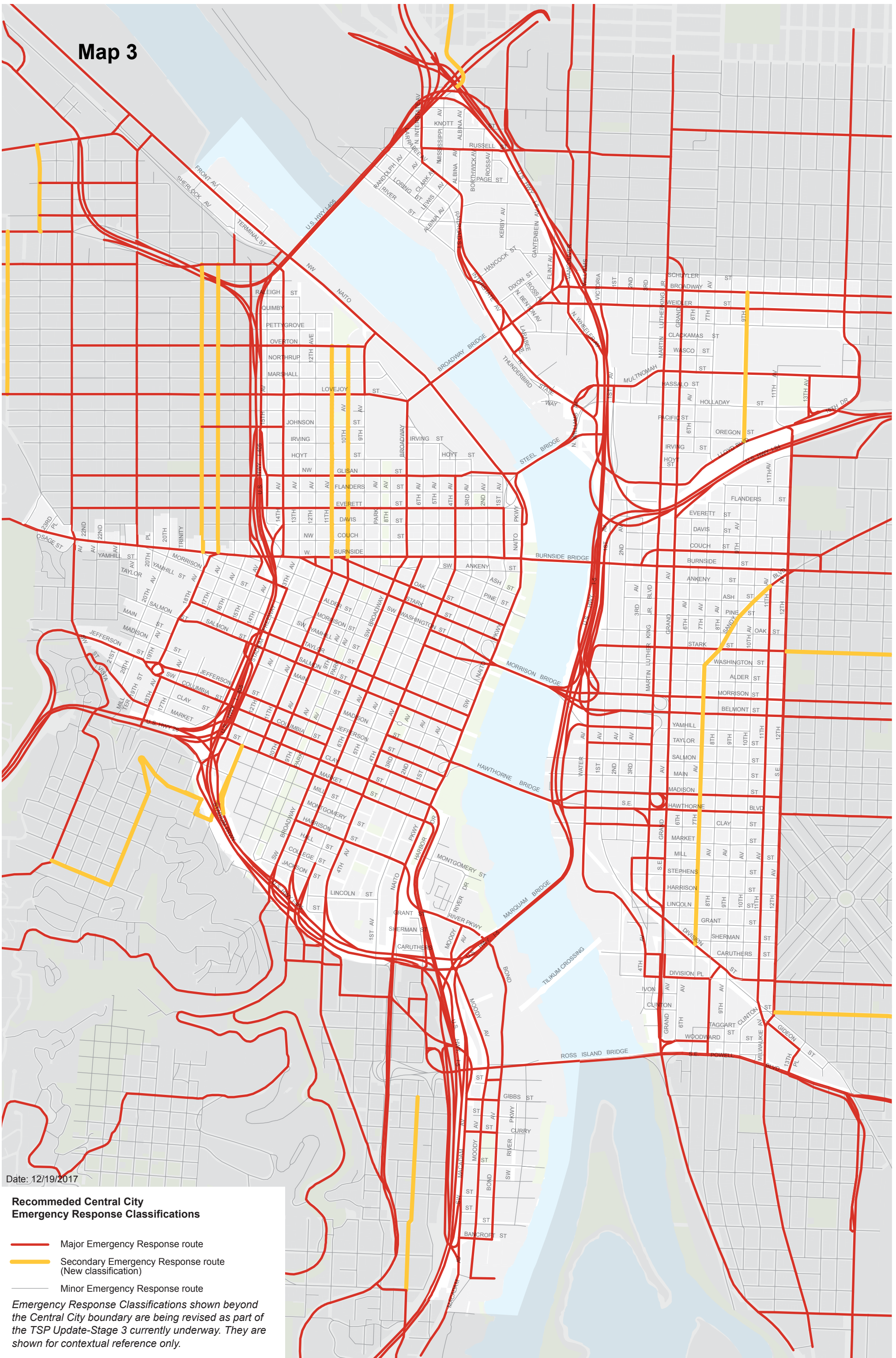
Date: 12/19/2017

Recommended 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 being revised as part of the TSP Update-Stage 3 currently underway. They are shown for contextual reference only.

Map 3



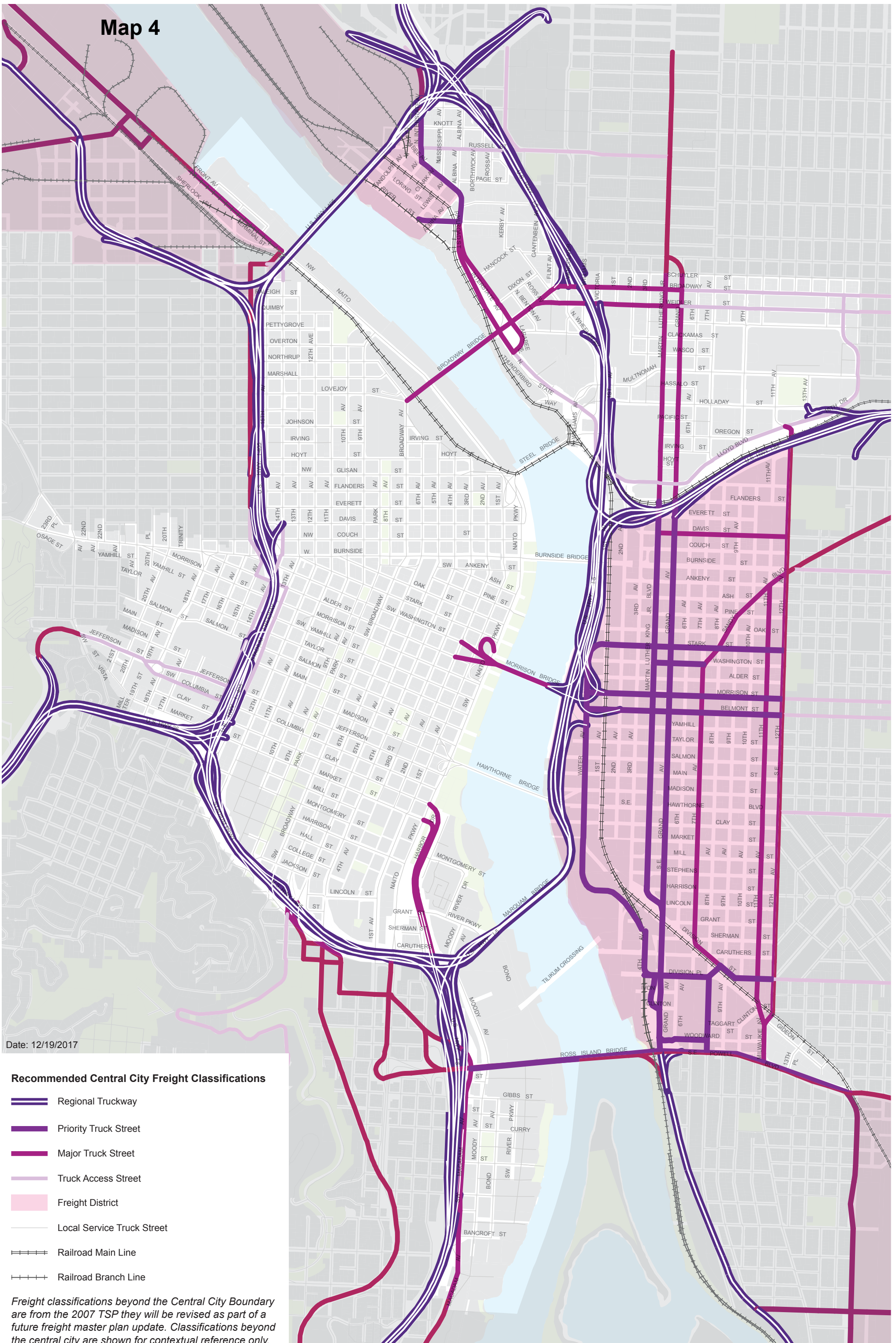
Date: 12/19/2017

Recommended 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 being revised as part of the TSP Update-Stage 3 currently underway. They are shown for contextual reference only.

Map 4



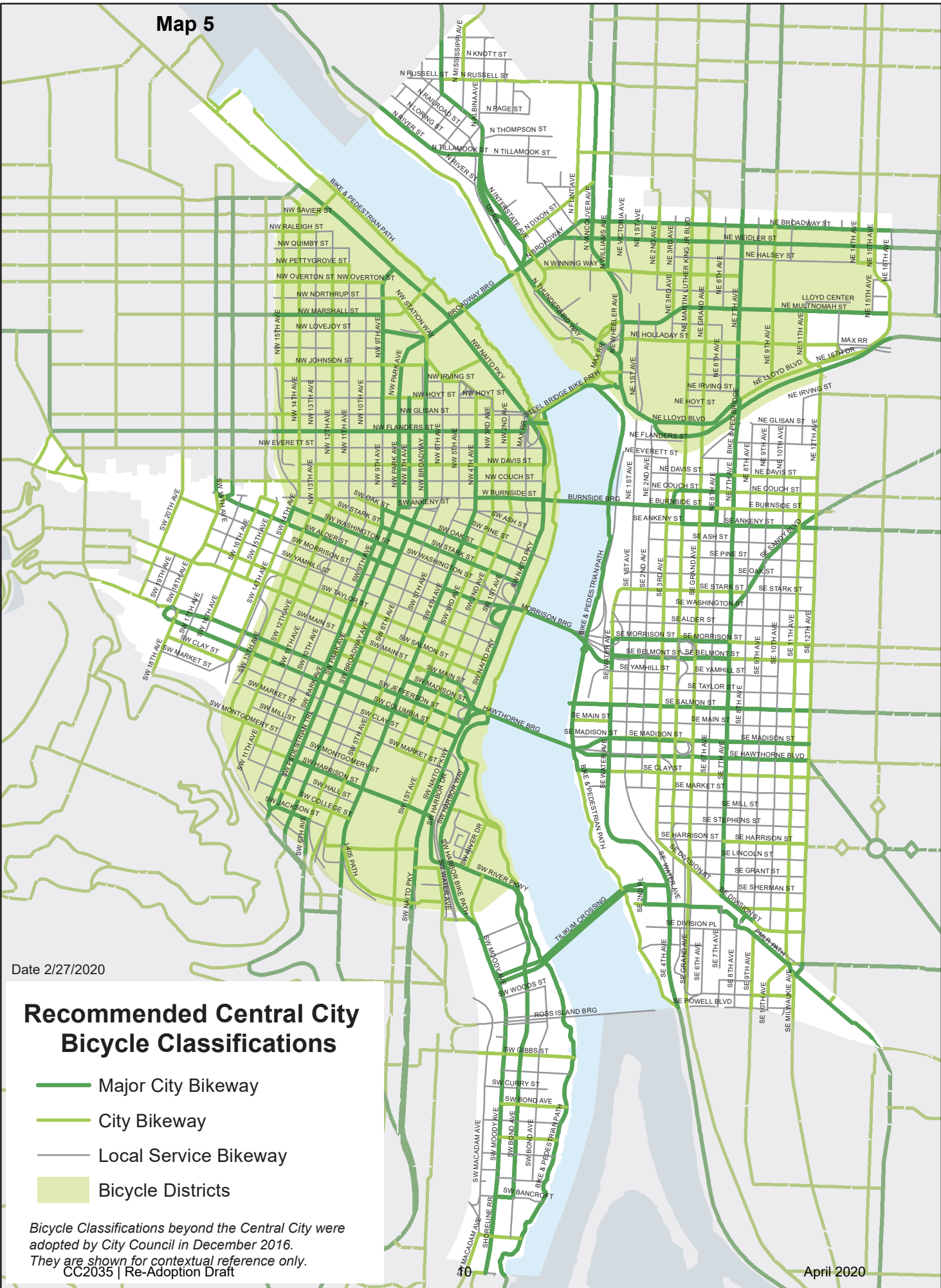
Date: 12/19/2017

Recommended Central City Freight Classifications

-  Regional Truckway
-  Priority Truck Street
-  Major Truck Street
-  Truck Access Street
-  Freight District
-  Local Service Truck Street
-  Railroad Main Line
-  Railroad Branch Line

Freight classifications beyond the Central City Boundary are from the 2007 TSP they will be revised as part of a future freight master plan update. Classifications beyond the central city are shown for contextual reference only.

Map 5



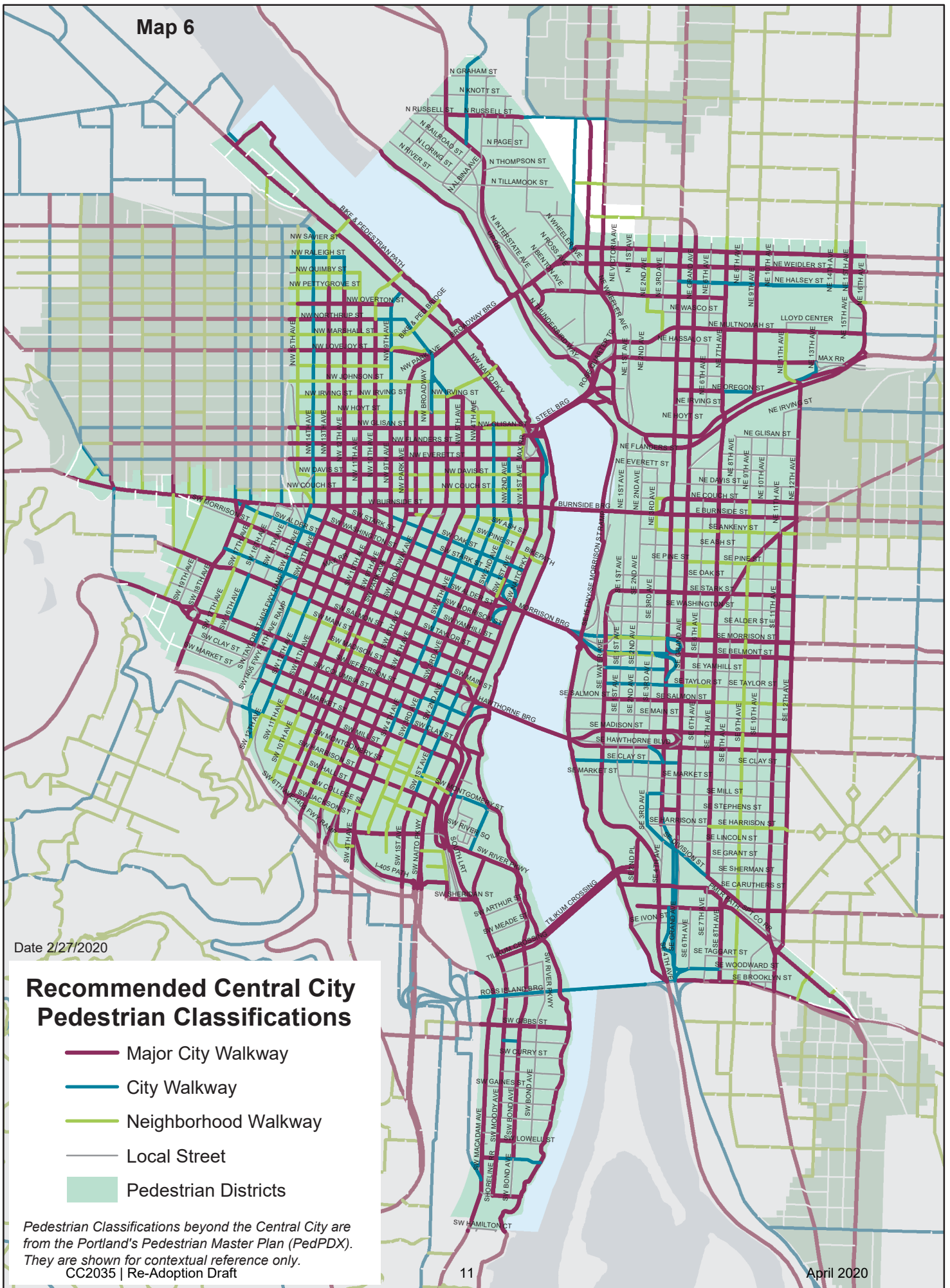
Date 2/27/2020

Recommended Central City Bicycle Classifications

- Major City Bikeway
- City Bikeway
- Local Service Bikeway
- Bicycle Districts

Bicycle Classifications beyond the Central City were adopted by City Council in December 2016. They are shown for contextual reference only.
 CC2035 | Re-Adoption Draft

Map 6



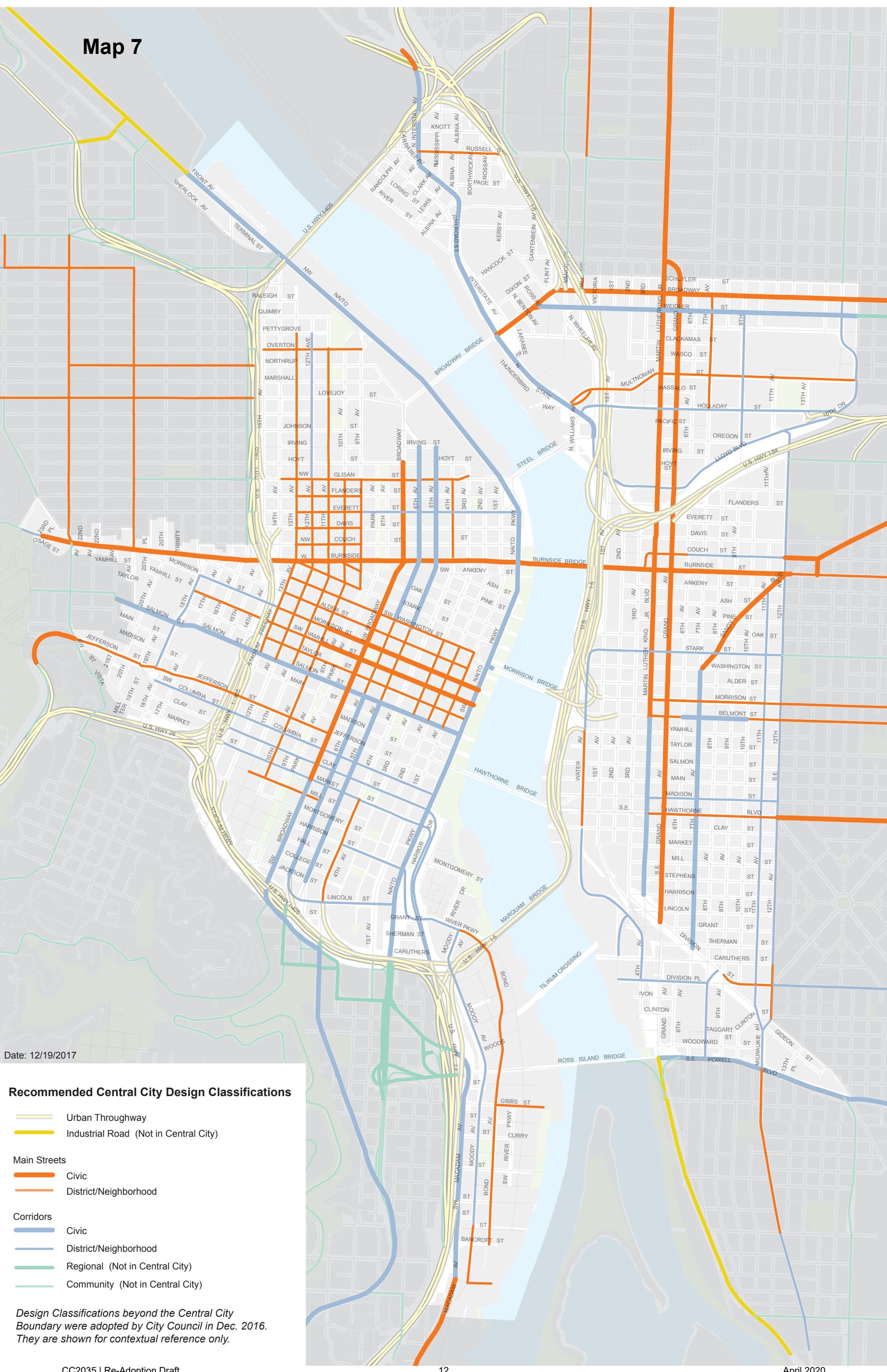
Date 2/27/2020

Recommended Central City Pedestrian Classifications

- Major City Walkway
- City Walkway
- Neighborhood Walkway
- Local Street
- Pedestrian Districts

Pedestrian Classifications beyond the Central City are from the Portland's Pedestrian Master Plan (PedPDX). They are shown for contextual reference only.
 CC2035 | Re-Adoption Draft

Map 7



Date: 12/19/2017

Recommended Central City Design Classifications

- Urban Throughway
- Industrial Road (Not in Central City)
- Main Streets**
- Civic
- District/Neighborhood
- Corridors**
- Civic
- District/Neighborhood
- Regional (Not in Central City)
- Community (Not in Central City)

Design Classifications beyond the Central City Boundary were adopted by City Council in Dec. 2016. They are shown for contextual reference only.

5. Related Documents

Figure 1. Central City 2035 Recommended Draft Studies List

Study Name	Description
Central City Multimodal Project Planning Phase	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.
Goose Hollow Access and Circulation Plan	Complete a local circulation study for Goose Hollow that explores possible changes to street operations and configurations including oneway vs. two-way streets east of SW 18th , including Jefferson and Columbia; enhanced transit, bicycle facilities and on-street parking to help meet district goals.
Old Town Chinatown Access and Circulation Plan	Prepare a local circulation study for the area north of Burnside. Consider street configurations including travel directions, travel lanes, traffic control, bicycle access and parking, and transit mobility and circulation. Address barriers created by NW Broadway, W Burnside, NW Naito Parkway, the Steel Bridge ramps, Waterfront Park and the railroad tracks.
University District Access and Circulation Plan	Complete a PSU area access and circulation study that includes multimodal improvements including pedestrian safety; campus loading; drop offs; parking; and bicycle access to and from the campus to adjacent areas, South Waterfront, Goose Hollow and South Portland.
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. Consider the need to preserve right-of-way along I-405, I-5, and I-84 for potential future safety, seismic, and operations improvements.
Morrison Bridge Eastside Ramps Reconfiguration Study	Study feasibility of realigning the Morrison Bridge off ramp to MLK to allow for through eastbound traffic on Yamhill.
Jefferson Main Street Plan	Develop and implement a strategy to encourage main street streetscape improvements on SW Jefferson Street. Explore the feasibility of burying utilities as part of improvements and planting additional trees.

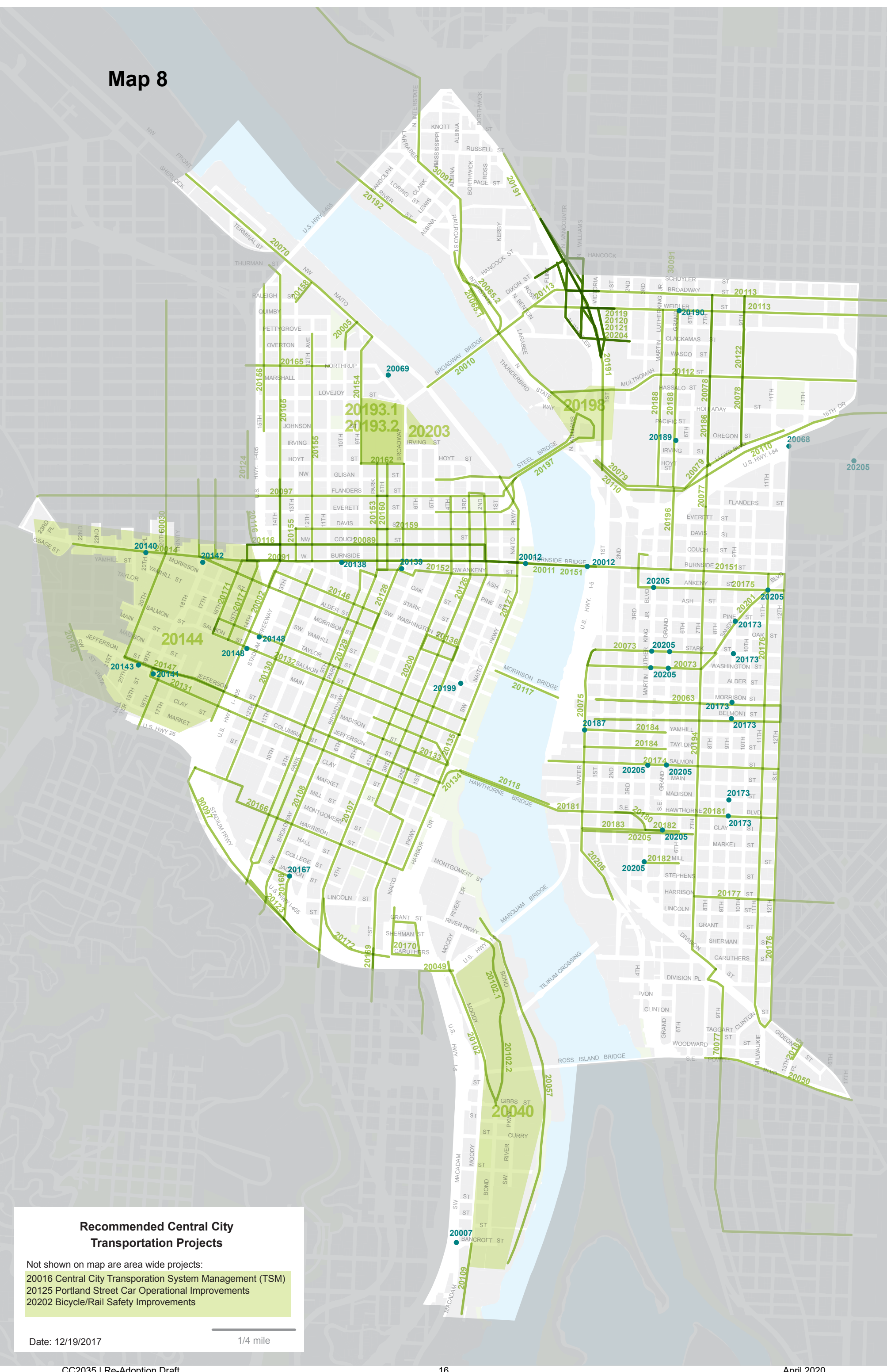
Central City 2035 Recommended Draft Studies List

Study Name	Description
Salmon Street Concept Plan	Improve Salmon Street as a unique east-west connection linking Washington Park to the Willamette River with landscaping and active transportation facilities. Encourage additional, activating retail.
River Transit Feasibility Study	Explore funding mechanisms, phasing, and the implementation of river transit in Central City.
Central Eastside Railroad Quiet Zone Feasibility Study	Explore the feasibility of implementing a Railroad Quiet Zone along SE 1st Ave.
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. 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.
Central City Light Rail Stations Study	Work with TriMet to study the feasibility, costs, and benefits of adding new light rail stations and/or consolidating existing stations to improve transit operations and better serve adjacent land uses.
Central City Transit Capacity Study	Study long-term transit capacity in the Central City, with a focus on high capacity transit, streetcar and Transit Mall operations and identify improvements that enhance long-term system growth, reliability and ease of use.
West Burnside / Couch Refinement Plan	Enhance West Burnside to improve streetscape quality, multimodal access, and bicycle and pedestrian safety. Explore opportunities for consolidating and/or redeveloping Burnside's "jug handles" (triangular shaped spaces) into public spaces.
Broadway Weidler Corridor Plan Update	Review the 1996 Broadway-Weidler Corridor Plan to identify any needed updates to implement the N/NE Quadrant Plan, as well as the stretch of the corridor east of 16th to the Hollywood area. Implement the plan emphasizing pedestrian safety projects, installation of traffic signals and maintenance of parking supply.
Downtown, Goose Hollow and University District Right of Way Standards	Develop a Right-of-Way standard document for the Downtown, Goose Hollow and University subdistricts to, in part, implement the Street and Development Character Concept for these subdistricts.
Lloyd District Standard Plans and Details within the Right of Way Update	Update the Lloyd District Standard Plans and Details within the Right-of-Way document to in part implement the Street and Development Character Concept for the district.
"The Strand" Concept Plan	Develop the concept for the Strand through Lower Albina.
Clackamas Flexible Street Strategy	Develop a strategy for the Clackamas Flexible Street and private development extending from the Rose Quarter to NE 9th Avenue via a new pedestrian/bicycle bridge over I-5.
Steel Bridge Ramps Reconfiguration Study	Study possible reconfiguration of the Steel Bridge ramps and the rail line to improve pedestrian and bike access to/along the greenway trail, NW Flanders and McCormick Pier and create new development opportunities.
Morrison and Hawthorne Bridgeheads Connectivity and Accessibility Study	Study ways to improve multimodal accessibility at the Morrison and Hawthorne bridges

Central City 2035 Recommended Draft Studies List

Study Name	Description
Cultural District Streetscape Plan	Develop a package of streetscape improvements for the cultural district to enhance the pedestrian experience between attractions including OHS, the Art Museum and the Arlene Schnitzer Concert Hall.
USPS Site Master Plan	Improve access through the US Postal Service site to Union Station as it redevelops.
North Macadam Transportation Development Strategy Update	Review, update and implement recommendations from the North Macadam Transportation Development Strategy (2009) (includes earlier South Portland Circulation Study Recommendations)
US 26 Circulation Study	Complete a study that explores long-term reconfigurations of local and regional connections on and around I-405 between the Ross Island Bridge and Sunset Highway interchanges.
I-405 Safety Study	Develop conceptual designs for I-405 ramp modifications to improve safety by reducing weaving conflicts and queues on I-405 NB and SB between Marquam Bridge and Sunset Highway, and identify potential funding.

Map 8



Recommended Central City Transportation Projects

Not shown on map are area wide projects:
 2016 Central City Transportation System Management (TSM)
 20125 Portland Street Car Operational Improvements
 20202 Bicycle/Rail Safety Improvements

Date: 12/19/2017 1/4 mile

Figure 2. Central City 2035 Project List

TSP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Financially Constrained?	Estimated Timeframe
20002	Portland	Portland / ODOT	I-405 Corridor ITS	14th/16th, NW (Gleason - Burnside); 13th/14th, SW (Burnside - Clay)	ITS improvements at six signals between Clay and Gleason including communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow.	\$ 500,000	Yes	Years 1 - 10
20005	Portland	Portland	Fields Park Pedestrian / Bicycle Bridge	10th, NW (Overton - Nailo Parkway)	Construct a pedestrian/bicycle bridge over the railroad tracks.	\$ 2,300,000	Yes	Years 11 - 20
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.	\$ 8,138,078	Yes	Years 1 - 10
20010	Multnomah County	Multnomah County	Broadway Bridge Rehabilitation	Broadway Bridge	Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic.	\$ 22,700,000	Yes	Years 1 - 10
20011	Multnomah County	Multnomah County	Burnside Bridge Rehabilitation, Phase 1	Burnside Bridge	Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic.	\$ 25,000,000	Yes	Years 1 - 10
20012	Portland / Multnomah County	Portland / Multnomah County	Burnside Bridge Access Improvements	Burnside Bridge, E/W	Construct a stairway and elevator to provide access from the Burnside Bridge to Waterfront Park. Construct an elevator alongside existing staircase to provide an accessible connection between the Eastbank Esplanade and the Burnside Bridge.	\$ 2,000,000	Yes	Years 11 - 20
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.	\$ 4,000,000	Yes	Years 1 - 10
20016	Portland	Portland / ODOT	Central City TSM	Central City	Implement Central City TSM improvements to arterials.	\$ 3,250,000	Yes	Years 11 - 20
20040	Portland	Portland	South Waterfront Street Connections	Multiple Streets, SW (River Parkway - Moody)	New streets will be constructed in phases according to the South Waterfront District Street Plan as development occurs.	\$ 5,250,000	Yes	Years 11 - 20
20049	Portland	Portland	North Portal Street Improvements	Sheridan St, SW (Water - Bond); Water / Corbett Ave, SW (Sheridan - Kelly)	Improve access into the northern end of the North Macadam District by improving SW Corbett and SW Sheridan Street, including their connections with SW Kelly Way, SW Harbor Drive, and SW River Parkway.	\$ 9,250,000	Yes	Years 11 - 20
20050	Portland	Portland / ODOT	Southern Triangle Access Improvements	Powell Blvd, SE (8th - 17th)	Improve traffic access to the Southern Triangle district from eastbound Powell Blvd.	\$ 4,000,000	Yes	Years 1 - 10
20057	Portland	Portland	Willamette Greenway Trail Extension	Willamette Greenway Trail, SW (Marquam Br Hamilton)	Provide two paths in order to separate bicyclists from pedestrians in remaining gaps of South Waterfront's Willamette Greenway trail.	\$ 2,500,000	Yes	Years 1 - 10
20063	Portland	Portland	Central Eastside Belmont/Morrison Bikeway	Belmont/Morrison St, SE (Water - 12th)	Design and implement an east-west bikeway along the Belmont/Morrison corridor from Water to 12th.	\$ 1,000,000	Yes	Years 1 - 10
20065.1	Portland	Portland	Interstate Semi-viaduct Replacement	Interstate Ave, N (North of Broadway Bridge)	Replace the existing weight-restricted, poor-condition Interstate Semi-viaduct (Bridge #152). Provide enhanced bicycle facilities on new structure if feasible.	\$ 2,150,000	Yes	Years 1 - 10
20065.2	Portland	Portland	Interstate-Larrabee 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 new overpass including a multi-use path to connect the future N Portland Greenway Trail to the Broadway Bridge. Assess the costs and benefits of providing vehicle access on the new structure as part of project development.	\$ 5,000,000	Yes	Years 11 - 20

TSP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Financially Constrained?	Estimated Timeframe
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.	\$ 13,236,245	No	N/A
20069	Portland	Railroad	NW Marshall Pedestrian/Bicycle Bridge	Marshall, NW (9th - Naito Parkway)	Construct a pedestrian/bicycle bridge over the railroad tracks, potentially connecting to Broadway Bridge.	\$ 3,000,000	Yes	Years 11 - 20
20070	Portland	Portland	NW Naito/Front Safety Improvements	Naito Pkwy / Front Ave, NW (9th - 21st)	Construct multimodal safety and capacity improvements including a lane reconfiguration, pedestrian improvements, and bicycle facilities.	\$ 2,600,000	Yes	Years 1 - 10
20073	Portland	Portland	Stark / Washington Safety and Access Improvements	Stark / Washington, SE (Water - Sandy)	Improve 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 at Sandy & Washington and Sandy & Stark during project design.	\$ 2,000,000	Yes	Years 1 - 10
20075	Portland	Portland	Water Ave Corridor Improvements	Water Ave, SE (Stark - Clay)	Remove rails from roadway, repair pavement, build sidewalks, and enhance existing bikeway.	\$ 2,000,000	Yes	Years 11 - 20
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. Supports future Green Loop project.	\$ 12,548,000	Yes	Years 1 - 10
20078	Portland	Portland	Lloyd District Streetscape Improvements	7th/9th Ave, NE (Broadway - Lloyd Blvd)	Construct sidewalk improvements, mid-block crossings, and other enhancements to create a more pedestrian-oriented streetscape.	\$ 5,000,000	Yes	Years 11 - 20
20079	Portland	Portland	Sullivan's Gulch Trail: Lloyd Blvd. Alignment	Lloyd Blvd, NE (Easbank Esplanade - 12th)	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.	\$ 1,000,000	Yes	Years 1 - 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.	\$ 3,000,000	Yes	Years 1 - 10
20091	Portland	Portland	W Burnside/Couch Corridor Improvements, Phase 2	Burnside/Couch, W/NW (Burnside Bridge - NW 15th)	Implements a one-couplet design including new traffic signals, widened sidewalks, curb extensions, bike lanes, on-street parking and street trees. This project will be coordinated with ODOT to address potential impacts to the I-405 interchanges, overcrossings and ramps.	\$ 70,000,000	No	N/A
20097	Portland	Portland	Flanders Crossing and Neighborhood Greenway	Flanders St, NW (24th - Steel Bridge)	Design and implement a neighborhood greenway from the Steel Bridge to NW 24th, including a pedestrian/bicycle bridge over I-405, signal at 16th, signal at Broadway, improved crossing at Naito, and other crossing and traffic calming improvements as needed.	\$ 8,000,000	Yes	Years 1 - 10
20102.1	Portland	Portland	Bond Ave Extension, Phase 1	Bond Ave, SW (River Parkway - Porter)	Extend SW Bond one-way northbound from Porter to River Parkway.	\$ 9,569,600	Yes	Years 1 - 10
20102.2	Portland	Portland	Bond Ave Extension, Phase 2	Bond Ave, SW (Porter - Whitaker)	Extend SW Bond one-way northbound from SW Whitaker to Porter, extend Portland Streetcar service north of the Tram, and convert Moody to one-way southbound operation to form a couplet.	\$ 16,000,000	Yes	Years 1 - 10
20105	Portland	Portland	NW 14th Ave Bikeway and Crossing Improvements	14th Ave, NW (Burnside - Thurman)	Construct improved crossings at neighborhood greenway crossings of NW 14th Ave. Enhance existing bikeway at major intersections and explore feasibility of providing a southbound bikeway on 14th or a parallel street.	\$ 500,000	Yes	Years 1 - 10

TSP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Financially Constrained?	Estimated Timeframe
20107	Portland	Portland	SW 4th Ave Corridor Improvements	4th Ave, SW (Sheridan - Madison)	Improves the street environment on SW 4th Avenue adjacent to Portland State University by adding bicycle facilities, curb bulb-outs, enhanced pedestrian crossings, traffic signals, and green street features. As part of the project, reconfigure 4th Ave from Sheridan to Lincoln to enhance and extend the bike lane over I-405, and modify the signal at Lincoln to improve bicycle access.	\$ 2,500,000	Yes	Years 1 - 10
20108	Portland	Portland	SW Broadway Bikeway and Streetscape Improvements	Broadway, SW (Clay - Sherman)	Enhances the existing protected bikeway and sidewalks on SW Broadway adjacent to Portland State University. Includes the construction of a raised bikeway, sidewalk amenities, green street features, ADA improvements, pedestrian islands, curb bulb-outs, and a full signal at Harrison. Enhance the existing bikeway on SW Broadway from Jackson to Sherman across I-405 to improve safety and comfort.	\$ 1,500,000	Yes	Years 1 - 10
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.	\$ 34,168,374	No	N/A
20110	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.	\$ 40,000,000	No	N/A
20112	Portland	Portland	NE Multnomah Protected Bikeway Improvements	Multnomah St, NE (Interstate - 16th)	Construct permanent improvements to the NE Multnomah St protected bikeway.	\$ 2,000,000	Yes	Years 1 - 10
20113	Portland	Portland	NE Broadway Corridor Improvements, Phase 1	Broadway/Weidler, N/NE (Broadway Bridge - 24th)	Enhance existing bike lanes and improve pedestrian/bicycle crossings. Add traffic signals, improve signal timing, improve transit stops, and construct streetscape improvements.	\$ 9,000,000	Yes	Years 1 - 10
20116	Portland	Portland / ODOT	I-405 Safety and Operational Improvements	15th/16th/Burnside/Couch, NW (at I-405 interchange)	Improve pedestrian and bike access from NW Portland to Central City across I-405 at Burnside and Couch. Improves traffic operations for I-405 off-ramp.	\$ 2,240,094	Yes	Years 1 - 10
20117	Multnomah County	Multnomah County	Morrison Bridge Rehabilitation	Morrison Bridge	Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic.	\$ 45,000,000	Yes	Years 1 - 10
20118	Multnomah County	Multnomah County	Hawthorne Bridge Rehabilitation	Hawthorne Bridge	Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic.	\$ 13,300,000	Yes	Years 1 - 10
20119	ODOT	ODOT	Broadway/Weidler Interchange, Planning and PE	Interstate 5, N/NE (I-405 - I-84)	Conduct planning, preliminary engineering and environmental work to improve safety and operations on I-5, connection between I-84 and I-5, and access to the Lloyd District and Rose Quarter.	\$ 44,400,000	Yes	Years 1 - 10
20120	ODOT	ODOT	Broadway/Weidler Interchange, Right-of-Way	Interstate 5, N/NE (I-405 - I-84)	Acquire right-of-way to improve safety and operations on I-5, connection between I-84 and I-5, and access to the Lloyd District and Rose Quarter.	\$ 40,500,000	Yes	Years 1 - 10
20121	ODOT	ODOT	Broadway/Weidler Interchange, Construction	Interstate 5, N/NE (I-405 - I-84)	Construct improvements to enhance safety and operations on I-5, connection between I-84 and I-5, and access to the Lloyd District and Rose Quarter. Project includes a pedestrian/bicycle bridge across I-5 at Clackamas St.	\$ 127,000,000	Yes	Years 11 - 20
20122	Portland	Portland	NE 9th Ave Bikeway	9th Ave, NE (Lloyd - Broadway)	Design and implement separated bicycle facilities from Lloyd Blvd to Broadway.	\$ 2,000,000	Yes	Years 11 - 20
20123	Portland / ODOT	Portland / ODOT	SW Broadway Traffic Improvements	Broadway, SW (Grant - 5th)	Make improvements on SW Broadway and/or other city streets to reduce the vehicle queue on the I-405 SB Exit Ramp that connects to SW Broadway.	\$ 2,000,000	Yes	Years 11 - 20
20124	Portland / ODOT	Portland / ODOT	I-405 / Gilsan Traffic Improvements	I-405 / Gilsan, NW (southbound off-ramp)	Make improvements on city streets near the I-405 SB Exit Ramp to reduce the queue on the exit ramp.	\$ 1,000,000	Yes	Years 1 - 10

TSP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Financially Constrained?	Estimated Timeframe
20125	Portland	Portland	Portland Streetcar Operational Improvements	Central City	Design and implement projects to improve the operational efficiency of Portland Streetcar.	\$ 1,000,000	Yes	Years 1 - 10
20126	Portland	Portland	1st / 2nd / 3rd Ave Bikeway	1st / 2nd / 3rd Ave, SW (Arthur - Flanders)	Design and implement bikeways on 1st / 2nd / 3rd from Arthur to Flanders to create a safe and comfortable north-south bicycle connection through the Central City. Project includes a traffic signal at SW 2nd & Clay.	\$ 2,000,000	Yes	Years 1 - 10
20127	Portland	Portland	Naito Parkway Corridor Improvements	Naito Pkwy, NW/SW (Steel Bridge - Harrison)	Improve roadway and provide separated pedestrian and bicycle facilities along the eastside of Naito Parkway. Add or upgrade crossings at Montgomery, Clay, Jefferson, Main, Davis, and Everett. Improve pedestrian and bicycle access across Naito, including detection and signal timing adjustments where appropriate. Signalize the top of the ramp from Naito to Hawthorne Bridge to improve traffic flow.	\$ 10,000,000	Yes	Years 1 - 10
20128	Portland	Portland	Broadway Multimodal Streetscape Improvements	Broadway, NW/SW (Hoyt - Clay)	Enhance the existing bikeway on Broadway. Includes the construction of a protected bikeway, 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.	\$ 2,000,000	Yes	Years 1 - 10
20129	Portland	Portland	South Park Blocks Bikeway	9th / Park Ave, SW (Clifton - Oak)	Design and implement a bikeway, with traffic calming and improved crossings as needed. Supports future Green Loop project.	\$ 1,000,000	Yes	Years 1 - 10
20130	Portland	Portland	SW 12th Ave Bikeway	12th Ave, SW (Montgomery - Stark)	Design and implement a bikeway on 12th Ave to provide a safe and comfortable northbound bicycle connection through the Central City.	\$ 750,000	Yes	Years 1 - 10
20131	Portland	Portland	Jefferson / Columbia Bikeway	Jefferson / Columbia St, SW (Naito - 18th)	Design and implement a bikeway on SW Columbia St and enhance existing bikeway on SW Jefferson St to create a safe and comfortable east-west bicycle connection through the Central City.	\$ 1,250,000	Yes	Years 1 - 10
20132	Portland	Portland	Salmon / Taylor Bikeway	Salmon / Taylor, SW (Naito - 16th)	Design and implement bikeways on Salmon and Taylor Streets to create a safe and comfortable east-west bicycle connection through the Central City.	\$ 1,000,000	Yes	Years 1 - 10
20133	Portland	Portland	SW Main / Madison Bikeway and Transit Improvements	Main / Madison St, SW (1st - 5th)	Enhance and extend bikeways on Main and Madison to create a safe and comfortable east-west bicycle connection in the Central City. Reconfigure roadway to add a bus-only lane on SW Madison from 5th to 1st, with right turns allowed where necessary.	\$ 500,000	Yes	Years 1 - 10
20135	Portland	Portland / MultCo	Hawthorne Bridgehead Pedestrian Improvements	Hawthorne Bridgehead, SW	Add improved crossings at Naito/Jefferson and Naito/Main.	\$ 250,000	Yes	Years 1 - 10
20136	Portland	Portland / MultCo	Morrison Bridgehead Pedestrian Improvements	Morrison Bridgehead, SW	Add missing crosswalks at 2nd & Alder and 2nd & Washington to improve pedestrian safety and connectivity. Convert dual left-turn lanes to single left-turn lanes at 3rd & Washington and 4th & Alder to improve pedestrian crossing safety.	\$ 100,000	Yes	Years 1 - 10
20138	Portland	Portland	Burnside / 10th Pedestrian Improvements	Burnside / 10th, SW	Convert the "jughandle" left turn lane at Burnside & 10th into public space. Improve pedestrian safety at the intersection.	\$ 250,000	Yes	Years 1 - 10

TSP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Financially Constrained?	Estimated Timeframe
20139	Portland	Portland	Burnside / Broadway Pedestrian Improvements	Burnside / Ankeny / Broadway, SW	Reconfigure the section of Broadway between Burnside, Pine, and Ankeny to improve pedestrian safety and provide public space. Consider closing Ankeny to vehicle traffic.	\$ 250,000	Yes	Years 1 - 10
20140	Portland	Portland	Burnside / 20th Pedestrian Improvements	Burnside / 20th Place, SW	Convert the slip lane at Burnside & 20th Pl into public space. Improve pedestrian safety at the intersection.	\$ 250,000	Yes	Years 1 - 10
20141	Portland	Portland	Collins Circle Public Space Improvements	Jefferson / Columbia / 18th, SW	Improve Collins Circle to make the public space more accessible and engaging for the community.	\$ 100,000	Yes	Years 1 - 10
20142	Portland	Portland	Firefighters Park Public Space Improvements	18th / 19th / Alder, SW	Improve Firefighters Park to make the public space more accessible and engaging for the community.	\$ 100,000	Yes	Years 1 - 10
20143	TriMet	TriMet	Goose Hollow Bike Hub	Goose Hollow/SW Jefferson MAX Station	Establish a west-side commuter bike hub at the Goose Hollow/SW Jefferson MAX station, accommodating the needs of transit riders transferring to or from bicycles at this location.	\$ 500,000	Yes	Years 1 - 10
20144	Portland	Portland	Goose Hollow Ped/Bike Connectivity Improvements	Goose Hollow	Improve bicycle and pedestrian connectivity throughout Goose Hollow, including connections on SW 16th Ave through the Lincoln High School site.	\$ 500,000	Yes	Years 11 - 20
20146	Portland	Portland	NW 18th/19th/Alder Bikeway	18th / 19th Ave, NW (Alder - Gisan); Alder St, SW (14th - 18th); Alder / Washington, SW (14th - Broadway)	Design and implement separated bike lanes to extend the 18th/19th Bikeway and connect to Alder. Provide bike lanes in both directions along Alder from 18th to 14th, and add bike lanes on the Alder/Washington couplet from 14th to Broadway.	\$ 500,000	Yes	Years 1 - 10
20147	Portland	Portland	SW Jefferson Main Street Improvements	Jefferson St, SW (14th - 20th)	Construct streetscape improvements to enhance SW Jefferson as a Main Street for the Goose Hollow neighborhood.	\$ 2,000,000	Yes	Years 11 - 20
20148	Portland	ODOT	SW Salmon/Taylor Pedestrian Improvements	Salmon / Taylor / I-405, SW	Pedestrian improvements at the SW Salmon / I-405 off-ramp area and SW Taylor / I-405 on-ramp area, including adding pedestrian facilities on the south side of the Salmon and Taylor overpasses between 13th and 14th Avenues.	\$ 500,000	Yes	Years 1 - 10
20149	Portland	Portland	Vista Bridge Renovation	Vista Bridge, SW	Renovate the structurally deficient Vista Bridge (Bridge #036).	\$ 3,000,000	Yes	Years 1 - 10
20151	Portland	Portland / MultCo	Inner Burnside Multimodal Improvements	Burnside St, W/E (SW Park - SE 12th)	Reconfigure lanes from SW 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 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.	\$ 1,000,000	Yes	Years 1 - 10
20152	Portland	Portland	SW Ankeny Pedestrian Street Improvements	Ankeny St, SW (Naito - Park)	Develop SW Ankeny as a pedestrian-oriented street, including some pedestrian-only segments providing public space and outdoor seating.	\$ 100,000	Yes	Years 1 - 10
20153	Portland	Portland	North Park Blocks Bikeway	8th / Park Ave, NW/SW (Oak - Gisan)	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
20154	Portland	Portland	NW 9th Ave Bikeway	9th Ave, NW (Hoyt - Naito)	Design and implement a separated bikeway to provide a safe and comfortable bicycle connection from the Pearl District to Naito Parkway.	\$ 500,000	Yes	Years 1 - 10

TSP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Financially Constrained?	Estimated Timeframe
20155	Portland	Portland	NW 12th Ave Bikeway	12th Ave, NW (Burnside - Pettygrove); 13th Ave, NW (Burnside - Davis)	Design and implement a bikeway, with traffic calming, signals, and improved crossings as needed.	\$ 750,000	Yes	Years 1 - 10
20156	Portland	Portland	NW 15th Ave Walkway / Bikeway	15th Ave, NW (Johnson - Savier)	Restripe NW 15th Ave to provide a striped pedestrian walkway on the west side of the street and bicycle sharrows in the travel lanes. Remove abandoned railroad tracks from the roadway as part of the project.	\$ 100,000	Yes	Years 1 - 10
20158	Portland	Railroad	NW 13th Ave Ped/Bike Bridge	13th Ave, NW (Raleigh - Naito)	Construct a pedestrian and bicycle bridge over the railroad tracks to connect the North Pearl District to Naito and the waterfront.	\$ 2,500,000	Yes	Years 11 - 20
20159	Portland	Portland	NW Davis St Neighborhood Greenway	Davis St, NW (Naito - 13th)	Design and implement a neighborhood greenway, with traffic calming, signals, and improved crossings as needed.	\$ 250,000	Yes	Years 11 - 20
20160	Portland	Portland	North Park Blocks Festival Streets	Davis St, NW (Park - 8th); Flanders St, NW (Park - 8th)	Redesign streets crossing the Park Blocks with special designs and traffic calming to enhance the pedestrian environment and complement the function of the park.	\$ 1,000,000	Yes	Years 11 - 20
20162	Portland	Portland	NW Hoyt St Bikeway	Hoyt St, NW (9th - Broadway)	Redesign NW Hoyt Street to provide bike lanes in both directions.	\$ 100,000	Yes	Years 1 - 10
20165	Portland	Portland	NW Northrup Traffic Signals	Pearl District, NW	Construct new traffic signals at Northrup & 11th, Northrup & 12th, Northrup & 13th, Northrup & 14th, Northrup & 15th, and Northrup & 16th to improve traffic flow and streetcar operations.	\$ 1,500,000	Yes	Years 11 - 20
20166	Portland	Portland	Harrison / Montgomery Bikeway	Harrison St, SW (Naito - 11th); Montgomery St, SW (11th - 14th)	Design and implement bikeways along SW Harrison St from Naito to 4th to complete the bicycle connection between the Tillikum Bridge and PSU. Improve pedestrian crossings of Harrison from Naito to 4th. Continue bikeway through PSU campus along Harrison and Montgomery.	\$ 500,000	Yes	Years 1 - 10
20167	Portland	Portland	SW 6th & Jackson Crossing Improvement	6th & Jackson, SW	Enhance safety at existing pedestrian crossing.	\$ 100,000	Yes	Years 1 - 10
20168	Portland	ODOT / TriMet	SW 6th Ave & I-405 Multimodal Improvements	Broadway, SW (4th - 6th); 6th Ave, SW (Broadway - Jackson); Jackson St, SW (6th - Park)	Restripe SW Broadway to direct two lanes of traffic onto the freeway on-ramp. Reconfigure intersection of SW 6th, Jackson, and freeway off-ramp to provide a signalized pedestrian crossing and allow westbound buses on Jackson to access 6th Ave northbound. Extend sidewalk and build a bus platform on east side of 6th Ave south of Jackson. Enhance and extend the bike lane on 6th north to Jackson and south to Broadway. Design and implement a bikeway on Jackson St from 6th to Park.	\$ 2,000,000	Yes	Years 11 - 20
20169	Portland	Portland	1st Ave / I-405 Crossing Improvements	1st Ave / I-405, SW	Add improved pedestrian crossings of 1st Ave on either side of I-405.	\$ 100,000	Yes	Years 1 - 10
20170	Portland	Portland	SW Naito Pkwy Multi use Path	Naito Pkwy, SW (I-405 - Lincoln)	Extend multi-use path on east side of Naito from Lincoln to I-405, with a connection to Caruthers and/or Grant to allow southbound bicycle access to Gibbs Street Bridge and Tillikum Crossing.	\$ 500,000	Yes	Years 11 - 20
20171	Portland	Portland	SW 15th/16th Ave Bikeway	15th/16th Ave, SW (Burnside - Salmon)	Design and implement a bikeway couplet, with traffic calming and crossing improvements as needed.	\$ 250,000	Yes	Years 1 - 10
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

TSP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Financially Constrained?	Estimated Timeframe
20173	Portland	Portland	SE 9th Ave Crossing Improvements	9th Ave, SE (at Hawthorne, Madison, Belmont, Morrison, Stark, Sandy)	Provide enhanced pedestrian crossings at major intersections to improve safety and reduce pedestrian delay.	\$ 1,000,000	Yes	Years 1 - 10
20174	Portland	Portland	SE Salmon Neighborhood Greenway Improvements	Salmon St, SE (Eastbank Esplanade - 12th)	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.	\$ 400,000	Yes	Years 1 - 10
20175	Portland	Portland	SE Ankeny Neighborhood Greenway Improvements	Ankeny St, SE (3rd - 12th); 3rd Ave, SE/NE (Ankeny - Couch)	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.	\$ 100,000	Yes	Years 1 - 10
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 on 11th and 12th.	\$ 1,000,000	Yes	Years 1 - 10
20177	Portland	Portland	SE Harrison Neighborhood Greenway	Harrison St, SE (7th - Ladd Circle)	Extend the Harrison Neighborhood Greenway from Ladd Circle to 7th, including traffic calming and improved crossings at 7th, 11th, and 12th.	\$ 500,000	Yes	Years 1 - 10
20181	Portland	MultCo	Inner Hawthorne Multimodal Corridor Improvements	Hawthorne Blvd, SW/SE (SW 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.	\$ 2,600,000	Yes	Years 1 - 10
20184	Portland	Portland	SE Yamhill / Taylor Couplet	Yamhill / Taylor, SE (Water - Grand)	Improve traffic safety and capacity by converting Yamhill and Taylor to couplet operation between Water and Grand Ave, including new traffic signals at Yamhill / MLK, Yamhill / Grand, and Taylor / Water. As part of the project, reconfigure the ramp from Belmont viaduct to MLK.	\$ 3,000,000	Yes	Years 11 - 20
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 1 - 10
20186	Portland	Portland	NE 7th Ave Bikeway Improvements	7th Ave, NE (Lloyd - Broadway)	Enhance the existing bikeway on 7th from Lloyd to Broadway to improve safety and comfort, including protected bikeway elements where needed, separation from traffic, and crossing improvements.	\$ 250,000	Yes	Years 1 - 10
20187	Portland / ODOT	Portland / ODOT	Yamhill & Water Traffic Improvements	Yamhill / Water, SE	Install signal at the SE Yamhill St / SE Water Ave intersection with turn lane and queue detection treatments on the I-5 NB Exit Ramp to reduce queue length and/or provide advanced warning sign of queue on the exit ramp.	\$ 750,000	Yes	Years 11 - 20
20188	Portland	Portland	Lloyd District Grand / MLK Traffic Signals	Grand / MLK, NE (Lloyd - Broadway)	Improve multimodal safety and traffic flow by constructing additional traffic signals at intersections along Grand and MLK.	\$ 1,000,000	Yes	Years 11 - 20
20189	Portland	Portland	Oregon / Grand Streetcar Turnaround	Oregon / Grand, NE	Construct a streetcar turnaround to enable east-west streetcar service between NW 23rd and the Lloyd District.	\$ 750,000	Yes	Years 11 - 20
20190	Portland	Portland	Grand / Weidler Streetcar Turnaround	Grand / Weidler, NE	Construct a streetcar turnaround to enable standalone north- south streetcar service on the Eastside.	\$ 500,000	Yes	Years 1 - 10

TSP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Financially Constrained?	Estimated Timeframe
20191	Portland	ODOT	Freeway Underpass Improvements	Lloyd Blvd / Multnomah St / Holladay St / Oregon St / Russell St, N/NE (under I-5)	Enhance the pedestrian and bicycling environment under the I-5 freeway at Lloyd Blvd, Multnomah, Holladay, Oregon, and Russel. Improve the appearance of publicly owned storage yards located under and adjacent to the I-5 and I-405 freeways.	\$ 100,000	Yes	Years 11 - 20
20192	Portland	Portland	N River St Reconstruction	River St, N (Tillamook - Essex)	Rebuild N River Street from the Tillamook overpass to Essex Street.	\$ 750,000	Yes	Years 11 - 20
20193.1	Portland	Portland	Post Office Blocks Transportation Improvements, Phase 1	Johnson St, NW (9th - Station Way); Park Ave, NW (Hoyt - Johnson); 9th & Everett; 9th & Gilsan	Extend Johnson St as an east-west multimodal street through the Post Office Blocks redevelopment site, including diverter at 9th Ave. Extend Park Ave north to Johnson. Add traffic signals at 9th/Everett and 9th/Gilsan. Create pedestrian connections throughout the site.	\$ 16,000,000	Yes	Years 1 - 10
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
20194	Portland	Portland	Central Eastside 7th Ave 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 Consider a protected intersection design at 7th/Washington/Sandy. Supports future Green Loop Project.	\$ 1,000,000	Yes	Years 1 - 10
20196	Portland	Portland	Grand & I-84 Transit Improvements	Grand Ave, NE (Burnside - Lloyd)	Adjust streetcar track alignment, reconfigure lanes, and modify signals to reduce bus and streetcar delay due to freeway on-ramp queue.	\$ 1,000,000	Yes	Years 1 - 10
20197	Portland	Railroad / ODOT	Steel Bridge Transit Improvements	Steel Bridge	Design and implement transit priority improvements to reduce transit delay on the Steel Bridge and its approaches.	\$ 250,000	Yes	Years 1 - 10
20198	TriMet / Portland	TriMet / Portland	Rose Quarter Transit Center Redesign	Rose Quarter Transit Center	Redesign the Rose Quarter Transit Center and Steel Bridge to improve transit system capacity and operations, improve customer experience and ease transfers, minimize conflicts with other modes and provide areas for community spaces, enhanced facilities for pedestrians and cyclists and redevelopment.	\$ 300,000,000	No	N/A
20199	TriMet	Portland	SW 1st Ave Light Rail Turnaround	Morrison St & 1st Ave, SW	Develop a turnaround to allow eastbound light rail trains to turn westbound to improve transit operations.	\$ 10,000,000	No	N/A
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
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
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
20203	Portland	Portland	Union Station, Phase 3	Union Station	Core building improvements, operational improvements, and rail side improvements for Union Station.	\$ 150,000,000	No	N/A

TSP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Financially Constrained?	Estimated Timeframe
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 N/NE Quadrant Plan and Broadway / Weidler Facility Plan. Supports future Green Loop project.	\$ 10,000,000	Yes	Years 11 - 20
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
20206	Portland	Portland	SE Water Ave Realignment, Phase 2	Water Ave, SE (Clay - 2nd Pl)	Realign Water Ave to the east along railroad tracks to support OMSI area redevelopment.	\$ 8,000,000	Yes	Years 1-10
20207	Portland	Portland	ETC: Portland Central City Portal Transit Enhancements	Central City	Construct transit priority treatments to reduce transit delay and improve transit reliability and travel times.	\$ 5,000,000	No	N/A
20208	Portland	Portland	Portland Streetcar Operational Improvements	Central City	Design and construct improvements along NE Grand Avenue and/or other shared Streetcar/Bus corridors to add transit capacity. Construct Lloyd District turnback(s)	\$ 5,000,000	No	N/A
30091	Portland	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
60030	Portland	Portland	NW/SW 20th Ave Neighborhood Greenway	20th Ave, NW/SW (Mill - Raleigh)	Design and implement a neighborhood greenway, with traffic calming and improved crossings as needed.	\$ 500,000	Yes	Years 1 - 10
70077	Portland	Portland	SE 9th Ave Bikeway	9th Ave, SE (Division - Center); Center St, SE (9th - 17th)	Design and implement a neighborhood greenway on 9th Ave, with separated bicycle facility segments and crossing improvements as needed.	\$ 500,000	Yes	Years 11 - 20
70084	Portland	Portland	Belmont/Morrison Bikeway	Belmont/Morrison St, SE (12th - 34th)	Design and implement an east-west bikeway along the Belmont/Morrison corridor from 12th to 34th.	\$ 1,000,000	Yes	Years 11 - 20
90097	Portland	ODOT	Lower I-405 Trail	I-405 (6th - Montgomery)	Design and implement a multi-use path.	\$ 1,000,000	Yes	Years 11 - 20

6. Multimodal Mixed-Use Area (MMA)

INTRODUCTION

As part of the adoption of the Central City 2035 Plan, the Central City is gaining a designation as a Multimodal Mixed-Use Area (MMA). The City has been working closely with Oregon Department of Transportation (ODOT) Region 1 on the designation.

The MMA designation is a relatively recent new State rule, which is applied by local governments to downtowns, town centers, main streets, or other areas inside Urban Growth Boundaries where the local government determines that there is:

- High-quality connectivity to and within the area by modes of transportation other than the automobile;
- A denser level of development of a variety of commercial and residential uses than in surrounding areas;
- A desire to encourage walking, bicycling, and the use of transit through development standards;
- An understanding that increased automobile congestion within and around the MMA is accepted as a potential trade-off.

Portland's Central City is the densest center of jobs and employment in the State of Oregon. Designating the Central City as an MMA will facilitate increases in density and the buildout of the Central City by:

- Lifting the Transportation Planning Rule (TPR) automobile congestion standards that apply to the review of land use changes;
- Lifting mobility standards for plan amendments ODOT facilities, though safety standards for ODOT facilities will remain in effect; and
- Adding safety related projects that address the primary concerns for the freeway system ringing the Central City to the City's Transportation System Plan (TSP) project and study lists.

This section provides a background on the new designation and highlights related projects proposed as part of the update to the TSP in the Central City. It also includes the agreement between the City of Portland and the Oregon Department of Transportation and an update to the related Comprehensive Plan policy. *An update to the MMA technical assessment report will be released with the Recommended Draft CC2035 Plan.*

Background

In Oregon, each city must address how land use and transportation plans meet the State's Planning Goals. When it comes to transportation, cities must address the Transportation Planning Rule (TPR). As part of TPR cities are supposed to address congestion standards for

local and state facilities. With the development of the MMA policies, the State recognized that in many instances increasing roadway capacity to meet freeway congestion standards was not affordable and ran contrary to other State planning goals, particularly the planning for compact, high-density, transit oriented development, a key ingredient for healthy cities and the protection of farm and forest lands from urban sprawl. This recognition led the State to lift the requirement to address congestion standards for areas that meet the definition of and apply to become an MMA. Other transportation standards, local and regional, such as safety and multimodal access, remain. The first application of the MMA in the City of Portland is with the adoption of the Central City 2035 Plan.

The MMA could make it easier to add development potential on individual sites. Specifically, MMA is expected to facilitate zoning changes for an area (via legislative plan amendments) and individual sites (via quasi-judicial land use processes) to increase densities where in the past, congestion on state highways has been a significant factor in approving land use changes. As a result of the MMA designation, ODOT will only look out for potential impacts to the safe operation of highways. For freeways, this will be measured by whether traffic on off-ramps backs up onto the deceleration portion of the ramp, or onto a freeway mainline. Traffic impacts on freeway on-ramps and off-ramps where there are no identified safety concerns need not be addressed as part of plan amendments.

Related Transportation Studies and Projects in the Central City 2035 Plan

When a potential MMA area is near a freeway interchange, ODOT approval is needed. For this MMA, the City and ODOT evaluated existing and future conditions and identified new multimodal projects and regulations that improve safety and increase accessibility into the Central City. These projects were combined with projects and ideas from the Central City 2035 Plan to establish the following list.

- Pedestrian, bicycle, transit, and motor vehicle improvements, including new traffic signals, safety crossing improvements, bicycle and pedestrian facilities, and street couplets.
- New regulations affecting parking and auto access, including lower parking maximum ratios for new and existing development and restrictions on surface parking lots and drive-throughs.
- Safety improvements to the freeway system, including improvements at key off ramps, the construction of freeway improvements around the Rose Quarter area, and potential off ramp modifications and/ or studies to improve safety in the area of I-405 and US 26.
 - **TSP Projects:**
 - **20123: SW Broadway Traffic improvements**, which would improve SW Broadway and other surface streets to reduce vehicle queue on the I-405 SB Exit Ramp that connects to SW Broadway.

- **20187: SE Yamhill at SE Water Avenue Traffic Improvements**, to install a signal at the intersection to reduce queue length and provide advanced warning sign of queue at exit ramp.
- **20124: I-405/NW Glisan Traffic improvements**, which would reduce queue on the exit ramp; and
- **“I-405 Safety Study”** in the TSP Studies list that calls for developing conceptual designs for I-405 ramps to improve safety and reduce weaving conflicts.

These projects and transportation studies have been incorporated into the proposed Transportation System Plan (TSP) project and study lists as a part of the Central City 2035 Plan.

Portland Central City Multimodal Mixed Use Area Agreement between the City of Portland and The Oregon Department of Transportation

June 15, 2016

Section 1: Background

Designation of a Multimodal Mixed-Use Area (MMA) will provide the City of Portland with flexibility by lifting the Transportation Planning Rule (TPR) requirement for considering automobile congestion standards during the City's review of certain land use actions. These actions include comprehensive plan amendments, zone changes, and Transportation System Plan (TSP) amendments such as changes in TSP goals, policies, objectives, street classifications, and identified projects outside of a TSP update.

According to the TPR¹, the attributes of an MMA are generally as follows:

- High-quality connectivity to and within the area by modes of transportation other than the automobile;
- A denser level of development of a greater variety of residential, office, retail, restaurants, public open space, civic and cultural uses than in surrounding areas;
- A plan and implementing measures to encourage and maintain these multimodal mixed use characteristics through development standards; and
- An understanding that increased automobile congestion within and around the MMA is acceptable as a potential trade-off for achieving these multimodal mixed use characteristics.

The TPR requires written concurrence from ODOT with any proposed MMA designation located within a quarter mile of any interchange ramp. According to subsection (10)(c)(A), ODOT's concurrence must be based on "the potential for operational or safety effects." The TPR allows for the effects of the MMA designation to be addressed by an agreement between the City and ODOT regarding traffic management plans to direct traffic away from the interchanges(s) and to facilitate clearing traffic queues on the off-ramps.

In its review of the potential effects of this MMA designation, ODOT identified operational and safety concerns.

This Agreement is a condition for obtaining ODOT's concurrence with the City's proposed Central City MMA designation.

Section 2: Principles

¹ *Information and Guide for Local Governments*. ODOT & DLCDC. December 2012.

The principles underlying this agreement are:

1. Safety risks to the State Highway system posed by proposed plan amendments or identified during updates and amendments to the Transportation System Plan (TSP) should be mitigated. For purposes of this agreement, the safety factor for determining when a City of Portland land use action triggers review (“significant effect”) under the TPR, section -0060, and when the City amends its TSP, will be defined as the potential for traffic queues on interchange exit ramps to extend onto the mainline highway or the portion of the exit ramp needed to safely accommodate deceleration. In cases where queues already exceed this threshold, queues will not get longer as a result of these land use actions. For non-interchange situations on ODOT facilities, mobility standards (i.e. volume to capacity ratios) are no longer factors to determine significant effect, but other safety considerations still apply.
2. The Oregon Department of Transportation understands that, within the MMA designated area, automobile congestion will not be a factor when a City of Portland land use action (plan amendments, zone changes, TSP amendments) triggers review under the TPR, section -0060.
3. The City of Portland will continue to maintain and enhance the mixed-use land use character and the multimodal transportation system in and around the MMA to create benefits for safety as well as access and mobility. To this end, the City of Portland and ODOT acknowledge the system deficiencies for all modes in the study area and will work in good faith to improve the access and safety of all modes. Of special note is the need to initiate a planning effort (similar in scope, effort and outcomes to the N/NE Quadrant Plan and I-5 Broadway Weidler Facility Plan) to jointly address the multiple deficiencies for all modes on I-405 in the area between the Ross Island bridge (Highway 26 East) and Sunset Highway (26 West), also identified as part of the Freeway Loop Study and the RTP’s I-5/I-405 Corridor Refinement Plan.

Section 3: Protocol for Determining Significant Effect at Exit Interchanges

See Figure 3.

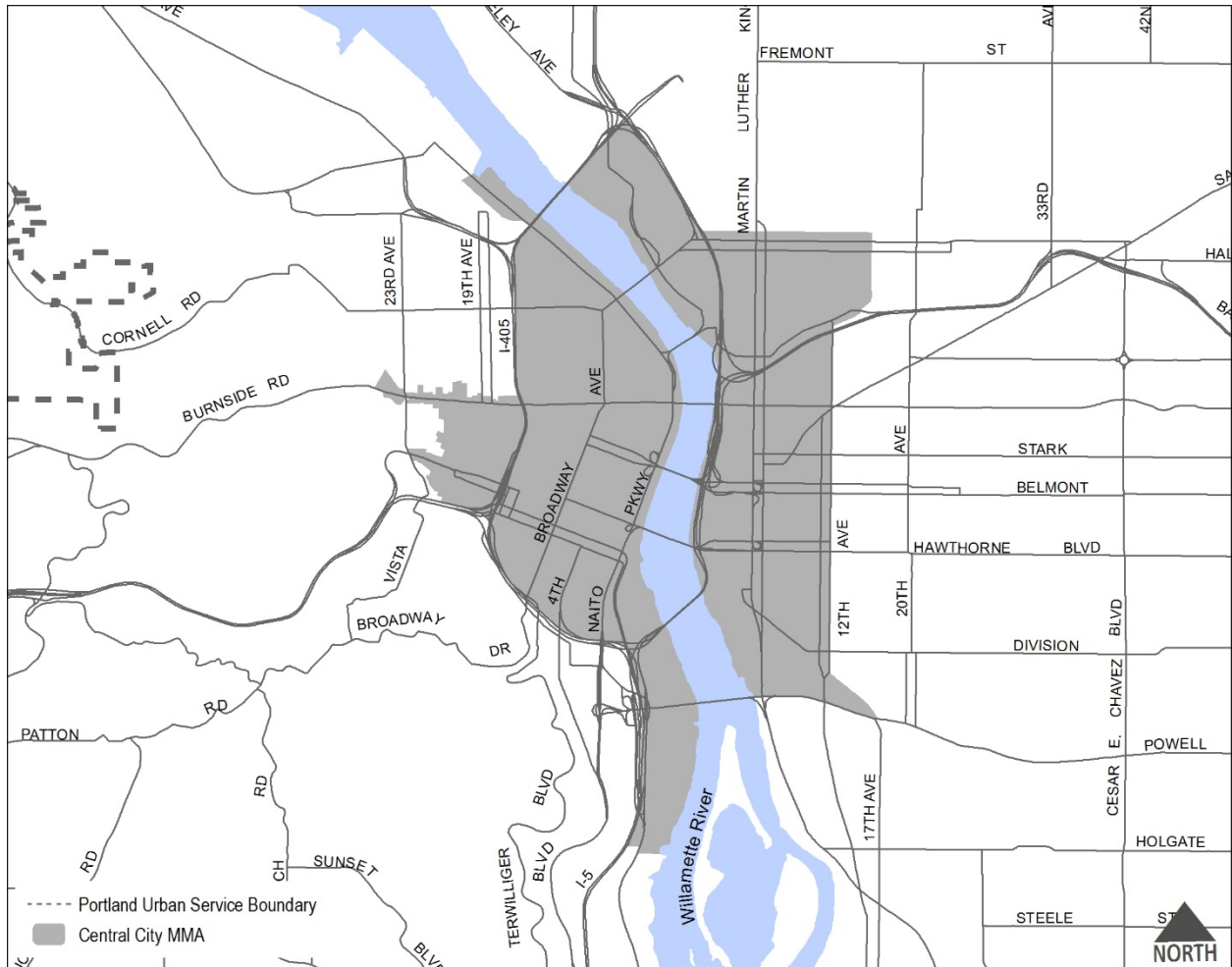
Section 4: MMA boundary

See Map 9.

Figure 3: Protocol for Determining Significant Effect at Exit Interchanges

MMA Review Process Quasi-judicial	MMA Review Process Legislative
1. Initiation of Land Use Change	1. Initiation of Land Use Change
2. Notification Provide notice to ODOT following existing process.	2. Notification Provide notice to ODOT following existing process.
3. Trip Estimation Estimate new trips based on change in land use using reasonable worst case scenario. Use ITE, approved ITE trip study, or City and ODOT approved alternative trip numbers.	3. Trip Estimation Depending on scale, estimate new trips using ITE, approved ITE trip study, or City and ODOT approved alternative trip numbers applied to a reasonable worst case scenario or based on regional model based assumption.
4. Passby Trip and Modal Assignment Reduction Remove passby trips and assign estimated new trips to mode to estimate new vehicle trips using ODOT and PBOT approved mode split assumptions.	4. Passby Trip and Modal Assignment Reduction Remove passby trips and assign estimated new trips to mode to estimate new vehicle trips using ODOT and PBOT approved mode split assumptions.
5. Minimum Vehicle Trip Threshold Determine if new vehicle trips exceed the minimum threshold of 301 trips requiring further analysis. If estimated new peak hour trips are less than 301, no further analysis is required. Land use change OK.	5. Minimum Vehicle Trip Threshold Determine if new vehicle trips exceed the minimum threshold of 301 trips requiring further analysis. If estimated new peak hour trips are less than 301, no further analysis is required. Land use change OK.
6. Trip Distribution and Trip Assignment Distribute trips and assign to ODOT ramps in the CC MMA boundary. Signalized ramps with <51 additional peak hour trips are not subject to further analysis. Unsignalized ramps require study of site specific conditions to determine if more analysis is required.	6. Trip Distribution and Trip Assignment Distribute trips and assign to ODOT ramps in the CC MMA boundary. Signalized ramps with <51 additional peak hour trips are not subject to further analysis. Unsignalized ramps require study of site specific conditions to determine if more analysis is required.
7. Apply Planning Horizon Background Growth Apply additional trips from planning horizon projected growth to existing background trips from the regional model and assigned trips from step 6 to ramps subject to analysis. Trip assignment may be modified regional model based on reasonable assumption that changes in land use will modify travel behavior.	7. Apply Planning Horizon Background Growth Apply additional trips from planning horizon projected growth to existing background trips from the regional model and assigned trips from step 6 to ramps subject to analysis. Trip assignment may be modified regional model based on reasonable assumption that changes in land use will modify travel behavior.
8. Queuing Analysis at Impacted Ramps Conduct standard queuing study specified in ODOT Analysis Procedure Manual.	8. Queuing Analysis at Impacted Ramps Conduct standard queuing study specified in ODOT Analysis Procedure Manual.
9. Ramp Safety Impacts. From step 8, determine if traffic will back into mainline or deceleration portion of ramp. If already doing so, determine if adding trips will make backups significantly longer than base case existing conditions.	9. Ramp Safety Impacts. From step 8, determine if traffic will back into mainline or deceleration portion of ramp. If already doing so, determine if adding trips will make backups significantly longer than base case existing conditions.
10. Provide ODOT approved mitigation, or deny quasi-judicial change. Mitigation could include, but not be limited to, physical improvements, operational changes, or approval conditions.	10. Provide ODOT approved mitigation, or do not proceed with legislative change. Mitigation could include, but not be limited to, physical improvements with implementation agreement, City agreement to operational changes, use or FAR restrictions, addition of projects to TSP project list and/or RTP project list.

Map 9: Updated MMA Boundary (Figure 9-2 in the Comprehensive Plan)



Comprehensive Plan Policy Amendment

A draft Central City MMA policy was included in the recently adopted update to Portland's Comprehensive Plan. The Central City 2035 Plan will be the first amendment to this new Comprehensive Plan and one of the amendments is more recent policy language regarding the MMA. The updates to the MMA policy language and map are provided below.

Comprehensive Plan (June 2016)

Policy 9.51 Multimodal Mixed-Use Area. Designate a Central City Multimodal Mixed-Use Area (MMA) in the geography indicated in Figure 9-2, which will render state congestion / mobility standards inapplicable to proposed plan amendments under OAR 660-0012-0060(10), subject to ODOT concurrence and execution of an agreement between ODOT and the City of Portland. The agreement should emphasize potential safety and operational impacts.

Central City 2035 Proposed Amendment to the Comprehensive Plan

Policy 9.51 Multimodal Mixed-Use Area. Manage Central City Plan amendments in accordance with the designated Central City Multimodal Mixed-Use Area (MMA) in the geography indicated in Figure 9-2*. The MMA renders congestion / mobility standards inapplicable to any proposed plan amendments under OAR 660-0012-0060(10).

* Figure 9-2 in the Comprehensive Plan will be replaced with Map 9 in CC2035 Volume 2b.



Oregon

Department of Transportation

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June 15, 2016

City of Portland

Bureau of Transportation, c/o Mauricio Leclerc

Bureau of Planning and Sustainability, c/o Sallie Edmunds

1120 SW 5th Ave, suite 800

Portland, OR 97204

SUBJECT: ODOT concurrence with Portland Central City MMA Designation

The Oregon Department of Transportation hereby provides written concurrence with the City of Portland's intended designation of the Central City as a Multi-Modal Mixed-Use Area (MMA) per OAR 660-0012-(10).

ODOT has been pleased to provide Portland with a Transportation and Growth Management (TGM) grant and technical assistance to work through the safety analysis and trade-offs associated with the MMA designation. The MMA designation means that the City will not need to consider ODOT mobility standards when approving Comprehensive Plan or Zoning Map Amendments within the Central City MMA boundaries (per the MMA Boundary map, section 4 of the ODOT-Portland Central City MMA Agreement, Central City 2025 Plan, Volume 2B). This also applies to adoption of the Central City 2035 Plan. City understands and accepts that a higher level of congestion on City streets for all modes, including buses, may be the result.

ODOT's concurrence is subject to City adoption of the ODOT-Portland Central City MMA Agreement (Central City 2035 Plan, Volume 2B) which ODOT hereby accepts, and which sets forth the principles and the protocol PBOT and ODOT will apply to ensure that safety is not compromised.

Rian Windsheimer

ODOT Region 1 Manager

CC: Anne Debbaut, DLCD

WHAT'S IN THE CENTRAL CITY 2035 PLAN?

Volume 1: Goals and Policies

Volume 2A: Zoning Code and Map Amendments

- Part 1: Central City Plan District
- Part 2: Willamette River and Trails
- Part 3: Environmental and Scenic

Volume 2B: Transportation System Plan Amendments

Volume 3A: Scenic Resources Protection Plan

- Part 1: Summary, Results and Implementation
- Part 2: Scenic Resources Inventory
- Part 3: Economic, Social, Environmental and Energy Analysis

Volume 3B: Willamette River Central Reach Natural Resources Protection Plan

Volume 4: Background Materials

Volume 5A: Implementation - Performance Targets and Action Plans

Volume 5B: Implementation - The Green Loop

Volume 6: Public Involvement