



CITY OF
PORTLAND
BUREAU OF
TRANSPORTATION

EXHIBIT G

184191



Sam
Adams
Mayor

Susan D.
Keil
Director

To: Andrew Aebi, Project Management
From: Rodney Jennings, Transportation Planning **RJ**
Date: October 11, 2010
Re: NE 92nd Drive LID and need for street connectivity

The LID street improvements extending NE 92nd northward over the Columbia slough to NE Alderwood Rd. provide needed connectivity for pedestrians, bicyclists, passenger and freight vehicles between NE Columbia Blvd. and NE Alderwood Rd. This connection is supported by and consistent with City transportation policy and code.

Transportation System Plan

City policy regarding street connectivity is set forth in the Transportation System Plan (TSP) in Policy 6.20 Connectivity. Objective A of this policy states:

Provide interconnected local and collector streets to serve new and redeveloping areas and to ensure safe, efficient, and convenient pedestrian, bicycle, and vehicle access with preference for public streets over private streets.

There is limited street connectivity in the area north of Columbia Blvd and south of Alderwood Rd. between 82nd Avenue and the I-205 freeway. The distance between 82nd Ave. and I-205 is approximately 1 mile, and prior to the extension of NE 92nd across the Columbia Slough connecting Alderwood and Columbia Blvd. there were no other north/south oriented public street connections from Columbia Blvd. to Alderwood between 82nd and I-205. The area surrounded by I-205, 82nd, Alderwood and Columbia Blvd. consists of a mix of developed and underdeveloped land with the potential for more intensive development of industrial, office and retail uses. Land uses and zoning in this area are currently a mix of IG2 - General Industrial and EG2 - General Employment. EG2 is a mixed used zoned that allows industrial, office and retail uses.

The TSP also classifies every street in Portland based on its intended function. For motorized vehicle traffic, NE 92nd Dr. is classified as a Local Service Street and NE Alderwood Rd. is classified as a Neighborhood Collector. NE Columbia Blvd. is classified as a Local Service Street where it intersects with NE 92nd and becomes a Major City Traffic Street about 1800 feet west of the 92nd intersection. Neighborhood Collector streets like Alderwood are intended to distribute traffic to and from Local Service Streets. Local Service Streets like NE 92nd Dr. and the section of Columbia Blvd. that intersects with 92nd provide access to and from individual commercial uses. Consistent with TSP Policy 6.20, the extension of NE 92nd Dr. provides interconnected local and collector streets in an area with the potential for new development and redevelopment.

TSP Policy 11.11 Street Plans also relates to street connectivity. Objective D of this policy states:

Provide full street connections with spacing of no more than 530 feet between connections, except where prevented by barriers such as topography, railroads, freeways, or environmental constraints. Where streets must cross over protected water features, provide crossings at an average spacing of 800 to 1,200 feet, unless exceptional habitat quality or length of crossing prevents a full street connection.

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The property adjacent to the LID project on the west side of NE 92nd between the Columbia Slough and NE Alderwood is zoned EG2. For private development, specific street spacing requirements are mandated when new development occurs in an EG2 zone. These requirements are implemented through the Portland City Code, as set forth in Title 33 Planning and Zoning (33.654 Rights-of-way). Although this code section does not apply directly to city projects in public right-of-way, it does help to illustrate the intent of the TSP connectivity policy. In the EG2 zone, connecting streets are required at least every 530 feet except where barriers such as environmental constraints are present. The NE 92nd north/south connection between Columbia Blvd. and Alderwood Rd. is located about midway, and well over 530 feet from, the nearest north/south connections to the west (82nd Avenue) or the east (105th Avenue, which is just west of I-205). The Columbia Slough, which also runs from east to west between 82nd and I-205, is a water feature with quality habitat that limits the number of north/south connections that are possible in this area. The connection created by extending NE 92nd north to Alderwood Rd. is the most practical alternative for a north/south connection in this area because:

- It is almost midway between NE 82nd Ave. and I-205
- It extends northward to Alderwood Rd. the only existing street (NE 92nd Dr.) that already extends all the way north from Columbia Blvd. to the Columbia Slough.
- The common transportation service area defined by the LID is bordered by Columbia Blvd., 82nd Ave., Airport Way and I-205. This area is served by two east/west oriented Neighborhood Collector streets, NE Cascades Pkwy. and NE Alderwood Rd. NE Mt. Hood Ave. is a north/south street that connects Cascade Pkwy. to Airport Way. NE 92nd Dr. is approximately due south of NE Mt. Hood Ave. By connecting to Alderwood Rd., 92nd Dr. provides a similar traffic distribution function in the southern portion of the service area as Mt. Hood Ave. does in the northern portion.

The TSP also includes classifications for each street based on their intended function for pedestrian, bicycle and freight transportation. This newly built section of NE 92nd has the following designations in the TSP: City Walkway, Off-Street Path, and Freight District.

City Walkway - An intent of the City Walkway designation, described in TSP Policy 6.8 Pedestrian Classification Descriptions, is to provide safe, convenient and attractive connections between neighborhoods. The LID improvements to NE 92nd achieve this intent by providing access to pedestrians between Columbia Blvd. and Alderwood Rd., both of which are also City Walkways.

Off-Street Path - An intent of the Off-Street Path designation for bicycles, described in TSP Policy 6.7 Bicycle Classification Descriptions, is to provide "convenient shortcuts to link urban destinations and origins along continuous greenbelts such as rivers, park and forest areas, and other scenic corridors". The LID improvements to NE 92nd achieve the intent of this designation by providing a link from Alderwood Rd. and points north to the off-street path that crosses NE 92nd and runs east to west along the Columbia Slough.

Freight District - TSP Policy 6.9 Freight Classification Descriptions states that in Freight Districts, streets not given a higher classification are "classified as Freight District streets" which "connect individual properties to Priority Truck Streets". The LID improvements to NE 92nd achieve this intent providing a connection from Alderwood Rd. (which is also a Freight District Street) to Columbia Blvd., which is a Priority Truck Street.

In addition to its Freight District designation in the TSP, improvements to NE 92nd to connect Columbia Blvd. and Alderwood Rd. are identified in the Freight Master Plan.

Freight Master Plan

The Freight Master Plan provides guidance for the development of an efficient and safe network of facilities to transport goods throughout the City of Portland. It includes a list of future projects that are needed to enhance circulation and reduce congestion for freight traffic in Portland. The extension of NE 92nd to connect Columbia Blvd. and Alderwood Rd. is listed as Project S10 in the Freight Master Plan. The following description of this project is provided:

“Project S10 – 92nd Ave, NE, (Alderwood – Columbia Bl): Street Improvements
Project Description: Extend 92nd to Alderwood to better facilitate circulation in the Portland International Center development. Scope of project not fully defined.”

Conclusion

Policies in the Transportation System Plan governing street connectivity (Policy 6.20 Street Connectivity) and the functional classification of streets (Policy 6.7 Bicycle Classification Descriptions, Policy 6.8 Pedestrian Classification Descriptions, and Policy 6.9 Freight Classifications Descriptions) all support extending NE 92nd Dr. north across the Columbia Slough to NE Alderwood Rd. to provide connectivity and circulation for pedestrians, bicyclists, trucks and passenger vehicles. The project is also identified in the Freight Master Plan as an improvement that is necessary to facilitate freight circulation in the area.