May 9, 2018 AMENDMENTS: UNREINFORCED MASONRY RESOLUTION ITEM 458

Amend the Transportation System Plan consistent with the 2035 Comprehensive Plan and in compliance with the Regional Transportation Plan; amend River District Master Street Plan; add policies for Automated Vehicles; adopt findings of compliance; adopt corrections; amend Transportation and Parking Demand Management code to clarify requirements (Previous Agenda 284; Ordinance introduced by Commissioner Saltzman; amend Ordinance Nos. 187832, 188177; amend Code Chapter 17.107)

Amendments to Section 8, Connected and Automated Vehicles

Fritz amendment:
Motion to amend Policy 9.XA.a to add "commercial": Moved by Fritz and seconded by Fish. (Y-5)

Amendment Package:
Motion to amend Policy 9.XA.a to add second sentence: Require adequate insurance coverage for operators, customers, and the public-at-large by providers of commercial connected and autonomous vehicles, and amend Policy 9.XA.b to add #4 Supporting and encouraging use of public transportation, and amend Policy 9.XA.d to add final sentence, "This includes people with disabilities, as well as communities of color, women, and geographically underserved communities.": Moved by Fritz and seconded by Fish. (Y-5)

TRANSPORTATION SYSTEM PLAN

RECOMMENDED DRAFT

STAGE 3 UPDATE
20 FEBRUARY 2018

PBOT
PORTLAND BUREAU OF TRANSPORTATION

Testify in person at the following City Council Hearing:

City Council Hearing

City Hall/ City Council Chambers

1221 SW 4th Ave

Wednesday, March 21, 2018

2:00 time certain

Email: **tsp3@portlandoregon.gov,** with the subject line **TSP3 Update Testimony**

U.S. Mail: **1120 SW 5th Avenue, #800 Portland OR 97204**

For more information:

Visit the project website	https://www.portlandoregon.gov/transportation/73660
Email the project team	tsp3@portlandoregon.gov

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تلتزم مدينة بورتلاند بكل قوانين عدم التمييز والحقوق المدنية بما في ذلك الفصل السادس من قانون الحقوق المدنية والفصل الثاني من قانون الأمريكيين ذوي الإعاقة. للحصول على خدمات الترجمة التحريرية أو الشفهية أو طلب تعديلات أو معلومات إضافية، تفضل بالتواصل مع PBOT من خلال الهاتف رقم503-823-5185، أو استخدم خدمة الرسائل على الرقم 503-823-6868 أو خدمة الاتصال المقدمة لذوي الإعاقات السمعية والنطقية بأوريجون: 711.

ເມືອງ Portland ປະຕິບັດຕາມການບໍ່ເລືອກປະຕິບັດ, ກົດໝາຍວ່າດ້ວຍສິດທິພົນລະເມືອງທັງໝົດລວມເຖິງສິດທິພົນລະເມືອງຂໍ້ VI ແລະ ADA ຂໍ້ II. ຫາກຕ້ອງການແປພາສາ, ການອະທິບາຍ, ການອໍານວຍຄວາມສະດວກ, ການດັດແປງ ຫຼື ຂໍ້ມູນເພີ່ມເຕີມ, ກະລຸນາຕິດຕໍ່ເບີ 503-823-5185 ທີ່ PBOT, ຫຼື ໃຊ້ TTY ເມືອງ 503-823-6868, ຫຼື Oregon Relay Service: 711.

Magaalada Portland waxay u hogaansantahay dhammaan sharciyada takoor la'aanta, Xuquuqda Rayidka oo ay kujiraan Xaquuqda Rayidka Qodobka VI iyo II ADA. Si aad u codsatid turjumida, fasiraadda, hoy, bedellada, ama macluumaad dheeraad ah, fadlan la xiriir 503-823-5185 ee PBOT, ama isticmaal Magaalada TTY 503-823-6868, ama Adeeg Isku wareejinta Oregon: 711.

Project Acknowledgements

Portland Planning and Sustainability Commission
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André Baugh, Vice Chair
Chris Smith, Vice Chair
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Andrés Oswill
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Dan Saltzman Commissioner **Leah Treat** Director

Memorandum

DATE: February 20, 2018

TO: Interested Parties of the TSP Stage 3 Update

FROM: Courtney Duke, AICP, Senior Transportation Planner + Project Manager
TSP3 Team, PBOT Transportation Planning

SUBJECT: Recommended Draft of the Transportation System Plan (TSP) Update: Stage 3: Completing the TSP

The Transportation System Plan is the 20-year plan to guide transportation policies and investments in Portland. The TSP meets state and regional planning requirements to coordinate land use and transportation planning and addresses local transportation needs.

The attached **Recommend Draft of the Transportation System Plan (TSP) Update: Stage 3: Completing the TSP** includes several components to modify sections of the TSP to complete the TSP and incorporate direction from the Comp Plan and other planning efforts.

City Council Hearing

City Hall/ City Council Chambers

1221 SW 4th Ave

Wednesday, March 21, 2018

2:00 time certain

Address testimony to the Portland CIty Council **tsp3@portlandoregon.gov,** Subject line: TSP3 Council Testimony. For general questions, please contact TSP3 staff at TSP3@portlandoregon.gov.

The TSP was updated in three stages. Each stage was developed with a public engagement and adoption process:

Stage One: This Stage was part of the Comp Plan Update, as outlined in Task 4 of the Periodic Review Work Plan. New proposed TSP goals & policies, projects &

program lists and a financial plan were prepared with the Comp Plan Update and adopted by City Council in June 2016.

Stage Two: This Stage was also a part of the Comp Plan Update, as outlined in Task 5 of the Periodic Review Work Plan. Tasks included in this stage of the TSP Update were modifying TSP objectives to be consistent with the proposed Comp Plan update, incorporating street classification changes, and addressing performance measures and city code changes to implement the Comp Plan. This stage was adopted by City Council in December 2016.

Stage Three: This Stage is not part of the Comp Plan Update. This is the final stage of the TSP update. A full list of components is outlined below.

TSP Stage 3 Update

Section 1: Introduction
This chapter was updated to reflect an adopted Comp Plan, the Portland Plan, Vision Zero, and updates since December 2016.

Section 2: TSP Objectives (TSP 2007 Goal 6, and various objectives)
TSP Objectives are proposed to be deleted, modified as sub-policies, or moved to an implementation strategy section. The rationale for moving or removing objectives from the TSP is to improve consistency with the City's most recently updated high-level policy documents; neither the Comprehensive Plan, nor the Central City 2035 Plan have objectives.

Section 3: TSP Geographic Policies (TSP 2007 District Policies and Objectives; SP 2007 Policies 6.35 – 6.41 and related objectives)
District policies and objectives were deleted or modified to reflect the Pattern Areas in the adopted Comp Plan. In addition, many of the objectives were actions, projects or studies that have either been completed or incorporated into the TSP project list, programs or studies. Some of the objectives have been elevated to sub policies, as staff are proposing to delete all objectives (see Section 2: TSP Objectives). Additionally, a number of new sub policies are being proposed for the new Comprehensive Plan Pattern Areas.

Section 4: TSP Street Classifications
Traffic Classification Descriptions and Maps (TSP 2007 Policy 6.5)
Traffic Classification Descriptions and Maps updated to reflect changes and new Vision Zero language.

Transit Classification Descriptions and Maps (TSP 2007 Policy 6.6)
Transit Classification Descriptions and Maps updated to reflect changes, many of which are in

response to TriMet's recent Service Enhancement Plans.

Emergency Response Classification Descriptions and Maps (TSP 2007 Policy 6.10)
Classification Descriptions and Maps updated to reflect changes and work with the Fire Bureau and PBOT Traffic section. A new Secondary Emergency Response Route classification is being added.

Section 5: Modal Plans
Updated to reflect adopted master plans, current planning and project efforts, and programs.

Section 6: Regional Transportation Plan Compliance
Remaining elements of the TSP were revised to comply with Metro's current Regional Transportation Plan, including Performance Measures in Section 7.

Section 7: Performance Measures *(former TSP 2007 Policy 11.13, new policy 9.XA and related sub policies)*
This section reviews and updates mode split targets and level of service standards in the TSP to be in compliance with Oregon State law. Notable changes include: moving the Vision Zero performance measure to the top of the Performance Measure policy; changing the mode share target for Work from Home; and creating a new performance measure designed to reduce future congestion by holding the number of non-freight motor vehicle trips in congested corridors at current levels.

Section 8: Automated Vehicle Policy *(new Policy 9.x)*
This section proposes new policies and sub policies to address Automated Vehicles and associated technologies.

Section 9: Glossary
This section includes new terms added since December 2016 such as "Automated Vehicle" and "Speed cushion".

Section 10: Implementation Strategies
This section includes elements, ideas and actions that were identified as part of the TSP3 update process that could be used for additional implementation. The section includes ideas for internal processes, admin rules, additional studies and code changes.

Section 11: Master Street Plan updates
This section updates the Master Street Plans in the River District and South Waterfront (North Macadam District) to reflect recent planning related to upcoming development opportunities in the two districts. The street plans will guide the provision of transportation connections, both publicly- and privately-owned, as development occurs in these areas of the City.

Public Involvement/Comment

The Discussion Draft was open for 64 days from May 19 – July 21. Staff provided TSP outreach at 30 events across the city from the Multnomah Arts Center, to the Kenton Firehouse, to the Rosewood Initiative, and JAMS Space. Staff reviewed over 120 individual comments received during the Discussion Draft (some with multiple signatories). Among the comments we received, we heard the most about 1) Interest in a TDM study for the West Hills (Section 3: Geographic Policies) and 2) proposed street classifications on SE 20th Ave (Section 4: Street Classifications).

Other Information

Please see our Story Map and informational flyer on the project website.
https://www.portlandoregon.gov/transportation/TSPupdate

Digital Document

TSP3 Team is also working on a digital document that will combine and streamline the document on the web and as a hard copy. Information and review of this component will be later in 2017.

TSP3: Proposed Draft
Tasks, Sections and Staff
February 2018

SECTION	NAME	PBOT LEAD
	Project Management	C. Duke/ S. Valle
	Digital Document; additional materials	E. Aigner/S. Valle
	Public Involvement	F. Patricolo
1	Introduction	C. Duke/S. Valle
2	TSP Objectives	B. Herrera/C. Duke/B. Kellett
3	Geographic Policies and Objectives	F. Patricolo/B. Kellett/T. Phillips
4	Traffic Classification Descriptions	Z. Wagner
4	Traffic Classification Maps	Z. Wagner/K. Donohue
4	Transit Classification Descriptions	Z. Wagner
4	Transit Classification Maps	Z. Wagner/ K. Donohue
4	Emergency Response Classification Descriptions	Z. Wagner
4	Emergency Response Classification Maps	Z. Wagner/ K. Donohue
5	Modal Plans	C. Duke
6	RTP Compliance	C. Duke
7	Performance Measures (LOS/Mode Split)	P. Hurley
8	Autonomous Vehicle Policy and Objectives	P. Hurley
9	Glossary	C. Duke
10	Implementation Strategies	C. Duke
11	Master Street Plan Updates	Z. Wagner/S. Szigethy
Appendix A	Objectives to Be Deleted	B. Herrera/C. Duke/B. Kellett
Appendix B	Geographic Policies and Objectives To be Deleted	F. Patricolo//B. Kellett
Appendix C	South Waterfront Master Street Plan Memo	S. Szigethy

Thank you for your time and consideration.

Transportation System Plan

Stage 3 Update February 14, 2018

Section 1
Introduction

Introduction

Portland is projected to add 140,000 new jobs and 260,000 new residents over the next 20 years. As Portland and the region grow, however, there is a continuing challenge to maintain the natural environment, economic prosperity, and overall quality of life. If in 2035 the percentage of people who drive alone to work remains the same as it is now (nearly 60 percent), traffic, carbon emissions, and household spending on vehicles and fuel will all worsen significantly. In order to accommodate this growth, our transportation system must provide Portlanders safer and more convenient ways to walk, bike, and take transit for more trips. The 2035 Transportation System Plan guides investments to maintain and improve the livability of Portland by:

- supporting the City's commitment to Vision Zero by saving lives and reducing injuries to all people using our transportation system
- limiting traffic congestion so transit and freight vehicles can move more reliably
- reducing, carbon emissions and promoting healthy lifestyles
- keeping more money in the local economy, as we spend less on vehicles and fuel
- creating great places

The Transportation System Plan is the 20-year plan to guide transportation policies and investments in Portland. The TSP meets state and regional planning requirements and addresses local transportation needs. Transportation planning that promotes active transportation modes is essential to preserving the City's livability and for the protection of the natural environment Constructing significant amounts of new automobile capacity to accommodate growth is not a viable option because of the enormous costs and impacts. Adding more streets and parking lots divides neighborhoods, uses valuable land, encourages urban sprawl, and has negative environmental impacts. Alternative approaches, supporting a safer, more affordable and more complete multimodal transportation network must be used to ensure integrated, comprehensive solutions. The first TSP was adopted by Council in 2002 (Ordinance 177028).

The Transportation System Plan helps implement the City's 2035 Comprehensive Plan in addition to the region's 2040 Growth Concept by supporting a transportation system that makes it more convenient for people to walk, bicycle, use transit, and drive less to meet their daily needs. The TSP also recognizes that the transportation system must help grow and sustain the City's economic health by accommodating the needs of businesses and supporting Portland's role in the international economy.

The 2035 TSP includes:

- Goals and policies that guide the maintenance, development and implementation of Portland's transportation system
- Objectives that further the implementation of the goals and policies
- A list of projects and City wide programs along with a financial plan that would accommodate 20 years of population and employment growth
- Master street plans and modal plans
- Strategies and regulations for implementation, including street classifications

Elements of the TSP

The goals and policies, street classification descriptions and maps, the financial plan and the master street plan maps in the TSP were adopted as part of the Comprehensive Plan by City Council in 2016. The TSP was adopted concurrently with the Comprehensive Plan, but published under a separate cover. Stage 3 Update will be adopted separately from the Comp Plan and Stages 1 and 2, then incorporated into one TSP document.

The TSP is both an implementation tool and a supporting document to the Comprehensive Plan. It contains the transportation element of the City's Public Facilities Plan, and the List of Significant Projects and Citywide Programs. The TSP also provides more detail than the Comprehensive Plan by including additional supporting information about transportation system conditions.

Transportation System Plan Updates

In order to keep the TSP current and up-to-date with recent transportation planning and development activities, it is updated at regular intervals. The first two updates in the mid-2000s were not intended to include new policy initiatives. They were primarily technical in nature and included corrections, updates to project descriptions, updates on studies, and inclusion of new master street plans adopted as a part of planning efforts.

The first update was completed and adopted by City Council on October 13, 2004 (effective date, November 12, 2004; Ordinance Nos. 178815 and 178826).

The second update was completed and adopted by City Council on April 5, 2007 (effective date, May 5, 2007; Ordinance No 180871). While primarily technical in nature, this update also included new policy language to implement the City's Green Street Policy.

Stage 1 TSP Update was a part of the City's Comprehensive Plan update process and a component of the state's Periodic Work Plan Task 4. It included Goals, Policies, Projects and Programs and a Financial Plan. It was adopted by City Council in June 2016.

The Stage 2 TSP Update was a part of the City's Comprehensive Plan update and changes were made to implement the Comp Plan, as well as reflect adopted plans and classification changes since the last update in 2007. Periodic Work Plan Task 5. It was adopted by City Council in December 2016.

TSP Stage 3 TSP Update is incorporating regional information, updating geographic policies and objectives, updating objectives, adding a few policies, changes to street classification for traffic, transit and emergency response, modal plans, and other changes as identified. There is also parallel staff process to reformat the document and create a new user friendly digital document.

REGULATORY FRAMEWORK

The TSP addresses and complies with a number of State and regional goals, policies, and regulations, as summarized below.

State of Oregon

Statewide Planning Goals

Oregon has 19 goals that provide a foundation for the State's land use planning program. The TSP must comply with all applicable State goals. The two goals directly applicable to the TSP are Goal 11: Public Facilities Plan and Goal 12: Transportation.

Transportation Planning Rule

The Transportation Planning Rule (TPR) implements statewide planning Goal 12: Transportation. The TPR requires State, regional, and local jurisdictions to develop Transportation System Plans (TSPs) that comply with TPR provisions. These provisions include reducing vehicle miles traveled (VMT) per capita by 10 percent over the next 20 years, reducing parking spaces per capita, and improving opportunities for alternatives to the automobile.

Oregon Transportation Plan

The Oregon Transportation Plan (OTP) serves as the State's TSP. Regional and local TSPs must be consistent with the OTP.

Regional Metro

Regional Transportation Plan

First adopted by Metro in 1983, with latest update in 2014, the Regional Transportation Plan (RTP) serves as the regional TSP. As such, the RTP:

- Is consistent with the requirements of the State TPR and OTP
- Implements the 2040 Growth Concept and Regional Framework Plan
- Focuses on the regional transportation system
- Includes multimodal functional classifications and street design classifications
- Includes a list of major system improvements
- Includes a funding plan

As of August 2017 Metro and regional partners are updating the RTP with a new RTP to be issued in 2018.

Region 2040 Growth Concept

Metro adopted the 2040 Growth Concept as part of the Regional Urban Growth Goals and Objectives (RUGGOs) in 1995. The 2040 Growth Concept stated the preferred form of long-term regional growth and development, including the urban growth boundary (UGB), density, and open space protection. It also designates design types, such as central city, regional center, town center, and main street.

Regional Transportation Functional Plan

The Regional Transportation Functional Plan (first adopted in 2010, last updated in 2012; Ordinance No 10-1241B) implements the Goals and Objectives in section 2.3 of the RTP and the policies of the RTP, and replaces the regional parking policy of the Urban Growth Management Functional Plan (See RTFP Title 4: Regional Parking Management.) It provides policy basis and direction for local TSPs. The RTFP codifies requirements that local plans must comply with to be consistent with the Regional Transportation Plan. Therefore, its requirements are binding on cities and counties.

Urban Growth Management Functional Plan

Metro adopted the Urban Growth Management Functional Plan (UGMFP) in 1996 and updated it 2014 to implement regional goals and objectives adopted by the Metro Council as the Regional Growth Goals and Objectives (RUGGO), including the 2040 Growth Concept and the Regional Framework Plan. The UGMFP addresses the accommodation of regional population and job growth. Its requirements are binding on cities and counties.

Regional Framework Plan

The Regional Framework Plan, adopted in 1997, identifies regional policies to implement the 2040 Growth Concept, preserving access to nature and building great communities for today and the future. The plan was amended in 2005 and 2010, and again in 2014 as part of the adoption of the Climate Smart Strategy.

City of Portland

Comprehensive Plan

Portland's 2035 Comprehensive Plan guides land use development and public facility investment decisions between now and 2035. This guidance is intended to help make Portland more prosperous, healthy, equitable and resilient.

The Comprehensive Plan includes five elements that work together to accomplish this goal:

1. Vision and Guiding Principles
2. Goals and Policies

3. Comprehensive Plan Map
4. List of Significant Projects
5. Transportation policies, classifications and master street plans

Within the Comprehensive Plan and TSP, there are nine Transportation goals:

1. Safety
2. Multiple goals
3. Great places
4. Environmentally sustainable
5. Equitable transportation
6. Positive health outcomes
7. Opportunities for prosperity
8. Cost effectiveness
9. Airport futures

Transportation related policies from the 2035 Comprehensive Plan (2015) are located in Chapter 9 (Transportation), Chapter 3 (Urban Design), Chapter 4 (Development) and Chapter 8 (Public Facilities). The TSP also includes additional sub-policies and geographic -specific policies and objectives.

Chapter 9 policies are grouped in these subject areas:

- Designing and planning
- Land use, development, and placemaking
- Streets as public spaces
- Modal Policies
- Airport Futures
- System Management
- Transportation Demand Management
- Parking Management
- Finance, Programs and Coordination

Chapter 8: Public Facilities

- Funding
- Public Benefits
- Public Rights of Way
- Trails
- Stormwater systems

Chapter 3: Urban Form

- Citywide design and development
- Centers
- Corridors
- Transit Station Areas

- City Greenways
- Employment areas
- Pattern Areas

Chapter 4: Development

- Design and Development of centers and corridors
- Designing with nature

Portland Bureau of Transportation also using Comprehensive Plan Chapter 2: Community Involvement for its public involvement policies.

Chapter 2 has seven goals and 41 policies.

Goals

- Community Involvement as a Partnership
- Social Justice and Equity
- Value Community Wisdom and Participation
- Transparency and Accountability
- Meaningful Participation
- Accessible and Effective Participation
- Strong Civic Infrastructure

Chapter 2 policies are grouped in these major areas:

- Partners in decision making
- Environmental justice
- Invest in education and training
- Community assessment
- Transparency and accountability
- Community involvement program
- Process design and evaluation
- Information design and development

SEVEN OUTCOMES

Working with our partners at Metro, Bureau of Planning and Sustainability, and the Oregon Department of Transportation, with direction from the Portland Plan (2012), the Climate Action Plan (2010), Health Equity & the Transportation System Plan Report (2012), and from the Comprehensive Plan Update, PBOT staff developed an outcomes based approach to the TSP.

These seven outcomes directed policy choices as well as informed the development of criteria for selecting and prioritizing TSP Projects and Programs. The Transportation System Improvements Chapter contains details on the citywide project and programs process and evaluation.

These seven outcomes are:

1. Reduce/eliminate transportation fatalities and injuries
2. Improve access to daily needs, such as jobs, schools, grocery stores, and health care
3. Improve health by increasing walking and bicycling
4. Increase economic benefits, such as access to family wage jobs and freight access
5. Ensure disadvantaged communities benefit as much or more than non-disadvantaged communities
6. Reduce global warming pollution from transportation
7. Prioritize the most cost-effective projects

Section 2
TSP Objectives

Key

Text in gray boxes are *Existing adopted Goals and Policies from the Comp Plan (Adopted 2016). These are provided for context and are NOT under review for changes or amendments.*

Existing language
Suggested new language

Transportation (Comp Plan Chapter 9)

Transportation goals

Safety
The City achieves the standard of zero traffic-related fatalities and serious injuries. Transportation safety impacts the livability of a city and the comfort and security of those using City streets. Comprehensive efforts to improve transportation safety through equity, engineering, education, enforcement and evaluation will be used to eliminate traffic-related fatalities and serious injuries from Portland's transportation system. (CP Goal 9.A)

Multiple goals
Portland's transportation system is funded and maintained to achieve multiple goals and measurable outcomes for people and the environment. The transportation system is safe, complete, interconnected, multimodal, and fulfills daily needs for people and businesses. (CP Goal 9.B)

Great places
Portland's transportation system enhances quality of life for all Portlanders, reinforces existing neighborhoods and great places, and helps make new great places in town centers, neighborhood

centers and corridors, and civic corridors. (CP Goal 9.C)

Environmentally sustainable
The transportation system increasingly uses active transportation, renewable energy, or electricity from renewable sources, achieves adopted carbon reduction targets, and reduces air pollution, water pollution, noise, and Portlanders' reliance on private vehicles. (CP Goal 9.D)

Equitable transportation
The transportation system provides all Portlanders options to move about the city and meet their daily needs by using a variety of safe, efficient, convenient, and affordable modes of transportation. Transportation investments are responsive to the distinct needs of each community. (CP Goal 9.E)

Positive health outcomes
The transportation system promotes positive health outcomes and minimizes negative impacts for all Portlanders by supporting active transportation, physical activity, and community and individual health. (CP Goal 9.F)

Opportunities for prosperity
The transportation system supports a strong and diverse economy, enhances the competitiveness of the city and region, and maintains Portland's role as a West Coast trade gateway and freight hub by providing efficient and reliable goods movement, multimodal access to employment areas and educational institutions, as well as enhanced freight access to industrial areas and intermodal freight facilities. The transportation system helps people and businesses reduce spending and keep money in the local economy by providing affordable alternatives to driving. (CP Goal 9.G)

Cost effectiveness
The City analyzes and prioritizes capital and operating investments to cost effectively achieve the above goals while responsibly managing and protecting our past investments in existing assets. (CP Goal 9.H)

Airport futures
Promote a sustainable airport (Portland International Airport [PDX]) by meeting the region's air transportation needs without compromising livability and quality of life for future generations. (CP Goal

9.I)

Transportation policies

Design and planning policies

~~The City of Portland's transportation system is a key public facility. The following policies describe what the transportation system is, what it does, and what factors to consider in how the overall system is used. Policies 8.1-8.60 in Comprehensive Plan Chapter 8: Public Facilities and Services also apply to the need for quality facilities and services, multiple benefits, reliability, and creating a multi-purpose and safe right-of-way.~~

Street design classifications: Maintain and implement street design classifications consistent with land use plans, environmental context, urban design pattern areas, and the Neighborhood Corridor and Civic Corridor Urban Design Framework designations. (CP Policy 9.1)

Street policy classifications: Maintain and implement street policy classifications for pedestrian, bicycle, transit, freight, emergency vehicle, and automotive movement, while considering access for all modes, connectivity, adjacent planned land uses, and state and regional requirements. (CP Policy 9.2)

a: Designate district classifications that emphasize freight mobility and access in industrial and employment areas serving high levels of truck traffic and to accommodate the needs of intermodal freight movement. (CP Policy 9.2.a.)

b: Designate district classifications that give priority to pedestrian access in areas where high levels of pedestrian activity exist or are planned, including the Central City, Gateway regional center, town centers, neighborhood centers, and transit station areas. (CP Policy 9.2.b.)

c: Designate district classifications that give priority to bicycle access and mobility in areas where high levels of bicycle activity exist or are planned, including Downtown, the River District, Lloyd District, Gateway Regional Center, town centers, neighborhood centers, and transit station areas. (CP Policy 9.2.c.)

Transportation System Plan: Maintain and implement the Transportation System Plan (TSP) as the decision-making tool for transportation-related projects, policies, programs, and street design. (CP Policy 9.3)

Use of classifications: Plan, develop, implement, and manage the transportation system in accordance with street design and policy classifications outlined in the Transportation System Plan. (CP

Policy 9.4)

9.4.a Classification descriptions are used to describe how streets should function for each mode of travel, not necessarily how they are functioning at present.

Mode share goals and vehicle miles travelled (VMT) reduction: Increase the share of trips made using active and low-carbon transportation modes. Reduce VMT to achieve targets set in the most current Climate Action Plan and Transportation System Plan, and meet or exceed Metro's mode share and VMT targets. (CP Policy 9.5)

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

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

When implementing this prioritization, ensure that:

- The needs and safety of each group of users are considered, and changes do not make existing conditions worse for the most vulnerable users higher on the ordered list.
- All users' needs are balanced with the intent of optimizing the right of way for multiple modes on the same street.
- When necessary to ensure safety, accommodate some users on parallel streets as part of a multi-street corridor.
- Land use and system plans, network functionality for all modes, other street functions, and complete street policies, are maintained.
- Policy-based rationale is provided if modes lower in the ordered list are prioritized. (CP Policy 9.6)
-

See Section 8 for proposed modifications to Policy 9.6.

Moving goods and delivering services: In tandem with people movement, maintain efficient and reliable movement of goods and services as a critical transportation system function. Prioritize freight system reliability improvements over single-occupancy vehicle mobility where there are solutions that

distinctly address those different needs. (CP Policy 9.7)

Affordability: Improve and maintain the transportation system to increase access to convenient and affordable transportation options for all Portlanders, especially those who have traditionally been under-served or under-represented or have historically borne unequal burdens. (CP Policy 9.8)

Accessible and age-friendly transportation system: Ensure that transportation facilities are accessible to people of all ages and abilities, and that all improvements to the transportation system (traffic, transit, bicycle, and pedestrian) in the public right-of-way comply with the Americans with Disabilities Act of 1990. Improve and adapt the transportation system to better meet the needs of the most vulnerable users, including the young, older adults, and people with different abilities. (CP Policy 9.9)

9.10 Geographic policies: Adopt geographically-specific policies in the Transportation System Plan to ensure that transportation infrastructure reflects the unique topography, historic character, natural features, system gaps, economic needs, demographics, and land uses of each area. (CP Policy 9.10)

9.10.a Refer to adopted area plans for additional applicable geographic objectives related to transportation.

See Section 3 of TSP3 for Pattern Area and Geographic Policies and Sub Policies.

Land use, development, and placemaking policies

Land use and transportation coordination: Implement the Comprehensive Plan Map and the Urban Design Framework through coordinated long-range transportation and land use planning. Ensure that street policy and design classifications and land uses complement one another. (CP Policy 9.11)

Growth strategy: Use street design and policy classifications to support goals 3A-3G in Comprehensive Plan Chapter 3: Urban Form. Consider the different design contexts and transportation functions in Town Centers, Neighborhood Centers, Neighborhood Corridors, Employment Areas, Freight Corridors, Civic Corridors, Transit Station Areas, and Greenways. (CP Policy 9.12)

Development and street design: Evaluate adjacent land uses to help inform street classifications in framing, shaping, and activating the public space of streets. Guide development and land use to create the kinds of places and street environments intended for different types of streets. (CP Policy

9.13)

Streets as public spaces policies

~~Streets, including sidewalks and planting strips, provide critical transportation and utility functions. In Portland, streets are the most abundant type of public space, occupying nearly 20 percent of land area in the city. The following policies support community desire to expand the use of streets beyond their transportation functions. See Comprehensive Plan Chapter 8: Public Facilities and Services and Comprehensive Plan Chapter 4: Design and Development for further use and streetscape policies.~~

Streets for transportation and public spaces: Integrate both placemaking and transportation functions when designing and managing streets by encouraging design, development, and operation of streets to enhance opportunities for them to serve as places for community interaction, environmental function, open space, tree canopy, recreation, and other community purposes. (CP Policy 9.14)

Repurposing street space: Encourage repurposing street segments that are not critical for transportation connectivity to other community purposes. (CP Policy 9.15)

Design with nature: Promote street and trail alignments and designs that respond to topography and natural features, when feasible, and protect streams, wildlife habitat, and native trees. (CP Policy 9.16)

Modal policies

~~*Portland is committed to providing a multimodal transportation system that offers affordable and convenient travel options within the city, region, and outside the Metro area. Because trips are made for different reasons, they vary in length and type of vehicle (mode) needed to make them. Different modes create different kinds of impacts — on neighborhood livability and carbon emissions, for example. These policies recognize that some modes are more appropriate than others for different types of trips.*~~

Pedestrian transportation: Encourage walking as the most attractive mode of transportation for most

short trips, within neighborhoods and to centers, corridors, and major destinations, and as a means for accessing transit. (CP Policy 9.17)

Note: Pedestrian Objectives will be updated as part of PedPDX, the update to the Pedestrian Master Plan in 2018.

Pedestrian networks: Create more complete networks of pedestrian facilities, and improve the quality of the pedestrian environment. (CP Policy 9.18)

Note: Pedestrian Objectives will be updated as part of PedPDX, the update to the Pedestrian Master Plan in 2018.

Pedestrian safety and accessibility: Improve pedestrian safety, accessibility, and convenience for people of all ages and abilities. (CP Policy 9.19)

Bicycle transportation: Create conditions that make bicycling more attractive than driving for most trips of approximately three miles or less. (CP Policy 9.20)

Note: Bicycle Objectives were updated in Stage 2 TSP Update and will be updated as part of this process.

Accessible bicycle system: Create a bicycle transportation system that is safe, comfortable, and accessible to people of all ages and abilities. (CP Policy 9.21)

Note: Bicycle Objectives were updated in Stage 2 TSP Update and will be updated/deleted as part of this process.

Public transportation: Coordinate with public transit agencies to create conditions that make transit the preferred mode of travel for trips that are not made by walking or bicycling. (CP Policy 9.22)

Transportation to job centers: Promote and enhance transit to be more convenient and economical than the automobile for people travelling more than three miles to and from the Central City and Gateway. Enhance regional access to the Central City and access from Portland to other regional job centers. (CP Policy 9.23)

Transit service: In partnership with TriMet, develop a public transportation system that conveniently, safely, comfortably, and equitably serves residents and workers 24 hours a day, seven days a week. (CP

Policy 9.24)

Transit equity: In partnership with TriMet, maintain and expand high-quality frequent transit service to all Town Centers, Civic Corridors, Neighborhood Centers, Neighborhood Corridors, and other major concentrations of employment, and improve service to areas with high concentrations of poverty and historically under-served and under-represented communities. (CP Policy 9.25)

9.25.a Support a public transit system and regional transportation that address the transportation needs of historically marginalized communities and provide increased mobility options and access.

Transit funding: Consider funding strategies and partnership opportunities that improve access to and equity in transit service, such as raising metro-wide funding to improve service and decrease user fees/fares. (CP Policy 9.26)

Transit service to centers and corridors: Use transit investments as a means to shape the city's growth and increase transit use. In partnership with TriMet and Metro, maintain, expand, and enhance Portland Streetcar, frequent service bus, and high-capacity transit, to better serve centers and corridors with the highest intensity of potential employment and household growth. (CP Policy 9.27)

9.27.a Locate major park-and-ride lots only where transit ridership is increased significantly, vehicle miles traveled are reduced, transit-supportive development is not hampered, bus service is not available or is inadequate, and the surrounding area is not negatively impacted.

Intercity passenger service: Coordinate planning and project development to expand intercity passenger transportation services in the Willamette Valley, and from Portland to California, Seattle, and Vancouver, BC. (CP Policy 9.28)

Regional trafficways and transitways: Maintain capacity of regional transitways and existing regional trafficways to accommodate through-traffic. (CP Policy 9.29)

Multimodal goods movement: Develop, maintain, and enhance a multimodal freight transportation system for the safe, reliable, sustainable, and efficient movement of goods within and through the

city. (CP Policy 9.30)

Economic development and industrial lands: Ensure that the transportation system supports traded sector economic development plans and full utilization of prime industrial land, including brownfield redevelopment. (CP Policy 9.31)

Multimodal system and hub: Maintain Portland's role as a multimodal hub for global and regional movement of goods. Enhance Portland's network of multimodal freight corridors. (CP Policy 9.32)

Freight network: Develop, manage, and maintain a safe, efficient, and reliable freight street network to provide freight access to and from intermodal freight facilities, industrial and commercial districts, and the regional transportation system. Invest to accommodate forecasted growth of interregional freight volumes and provide access to truck, marine, rail, and air transportation systems. Ensure designated routes and facilities are adequate for over-dimensional trucks and emergency equipment. (CP Policy 9.33)

Sustainable freight system: Support the efficient delivery of goods and services to businesses and neighborhoods, while also reducing environmental and neighborhood impacts. Encourage the use of energy efficient and clean delivery vehicles, and manage on- and off-street loading spaces to ensure adequate access for deliveries to businesses, while maintaining access to homes and businesses. (CP Policy 9.34)

Freight rail network: Coordinate with stakeholders and regional partners to support continued reinvestment in, and modernization of, the freight rail network. (CP Policy 9.35)

Portland Harbor: Coordinate with the Port of Portland, private stakeholders, and regional partners to improve and maintain access to marine terminals and related river-dependent uses in Portland Harbor. (CP Policy 9.36)

a: Support continued reinvestment in, and modernization of, marine terminals in Portland Harbor. (CP Policy 9.36.a.)

b: Facilitate continued maintenance of the shipping channels in Portland Harbor and the Columbia

River. (CP Policy 9.36.b.)

c: Support shifting more long-distance, high-volume movement of goods to river and oceangoing ships and rail. (CP Policy 9.36.c.)

Portland Heliport: Maintain Portland's Heliport functionality in the Central City. (CP Policy 9.37)

Automobile transportation: Maintain acceptable levels of mobility and access for private automobiles while reducing overall vehicle miles traveled (VMT) and negative impacts of private automobiles on the environment and human health. (CP Policy 9.38)

Automobile efficiency: Coordinate land use and transportation plans and programs with other public and private stakeholders to encourage vehicle technology innovation, shifts toward electric and other cleaner, more energy-efficient vehicles and fuels, integration of smart vehicle technology with intelligent transportation systems, and greater use of options such as car-share, carpool, and taxi. (CP Policy 9.39)

Note: See Section 8 for Technology and Automated Vehicle Policies and Sub Policies .

Emergency response: Maintain a network of accessible emergency response streets to facilitate safe and expedient emergency response and evacuation. Ensure that police, fire, ambulance, and other emergency providers can reach their destinations in a timely fashion, without negatively impacting traffic calming and other measures intended to reduce crashes and improve safety. (CP Policy 9.40)

Note: See Section 4 for Emergency Response Classification Descriptions, Changes and Maps.

Airport futures policies

~~The Port of Portland manages the Portland International Airport (PDX) as a regional, national, and international air transportation hub. The Port partnered with the City of Portland and Multnomah, Washington, and Clackamas Counties to prepare the Airport Futures Plan (2010) and guide airport development to 2035. Policy direction set in this project include Goal 9.I and the following policies. Additional airport-related policies are found in the Comprehensive Plan Chapter 4: Design and Development and Comprehensive Plan Chapter 7: Environment and Watershed Health.~~

Portland International Airport: Maintain the Portland International Airport (PDX) as an important regional, national, and international transportation hub serving the bi-state economy. (CP Policy 9.41)

Airport regulations: Implement the Airport Futures Plan through the implementation of the Portland International Airport Plan District. (CP Policy 9.42)

a: Prohibit the development of a potential third parallel runway at PDX unless need for its construction is established through a transparent, thorough, and regional planning process. (CP Policy 9.42.a.)

b: Support implementation of the Aircraft Landing Zone to provide safer operating conditions for aircraft in the vicinity of PDX by limiting the height of structures, vegetation, and construction equipment. (CP Policy 9.42.b.)

c: Support the Port of Portland's Wildlife Hazard Management Plan by implementing airport-specific landscaping requirements in the Portland International Airport Plan District to reduce conflicts between wildlife and aircraft. (CP Policy 9.42.c.)

Airport partnerships: Partner with the Port of Portland and the regional community to address the critical interconnection between economic development, environmental stewardship, and social responsibility. (CP Policy 9.43)

Support an ongoing public advisory committee for PDX to:

a: Support meaningful and collaborative public dialogue and engagement on airport related planning and development. (CP Policy 9.43.a.)

b: Provide an opportunity for the community to inform the decision-making related to the airport of the Port, the City of Portland, and other jurisdictions/organizations in the region. (CP Policy 9.43.b.)

c: Raise public knowledge about PDX and impacted communities. (CP Policy 9.43.c.)

Airport investments: Ensure that new development and redevelopment of airport facilities supports the City's and the Port's sustainability goals and policies, and is in accordance with Figure 9-3 — Portland International Airport. Allow the Port flexibility in configuring airport facilities to preserve future development options, minimize environmental impacts, use land resources efficiently, maximize operational efficiency, ensure development can be effectively phased, and address Federal Aviation Administration's airport design criteria. (CP Policy 9.44)

System management policies

~~*Portland's transportation system is an integrated network of roads, rails, trails, sidewalks, bicycle paths, and other facilities within and through the city. These modal networks intersect and are often located within the same right-of-way. The policies below provide direction to manage the system in ways that:*~~

- ~~*Allow different modes to interact safely.*~~
- ~~*Maximize the capacity of the existing network.*~~
- ~~*Identify where additional capacity might be needed.*~~

~~Also see Policies 8.37 through 8.49 in Comprehensive Plan Chapter 8: Public Facilities and Services.~~

System management: Give preference to transportation improvements that use existing roadway capacity efficiently and that improve the safety of the system for all users. (CP Policy 9.45)

9.45.a Support regional equity measures for transportation system evaluation.

Traffic management: Evaluate and encourage traffic speed and volume to be consistent with street classifications and desired land uses to improve safety, preserve and enhance neighborhood livability, and meet system goals of calming vehicle traffic through a combination of enforcement, engineering, and education efforts. (CP Policy 9.46)

9.46.a Use traffic calming tools, traffic diversion and other available tools and methods to create and maintain sufficiently low automotive volumes and speeds on neighborhood greenways to ensure comfortable cycling environment on the street.

Connectivity: Establish an interconnected, multimodal transportation system to serve centers and other significant locations. Promote a logical, direct, and connected street system through street spacing guidelines and district-specific street plans found in the Transportation System Plan, and prioritize access to specific places by certain modes in accordance with policies 9.6 and 9.7. (CP Policy 9.47)

9.47 a. Develop conceptual master street plans for areas of the City that have significant amounts of vacant or underdeveloped land and where the street network does not meet City and Metro connectivity guidelines.

9.47b As areas with adopted Street Plans develop, provide connectivity for all modes by developing the streets and accessways as shown on the Master Street Plan Maps in the Comp Plan.

9.47.c Continue to provide connectivity in areas with adopted Street Plans for all modes of travel by

developing public and private streets as shown on the Master Street Plan Maps in the Comp Plan.

9.47.d Provide 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 1000 feet, unless exceptional habitat quality of length of crossing prevents a full street connection

9.47.e Provide bike and pedestrian connections at approximately 330 feet intervals on public easements or rights-of-way when full street connections are not possible, except where prevented by barriers s such as topography, railroads, freeways, or environmental constraints. Bike and pedestrian connections that cross protected water features should have an average spacing of no more than 530 feet, unless exceptional habitat quality or length of connection prevents a connection.

Technology: Encourage the use of emerging vehicle and parking technology to improve real-time management of the transportation network and to manage and allocate parking supply and demand. (CP Policy 9.48)

See Section 8 of TSP3 Proposed Draft for additional policies and sub policies related to technology and automated vehicles.

Performance measures: Establish multimodal performance measures and measures of system completeness to evaluate and monitor the adequacy of transportation services based on performance measures in goals 9.A. through 9.I. Use these measures to evaluate overall system performance, inform corridor and area-specific plans and investments, identify project and program needs, evaluate and prioritize investments, and regulate development, institutional campus growth, zone changes, Comprehensive Plan Map amendments, and conditional uses. (CP Policy 9.49)

Note: See Section 7 of TSP3 Proposed Draft for Policies and Sub Policies related to Performance Measures.

Regional congestion management: Coordinate with Metro to establish new regional multimodal mobility standards that prioritize transit, freight, and system completeness. (CP Policy 9.50)

a: Create a regional congestion management approach, including a market-based system, to price or

charge for auto trips and parking, better account for the cost of auto trips, and to more efficiently manage the regional system. (CP Policy 9.50.a.)

b: In the interim, use the deficiency thresholds and operating standards of the Regional Mobility Policy, in Figure 9-4, for evaluation of impacts to state facilities and the regional arterial and throughway network. (CP Policy 9.50.b.)

Figure 9-4 Interim Deficiency Thresholds and Operating Standards

Location	Standards		
	Mid-Day One-Hour Peak*	PM 2-Hour Peak*	
		1st Hour	2nd Hour
Central City, Gateway, Town Centers, Neighborhood Centers, Station Areas	.99	1.1	.99
I-84 (from I-5 to I-205), I-5 North (from Marquam Bridge to Interstate Bridge, OR 99-E (from Lincoln St. to OR 224),US 26 (from I-405 to Sylvan Interchange), I-405	.99	1.1	.99
Other Principal Arterial Routes	.90	.99	.99

**The demand-to-capacity ratios in the table are for the highest two consecutive hours of the weekday traffic volumes. The mid-day peak hour is the highest 60-minute period between the hours of 9 a.m. and 3 p.m. The 2nd hour is defined as the single 60-minute period, either before or after the peak 60-minute period, whichever is highest.*

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. (CP Policy 9.51)

Transportation demand management (TDM) policies

~~*Providing residents and employees information and incentives to walk, bicycle, use transit, and otherwise reduce the need to own and use private vehicles can be one of the quickest, least expensive, and most effective strategies to achieve City goals and to prevent traffic and parking impacts. Transportation and parking demand management (TDM) programs can cost-effectively increase the modal share of walking, bicycling, and shared vehicle trips.*~~

Outreach: Create and maintain TDM outreach programs that work with Transportation Management Associations (TMA), residents, employers, and employees that increase the modal share of walking, bicycling, and shared vehicle trips while reducing private vehicle ownership, parking demand, and drive-alone trips, especially during peak periods. (CP Policy 9.52)

New development: Create and maintain TDM regulations and services that prevent and reduce traffic and parking impacts from new development and redevelopment. Encourage coordinated area-wide delivery of TDM programs. Monitor and improve the performance of private-sector TDM programs. (CP Policy 9.53)

Note: TDM implementation strategies will reviewed and modified based on TDM process, Code and Admin Rule under development.

Projects and programs: Integrate TDM information into transportation project and program development and implementation to increase use of new multimodal transportation projects and services. (CP Policy 9.54)

Parking management policies

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

Parking management: Reduce parking demand and manage supply to improve pedestrian, bicycle and transit mode share, neighborhood livability, safety, business district vitality, vehicle miles traveled (VMT) reduction, and air quality. Implement strategies that reduce demand for new parking and private vehicle ownership, and that help maintain optimal parking occupancy and availability. (CP Policy 9.55)

Curb Zone: Recognize that the Curb Zone is a public space, a physical and spatial asset that has value and cost. Evaluate whether, when, and where parking is the highest and best use of this public space in support of broad City policy goals and local land use context. Establish thresholds to utilize parking management and pricing tools in areas with high parking demand to ensure adequate on-street parking supply during peak periods. (CP Policy 9.56)

On-street parking: Manage parking and loading demand, supply, and operations in the public right of way to achieve mode share objectives, and to encourage safety, economic vitality, and livability. Use transportation demand management and pricing of parking in areas with high parking demand. (CP Policy 9.57)

Off-street parking: Limit the development of new parking spaces to achieve land use, transportation, and environmental goals, especially in locations with frequent transit service. Regulate off-street parking to achieve mode share objectives, promote compact and walkable urban form, encourage lower rates of car ownership, and promote the vitality of commercial and employment areas. Use transportation demand management and pricing of parking in areas with high parking demand. Strive to provide adequate but not excessive off-street parking where needed, consistent with the preceding practices. (CP Policy 9.58)

Share space and resources: Encourage the shared use of parking and vehicles to maximize the efficient use of limited urban space. (CP Policy 9.59)

Cost and price: Recognize the high public and private cost of parking by encouraging prices that reflect the cost of providing parking and balance demand and supply. Discourage employee and resident parking subsidies. (CP Policy 9.60)

Bicycle parking: Promote the development of new bicycle parking facilities including dedicated bike parking in the public right-of-way. Provide sufficient bicycle parking at high-capacity transit stations to enhance bicycle connection opportunities. Require provision of adequate off-street bicycle parking for new development and redevelopment. Encourage the provision of parking for different types of bicycles. In establishing the standards for long-term bicycle parking, consider the needs of persons with different levels of ability. (CP Policy 9.61)

NOTE: Bicycle parking objectives updated in Stage 2 TSP Update.

Finance, programs, and coordination policies

Programs and funding are required to build and maintain the transportation system, and they are necessary to help decide what projects to build. They also provide public information about what facilities are available and how they can be used. Agencies outside the City also own and operate facilities within Portland and provide funding for new facilities. These policies address essential funding and coordination opportunities with other agencies, as well outreach and education programming.

Coordination: Coordinate with state and federal agencies, local and regional governments, special districts, other City bureaus, and providers of transportation services when planning for, developing, and funding transportation facilities and services. (CP Policy 9.62)

New development impacts: Prevent, reduce, and mitigate the impacts of new development and redevelopment on the transportation system. Utilize strategies including transportation and parking demand management, transportation system analysis, and system and local impact mitigation improvements and fees. (CP Policy 9.63)

Education and encouragement: Create, maintain, and coordinate educational and encouragement programs that support multimodal transportation and that emphasize safety for all modes of transportation. Ensure that these programs are accessible to historically under-served and under-represented populations. (CP Policy 9.64)

Telecommuting: Promote telecommuting and the use of communications technology to reduce travel demand. (CP Policy 9.65)

Project and program selection criteria: Establish transportation project and program selection criteria consistent with [Transportation] goals 9A through 9I, to cost-effectively achieve access, placemaking, sustainability, equity, health, prosperity, and safety goals. (CP Policy 9.66)

Funding: Encourage the development of a range of stable transportation funding sources that provide adequate resources to build and maintain an equitable and sustainable transportation system. (CP

Policy 9.67)

Public Facilities and Services (Comp Plan Chapter 8)

Public rights-of-way

Public rights-of-way enhance the public realm and provide a multi-purpose, connected, safe, and healthy physical space for movement and travel, public and private utilities, and other appropriate public functions and uses. (CP Goal 8.D)

Funding policies

Portland's investments in the public facility systems necessary to serve designated land uses are funded through a variety of mechanisms, including taxes, user rates and fees, system development charges, and partnerships. The policies in this section acknowledge and support cost-effective service provision, maintenance of diverse funding streams to support the public's investments, and equitable sharing of the costs of investing in and maintaining the City's public facilities.

Cost-effectiveness: Establish, improve, and maintain the public facilities necessary to serve designated land uses in ways that cost-effectively provide desired levels of service, consider facilities' lifecycle costs, and maintain the City's long-term financial sustainability. (CP Policy 8.27)

Shared costs: Ensure the costs of constructing and providing public facilities and services are equitably shared by those who benefit from the provision of those facilities and services. (CP Policy 8.28)

System development: Require private or public entities whose prospective development or redevelopment actions contribute to the need for public facility improvements, extensions, or construction to bear a proportional share of the costs. (CP Policy 8.29)

Partnerships: Maintain or establish public and private partnerships for the development, management, or stewardship of public facilities necessary to serve designated land uses, as

appropriate. (CP Policy 8.30)

Public benefits policies

~~*The following policies support investments to improve equity, economic prosperity, human and watershed health, and resiliency while minimizing negative impacts. They also recognize that the public facility and service needs, and the appropriate approaches to meeting those needs, vary throughout the city. See Comprehensive Plans Chapter 2: Community Involvement for policies related to community engagement in public facility decisions.*~~

Application of Guiding Principles: Plan and invest in public facilities in ways that promote and balance the Guiding Principles established in The Vision and Guiding Principles of this Comprehensive Plan. (CP Policy 8.31)

Community benefits: Encourage providing additional community benefits with large public facility projects as appropriate to address environmental justice policies in Comprehensive Plan Chapter 2: Community Involvement. (CP Policy 8.32)

Community knowledge and experience: Encourage public engagement processes and strategies for large public facility projects to include community members in identifying potential impacts, mitigation measures, and community benefits. (CP Policy 8.33)

Resource efficiency: Reduce the energy and resource use, waste, and carbon emissions from facilities necessary to serve designated land uses to meet adopted City goals and targets. (CP Policy 8.34)

Natural systems: Protect, enhance, and restore natural systems and features for their infrastructure service and other values. (CP Policy 8.35)

Context-sensitive infrastructure: Design, improve, and maintain public rights-of-way and facilities in ways that are compatible with, and that minimize negative impacts on, their physical, environmental,

and community context. (CP Policy 8.36)

SUB POLICY?

Site- and area-specific needs: Allow for site- and area-specific public facility standards, requirements, tools, and policies as needed to address distinct topographical, geologic, environmental, and other conditions. (CP Policy 8.37)

Age-friendly public facilities: Promote public facility designs that make Portland more age-friendly. (CP Policy 8.38)

Public rights-of-way policies

~~*The policies in this section support the role of public rights-of-way in providing multiple public services, including multimodal transportation access and movement, stormwater management, water distribution, private utilities, tree canopy, and community use, among others. Current practices and the Portland Plan regard public rights-of-way as a coordinated and interconnected network that provides a place for these multiple public facilities and functions.*~~

Interconnected network: Establish a safe and connected rights-of-way system that equitably provides infrastructure services throughout the city. (CP Policy 8.39)

Transportation function: Improve and maintain the right-of-way to support multimodal transportation mobility and access to goods and services as is consistent with the designated street classification. (CP Policy 8.40)

Utility function: Improve and maintain the right-of-way to support equitable distribution of utilities, including water, sanitary sewer, stormwater management, energy, and communications, as

appropriate. (CP Policy 8.41)

Stormwater management function: Improve rights-of-way to integrate green infrastructure and other stormwater management facilities to meet desired levels-of-service and economic, social, and environmental objectives. (CP Policy 8.42)

Trees in rights-of-way: Integrate trees into public rights-of-way to support City canopy goals, transportation functions, and economic, social, and environmental objectives. (CP Policy 8.43)

Community uses: Allow community use of rights-of-way for purposes such as public gathering space, events, food production, or temporary festivals, as long as the community uses are integrated in ways that balance and minimize conflict with the designated through movement and access roles of rights-of-ways. (CP Policy 8.44)

Pedestrian amenities: Encourage facilities that enhance pedestrian enjoyment, such as transit shelters, garbage containers, benches, etc. in the right of way. (CP Policy 8.45)

Commercial uses: Accommodate allowable commercial uses of the rights-of-way for the purpose of enhancing commercial vitality, if the commercial uses can be integrated in ways that balance and minimize conflict with the other functions of the right-of-way. Restrict the size of signage in the right-of-way. (CP Policy 8.46)

Flexible design: Allow flexibility in right-of-way design and development standards to appropriately reflect the pattern area and other relevant physical, community, and environmental contexts and local needs. (CP Policy 8.47)

Sub policy? Less than below but something?

a. **.** Use a variety of transportation resources in developing and designing projects for all City streets, such as the City of Portland's Pedestrian Design Guide, Bicycle Master Plan-Appendix A, NACTO Urban Bikeway Design Guide, NACTO Urban Street Design Guide, Portland Parks and Recreation Trail Design Guidelines, Designing for Truck Movements and Other Large Vehicles, and City of Portland Green Street Policy, Stormwater Management Manual, Design Guide for Public Street Improvements, and Neighborhood Greenways. (TSP objective 8.1.e.)

Corridors and City Greenways: Ensure public facilities located along Civic Corridors, Neighborhood Corridors, and City Greenways support the multiple objectives established for these corridors. Corridor and City Greenway goals and policies are listed in Comprehensive Plan Chapter 3: Urban Form. (CP Policy 8.48)

Coordination. Coordinate the planning, design, development, improvement, and maintenance of public rights-of-way among appropriate public agencies, private providers, and adjacent landowners. (CP Policy 8.49)

a. Coordination efforts should include the public facilities necessary to support the uses and functions of rights-of-way, as established in policies 8.40 to 8.46. (CP Policy 8.49.a.)

b. Coordinate transportation and stormwater system plans and investments, especially in unimproved or substandard rights-of-way, to improve water quality, public safety, including for pedestrians and bicyclists, and neighborhood livability. (CP Policy 8.49.b.)

Undergrounding: Encourage undergrounding of electrical and telecommunications facilities within public rights-of-way, especially in centers and along Civic Corridors. (CP Policy 8.50)

Right-of-way vacations: Maintain rights-of-way if there is an established existing or future need for them, such as for transportation facilities or for other public functions established in policies 8.40 to 8.46. (CP Policy 8.51)

Rail rights-of-way: Preserve existing and abandoned rail rights-of-way for future rail or public trail uses. (CP Policy 8.52)

Trails policies

~~*The City of Portland's trail system is a key part of both the City's multi-modal transportation system and its recreation system. Trails within this system take many different forms and are located within the right-of-way and on public and private property. Trails provide Portlanders with local and regional pedestrian and bicycle connections and access to many key destinations within the city. They also provide a place to recreate and allow Portlanders to experience the city's parks and natural areas. Trails play a particularly important role in meeting pedestrian and bicyclist mobility and connectivity needs in western neighborhoods. See Western Neighborhood Pattern Area Policies 3.100 and 3.103.*~~

~~*The policies in this section support continued improvement, management, and coordination of the trail system.*~~

Public trails: Establish, improve, and maintain a citywide system of local and regional public trails that provide transportation and/or recreation options and are a component of larger network of facilities for bicyclists, pedestrians, and recreational users. (CP Policy 8.53)

Trail system connectivity: Plan, improve, and maintain the citywide trail system so that it connects and improves access to Portland's neighborhoods, commercial areas, employment centers, schools, parks, natural areas, recreational facilities, regional destinations, the regional trail system, and other key places that Portlanders access in their daily lives. (CP Policy 8.54)

Trail coordination: Coordinate planning, design, improvement, and maintenance of the trail system among City agencies, other public agencies, non-governmental partners, and adjacent landowners. (CP Policy 8.55)

Trail diversity: Allow a variety of trail types to reflect a trail's transportation and recreation roles, requirements, and physical context. (CP Policy 8.56)

Public access requirements: Require public access and improvement of Major Public Trails as shown in Figure 8-2 — Major Public Trails. Major Public Trails include regional trails and other significant trail connections that provide for the movement of pedestrians, cyclists, and other users for recreation and transportation purposes. (CP Policy 8.57)

Trail and City Greenway coordination: Coordinate the planning and improvement of trails as part of the City Greenways system. See Comprehensive Plan Chapter 3: Urban Form for additional policies related to City Greenways. (CP Policy 8.58)

Trail and habitat corridor coordination: Coordinate the planning and improvement of trails with the establishment, enhancement, preservation, and access to habitat corridors. See Comprehensive Plan Chapter 3: Urban Form for additional policies related to Habitat Corridors. (CP Policy 8.59)

Intertwine coordination: Coordinate with the Intertwine Alliance and its partners, including local and regional parks providers, to integrate Portland's trail and active transportation network with the bi-state regional trail system. (CP Policy 8.60)

Stormwater system policies

~~*The City's sewer and drainage system accommodates Portland's current and future needs. It also protects public health, water quality, and the environment. Using asset management and watershed health as goals and guides, the City considers the whole watershed as an interconnected hydrologic system.*~~

~~*The City manages sanitary sewage through an extensive piped collection and treatment system, including two wastewater treatment plants that discharge to the Columbia and Willamette rivers. Stormwater is managed and conveyed through a variety of facilities, including pipes, sumps, surface facilities, and natural drainageways. Green infrastructure, including landscaped stormwater facilities and natural resources such as trees and natural areas, is an important part of the stormwater system. Private property investments and public-private partnerships also play key roles in the management of stormwater.*~~

~~*The policies below ensure effective sanitary and stormwater systems.*~~

Stormwater facilities: Provide adequate stormwater facilities for conveyance, flow control, and pollution reduction. (CP Policy 8.68)

Green infrastructure: Promote the use of green infrastructure, such as natural areas, the urban forest, and landscaped stormwater facilities, to manage stormwater. (CP Policy 8.71)

Stormwater discharge: Avoid or minimize the impact of stormwater discharges on the water and habitat quality of rivers and streams. (CP Policy 8.72)

On-site stormwater management: Encourage on-site stormwater management, or management as close to the source as practical, through land use decisions and public facility investments. (CP Policy 8.73)

Urban Form (Comp Plan Chapter 3)

Urban Form Goals

A city designed for people
Portland's built environment is designed to serve the needs and aspirations of all Portlanders, promoting prosperity, health, equity, and resiliency. New development, redevelopment, and public investments reduce disparities and encourage social interaction to create a healthy connected city**.** (CP Goal 3.A)

A climate and hazard resilient urban form
Portland's compact urban form, sustainable building development practices, green infrastructure, and active transportation system reduce carbon emissions, reduce natural hazard risks and impacts, and improve resilience to the effects of climate change. (CP Goal 3.B)

Focused growth
Household and employment growth is focused in the Central City and other centers, corridors, and transit station areas, creating compact urban development in areas with a high level of service and amenities, while allowing the relative stability of lower-density single-family residential areas. (CP Goal 3.C)

A system of centers and corridors
Portland's interconnected system of centers and corridors provides diverse housing options and employment opportunities, robust multimodal transportation connections, access to local services and amenities, and supports low-carbon complete, healthy, and equitable communities. (CP Goal 3.C)

Connected public realm and open spaces
A network of parks, streets, City Greenways, and other public spaces supports community interaction; connects neighborhoods, districts, and destinations; and improves air, water, land quality, and environmental health. (CP Goal 3.C)

Citywide Design and Development Policies

All ages and abilities: Strive for a built environment that provides a safe, healthful, and attractive

environment for people of all ages and abilities. (CP Policy 3.4)

Centers Policies

~~*Centers are compact and pedestrian-oriented urban places. They are connected to public transit and active transportation networks. They anchor complete neighborhoods with retail stores and businesses (grocery stores, restaurants, markets, shops, etc.), civic amenities (libraries, schools, community centers, places of worship, etc.), housing options, health clinics, daycare centers, employment centers, plazas and parks, or other public gathering places.*~~

~~*Centers will be the primary areas for growth and change in Portland over the next 20 years. Focusing new growth in centers helps achieve goals of having more Portlanders live in complete neighborhoods, use public transit and active transportation — walking, biking, and rolling — to commute to work and complete errands, and it will help mitigate and prepare for the effects of climate change. Clustering destinations and housing within compact, walkable centers makes access by transit, walking, wheelchair, and bicycle more practical and reduces the amount of driving needed to access services, reducing the impact on roadways, reducing congestion, and helps in facilitating freight movement.*~~

~~*Centers range in scale from the Central City's downtown to small neighborhood centers, providing local access to services and allowing Portlanders across the city to live a healthy, active lifestyle. Neighborhood business districts and the commercial services they provide are the foundation of many centers, but centers, particularly larger centers, will also become a focus for public services, gathering places, and housing growth. In and around all centers, there will be change as areas urbanize and new services, shops and housing are developed.*~~

~~*The Urban Design Framework identifies four types of centers that vary in size, scale, service area, local versus regional role, and density of residents and businesses. The specific boundaries of these centers is shown on the Comprehensive Plan Map.*~~

~~*The four types are:*~~

~~*1. Central City*~~
~~*2. Regional Center (Gateway)*~~
~~*3. Town Center*~~
~~*4. Neighborhood Center*~~

~~*Policies in this section identify essential elements and functions of centers that will be enhanced over time. Additional policies provide more detailed direction for specific types of centers based on their scale.*~~

Investments in centers: Encourage public and private investment in infrastructure, economic

development, and community services in centers to ensure that all centers will support the populations they serve. (CP Policy 3.16)

Accessibility: Design centers to be compact, safe, attractive, and accessible places, where the street environment makes access by transit, walking, biking, and mobility devices such as wheelchairs, safe and attractive for people of all ages and abilities. (CP Policy 3.19)

Center connections: Connect centers to each other and to other key local and regional destinations, such as schools, parks, and employment areas, by pedestrian trails and sidewalks, bicycle sharing, bicycle routes, frequent and convenient transit, and electric vehicle charging stations. Prepare and adopt future street plans for centers that currently have poor street connectivity, especially where large commercial parcels are planned to receive significant additional housing density. (CP Policy 3.20)

Green infrastructure in centers: Integrate nature and green infrastructure into centers and enhance public views and connections to the surrounding natural features. (CP Policy 3.21)

Central City policies

~~*The Central City is a living laboratory for how the design and function of a dense urban center can concurrently provide benefits to human health, the natural environment, and the local economy. As Portland is the major center for jobs, transit, services, and civic and cultural institutions for the entire city and region. The Central City houses numerous attractions including Portland State University, the Oregon Convention Center, City Hall, Tom McCall Waterfront Park and the Willamette River, Pioneer Courthouse Square, and many museums and venues for artistic and cultural activities and professional sports. The Central City's ten unique districts include Downtown, the West End, Goose Hollow, Pearl, Old Town/Chinatown, Lower Albina, Lloyd, the Central Eastside, South Waterfront, and South Downtown/University. Together, these districts provide a diversity of opportunities for urban living, economic development, retail and entertainment.*~~

Transportation hub: Enhance the Central City as the region's multimodal transportation hub and optimize regional access as well as the movement of people and goods among key destinations. (CP Policy 3.26)

Gateway Regional Center policies

Gateway Regional Center is East Portland's major center, providing the area and region with civic, employment, and community services. It includes the city's largest transit hub outside of downtown and good freeway access to regional destinations such as Portland International Airport.

Transportation: Enhance Gateway's role as a regional high-capacity transit hub that serves as an anchor for East Portland's multimodal transportation system. (CP Policy 3.30)

Town Center policies

~~*Town Centers are located throughout Portland to serve broad parts of the city. They are typically anchored by employment centers or institutions, feature a wide range of commercial and community services, and have a wide range of housing options. Development in Town Centers is intended to be up to mid-rise in scale, with larger scale buildings primarily located close to high-capacity transit stations. Mid-rise development is typically as high as five to seven stories.*~~

Transportation: Improve Town Centers as multimodal transportation hubs that optimize access from the broad area of the city they serve and are linked to the region's high-capacity transit system. (CP Policy 4.34)

Neighborhood center policies

~~*Neighborhood Centers are smaller, sometimes village-like centers that include a mixture of higher density commercial and residential buildings. Because these centers are smaller than Town Centers, there are many more of them citywide. Development in Neighborhood Centers is generally intended to be low-rise in scale, although larger scale can be appropriate in locations close to high-capacity transit stations or near the Central City. Low-rise development typically includes buildings up to four stories in height.*~~

Transportation: Design Neighborhood Centers as multimodal transportation hubs that are served by frequent-service transit and optimize pedestrian and bicycle access from adjacent neighborhoods.

Inner Ring District policies

~~*The Inner Ring Districts include some of Portland's oldest neighborhoods, with several historic districts and a broad diversity of housing types. These areas include distinct districts, such as Albina and Northwest Portland, that have multiple mixed-use corridors in proximity (see the shaded areas in the Urban Design Framework), allowing most residents to live within a quarter-mile distance of frequent-service transit and neighborhood businesses. The Inner Ring Districts are also served by a highly interconnected system of streets and sidewalks, and are within a three-mile biking distance of the Central City's array of services, jobs, and amenities.*~~

~~*These policies acknowledge that growth in the Inner Ring Districts plays an important role in allowing more people to have access to their many opportunities, but also acknowledge that this growth should be integrated into these areas' historic urban fabric. The Inner Ring Districts, especially along their corridors, play a similar role to Town Centers in accommodating growth.*~~

Corridors: Guide growth in corridors to transition to mid-rise scale close to the Central City, especially along Civic Corridors.

Active transportation: Enhance the role of the Inner Ring Districts' extensive transit, bicycle, and pedestrian networks in conjunction with land uses that optimize the ability for more people to utilize this network. Improve the safety of pedestrian and bike connections to the Central City. Strengthen transit connections between the Inner Ring Districts and to the Central City.

Corridor policies

~~*Corridors, like centers, are areas where Portland will grow and change much over the next 20 years. They are busy, active streets with redevelopment potential. They are close to neighborhoods and are places with transit, stores, housing, and employers. They need to be planned, designed, and improved to be places that benefit and become successful additions to surrounding neighborhoods. The largest places of focused activity and density along these corridors are designated as centers.*~~

~~*There are two types of street corridors:*~~

~~*1. Civic Corridors*~~
~~*2. Neighborhood Corridors*~~

Growth and mobility: Coordinate transportation and land use strategies along corridors to accommodate growth and mobility needs for people of all ages and abilities.

Connections: Improve corridors as multimodal connections providing transit, pedestrian, bicycle, and motor vehicle access and that serve the freight needs of centers and neighborhood business districts.

Design: Encourage street design that balances the important transportation functions of corridors with their roles as the setting for commercial activity and residential living.

Green infrastructure in corridors: Enhance corridors with distinctive green infrastructure, including landscaped stormwater facilities, extensive tree plantings, and other landscaping that both provide environmental function and contribute to a quality pedestrian environment.

Civic Corridor policies

~~*Civic Corridors are the city's busiest, widest, and most prominent streets. They provide major connections among centers, the rest of the City, and the region. They support the movement of people and goods across the city, with high levels of traffic and pedestrian activity. Civic Corridors provide opportunities for growth and transit-supportive densities of housing, commerce, and employment. Development in Civic Corridors is intended to be up to mid-rise in scale, with lower scale generally more appropriate in locations far from the Central City or transit stations. Mid-rise development typically ranges from five to seven stories.*~~

~~*Abundant trees and high-quality landscaping beautify Civic Corridors and offset the impacts of their large paved areas. These corridors exemplify the benefits of green infrastructure by cleaning and soaking up stormwater runoff and minimizing urban heat island effects, while also being enjoyable places to live, work, and gather. Civic corridors are safe for all types of transportation. Civic Corridors policies apply to the roadway, the public realm of the street, and the buildings that line the street.*~~

Integrated land use and mobility: Enhance Civic Corridors as distinctive places that are models of ecological urban design, with transit-supportive densities of housing and employment, prominent street trees and other green features, and high-quality transit service and pedestrian and bicycle facilities.

Design great places: Improve public streets and sidewalks along Civic Corridors to support the vitality of business districts, create distinctive places, provide a safe, healthy, and attractive pedestrian environment, and contribute to quality living environments for residents.

Mobility corridors: Improve Civic Corridors as key mobility corridors of citywide importance that accommodate all modes of transportation within their right-of-way or on nearby parallel routes.

Freight: Maintain freight mobility and access on Civic Corridors that are also Major or Priority Truck Streets.

Neighborhood Corridor policies

~~*Neighborhood Corridors are narrower main streets that connect neighborhoods with each other and to other parts of the city. They have transportation, land use, and design functions that are important at a neighborhood or district level. They support neighborhood business districts and provide housing opportunities close to local services, amenities, and transit lines. They are streets that include a mix of commercial and higher-density housing development. This policy is intended to balance the important transportation functions of Neighborhood Corridors with their roles in supporting the viability of business districts and residential livability.*~~

Neighborhood Corridors: Enhance Neighborhood Corridors as important places that support vibrant neighborhood business districts with quality multi-family housing, while providing transportation connections that link neighborhoods.

Transit station areas policies

~~*Transit stations provide access to high-capacity transit, which currently consists of the region's light rail system, and in the future may also include bus rapid transit. These policies encourage housing and employment growth in transit station areas to maximize people's ability to benefit from the regional connections they provide and to increase transit access to employment. The policies support a range of transit station area types, with differing priorities for growth, depending on the station type and context.*~~

~~*Priority is given to growth in station areas located in centers since they provide more people with opportunities to be close to both transit and to commercial and public services. These stations have the highest potential for mixed use development. Center stations benefit from the concentration of local services and businesses as well as connections to other transit routes typically found on corridors. Mixed-use development with housing is not the priority for all transit station areas; some are locations for employment, or they serve major regional destinations such as the Oregon Zoo. See Figure 3-4 — Transit Station Areas.*~~

Transit-oriented development: Encourage transit-oriented development and transit-supportive concentrations of housing and jobs, and multimodal connections at and adjacent to high-capacity transit stations.

Community connections: Integrate transit stations into surrounding communities and enhance pedestrian and bicycle facilities (including bike sharing) to provide safe and accessible connections to key destinations beyond the station area.

Transit station area safety: Design transit areas to improve pedestrian, bicycle, and personal safety.

City Greenways policies

~~*City Greenways are a system of distinctive pedestrian- and bicycle-friendly streets and trails, enhanced by lush tree canopy and landscaped stormwater facilities that support active living by expanding transportation and recreational opportunities and making it easier and more attractive to reach destinations across the city. As Portland continues to grow, the City Greenways system will strengthen connections to nature, weave green elements into neighborhoods, and enhance mobility and recreation.*~~

~~*City Greenways are a network that includes the following types of infrastructure:*~~

1. ~~*Enhanced greenway corridors are distinctive streets with extensive tree canopy and landscaped stormwater facilities that provide connections between major centers, schools, parks, natural areas, and the rivers. Enhanced greenway corridors often involve improvements to existing streets, including wide planting strips and other features that provide space for large-canopy trees.*~~
2. ~~*Trails are designated routes on land or water that provide public access for recreation or transportation purposes, such as walking and bicycling. They are often located along rivers, through natural areas, or along rail or highway rights-of-way, with connections to and through neighborhoods.*~~
3. ~~*Heritage parkways are iconic streets or segments of streets with elements such as linear parkways, scenic views, and distinctive landscaping or street design.*~~
4. ~~*Neighborhood greenways are an extensive network of streets with low volumes of motor vehicle traffic that are prioritized for bicycles and enhance the pedestrian environment,*~~

~~*working in conjunction with the rest of the City Greenways system to extend the system into all neighborhoods.*~~
~~See Figure 3-5 – City Greenways.~~

Connections: Create a network of distinctive and attractive City Greenways that link centers, parks, schools, rivers, natural areas, and other key community destinations.

Integrated system: Create an integrated City Greenways system that includes regional trails through natural areas and along Portland's rivers, connected to neighborhood greenways, and heritage parkways.

Multiple benefits: Design City Greenways that provide multiple benefits that contribute to Portland's pedestrian, bicycle, green infrastructure, and parks and open space systems.

Design: Use design options such as distinctive street design, motor vehicle diversion, landscaping, tree plantings, scenic views, and other appropriate design options, to create City Greenways that extend the experience of open spaces and nature into neighborhoods, while improving stormwater management and calming traffic.

~~Additional policies related to City Greenways are provided in Chapter 9: Transportation.~~

Employment areas policies

~~*Portland is a major employment center in the region and the state. The diversity of the economy is spread evenly among four types of business sectors that thrive in different parts of the city: industrial, office, institutional, and retail/service. The city's employment geographies are:*~~

~~*Central City: The Central City is the region's high-density employment center. It is primarily an office district for professional and business services, finance, information, software, and government. It is also a key location for the entertainment, small industry, and education sectors.*~~

~~*Industrial Districts: Industrial districts are in the low, flat areas along Portland Harbor and the Columbia Corridor, Oregon's freight infrastructure hub. Manufacturing and distribution sectors concentrate here. They typically need one-story buildings, medium to large sites, and locations buffered from housing. There is also an industrial district in the Central Eastside and smaller industrial areas scattered around the city, mostly adjacent to major transportation hubs.*~~

~~*Neighborhood Commercial: Neighborhood Commercial areas are mainly home to the retail, personal service, and related sectors that serve customers on-site. These businesses locate amid their market areas, lining corridors across the city. They generally need ground-floor space along pedestrian or auto-oriented streets.*~~

~~*Campus Institutions: Institutions in the health care and education sectors are concentrated in large hospital and college campuses and dispersed smaller facilities. Major institutions are large employers with campuses that vary from pastoral expanses to more concentrated urban grounds. They are located throughout the city, often in or adjacent to residential areas.*~~

~~*Each of these sectors is growing, and each has different land use needs and offers different prosperity benefits. Traded sector (export) businesses bring income and jobs into the region and are mainly in the industrial and office sectors. Middle-wage jobs that require less college education and offer upward mobility are concentrated in the industrial sectors. Office jobs offer a wide variety of wages and are mainly concentrated in the Central City but are also distributed in neighborhood business districts.*~~

~~*Retail and service sector jobs are concentrated in the Central City and neighborhood business districts. They provide needed services to residents and include many locally-owned businesses; they do not typically offer higher paying employment opportunities. The health care and education sectors are the leading job growth opportunities, most of which are located on major campuses. Healthcare is one of the city's fastest growing employment sectors.*~~

~~*Regional Truck Corridors: Maintaining the primary truck routes into and through the city supports Portland's role as an important West Coast hub and a gateway for international and domestic trade. These streets are integral to the growth of traded sector businesses such as manufacturing, warehousing and distribution industries.*~~

Regional Truck Corridors: Enhance designated streets to accommodate forecast freight growth and support intensified industrial use in nearby freight districts. See Figure 3-7 — Employment Areas. Designated regional truckways and priority truck streets (Transportation System Plan classifications are shown to illustrate this network). (CP Policy 3.69)

Design and Development (Comp Plan Chapter 4)

Design and Development Goals

Context-sensitive design and development
New development is designed to respond to and enhance the distinctive physical, historic, and cultural qualities of its location, while accommodating growth and change. (CP Goal 4.A)

Human and environmental health
Neighborhoods and development are efficiently designed and built to enhance human and environmental health: they protect safety and livability; support local access to healthy food; limit negative impacts on water, hydrology, and air quality; reduce carbon emissions; encourage active and sustainable design; protect wildlife; address urban heat islands; and integrate nature and the built environment. (CP Goal 4.C)

Context Policies

~~*Portland's neighborhoods have distinct characteristics and street environments that provide a sense of place and that are a setting for public life. The following policies guide building and site design to respond to positive characteristics of their context and promote accessible and attractive public environments. They also support designing development to contribute to the quality of the public realm of streets and other open spaces, and encourage the integration of natural elements into the built environment.*~~

Pattern areas: Encourage building and site designs that respect the unique built natural, historic, and cultural characteristics of Portland's five pattern areas described in Chapter 3: Urban Form. (CP Policy 4.1)

Community identity: Encourage the development of character-giving design features that are responsive to place and the cultures of communities. (CP Policy 4.2)

Site and context: Encourage development that responds to and enhances the positive qualities of site and context — the neighborhood, the block, the public realm, and natural features. (CP Policy 4.3)

Natural features and green infrastructure: Integrate natural and green infrastructure such as trees, green spaces, ecoroofs, gardens, green walls, and vegetated stormwater management systems, into the urban environment. Encourage stormwater facilities that are designed to be a functional and

attractive element of public spaces, especially in centers and corridors. (CP Policy 4.4)

Pedestrian-oriented design: Enhance the pedestrian experience throughout Portland through public and private development that creates accessible, safe, and attractive places for all those who walk and/or use wheelchairs or other mobility devices. (CP Policy 4.5)

Street orientation: Promote building and site designs that enhance the pedestrian experience with windows, entrances, pathways, and other features that provide connections to the street environment. (CP Policy 4.6)

Development and public spaces: Guide development to help create high-quality public places and street environments while considering the role of adjacent development in framing, shaping, and activating the public space of streets and urban parks. (CP Policy 4.7)

Alleys: Encourage the continued use of alleys for parking access, while preserving pedestrian access. Expand the number of alley-facing accessory dwelling units. (CP Policy 4.8)

Transitional urbanism: Encourage temporary activities and structures in places that are transitioning to urban areas to promote job creation, entrepreneurship, active streets, and human interaction. (CP Policy 4.9)

Design and development of centers and corridors policies

~~*Centers and corridors are places where large numbers of people live, work, and visit. Careful attention to the design of centers and corridors is necessary to ensure that they become places where people want to live and gather, and where getting around by walking, biking, or wheelchair is an attractive choice. These policies also encourage the development of centers as places that reflect the character and cultures of the surrounding neighborhoods.*~~

Walkable scale: Focus services and higher-density housing in the core of centers to support a critical mass of demand for commercial services and more walkable access for customers. (CP Policy 4.20)

Street environment: Encourage development in centers and corridors to include amenities that create a pedestrian-oriented environment and provide places for people to sit, spend time, and gather. (CP Policy 4.21)

Relationship between building height and street size: Encourage development in centers and corridors that is responsive to street space width, thus allowing taller buildings on wider streets. (CP Policy 4.22)

Design for pedestrian and bicycle access: Provide accessible sidewalks, high-quality bicycle access, and frequent street connections and crossings in centers and corridors. (CP Policy 4.23)

Designing with nature policies

~~*Incorporating natural features and functions into development improves human and ecological health, yielding tangible social, environmental, and economic benefits. Designing with nature provides or enhances ecosystem services, such as stormwater management, cooling of air and water, reduction of landslide, wildfire and flooding risks, protection or enhancement of fish and wildlife habitat, and opportunities for Portlanders to enjoy nature in their daily lives. These policies apply to a broad range of land uses and development sites, encouraging development designed to enhance the identity and beauty of Portland's neighborhoods, business districts, and industrial districts, while improving watershed health and resilience to climate change.*~~

~~*Additional goals and policies about the integration of nature into the built environment and infrastructure are found in Comprehensive Plan Chapter 7: Environment and Watershed Health, Chapter 8: Public Facilities and Services, and Chapter 9: Transportation.*~~

Design with nature: Encourage design and site development practices that enhance, and avoid the degradation of, watershed health and ecosystem services and that incorporate trees and vegetation. (CP Policy 4.73)

Flexible development options: Encourage flexibility in the division of land, the siting and design of buildings, and other improvements to reduce the impact of development on environmentally-sensitive areas and to retain healthy native and beneficial vegetation and trees. (CP Policy 4.74)

Low-impact development and best practices: Encourage use of low-impact development, habitat-friendly development, bird-friendly design, and green infrastructure. (CP Policy 4.75)

Impervious surfaces: Limit use of and strive to reduce impervious surfaces and associated impacts on hydrologic function, air and water quality, habitat connectivity, tree canopy, and urban heat island effects. (CP Policy 4.76)

Section 3
Pattern Area Policies

Pattern Areas

SUGGESTED LANGUAGE FOR ADOPTION

February 14, 2018

Key

Existing language
Suggested new language
~~Deleted language~~
Adopted Comprehensive Plan language not under discussion for amendment

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Pattern Areas

Portland has five distinct Pattern Areas. The development patterns and characteristics of these areas are influenced by the natural landscape and how and when these parts of the city were developed.

1. **Rivers**
2. **Central City**
3. **Inner Neighborhoods**
4. **Western Neighborhoods**
5. **Eastern Neighborhoods**

Each Pattern Area has unique physical, social, cultural, and environmental qualities that differentiate them and create their sense of place. To maintain and enhance the positive

qualities and sense of place in each pattern area, it is desirable to have policies and regulations that respond to each area's unique natural and built assets.

The following policies identify key positive characteristics of each of Portland's Pattern Areas that are relevant to decisions related to future development in these areas. Area and neighborhood plans should be consulted for more detailed guidance on design priorities in different parts of the city.

Rivers Pattern Area

Human settlement began along and at the confluence of the Willamette and Columbia rivers because it offered Native Americans plentiful food, natural resources, and critically-important trade and transportation opportunities. After white immigrants began moving to the area, the settlement grew into the city of Portland. As the city's initial form-giving features, the two rivers have continued to shape the city.

Today, the Willamette and Columbia rivers continue to serve multiple functions and roles.

The rivers:

- Are features of significant historic and cultural significance to Native American tribes and others throughout the region.
- Serve as essential industrial transportation corridors that support the local and regional economy.
- Support recreational, subsistence, and commercial fisheries.
- Provide important habitat for resident and migratory fish and wildlife.
- Are important scenic, recreational, and transportation amenities for Portlanders and visitors.

These policies foster development and land stewardship approaches that recognize, support, and balance the varied systems, uses, and activities along the Columbia and Willamette rivers, including: the Portland Harbor, Columbia Corridor, and other prime industrial lands; habitat areas and corridors; distinctive riverfront neighborhoods along the banks; and access to, along, and within the rivers.

Policy 3.71 River transportation. Recognize and enhance the roles of the Willamette and Columbia rivers as part of Portland's historic, current, and future transportation infrastructure, including for freight, commerce, commuting, and other public and private transportation functions.

Policy 3.72 Recreation. Improve conditions along and within the Willamette and Columbia rivers to accommodate a diverse mix of recreational users and

activities. Designate and invest in strategically-located sites along the length of Portland's riverfronts for passive or active recreation activities that are compatible with nearby land uses, historically and culturally important sites, significant habitat areas, restoration sites, and native fish and wildlife usage.

Policy 3.73 Industry and port facilities. Enhance the regionally significant economic infrastructure that includes Oregon's largest seaport and largest airport, unique multimodal freight, rail, and harbor access; the region's critical energy hub; and proximity to anchor manufacturing and distribution facilities.

Policy 3.75 Commercial activities. Enhance the roles of the Willamette and Columbia rivers in supporting local and regional business and commerce, including commercial fishing, tourism, recreation, and leisure.

Policy 3.77 River access. Enhance and complete Portland's system of river access points and riverside trails, including the Willamette Greenway Trail, and strengthen active transportation connections between neighborhoods and the rivers.

Policy 3.78 River management and coordination. Coordinate with federal, state, regional, special districts, and other agencies to address issues of mutual interest and concern, including economic development, recreation, water transportation, flood and floodplain management and protection, regulatory compliance, permitting, emergency management, endangered species recovery, climate change preparation, Portland Harbor Superfund, brownfield cleanup, and habitat restoration.

Policy 3.79 Columbia River. Enhance the role of the Columbia River for river dependent industry, fish and wildlife habitat, subsistence and commercial fisheries, floating- and land-based neighborhoods, recreational uses, and water transportation.

Policy 3.81 Willamette River Central Reach. Enhance the role of the Willamette River Central Reach as the Central City and region's primary riverfront destination for recreation, history and culture, emergency response, water transportation, and as habitat for fish and wildlife.

Policy 3.83 Willamette River Greenway. Maintain multi-objective plans and regulations to guide development, infrastructure investments, and natural resource protection and enhancement within and along the Willamette

Greenway.

Central City Pattern Area

The Central City is home to Portland's greatest concentrations of employment, and civic, cultural, and higher education institutions. Primary natural features include the Willamette River, large street trees, green streets and landscaping, and corridors of park blocks that further weave nature into the Central City. The area's high-density mixed-use neighborhoods contribute to the distinct identities of different areas within the Central City. These policies highlight some key design priorities for the Central City related to its distinctive urban form. These policies encourage design in the Central City that enhances its role as the region's center of innovation and exchange, in recognition that a healthy city must have a healthy core.

Policy 3.87 Central City bicycle system. Expand and improve the Central City's bicycle system.

Inner Neighborhoods Pattern Area

The Inner Neighborhoods were developed and shaped during the Streetcar Era of the late 19th and early 20th centuries. The Inner Neighborhoods are characterized by a regular pattern of neighborhood business districts located along former streetcar streets interspersed with residential areas. This Pattern Area has a small block pattern with an interconnected street grid that make transit, walking, and bicycling attractive options. Within this Pattern Area is an inner ring of neighborhoods that provide important opportunities for additional housing close to the Central City, but where future growth should be integrated into the existing and historic context. These policies express the overall design approach in Inner Neighborhoods.

Policy 3.88 Inner Neighborhoods main streets. Maintain and enhance the Streetcar Era pattern of street-oriented buildings along Civic and Neighborhood corridors.

Policy 3.89 Inner Neighborhoods street patterns. Preserve the area's urban fabric of compact blocks and its highly interconnected grid of streets.

Policy 3.91 Inner Neighborhoods active transportation. Use the extensive street, sidewalk, and bikeway system and multiple connections to the Central City as a key part of Portland's active transportation system.

Policy 3.92 Inner Neighborhoods residential areas. Continue the patterns of small, connected blocks, regular lot patterns, and streets lined by planting strips

and street trees in Inner Neighborhood residential areas.

A. **North-South transit.** Support development of, access to, and service enhancement for North-South transit.

B. **Alleyways.** Promote and guide the implementation of alley improvements that result in alleys that are safe, well maintained, and an asset for the community.

Eastern Neighborhoods Pattern Area

Portland's Eastern Neighborhoods feature a diverse range of urban and natural landscapes. Many structures in the Eastern Neighborhoods, which also include parts of Brentwood-Darlington and Cully, were developed after World War II. In addition, most of this this area was annexed into the City of Portland after the 1980 Comprehensive Plan was completed. The policies for the Eastern Neighborhoods promote design that responds to and enhances the area's distinctive mix of urban patterns and natural features, such as groves of Douglas firs, the East Buttes, and streams. Some policies address the opportunities and challenges presented by the area's large blocks, deep lots, gaps in pedestrian and bicycle connectivity, and wide street corridors.

The Eastern Neighborhoods provide opportunities for new and distinctive approaches to the design of development and infrastructure that can enhance the area's positive characteristics and improve quality of life. It is important to continue the area's verdant character and provide a more livable environment, while reducing disparities and increasing access to services.

Policy 3.93 Eastern Neighborhoods street, block, and lot pattern. Guide the evolving street and block system in the Eastern Neighborhoods in ways that build on positive aspects of the area's large blocks, such as opportunities to continue mid-block open space patterns and create new connections through blocks that make it easier to access community destinations.

Policy 3.94 Eastern Neighborhoods site development. Require that land be aggregated into larger sites before land divisions and other redevelopment occurs. Require site plans which advance design and street connectivity goals.

Policy 3.95 Eastern Neighborhoods trees and natural features. Encourage development and right-of-way design that preserves and incorporates Douglas fir trees and groves, and that protects the area's streams, forests, wetlands, steep slopes, and buttes.

Policy 3.97 **Eastern Neighborhoods corridor landscaping.** Encourage landscaped building setbacks along residential corridors on major streets.

Policy 3.98 **Eastern Neighborhoods active transportation.** Enhance access to centers, employment areas, and other community destinations in Eastern Neighborhoods by ensuring that corridors have safe and accessible pedestrian and bicycle facilities and creating additional secondary connections that provide low-stress pedestrian and bicycle access.

A. **Prioritize new sidewalk connections.** Prioritize adding sidewalks where there are none over expanding/ widening existing connections.

B. **North-South transit.** Support development of, access to, and service enhancement for North-South transit.

Western Neighborhoods Pattern Area

The Western Neighborhoods have been shaped by their location within the terrain of Portland's west hills. Much of this area was developed after World War II. These policies encourage design that responds to the area's prominent characteristics, such as its hilly topography, streams, ravines, and forested slopes, while cultivating a built environment that expands mobility and accessibility for all people. These design approaches are intended to apply to a range of development types and locations.

Policy 3.100 **Western Neighborhoods active transportation.** Provide safe and accessible pedestrian and bicycle connections, as well as off-street trail connections, to and from residential neighborhoods.

Policy 3.103 **Western Neighborhoods trails.** Develop pedestrian-oriented connections and enhance the Western Neighborhoods' distinctive system of trails to increase safety, expand mobility, access to nature, and active living opportunities in the area.

A. **TDM strategies.** Explore and emphasize Transportation Demand Management strategies and tools, that function in spite of unique topographic conditions of the West Hills, to provide effective options for commuters while reducing carbon emissions, improving neighborhood livability and cycling safety, and protecting important natural resources.

B. **Forest Park natural resources.** Protect the ecological quality and function of natural Forest Park's natural resources in the design and development of transportation projects in or near the park and avoid, minimize, then mitigate adverse impacts to wildlife, habitat, and riparian corridors.

C. **Focus for active transportation.** Primarily focus sidewalk and bicycle route improvements in (and in close proximity to) the designated Centers and Corridors of the Comp Plan.

D. **Filling gaps in connections**. Fill gaps in important access connections, including exploring traditional ROW acquisition and partnerships with other City bureaus.

E. **Accessible routes**. Improve accessibility/create parallel routes in some cases (for motor vehicles, bicycles and pedestrians, and/or both). Explore what existing facilities and connections most merit upgrades or secondary accessible routes.

Section 4
Street Classifications

Policy 6.10: Emergency Response Classification descriptions

SUMMARY OF REVISIONS

A Secondary Emergency Response Streets classification was created to offer guidance to emergency responders for desired routes during times when Major Emergency Response Streets are congested or blocked, as well as to provide more flexibility to PBOT in the use of traffic calming devices on these routes. The revised classifications provide greater clarity on the use of speed bumps and speed cushions on emergency response streets.

SUGGESTED LANGUAGE FOR ADOPTION

February 14, 2018

Key

Existing language
Suggested new language
~~Deleted language~~

Policy 6.10 Emergency Response Classification Descriptions

Emergency Response Streets are intended to provide a network of streets to facilitate prompt emergency response.

~~Explanation: Eight maps show the emergency response classifications. One map is located with the policy associated with each of the eight transportation districts.~~

Objectives:

A. **Major Emergency Response Streets**

Major Emergency Response Streets are intended to serve primarily the longer, most direct legs of emergency response trips.

a. Improvements. Design treatments on Major Emergency Response Streets should enhance mobility for emergency response vehicles by employing preferential or priority treatments.
b. Traffic Slowing. Major Emergency Response ~~Routes~~ Streets that also have a Local Service or Neighborhood Collector traffic classification are eligible for speed cushions, subject to the approval of Portland Fire and Rescue. Major Emergency Response Streets that also have a District Collector or higher traffic classification are not eligible for traffic slowing devices in the future. Existing ~~traffic slowing devices~~ speed bumps on Major Emergency Response Streets may remain temporarily, ~~and be replaced if necessary~~ and shall be replaced with speed cushions when streets are repaved or undergo other major modifications, subject to the approval of Portland Fire and Rescue. Speed cushions should be designed to achieve a similar level of traffic speed reduction as speed bumps.

B. **Secondary Emergency Response Streets**

Secondary Emergency Response Streets are intended to provide alternatives to Major Emergency Response Streets in cases when traffic congestion, construction, or other events occur that may cause undue delays in response times.

- Improvements. Design treatments on Secondary Emergency Response Streets should enhance mobility for emergency response vehicles by employing preferential or priority treatments, while also allowing for limited traffic slowing treatments to enhance safety and livability.
- Traffic Slowing. Secondary Emergency Response Streets that also have a Local Service or Neighborhood Collector traffic classification are eligible for speed cushions. Secondary Emergency Response Streets that also have a District Collector or higher traffic classification are not eligible for traffic slowing devices in the future. Existing speed bumps on Secondary Emergency Response Streets may remain temporarily, and shall be replaced with speed cushions when streets are repaved or undergo other major modifications. Speed cushions should be designed to achieve a similar level of traffic speed reduction as speed bumps.

C. **Minor Emergency Response Streets**

Minor Emergency Response Streets are intended to serve primarily the shorter legs of emergency response trips.

a. Classification. All streets not classified as Major Emergency Response Streets or Secondary Emergency Response Streets are classified as Minor Emergency Response Streets.

b. Improvements. Design and operate Minor Emergency Response Streets to allow access to individual properties by emergency response vehicles, but maintain livability on the street.
c. Traffic Slowing. Minor Emergency Response Streets are eligible for <u>all types of</u> traffic slowing devices.
~~Explanation: The Emergency Response Street classification descriptions were developed as part of the Emergency Response Study adopted by City Council resolution in 1998.~~

Policy 6.6: Transit Classification Descriptions

SUMMARY OF REVISIONS

Transit Classifications are being updated based on requests from TriMet and PBOT staff to better reflect current policies and guidelines for transit service, including desired functions, service levels, stop spacing, and safety. In addition to changing several existing classifications, the Community Transit Street classification is proposed for removal because it has not been used as intended and does not reflect the TriMet Service Enhancement Plans. Community Transit Streets were intended to reflect potential routes for fixed-route circulator or demand-responsive bus service, but TriMet has instead identified a "Community Connector" concept that would generally not run on fixed routes but instead serve various destinations within an area. This type of transit service would be appropriate for Local Transit Streets, so the Community Transit Street classification is no longer needed. This change will help bring the zoning code (which has several "transit street" requirements that currently apply to Community Transit Streets) more in line with planned transit service.

SUGGESTED LANGUAGE FOR ADOPTION

February 14, 2018

Key

Existing language
<u>Suggested new language</u>
~~Deleted language~~

Policy 6.6 Transit Classification Descriptions

Maintain a system of transit streets that supports the movement of transit vehicles for regional, ~~interregional,~~ interdistrict, and local trips.

~~Explanation: Eight maps show the transit classifications. One map is located with the policy associated with each of the eight transportation districts.~~

Objectives:

A. **<u>Regional Transitways</u>**
Regional Transitways are intended to ~~provide for~~ <u>facilitate</u> ~~inter~~regional and interdistrict transit trips with <u>fast and reliable service over long distances, operating in right-of-way</u>

exclusively reserved for transit use to the extent possible. ~~frequent, high-speed, high-capacity, express, or limited ,express, or limited service, and to connect the Central City with all regional centers.~~

- **Land Use.** Development with a regional attraction (e.g., shopping centers, arenas) are encouraged to locate adjacent to Regional Transitway~~s~~ stations to reduce traffic impacts on adjoining areas and streets. Locate high-density development within a half-mile of transit stations on Regional Transitways, with the highest densities closest to the stations.

- **Access to Transit.** Transit stations should be designed to accommodate a high level of safe multimodal access within a half-mile radius of the station. Provide convenient connection opportunities at Regional Transitway stations when feasible, including feeder bus service, bike-share stations, secure bicycle parking, pick-up and drop-off zones, and shuttle services. ~~Use feeder bus service to access Regional Transit stations.~~ Use park-and-ride facilities to access Regional Transit stations only at ends of Regional Transitways or where adequate feeder bus service is not feasible.

- **Improvements.** Use transit-preferential treatments to facilitate fast and reliable transit ~~light rail and bus~~ operations. Provide signal pre-emption or transit signal priority at major intersections, prioritize transit stations or transit lanes over on-street parking, and provide enough lane width to accommodate standard transit vehicles. Provide exclusive or semi-exclusive transitways wherever possible, including treatments on freeways and expressways such as transit lanes, HOV lanes, HOT lanes, and "bus on shoulder" operations. Employ access management measures to reduce conflicts between transit vehicles and other vehicles. ~~Where compatible with adjacent land uses, r~~Right-of-way acquisition or parking removal may occur to accommodate transit-preferential measures and improve access to transit. Carefully consider any street design changes to Regional Transitways that impact travel time in light of the potential costs and benefits to transit riders, while also taking into account other adopted goals and policies.

- ~~**Transfer Points.** Provide safe and convenient transfer points with covered waiting areas with transit route information, benches, trash receptacles, enhanced signing, lighting, and telephones.~~

- **Transit Stations.** Locate Regional Transitway stations at intervals of approximately one-half mile to two miles, while taking into account other factors including the need to serve major destinations, activity centers, transfer points, and people with disabilities. Express or limited service may have stations

located further apart, as appropriate to serve origins and destinations. Transit stations should have a full range of passenger services, including accessible boarding platforms, covered waiting areas, route information, benches, secure bicycle parking, trash receptacles, enhanced signing, lighting, and telephones.

- **Bus Stops.** Buses providing local service along Regional Transitways should have more frequent stop spacing, similar to stop spacing along Major Transit Priority Streets.

- **Dual Classification.** A street with a dual Regional Transitway and Major Transit Priority Street classifications should retain the operational characteristics of a Major Transit Priority Street and respond to adjacent land uses.

- **Connections.** A ramp that connects to a Regional Transitway is classified as a Regional Transitway up to its intersection with a lower-classified street.

B. **Major Transit Priority Streets**

Major Transit Priority Streets facilitate the frequent and ~~rapid~~ reliable movement of transit vehicles that connect Central City, regional centers, and town centers with each other and to other major destinations. Major Transit Priority Streets are provided frequent service, or are expected to receive that level of service in the future to support envisioned growth. ~~are intended to provide for high-quality transit service that connects the Central City and other regional and town centers and main streets.~~

- **Land Use.** Transit-oriented land uses should be encouraged to locate along Major Transit Priority Streets, especially in centers. Discourage auto-oriented development from locating on a Major Transit Priority Street, except where the street is outside the Central City, ~~regional or town~~ center, station community, or main street and is also classified as a Major City Traffic Street. Support land use densities that vary directly with the existing and planned capacity of transit service.

- **Access to Transit.** Provide safe and convenient access for pedestrians and bicyclists to, across, and along Major Transit Priority Streets. Provide safe and accessible pedestrian crossings at all transit stops along Major Transit Priority Streets.

- **Improvements.** ~~Employ transit-preferential measures, such as signal priority and bypass lanes.~~ Provide transit signal priority at major intersections, prioritize transit stops or transit lanes over on-street parking, and provide enough lane width to accommodate standard transit vehicles. Consider the use of exclusive or semi-exclusive transit lanes where needed to reduce congestion-related transit delay. Design intersections of Major Transit Priority Streets with other

Major Transit Priority Streets or Transit Access Streets to allow turning movements of a standard transit vehicle. Where compatible with adjacent land use designations, right-of-way acquisition or parking removal may occur to accommodate transit-preferential measures or improve access to transit. The use of access management should be considered where needed to reduce conflicts between transit vehicles and other vehicles.Carefully consider any street design changes to Major Transit Priority Streets that impact travel time in light of the potential costs and benefits to transit riders, while also taking into account other adopted goals and policies.

- **Traffic Slowing**. Major Transit Priority Streets are not eligible for new traffic slowing devices such as speed bumps or speed cushions. Existing traffic slowing devices on Major Transit Priority Streets may remain and may be maintained and replaced as needed.

- **Transfer Points.** Provide safe and convenient transfer points with accessible stops, covered waiting areas, transit route information, benches, trash receptacles, enhanced signing, lighting, and telephones. ~~Limited transit service should stop at transfer points and activity centers along Major Transit Priority Streets.~~

- ~~**Dual Classification.** Streets with dual Regional Transitway and Major Transit Priority Street classifications should retain the operational characteristics of Major Transit Priority Streets, and development should orient to the street.~~

- **Bus Stops.** Locate bus stops to provide convenient access to neighborhoods and commercial centers. Stops should be located roughly every one-quarter to one-half mile, while taking into account other factors including the need to serve major destinations, activity centers, transfer points and people with disabilities. Stop spacing should also take into account existing sidewalk and street connectivity, with potentially closer stop spacing where sidewalk and street connectivity is more limited. ~~relatively close together in high-density and medium-density areas, including regional and town centers and along most main streets, and relatively farther apart in lower- density areas.~~ On-street parking should be prohibited at bus stops in order to provide accessible waiting areas. Passenger amenities should include shelters and route information.

C. **Transit Access Streets**

Transit Access Streets facilitate movement of transit vehicles connecting town centers, neighborhood centers, and industrial and employment areas with other destinations and other transit service. Transit Access Streets are provided fixed-route service that is commensurate with the level of demand. ~~are intended for district-oriented transit~~

~~service serving main streets, neighborhoods, and commercial, industrial, and employment areas.~~

- **Land Use.** Encourage pedestrian- and transit-oriented development in commercial, institutional, and mixed-use areas along Transit Access Streets.
- **Access to Transit.** Provide safe and convenient pedestrian and bicycle access to transfer points and stops and along Transit Access Streets. Provide safe and accessible pedestrian crossings at all transit stops along Transit Access Streets.
- **Transfer Points.** Provide bus shelters, safe and convenient pedestrian crossings, and transit information at transfer points.
- **Improvements.** Provide transit signal priority as needed at major intersections and prioritize transit stops over on-street parking. Provide sufficient lane width to accommodate standard transit vehicles where appropriate, taking into account other street classifications. ~~Employ transit-preferential measures at specific intersections to facilitate bus operations where there are significant bus delays. Applicable preferential treatments include signal priority, queue jump lanes, and curb extensions.~~
- **Traffic Slowing**. Transit Access Streets that also have a Local Service or Neighborhood Collector traffic classification are eligible for traffic slowing devices such as speed bumps or speed cushions. Traffic slowing devices should be designed in accordance with TriMet guidelines.
- **Bus Stops.** Stops should be located roughly every one-quarter mile, while taking into account other factors including the need to serve major destinations, activity centers, and transfer points. Stop spacing should also take into account existing sidewalk and street connectivity, with potentially closer stop spacing where sidewalk and street connectivity is more limited. ~~Locate stops closer together in neighborhood commercial areas and somewhat farther apart in other areas along Transit Access Streets.~~ On-street parking should be prohibited at bus stops in order to provide accessible waiting areas. Passenger amenities, including covered waiting areas, are appropriate along Transit Access Streets.

~~D. **Community Transit Streets**~~

~~Community Transit Streets are intended to serve neighborhoods and industrial areas and connect to citywide transit service.~~

~~**Land Use.** Encourage pedestrian- and transit-oriented development in commercial, institutional, and mixed-use areas along Community Transit Streets.~~

~~**Transit Service.** Community Transit Streets typically carry feeder bus service, mini-bus, or demand-responsive services. Demand-responsive service may include service that is tailored to areas (e.g., industrial areas) that have unusual transit service needs. The size and type of transit vehicle should be appropriate to the needs of the land uses served.~~

~~**Pedestrian and Bicycle Access.** Provide safe and convenient pedestrian and bicycle access along Community Transit Streets and to transfer points and stops.~~

~~**Improvements.** Community Transit Streets are typically used for access by bicyclists, pedestrians, and drivers to reach neighborhood destinations. Parking removal or the acquisition of additional right-of-way should not be undertaken to enhance transit service on Community Transit Streets, except at specific locations to correct unsafe transit operations or accommodate access to transit.~~

~~**Transfer Points.** Provide covered waiting areas and transit information at transfer points.~~

~~**Bus Stops.** Locate stops closer together in neighborhood commercial areas and farther apart in other areas along Community Transit Streets.~~

D. **Local Service Transit Streets**

Local Service Transit Streets primarily facilitate movement of smaller transit vehicles, including paratransit and community/jobs connector shuttles. Local Service Transit Streets seldom have regular transit service except for short street segments and do not typically include transit-specific street design elements such as bus stops. Local Service Transit Streets may be used for bus movements to and from a layover facility or bus garage, for turning around at the end of a line, or for temporary reroutes of a fixed-route line. ~~are intended to provide transit service to nearby residents and adjacent commercial areas.~~

- **Land Use.** Transit operations on Local Service Transit Streets should give preference to access for individual properties and to the specific needs of property owners and residents along the street.
- **Classification.** Streets not classified as Regional Transitways, Major Transit Priority Streets, or Transit Access Streets~~, or Community Transit Streets~~ are classified as Local Service Transit Streets.

- **Function.** Local Service Transit Streets may be used for paratransit service, community/jobs connector service, end loops for regularly scheduled routes, or temporary detours, and may carry school buses.

- **Bus Stops.** ~~L~~ If needed, locate stops along Local Service Transit Streets based on ~~Tri-Met~~ adopted service standards.

- ~~Explanation: Local Service Transit Streets seldom carry regular bus service, except for short street segments to accommodate bus operations and for loops at the ends of routes.~~

E. ~~**Transit Stations**~~

~~Transit stations are locations where light rail vehicles or other high-capacity transit vehicles stop to board and unload passengers.~~

- ~~Locations. Locate Transit Stations on Regional Transitways to provide direct and convenient service to regional and town centers and major trip generators along the transitway. Station locations are conceptual. Actual locations should be used for regulatory purposes such as measuring distances.~~

- ~~Passenger Facilities. Provide safe and convenient covered waiting areas and easy transfer to other transit services. Provide transit information and access for pedestrians and bicyclists. Transit Stations should have a full range of passenger services, including route information, benches, secure bicycle parking, trash receptacles, enhanced signing, lighting, and telephones.~~

- ~~Transit Station Spacing. Place Transit Stations along Regional Transitways with light rail service or other high-capacity transit service at intervals of approximately one-half mile. In high-density areas in the Central City, consider closer station spacing of three to four blocks one-quarter mile.~~

F. **Intercity Passenger Rail**

Intercity Passenger Rail provides commuter and other rail passenger service.

- **Station Spacing.** Stations are typically located one or more miles apart, depending on overall route length.

G. **Passenger Intermodal Facilities**

Passenger Intermodal Facilities serve as the hub for various passenger modes and the transfer point between modes.

- **Connections.** Passenger Intermodal Facilities connect inter-urban passenger service with urban public transportation service and are highly accessible by all modes.

Policy 6.5: Traffic Classification Descriptions

SUMMARY OF REVISIONS

Traffic Classification descriptions are primarily being updated to include new safety language that reflects recently-adopted Vision Zero policies. They are also being updated to reflect other requests from PBOT staff to ensure that the classifications reflect current policies and guidelines.

SUGGESTED LANGUAGE FOR ADOPTION

February 14, 2018

Key

Existing language
Suggested new language
~~Deleted language~~

Policy 6.5 Traffic Classification Descriptions

Maintain a system of traffic streets that support the movement of motor vehicles for regional, city, ~~interregional~~, ~~inter~~district, neighborhood, and local trips ~~as shown~~. For each type of traffic classification, the majority of motor vehicle trips on a street should conform to its classification description.

~~Explanation: There are six classifications for traffic streets. Each classification describes how a traffic street should function (what kinds of traffic and what kinds of trips are expected) and what types of land uses the street should serve. Eight maps show the traffic classifications. One map is located with the policy associated with each of the seven transportation districts other than the Central City. The classification map for the Central City (the eighth transportation district) is located with the Central City Transportation Management Plan goal, policies, and objectives in this chapter.~~

Objectives:

A. **Regional Trafficways**
Regional Trafficways are intended to serve ~~inter~~regional ~~district~~ traffic movement that

has only one trip end in a City of Portland transportation district or to serve trips that bypass a district completely.

a. **Safety.** Regional Trafficways should make safety the highest priority. Safety countermeasures should be employed on Regional Trafficways to address identified safety risks with a focus on eliminating fatal and serious injury crashes.

b. **Land Use/Development.** Regional Trafficways should serve the Central City, regional centers, industrial areas, and intermodal facilities and should connect key freight routes within the region to points outside the region.

c. **Connections.** Regional Trafficways should connect to other Regional Trafficways, Major City Traffic Streets, and District Collectors. A ramp that connects to a Regional Trafficway is classified as a Regional Trafficway from its point of connection up to its intersection with a lower-classified street. At ramps and along access streets, accommodate safe multimodal movements.

d. **Buffering.** Adjacent neighborhoods should be buffered from the impacts of Regional Trafficways.

e. **Dual Classification.** A street with dual Regional Trafficway and Major City Traffic Street classifications should retain the operational characteristics of a Major City Traffic Street and respond to adjacent land uses.

B. **Major City Traffic Streets**

Major City Traffic Streets are intended to serve as the principal routes for interdistrict traffic that has at least one trip end within a City of Portland transportation district.

a. **Safety.** Safety should be the highest priority on Major City Traffic Streets. Safety countermeasures should be employed on Major City Traffic Streets to address identified safety risks with a focus on eliminating fatal and serious injury crashes for all modes. Major City Traffic Streets should provide separation between motor vehicles and people walking, bicycling, and using mobility devices, and provide safe multimodal crossings to destinations.

b. **Land Use/Development.** Major City Traffic Streets should provide motor vehicle connections among the Central City, regional centers, town centers, industrial areas, and intermodal facilities. Auto-oriented development should locate adjacent to Major City Traffic Streets, except within designated centers, main streets, station areas, and other areas with high pedestrian demand. ~~but should orient to pedestrians along streets also classified as Transit Streets or within Pedestrian Districts.~~

c. **Connections.** Major City Traffic Streets should serve as primary connections to Regional Trafficways and serve major activity centers in each district. Traffic with no trip ends within a City of Portland transportation district should be discouraged from using Major City Traffic Streets. Where a Major City Traffic Street intersects with a Neighborhood Collector or Local Service Traffic Street, access management and/or turn restrictions may be employed to reduce traffic delay.

d. **On-Street Parking.** On-street parking may be removed and additional right-of-way purchased to provide adequate traffic access when consistent with the street design designation of the street. Evaluate the need for on-street parking to serve adjacent land uses and improve the safety of pedestrians and bicyclists when making changes to the roadway.

C. **Traffic Access Streets**

Traffic Access Streets are intended to provide access to Central City destinations, distribute traffic within a Central City subdistrict, provide connections between Central City subdistricts, and distribute traffic from Regional Trafficways and Major City Traffic Streets for access within the district. Traffic Access Streets are not intended for through-traffic with no trip ends in the district.

a. Safety. Safety should be the highest priority on Traffic Access Streets. Traffic Access Streets should provide frequent, safe crossings for people walking, bicycling, and using mobility devices.

b. **Land Use/Development.** Traffic Access Streets serve Central City land uses. ~~Solutions to congestion problems~~ Traffic management on Traffic Access Streets must accommodate the high-density pattern desired in the Central City.

c. **Connections.** Connections to adjoining transportation districts should be to District or Neighborhood Collectors. Intersections of Traffic Access Streets and other streets with higher or similar classifications should be signalized, where warranted, to facilitate the safe movement of traffic along each street as well as turning movements from one street to the other.

d. **Access.** Reduction in motor vehicle congestion is given less priority than: supporting pedestrian access and enhancing the pedestrian environment; maintaining on-street parking to support land uses; accommodating transit; or accommodating bicycles. Access to off-street parking is allowed and encouraged to be located on Traffic Access Streets.

e. **Right-of-way Acquisition.** ~~Acquisition of additional right-of-way to reduce congestion is discouraged.~~ Right-of-way acquisition should be discouraged on

Traffic Access Streets, except at specific problem locations to accommodate traffic movement and vehicle access to abutting properties.

D. **District Collectors**
District Collectors are intended to serve as distributors of traffic from Major City Traffic Streets to streets of the same or lower classification~~. District Collectors~~ or to serve trips that both start and end within a district.

a. **Safety.** Safety should be the highest priority on District Collectors. Safety countermeasures should be employed to address identified safety risks with a focus on eliminating fatal and serious injury crashes.

b. **Land Use/Development.** District Collectors generally connect town centers, corridors, main streets, and neighborhoods to nearby regional centers and other major destinations. Land uses that attract trips from the surrounding neighborhoods or from throughout the district should be encouraged to locate on District Collectors. Regional attractors of traffic such as major shopping centers or arenas should be discouraged from locating on District Collectors.

c. **Connections.** District Collectors should connect to Major City Traffic Streets, other collectors, and local streets and, where necessary, to Regional Trafficways. Where a District Collector intersects with a Neighborhood Collector or Local Service Traffic Street, access management and/or turn restrictions may be employed to reduce traffic delay.

d. **Right-of-way Acquisition. ~~On-Street Parking~~**. ~~Removal of on-street parking and r~~Right-of-way acquisition should be discouraged on District Collectors, except at specific problem locations to accommodate ~~the equally important functions of~~ traffic movement and vehicle access to abutting properties.

E. **Neighborhood Collectors**
Neighborhood Collectors are intended to serve as distributors of traffic from Major City Traffic Streets or District Collectors to Local Service Streets ~~and~~ or to serve trips that both start and end within areas bounded by Major City Traffic Streets and District Collectors.

a. Safety. Safety should be the highest priority on Neighborhood Collectors. Safety countermeasures should be implemented on Neighborhood Collectors to address identified safety risks. Neighborhood Collectors should maintain slow vehicle operating speeds to accommodate safe use by all modes.

b. **Land Use/Development.** Neighborhood Collectors should connect neighborhoods to nearby centers, corridors, station communities, main streets,

and other nearby destinations. New land uses and major expansions of land uses that attract a significant volume of traffic from outside the neighborhood should be discouraged from locating on Neighborhood Collectors.

c. **Connections.** Neighborhood Collectors should connect to Major City Traffic Streets, District Collectors, and other Neighborhood Collectors, as well as to Local Service Streets. Where a Neighborhood Collector intersects with a higher-classified street, access management and/or turn restrictions may be employed to reduce traffic delay.

d. **Traffic Calming.** Traffic calming tools and traffic slowing devices may be used to improve neighborhood safety and livability, when consistent with other street classifications.

e. **Function.** The design of Neighborhood Collectors may vary over their length as the land use character changes from primarily commercial to primarily residential. ~~Some Neighborhood Collectors may have a regional function, either alone or in concert with other nearby parallel collectors.~~ All Neighborhood Collectors should be designed to operate as neighborhood streets ~~rather than as regional arterials.~~ and through traffic should be discouraged.

f. **Right-of-way acquisition.** ~~On-Street Parking. The removal of on-street parking and r~~ Right-of-way acquisition should be discouraged on Neighborhood Collectors.

F. **Local Service Traffic Streets**

Local Service Traffic Streets are intended to distribute local traffic and provide access to local residences or commercial uses.

a. **Safety.** Local Service Traffic Streets should maintain slow vehicle operating speeds to accommodate safe use by all modes.

b. **Land Use/Development.** Discourage auto-oriented land uses from using Local Service Traffic Streets as their primary access.

c. **Classification.** Streets that allow motor vehicles and are not classified as Regional Trafficways, Major City Traffic Streets, Traffic Access Streets**,** District Collectors, or Neighborhood Collectors are classified as Local Service Traffic Streets.

d. **Connections.** Local Service Traffic Streets should connect neighborhoods, provide local circulation, and provide access to nearby centers, corridors, station areas, and main streets. Street segments may be closed to through

traffic in some cases as long as local access and overall neighborhood connectivity is maintained.

e. **Traffic Calming.** Traffic calming tools and traffic slowing devices may be used to improve neighborhood safety and livability or if needed to support a neighborhood greenway.

f. **Function.** Local Service Traffic Streets provide local access and circulation for traffic, while often functioning as through routes for pedestrians~~,~~ and bicyclists ~~and (except in special circumstances) should provide on-street parking~~. In some instances where vehicle speeds and volumes are very low ~~(for example, woonerfs and accessways)~~, Local Service Traffic Streets may accommodate ~~both~~ vehicles**,** ~~and~~ pedestrians**,** and bicyclists in a shared space.

Emergency Response Classification Maps

SUMMARY OF REVISIONS

Traffic Classification descriptions are primarily being updated to include new safety language that reflects recently-adopted Vision Zero policies. They are also being updated to reflect other requests from PBOT staff to ensure that the classifications reflect current policies and guidelines.

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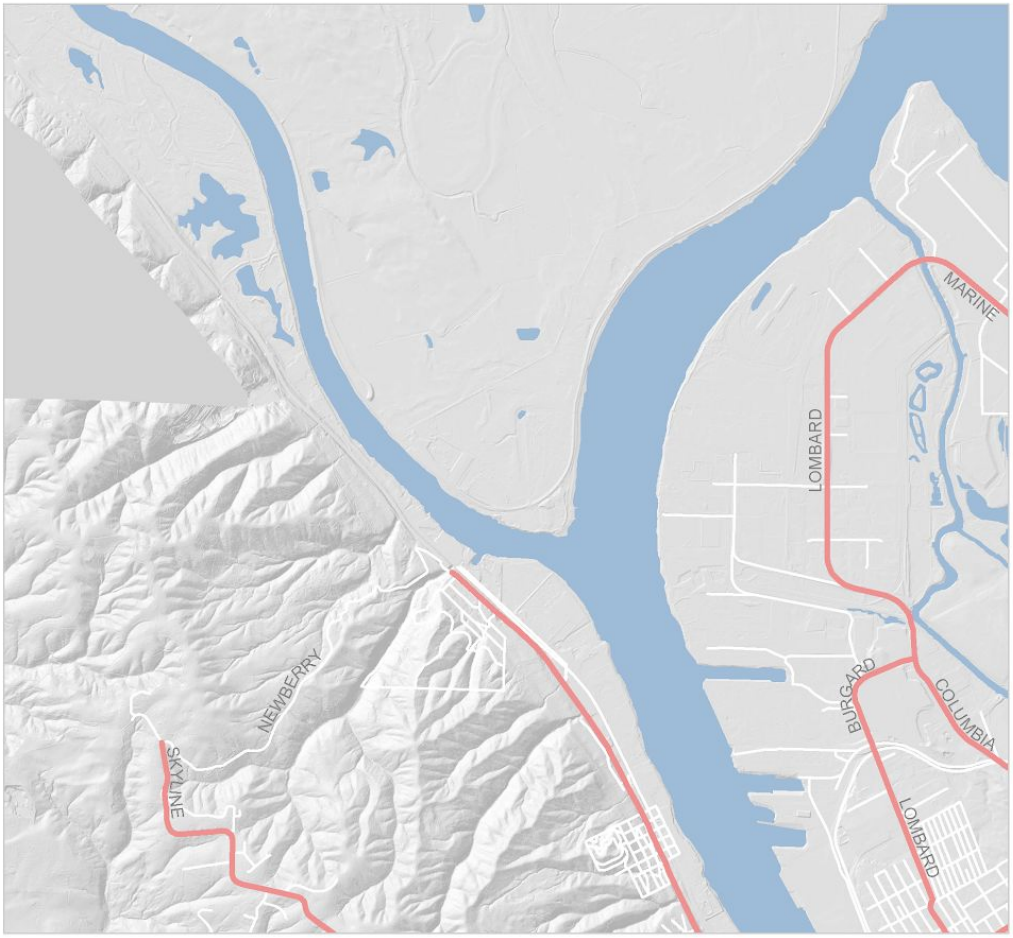
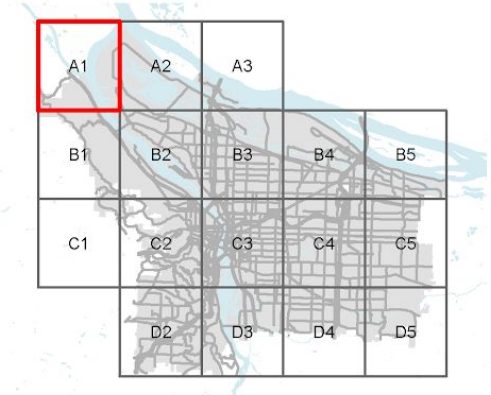


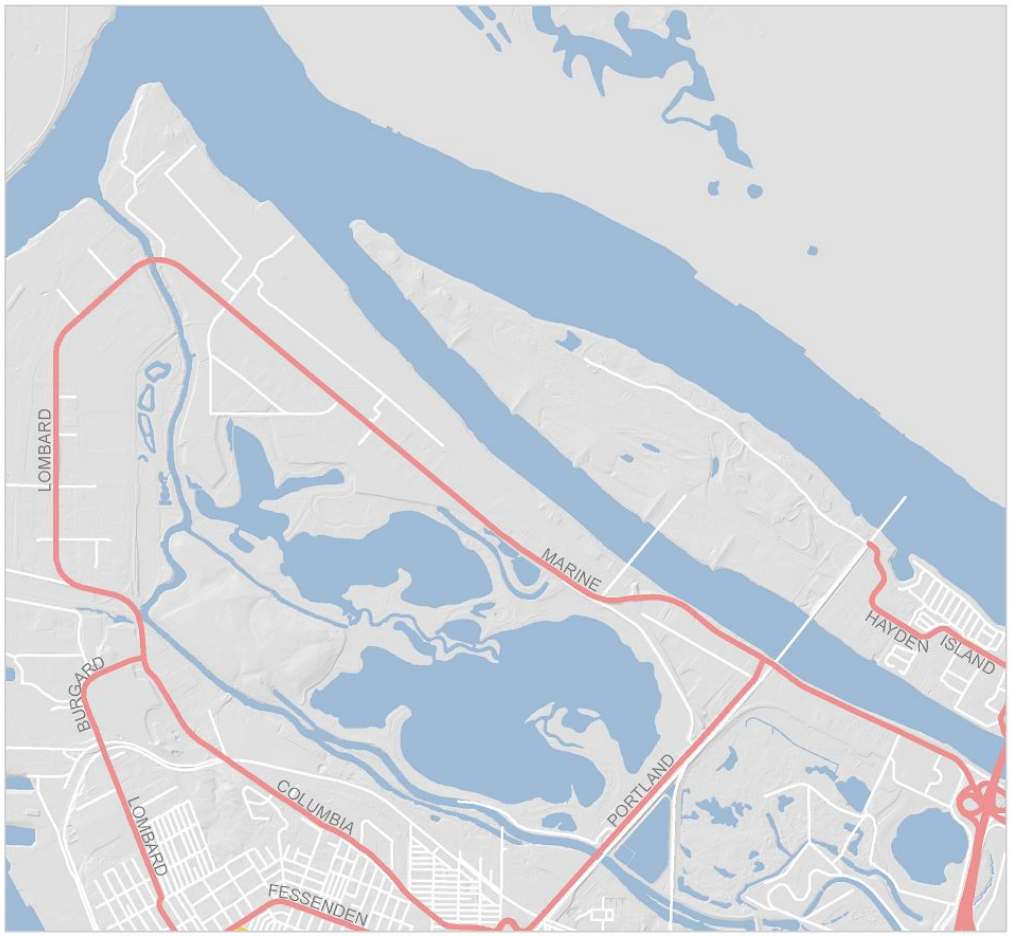
0 0.25 0.5 1 Miles

Emergency Response Classification

- Major Emergency Response
- Secondary Emergency Response
- Minor Emergency Response

Classifications proposed in the Central City 2035 Plan





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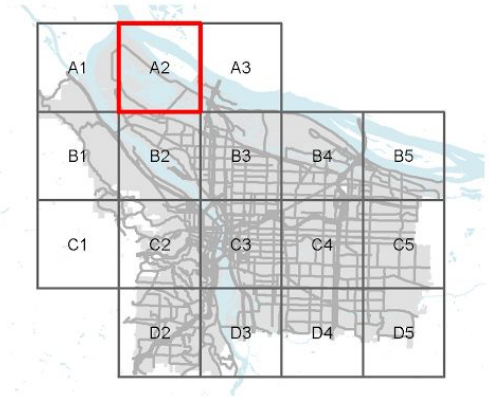

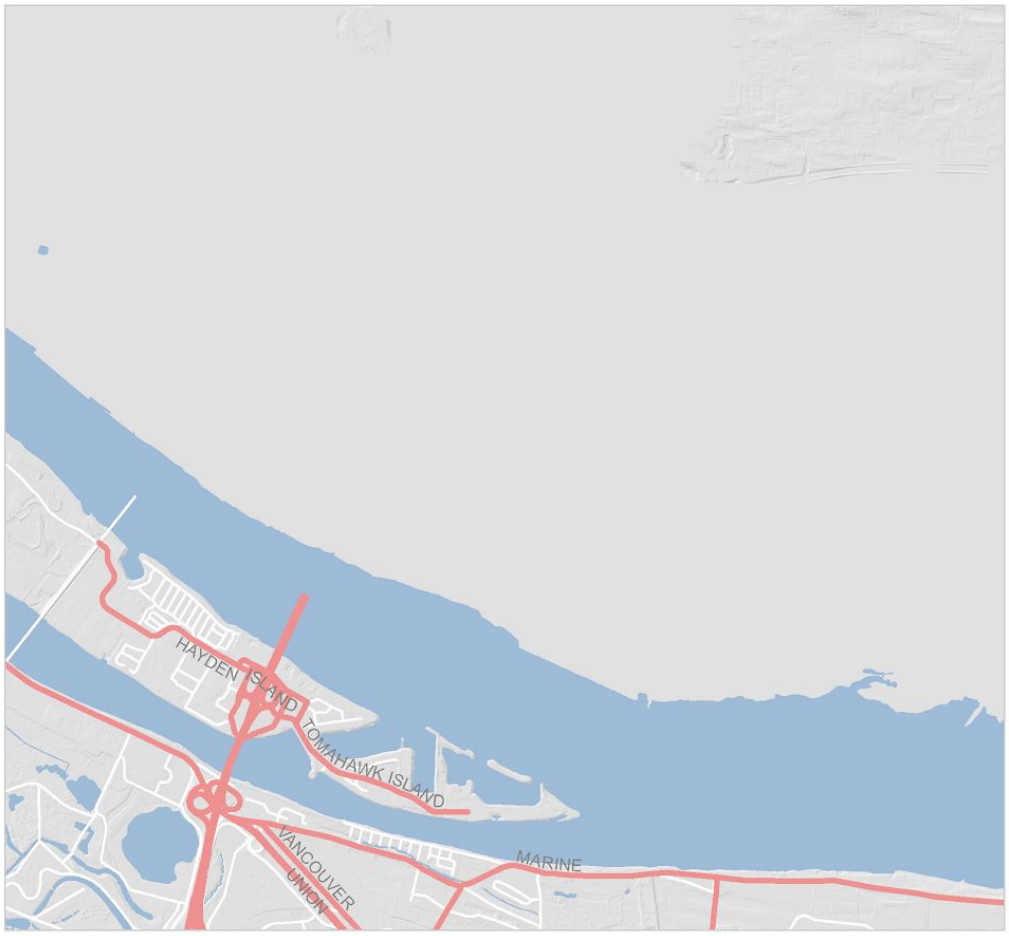

0 0.25 0.5 1 Miles

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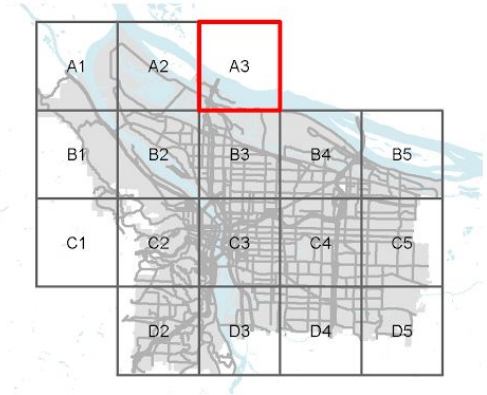

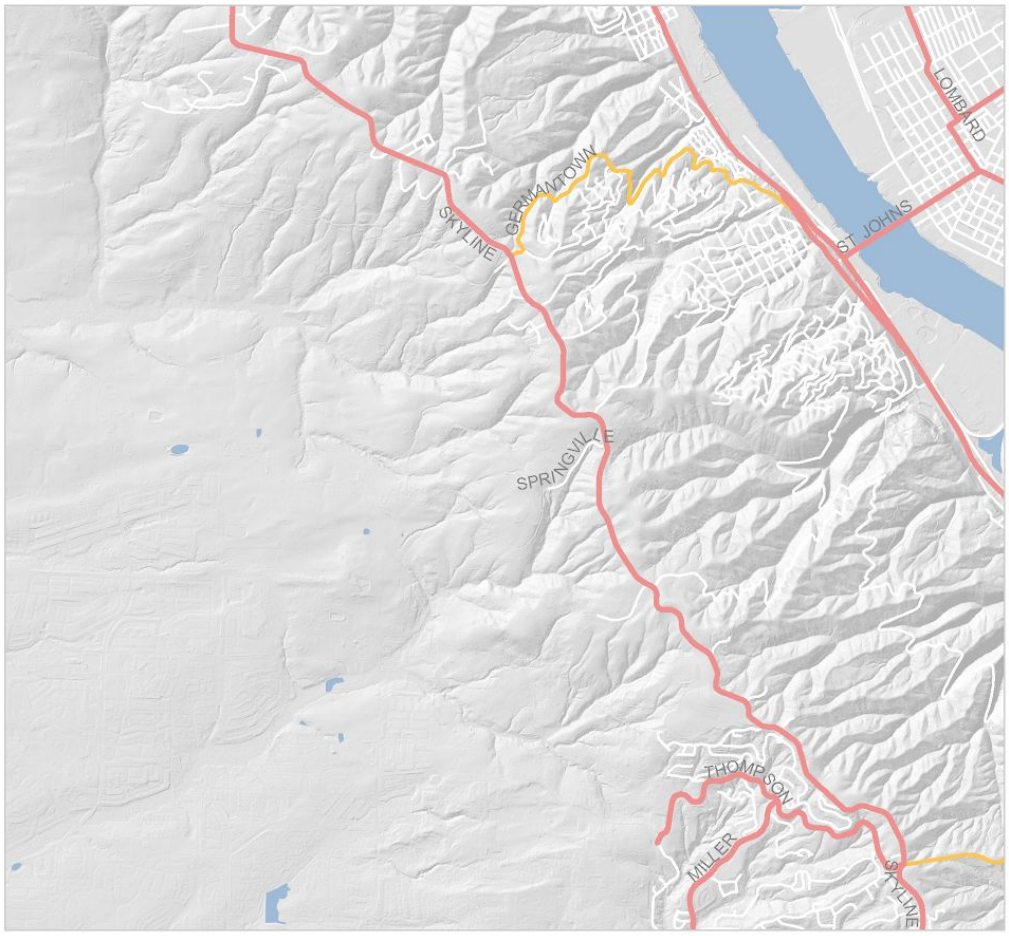

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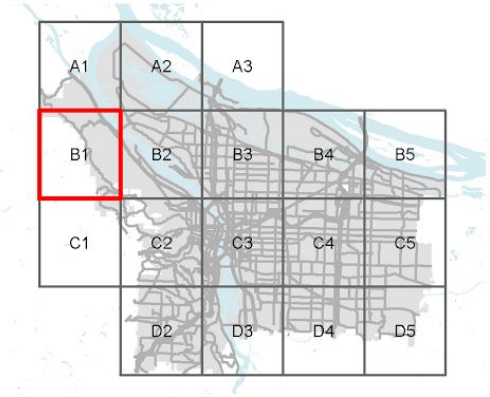
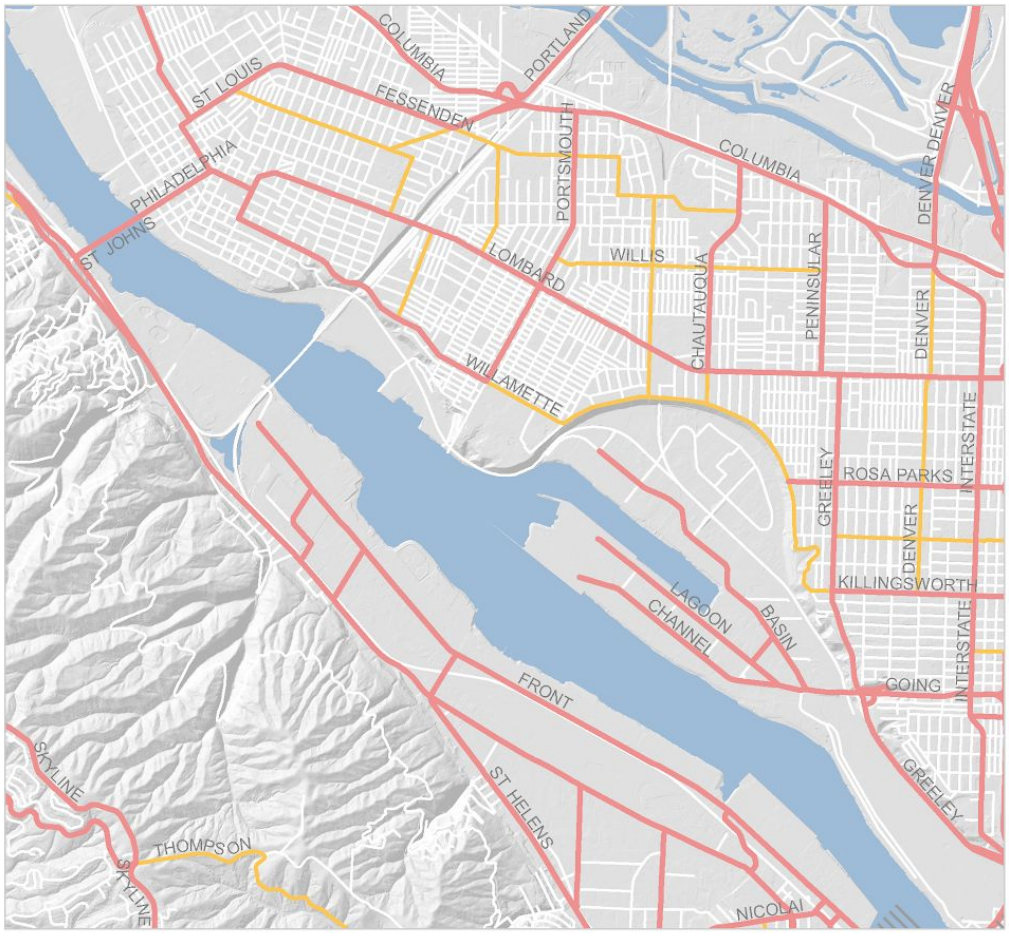
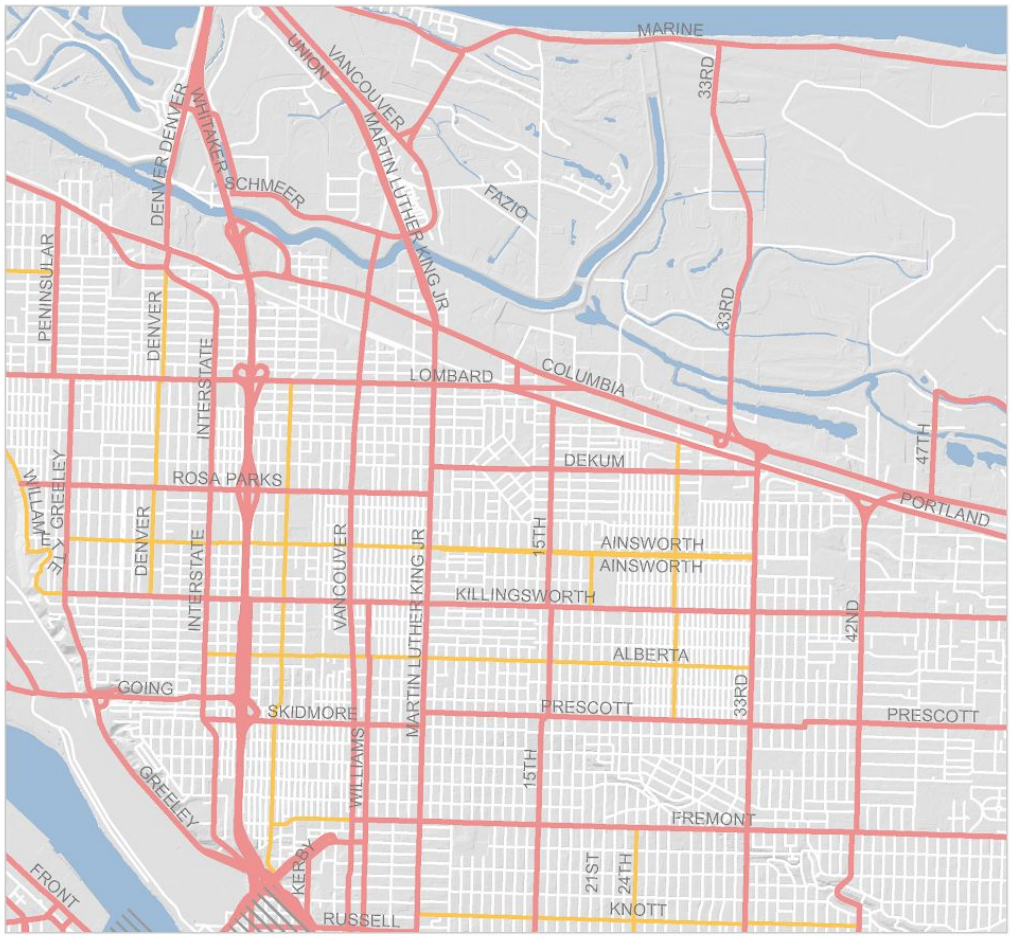



COLUMBIA
PORTLAND
ST LOUIS
FESSENDEN
PHILADELPHIA
ST JOHNS
PORTSMOUTH
COLUMBIA
DENVER
DENVER
LOMBARD
WILLIS
CHAUTAUQUA
PENINSULAR
DENVER
WILLAMETTE
INTERSTATE
GREELEY
ROSA PARKS
DENVER
KILLINGSWORTH
LAGOON
CHANNEL
BASIN
INTERSTATE
FRONT
GOING
GREELEY
SKYLINE
ST HELENS
THOMPSON
SKYLINE
NICOLAI
0
0.25
0.5
1 Miles
Emergency Response Classification
Major Emergency Response
Secondary Emergency Response
Minor Emergency Response
Classifications proposed in the Central City 2035 Plan
A1
A2
A3
B1
B2
B3
B4
B5
C1
C2
C3
C4
C5
D2
D3
D4
D5



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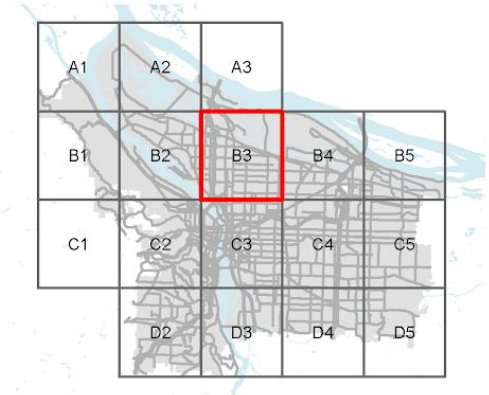

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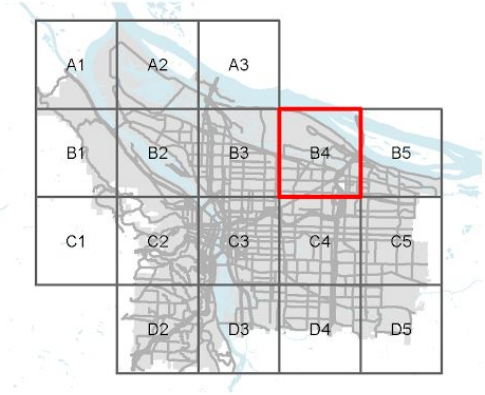
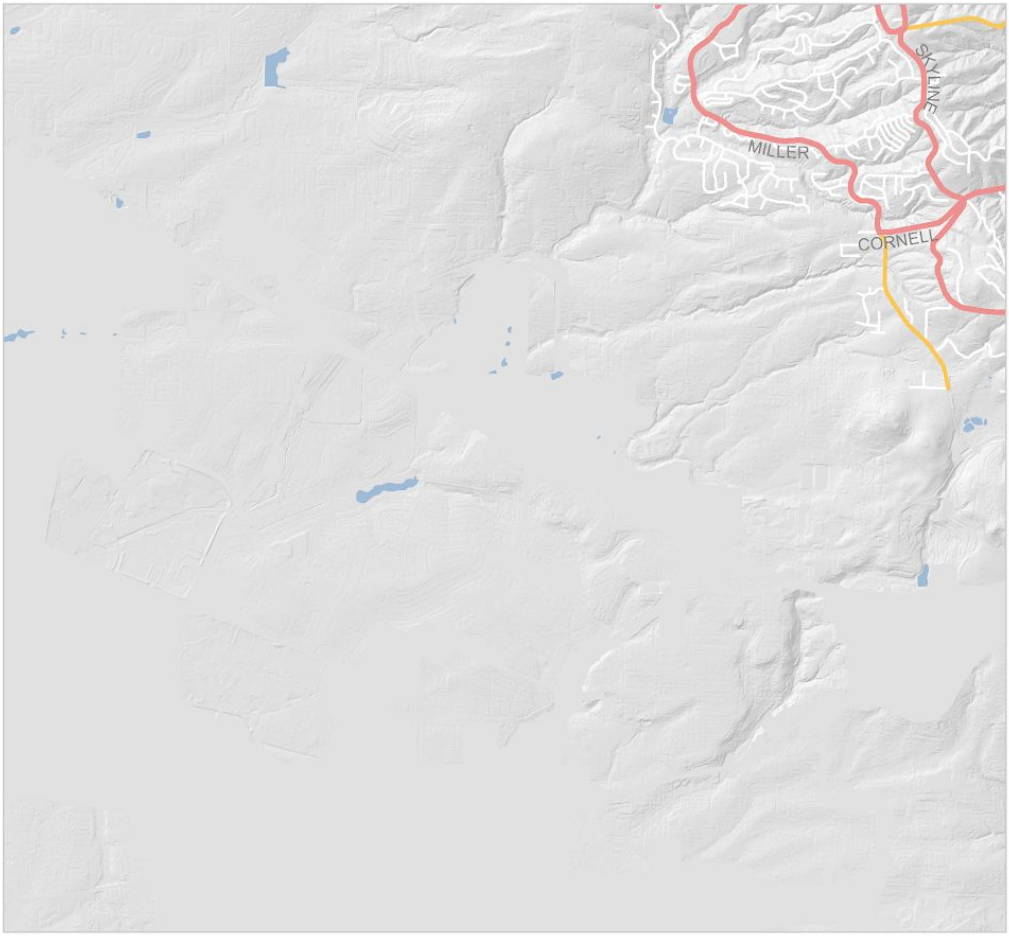



AIRPORT
AIRPORT
AINSWORTH
MARINE
WHITAKER
138TH
105TH
PRESCOTT
122ND
SANDY
AIRPORT
MASON
112TH
SHAVER
148TH
141ST
FREMONT
162ND
0 0.25 0.5 1 Miles
Emergency Response Classification
Major Emergency Response
Secondary Emergency Response
Minor Emergency Response
Classifications proposed in the Central City 2035 Plan
A1 A2 A3
B1 B2 B3 B4 B5
C1 C2 C3 C4 C5
D2 D3 D4 D5



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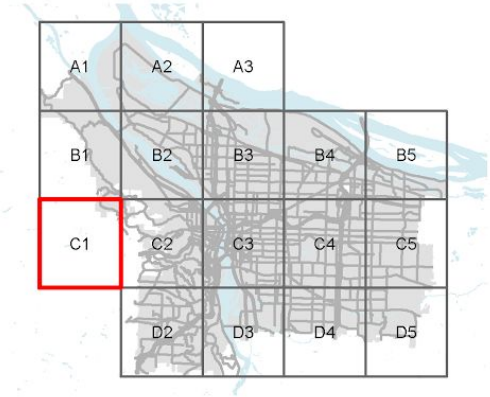

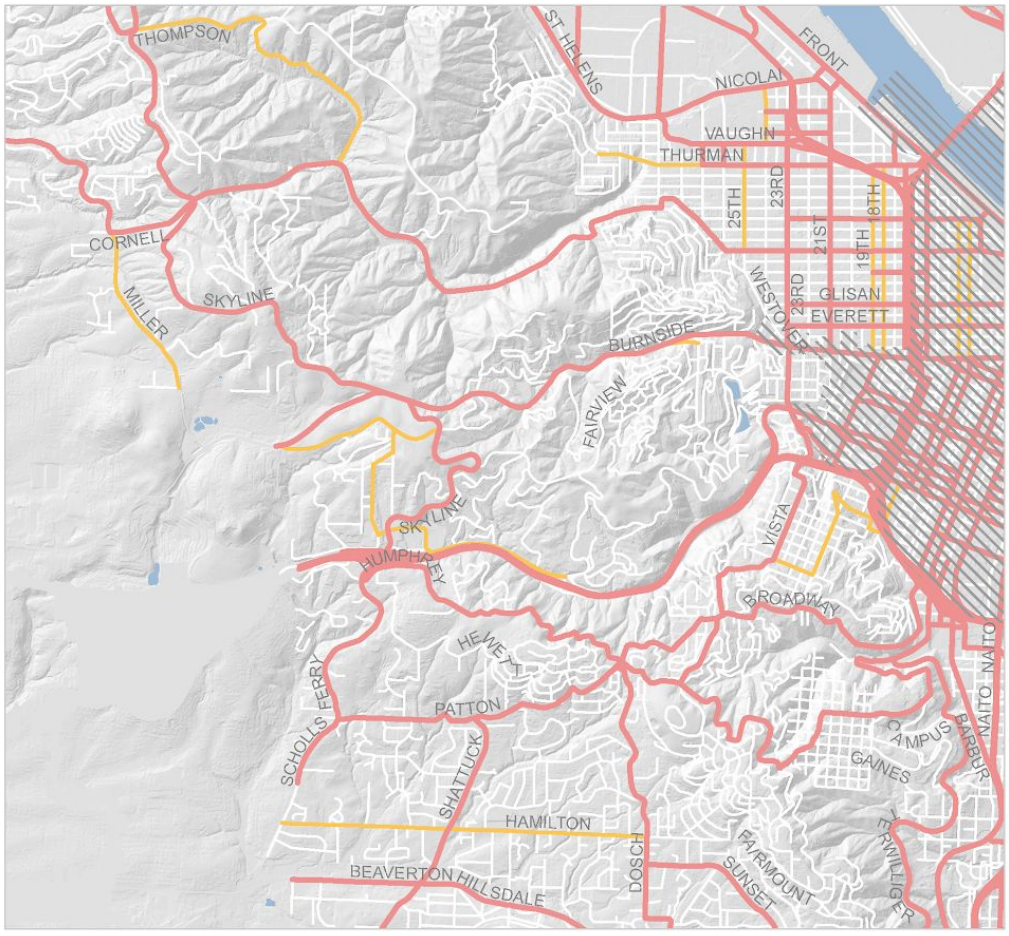
THOMPSON
ST HELENS
FRONT
NICOLAI
VAUGHN
THURMAN
25TH
23RD
21ST
18TH
19TH
CORNELL
SKYLINE
MILLER
23RD
GLISAN
EVERETT
WESTOVER
BURNSIDE
FAIRVIEW
SKYLINE
VISTA
HUMPHREY
BROADWAY
HEWETT
PATTON
SCHOLLS FERRY
SHATTUCK
CAMPUS
GAINES
BARBUR
NAITO
NAITO
HAMILTON
DOSCH
FAIRMOUNT
SUNSET
TERWILLIGER
BEAVERTON HILLSDALE
0
0.25
0.5
1 Miles
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A1
A2
A3
B1
B2
B3
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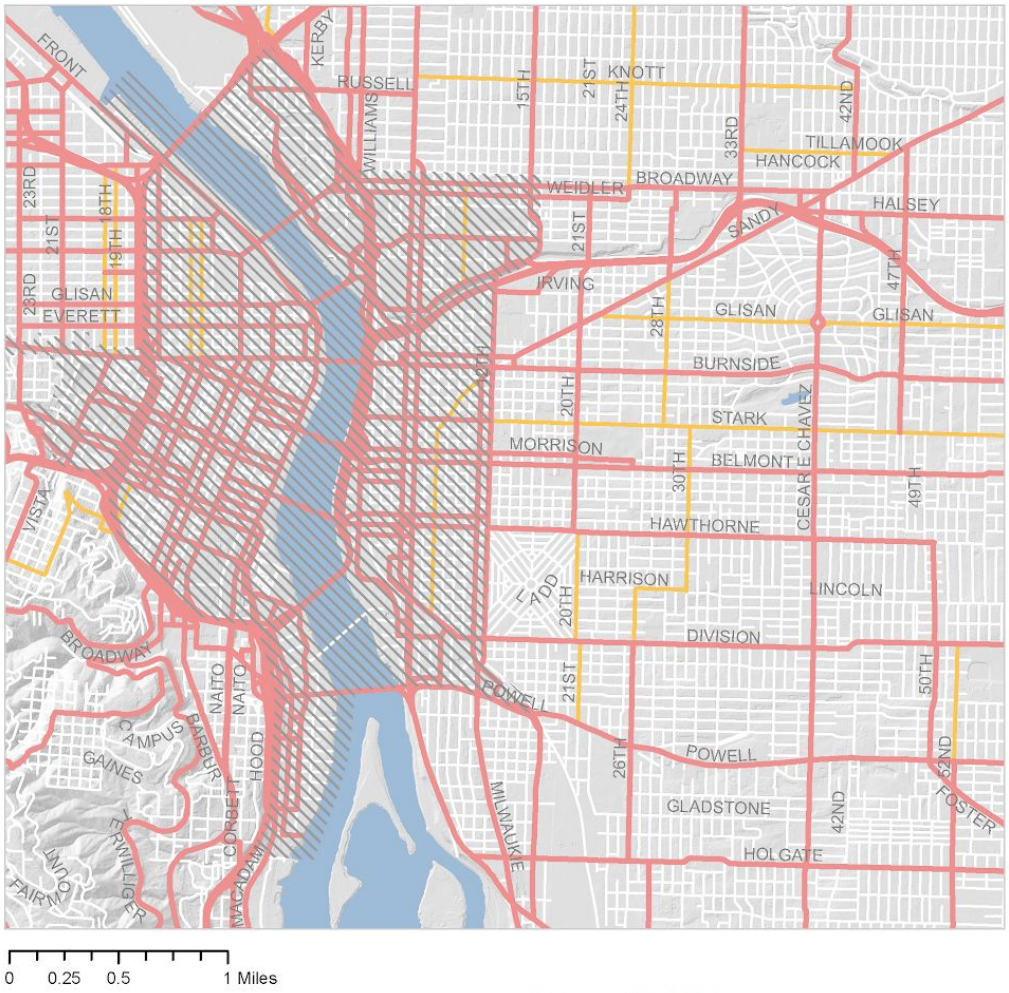
C2
C3
C4
C5
D2
D3
D4
D5



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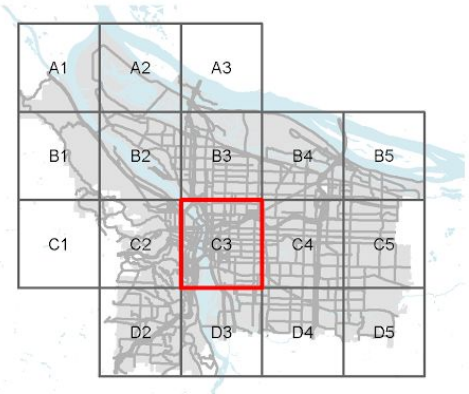

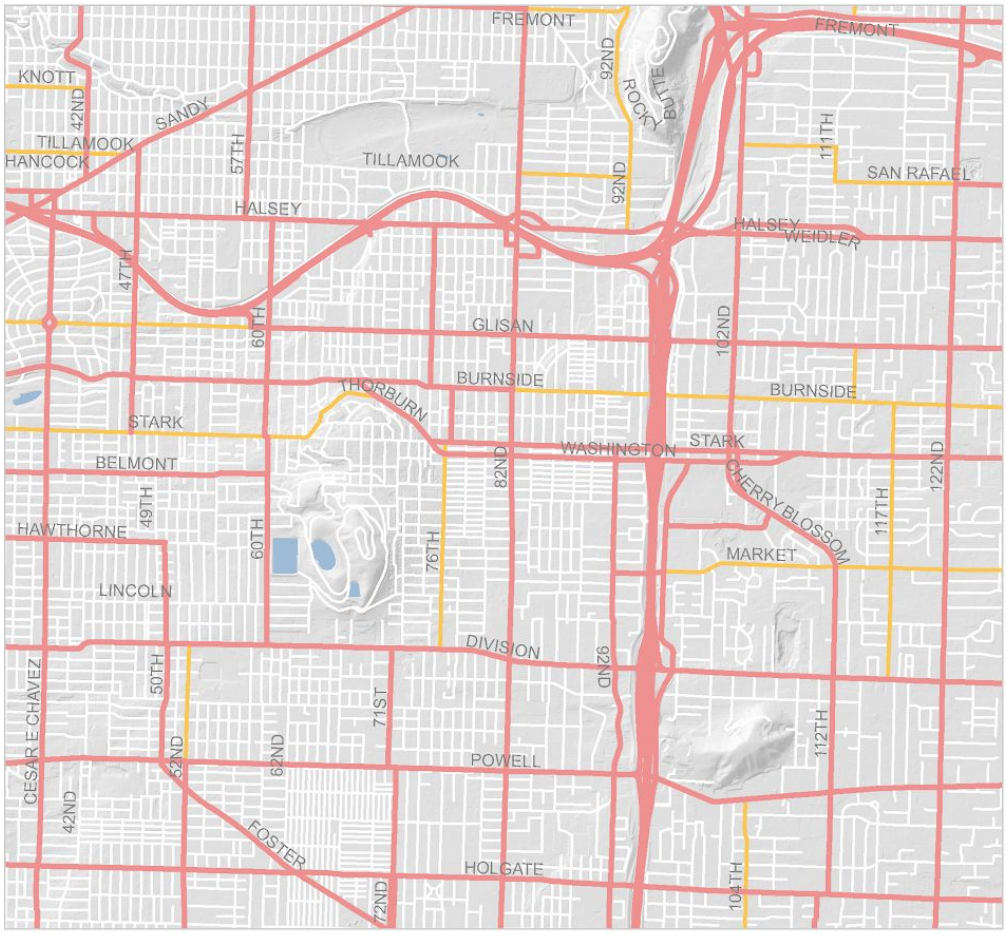
FREMONT
FREMONT
KNOTT
42ND
SANDY
TILLAMOOK
HANCOCK
57TH
TILLAMOOK
92ND
ROCKY BUTTE
111TH
SAN RAFAEL
HALSEY
HALSEY
WEIDLER
47TH
60TH
GLISAN
102ND
BURNSIDE
THORBURN
BURNSIDE
STARK
WASHINGTON
STARK
BELMONT
82ND
CHERRY BLOSSOM
122ND
49TH
HAWTHORNE
60TH
76TH
117TH
MARKET
LINCOLN
DIVISION
92ND
50TH
71ST
CESAR E CHAVEZ
52ND
62ND
112TH
POWELL
42ND
FOSTER
HOLGATE
72ND
104TH
0 0.25 0.5 1 Miles
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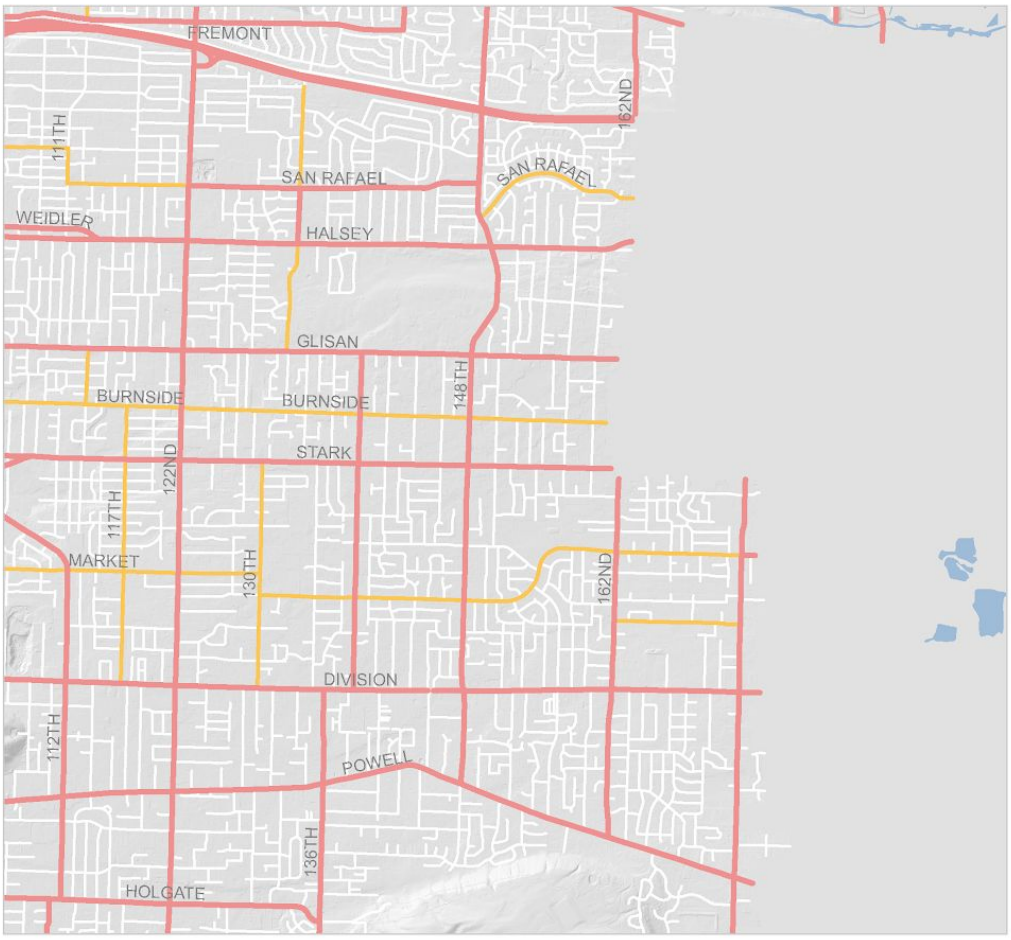
A1
A2
A3
B1
B2
B3
B4
B5
C1
C2
C3
C4
C5
D2
D3
D4
D5



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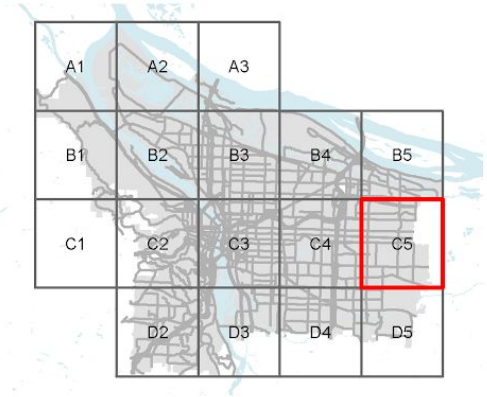

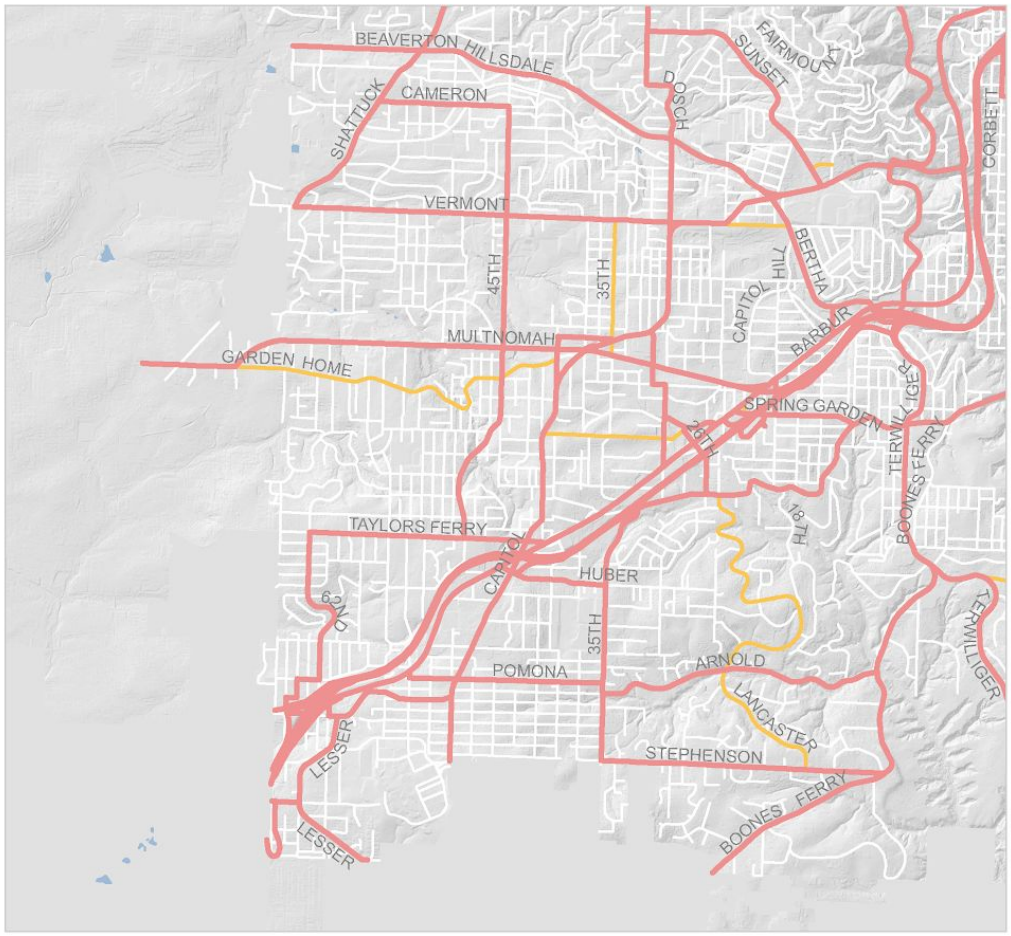

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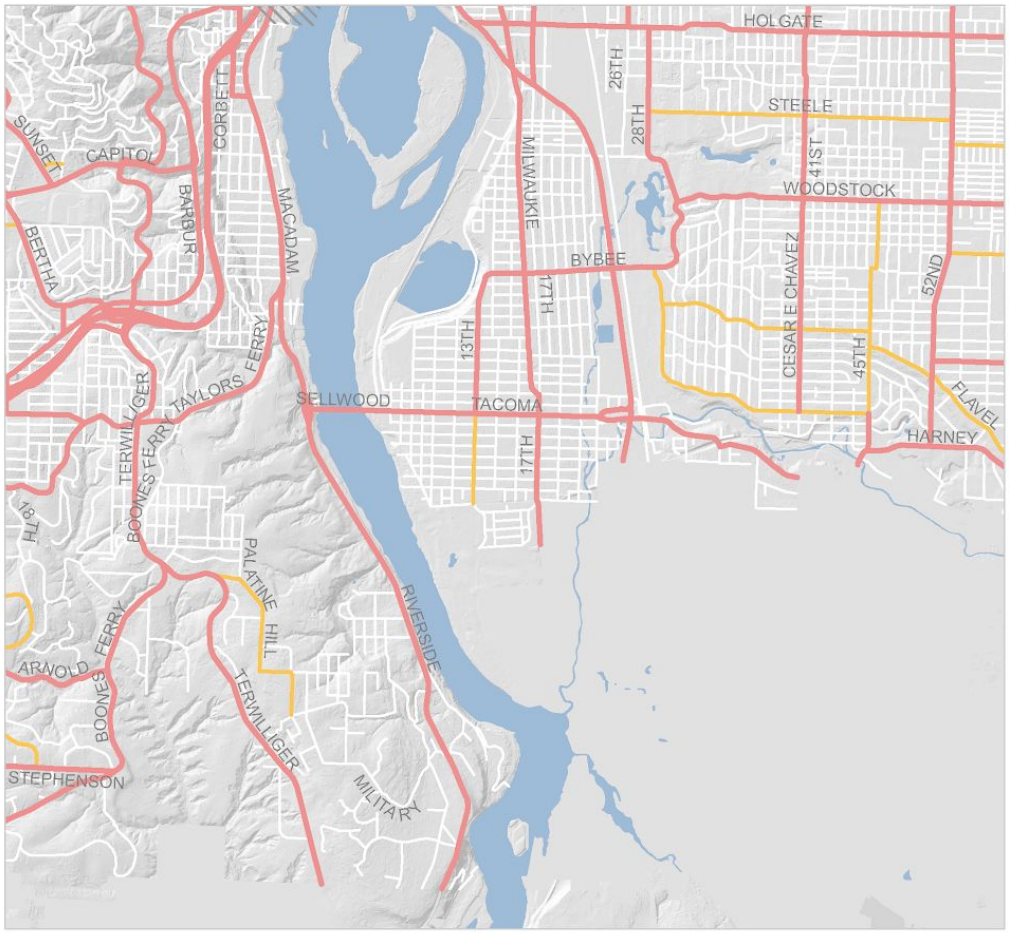

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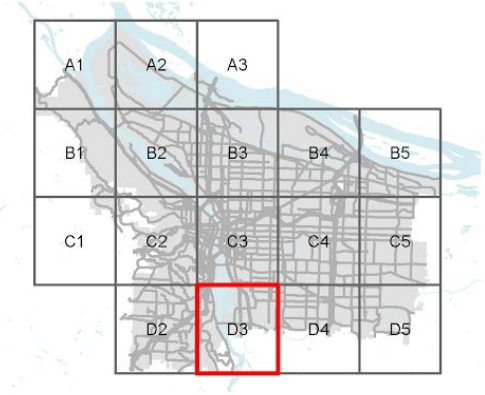

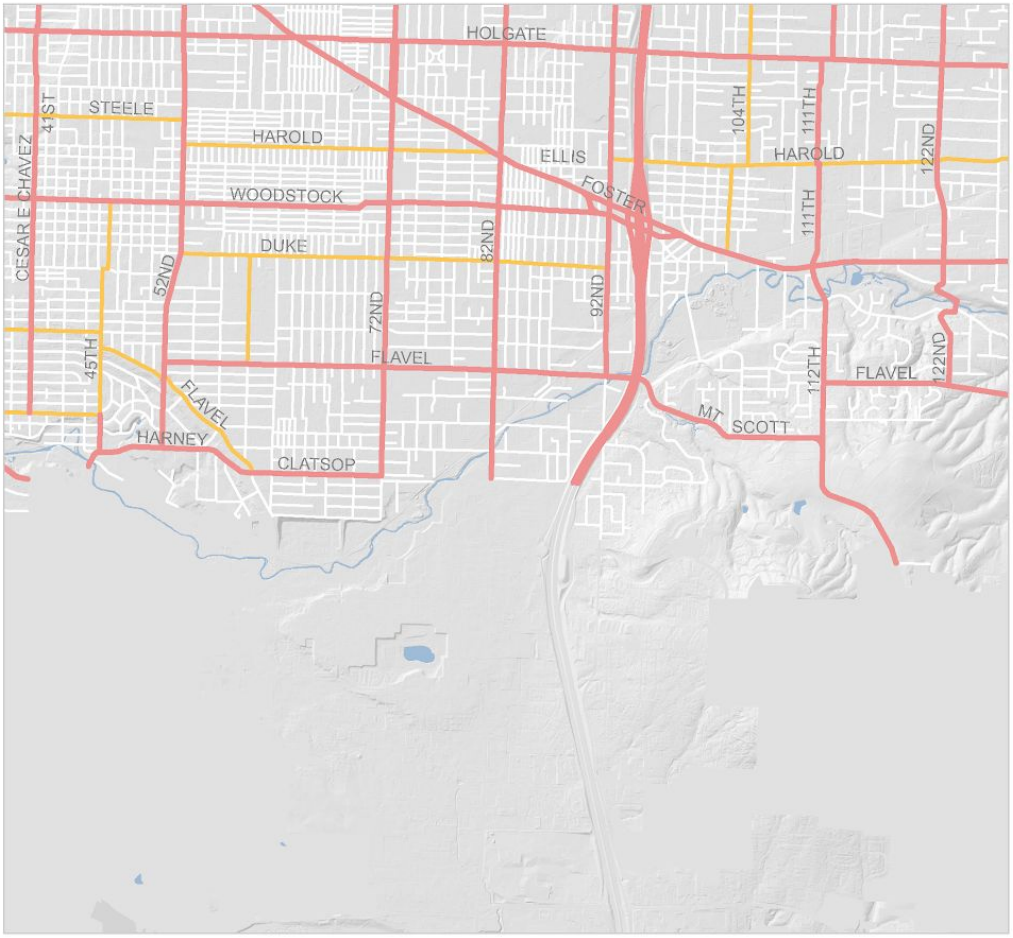

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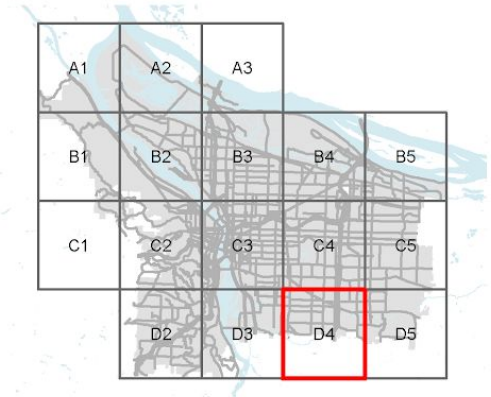

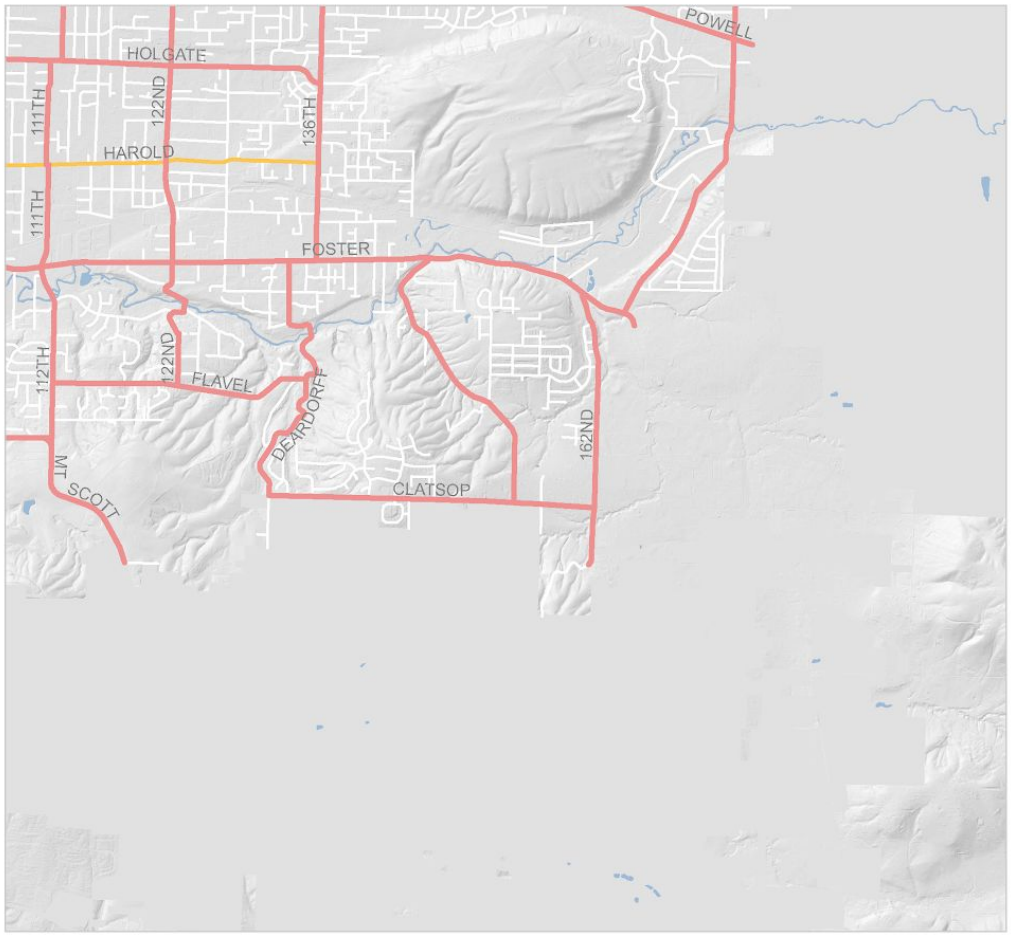
POWELL
HOLGATE
111TH
122ND
136TH
HAROLD
111TH
FOSTER
112TH
122ND
FLAVEL
DEARDORFF
162ND
MT SCOTT
CLATSOP
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B1 B2 B3 B4 B5
C1 C2 C3 C4 C5
D2 D3 D4 D5

Transit Classification Maps

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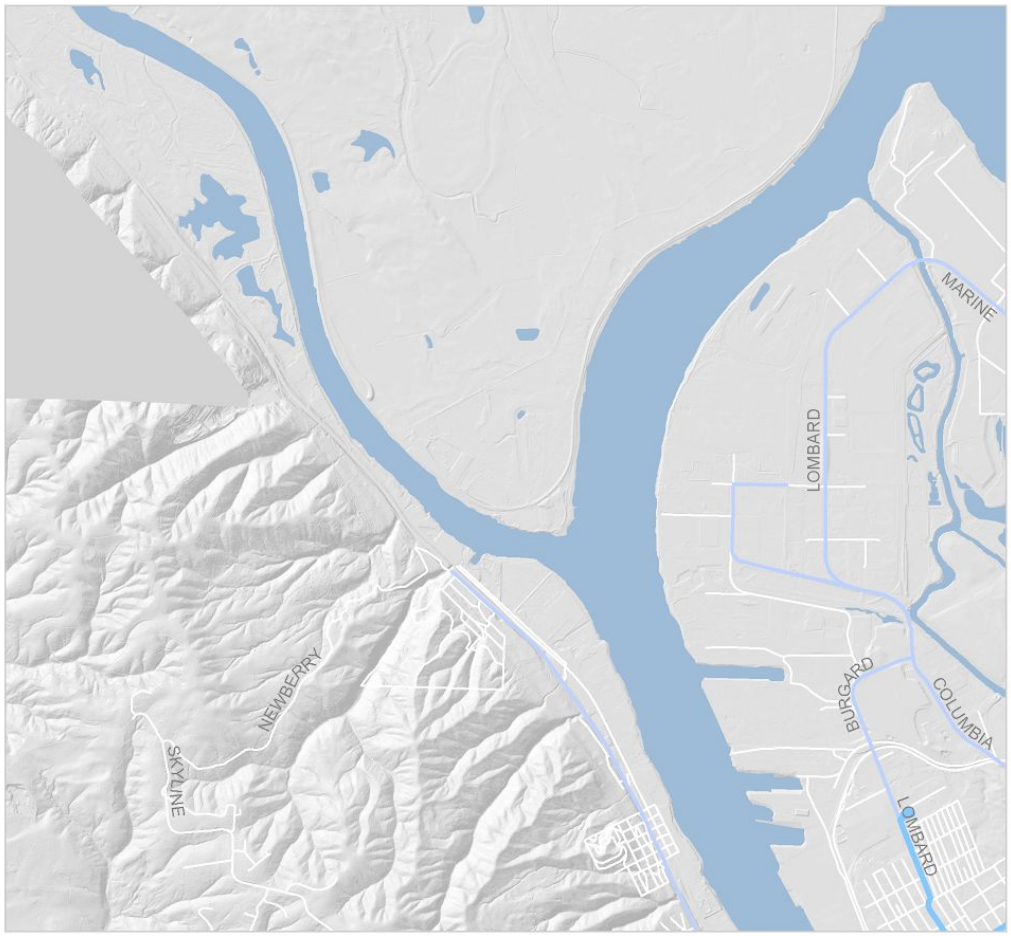

0 0.25 0.5 1 Miles

Transit Classification

- Regional Transitway
- Regional Transitway & Major Transit Priority Street
- Major Transit Priority Street
- Transit Access Street
- Local Service Transit Street
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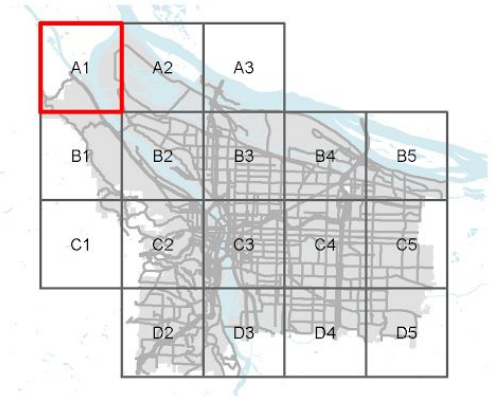
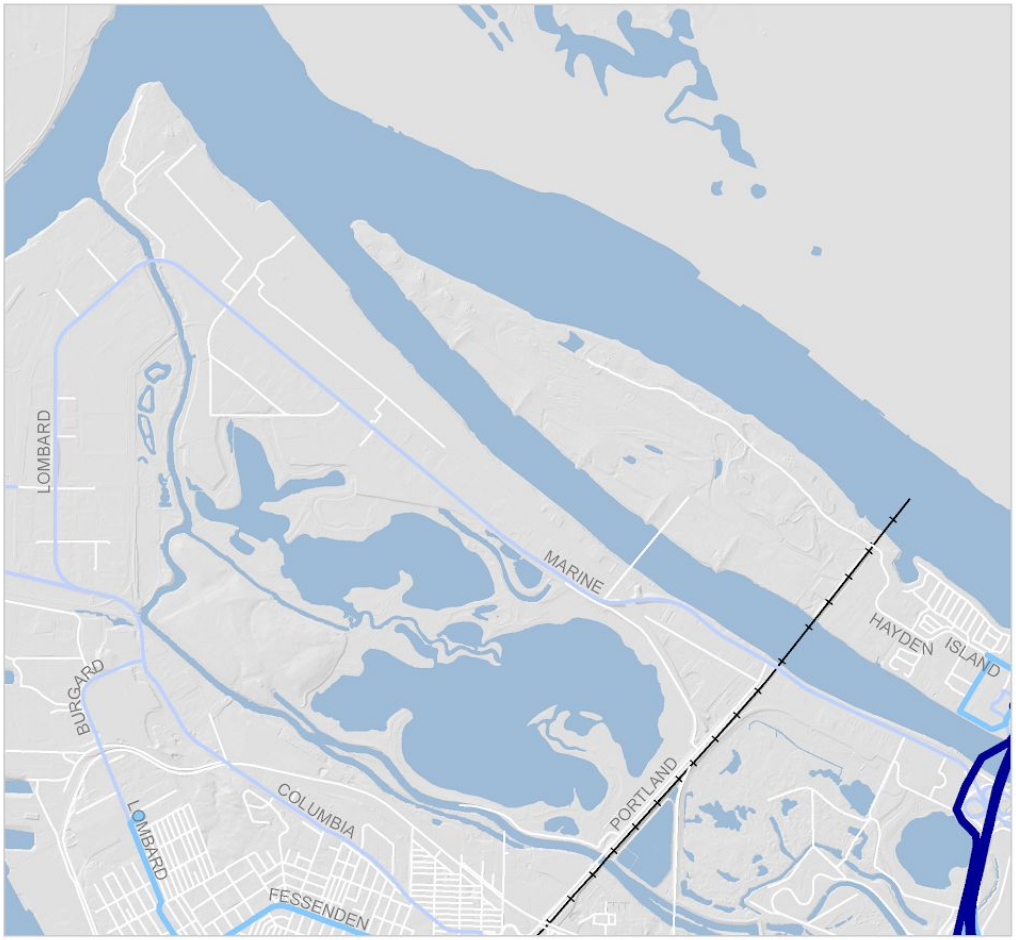
Classifications proposed in the Central City 2035 Plan





0 0.25 0.5 1 Miles

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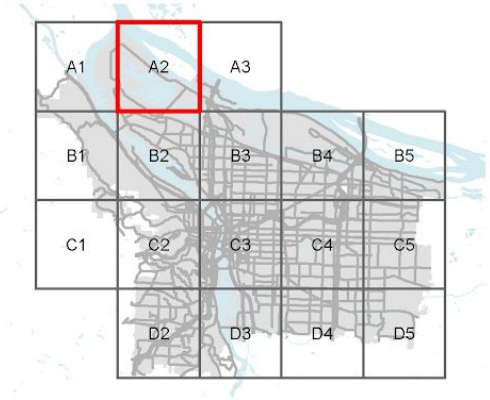
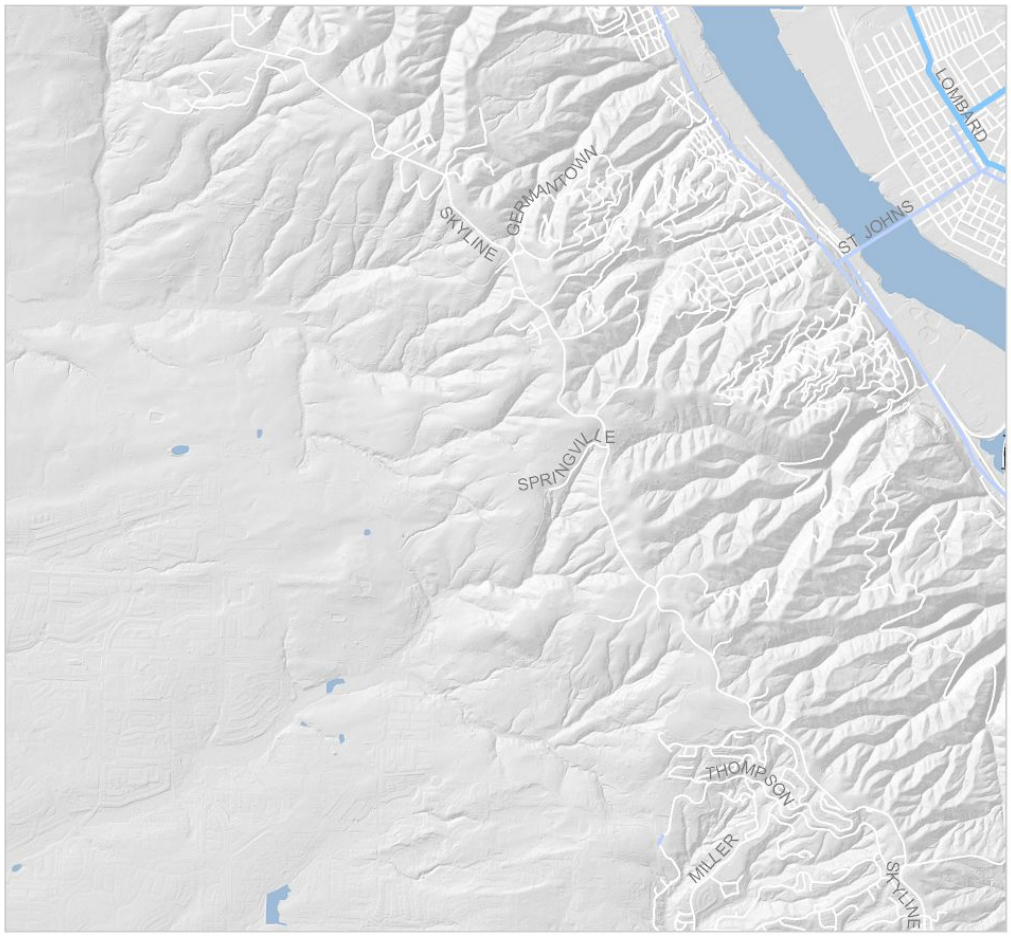



HAYDEN ISLAND
TOMAHAWK ISLAND
VANCOUVER UNION
MARINE
0 0.25 0.5 1 Miles
Transit Classification
Regional Transitway
Regional Transitway & Major Transit Priority Street
Major Transit Priority Street
Transit Access Street
Local Service Transit Street
Intercity Passenger Rail
Classifications proposed in the Central City 2035 Plan
A1 A2 A3
B1 B2 B3 B4 B5
C1 C2 C3 C4 C5
D2 D3 D4 D5



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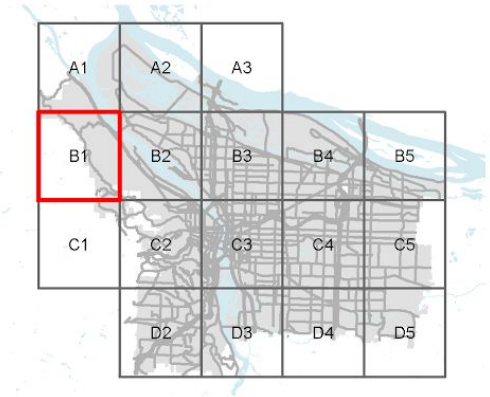

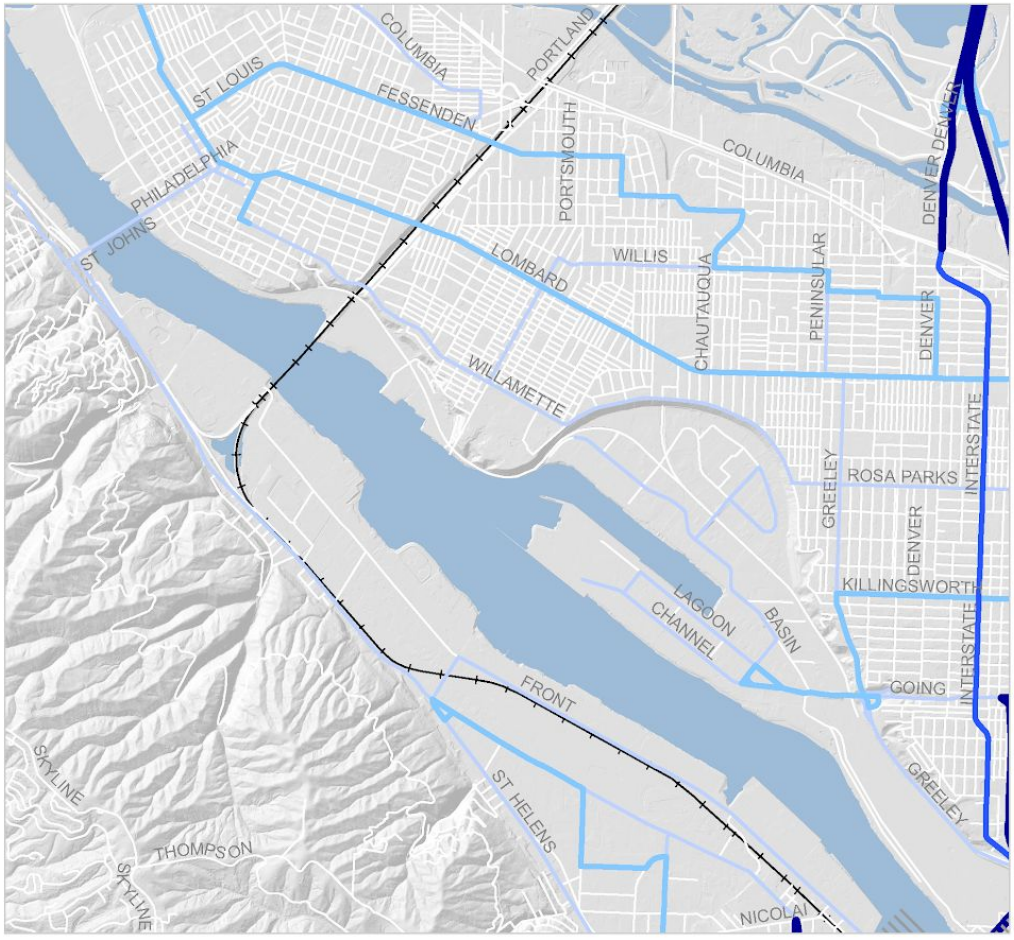

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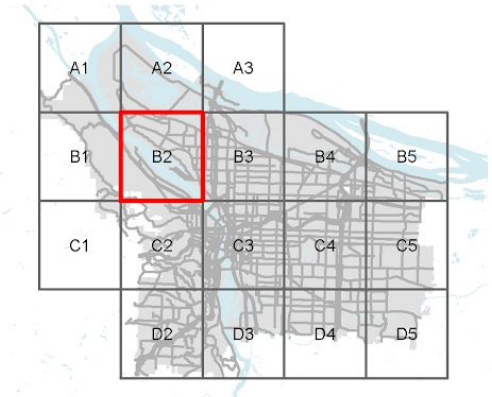

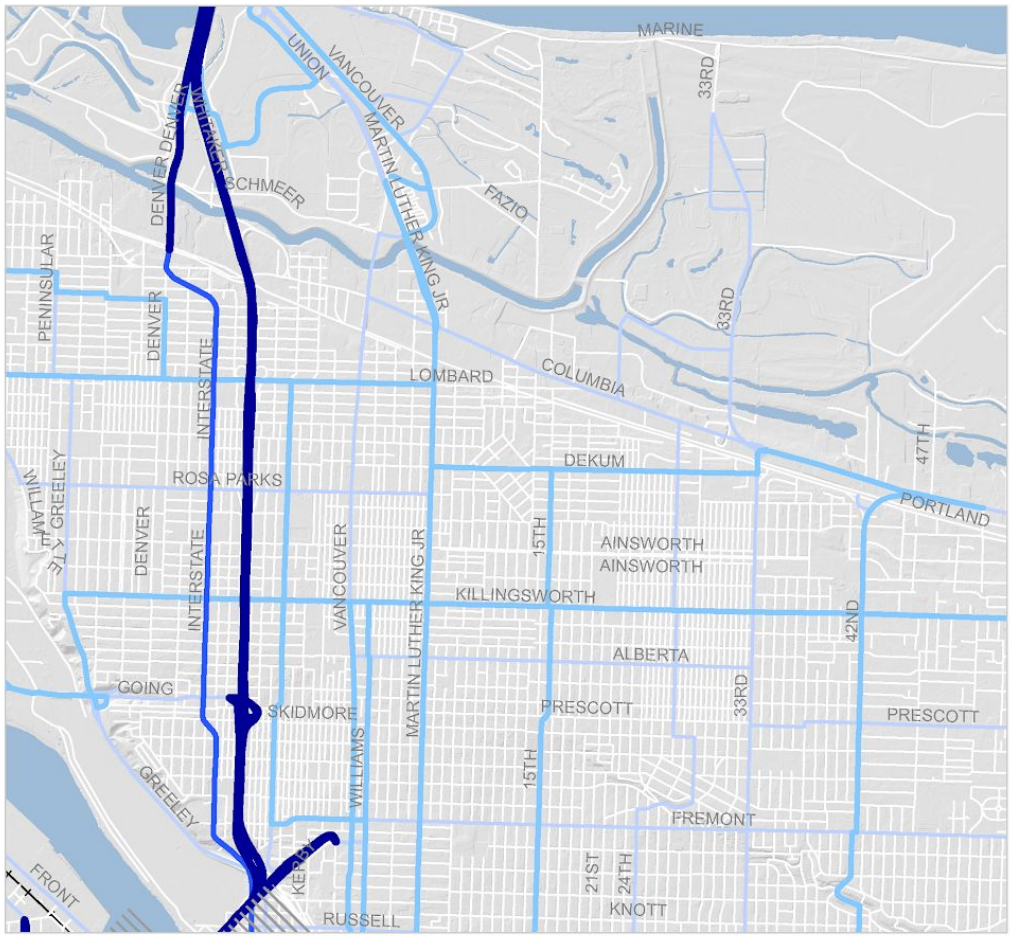

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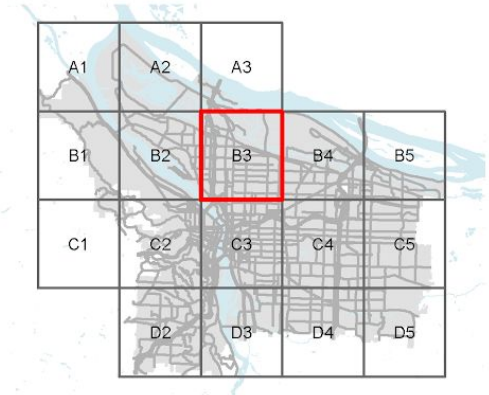

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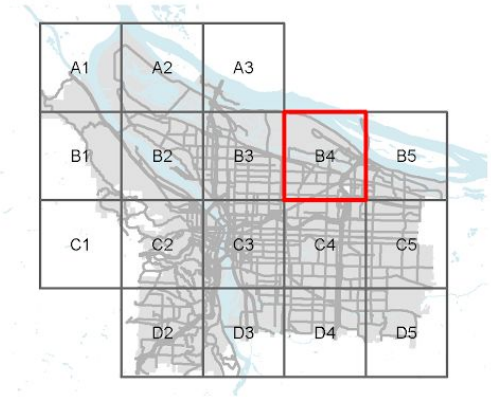

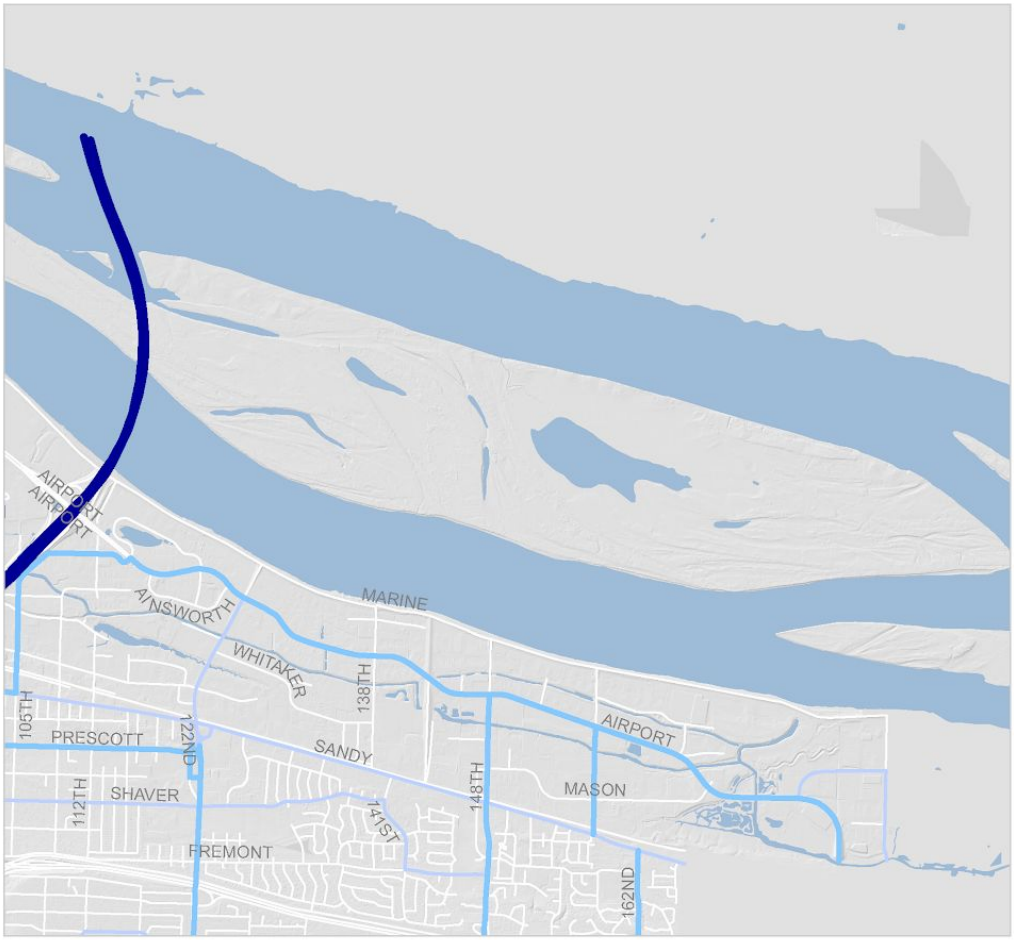

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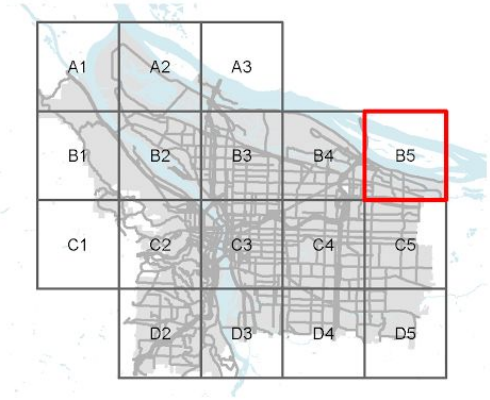

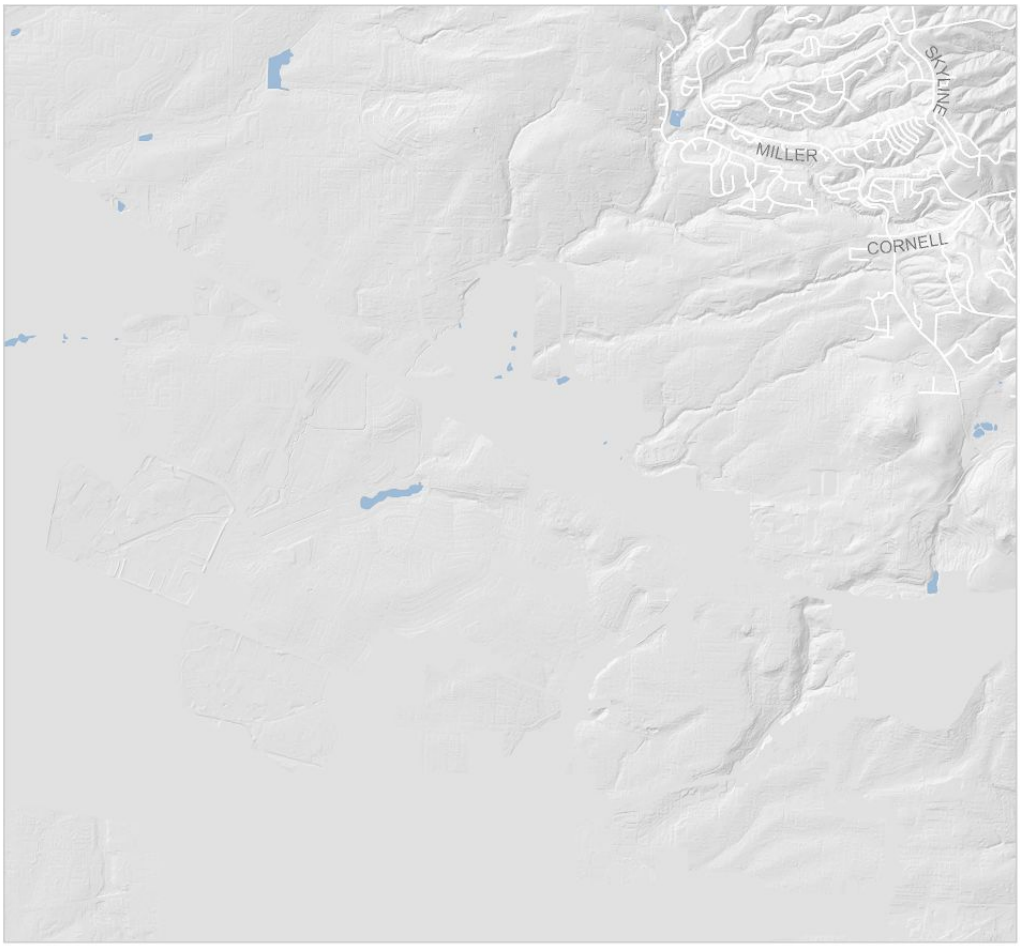

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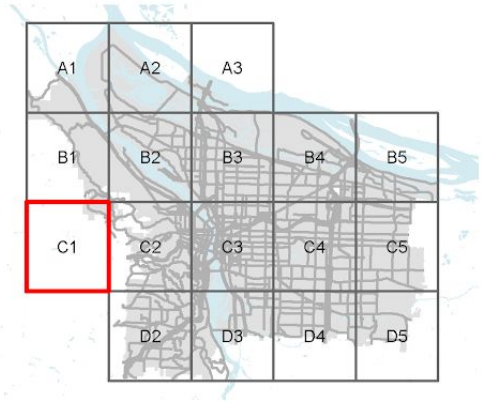
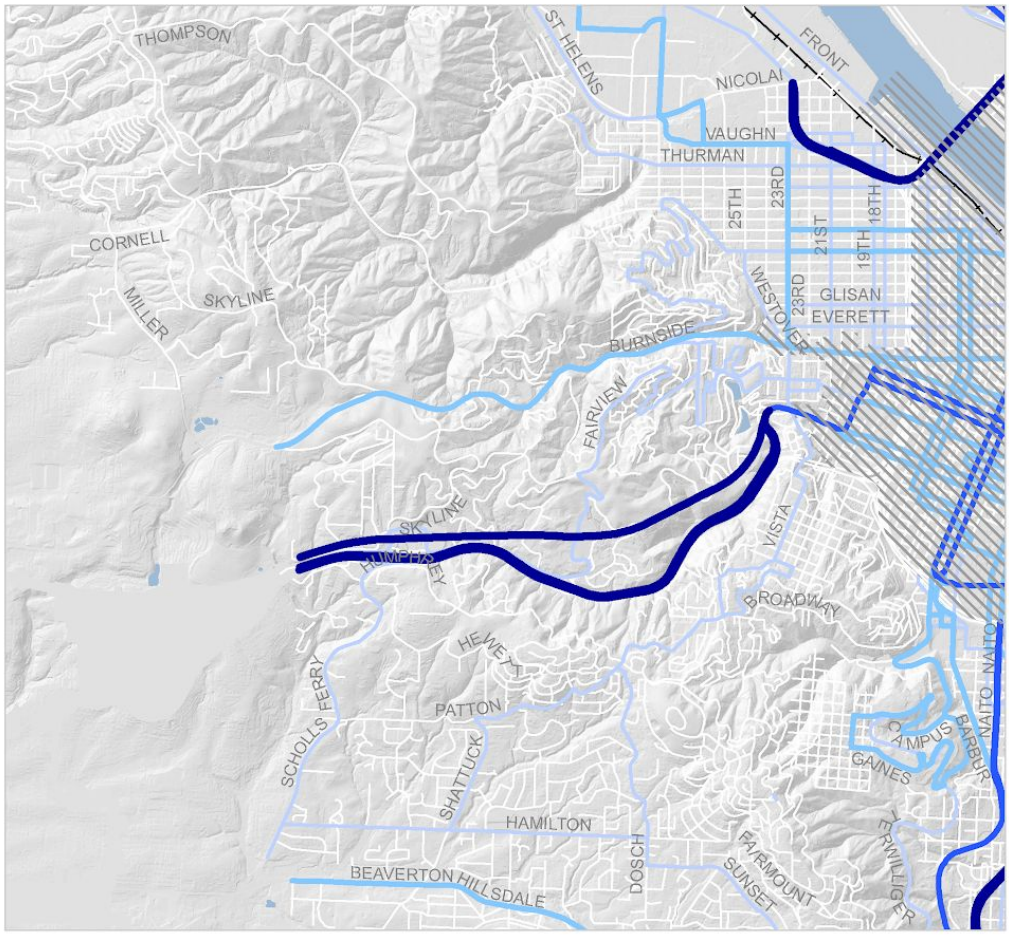
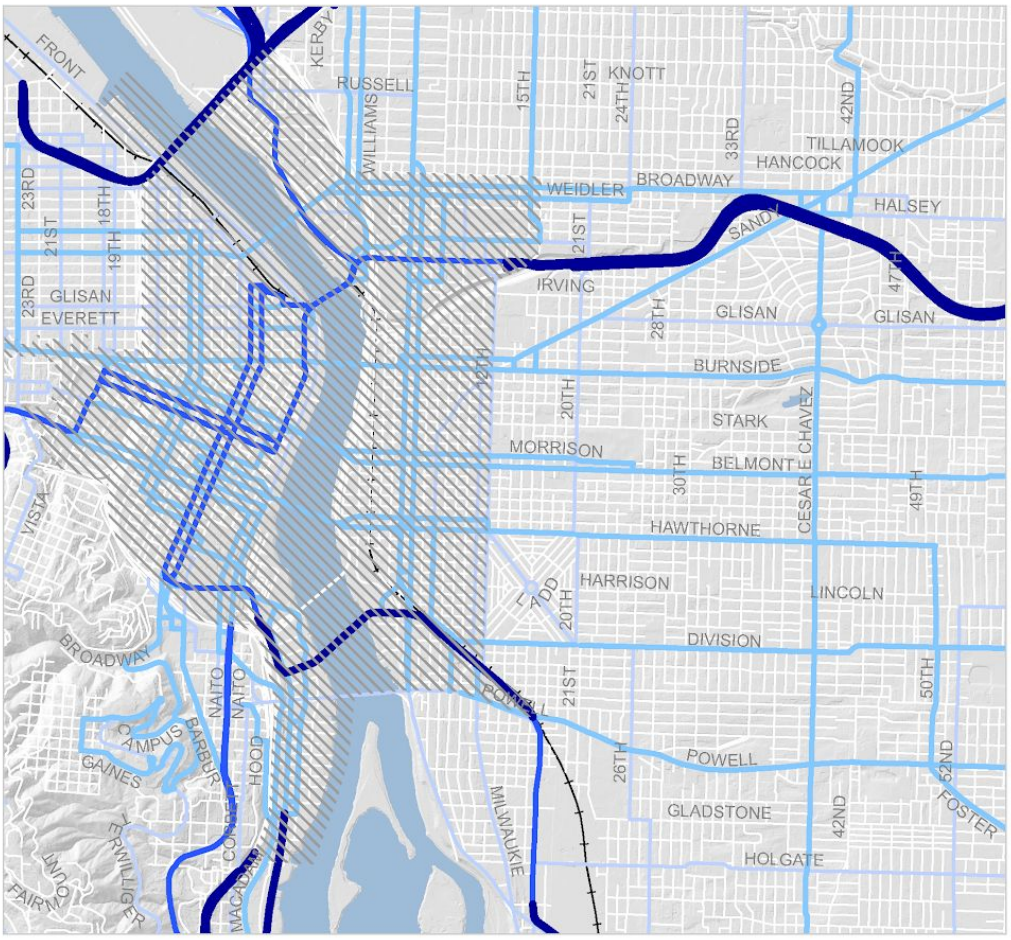



THOMPSON
ST HELENS
NICOLAI
FRONT
VAUGHN
THURMAN
25TH
23RD
21ST
19TH
18TH
CORNELL
MILLER
SKYLINE
WESTOVER
GLISAN
EVERETT
BURNSIDE
FAIRVIEW
SKYLINE
HUMPHREY
VISTA
BROADWAY
HEWETT
PATTON
SCHOLLS FERRY
SHATTUCK
CAMPUS
GAINES
BARBUR
NAITO
HAMILTON
DOSCH
FAIRMOUNT
SUNSET
TERWILLIGER
BEAVERTON HILLSDALE
0
0.25
0.5
1 Miles
Transit Classification
Regional Transitway
Regional Transitway & Major Transit Priority Street
Major Transit Priority Street
Transit Access Street
Local Service Transit Street
Intercity Passenger Rail
Classifications proposed in the Central City 2035 Plan
A1
A2
A3
B1
B2
B3
B4
B5
C1
C2
C3
C4
C5
D2
D3
D4
D5


FRONT
KERBY
RUSSELL
WILLIAMS
15TH
21ST
24TH
KNOTT
33RD
42ND
TILLAMOOK
HANCOCK
BROADWAY
WEIDLER
HALSEY
SANDY
23RD
21ST
18TH
19TH
GLISAN
EVERETT
IRVING
28TH
GLISAN
GLISAN
47TH
BURNSIDE
12TH
20TH
STARK
MORRISON
30TH
BELMONT
CESAR E CHAVEZ
49TH
VISTA
HAWTHORNE
HARRISON
TODD
20TH
LINCOLN
DIVISION
BROADWAY
NAITO
NAITO
CAMPUS
BARBUR
GAINES
HOOD
CORBETT
MACADAM
FAIRY
TERWILLIGER
POWELL
21ST
26TH
POWELL
50TH
52ND
FOSTER
MILWAUKIE
GLADSTONE
42ND
HOLGATE
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1 Miles
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A1
A2
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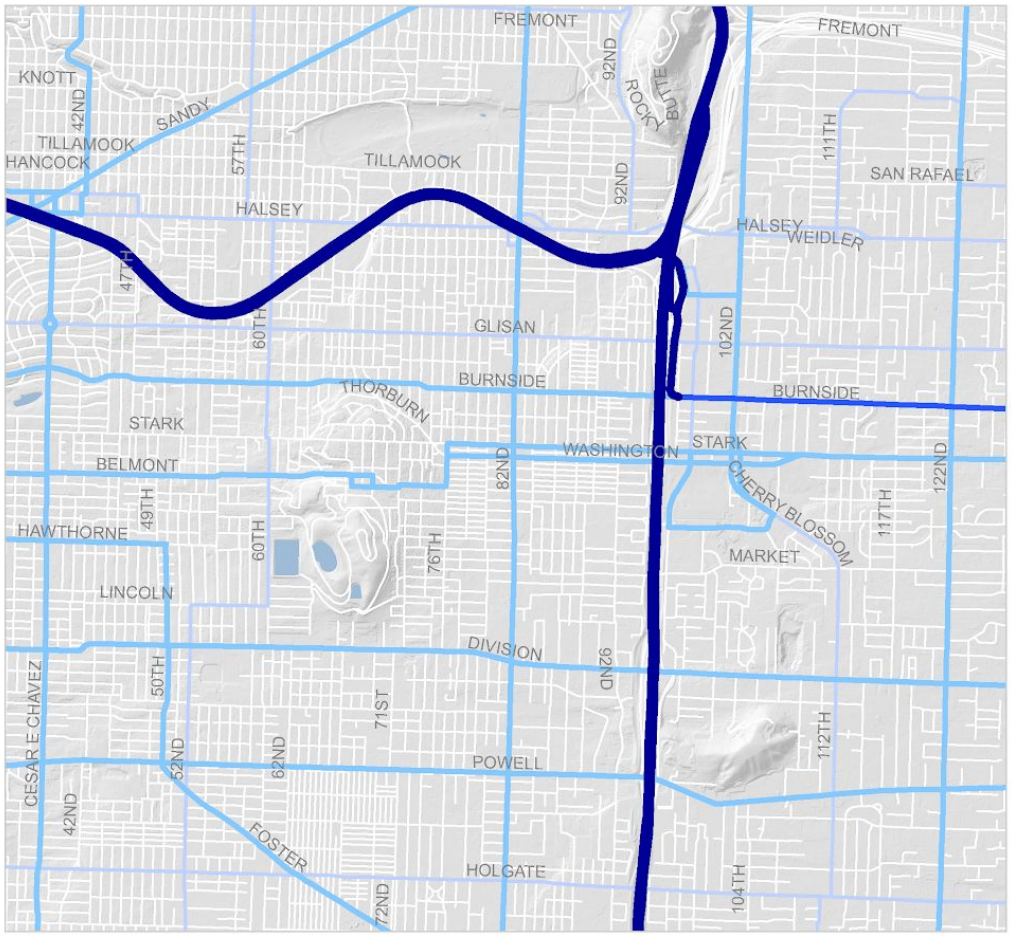
B1
B2
B3
B4
B5
C1
C2
C3
C4
C5
D2
D3
D4
D5


FREMONT
FREMONT
KNOTT
42ND
SANDY
TILLAMOOK
HANCOCK
57TH
TILLAMOOK
92ND
ROCKY BUTTE
111TH
SAN RAFAEL
HALSEY
HALSEY
WEIDLER
47TH
60TH
GLISAN
102ND
BURNSIDE
THORBURN
BURNSIDE
STARK
WASHINGTON
STARK
BELMONT
82ND
CHERRY BLOSSOM
122ND
49TH
117TH
HAWTHORNE
60TH
76TH
MARKET
LINCOLN
DIVISION
92ND
50TH
71ST
CESAR E CHAVEZ
52ND
62ND
112TH
POWELL
42ND
FOSTER
HOLGATE
72ND
104TH
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1 Miles
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A2
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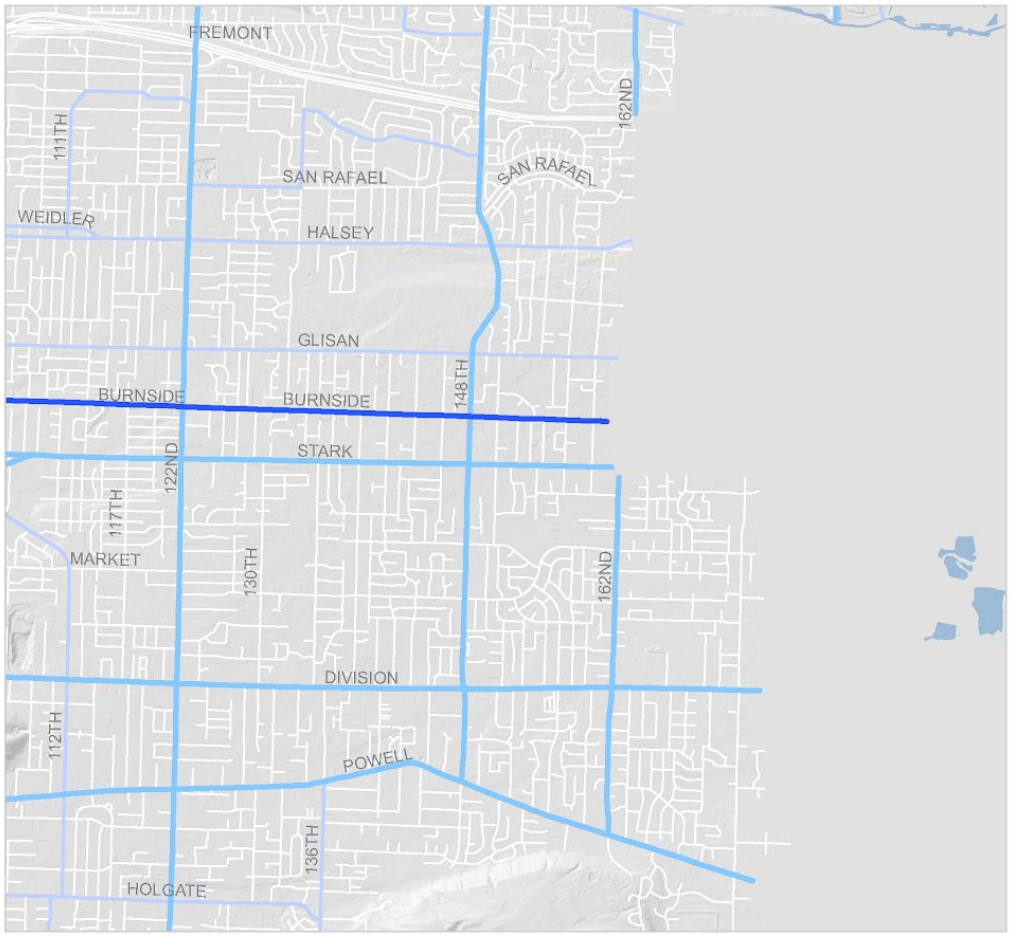
B1
B2
B3
B4
B5
C1
C2
C3
C4
C5
D2
D3
D4
D5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111TH
SAN RAFAEL
WEIDLER
HALSEY
GLISAN
BURNSIDE
BURNSIDE
148TH
STARK
122ND
117TH
MARKET
130TH
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DIVISION
112TH
POWELL
136TH
HOLGATE
0 0.25 0.5 1 Miles
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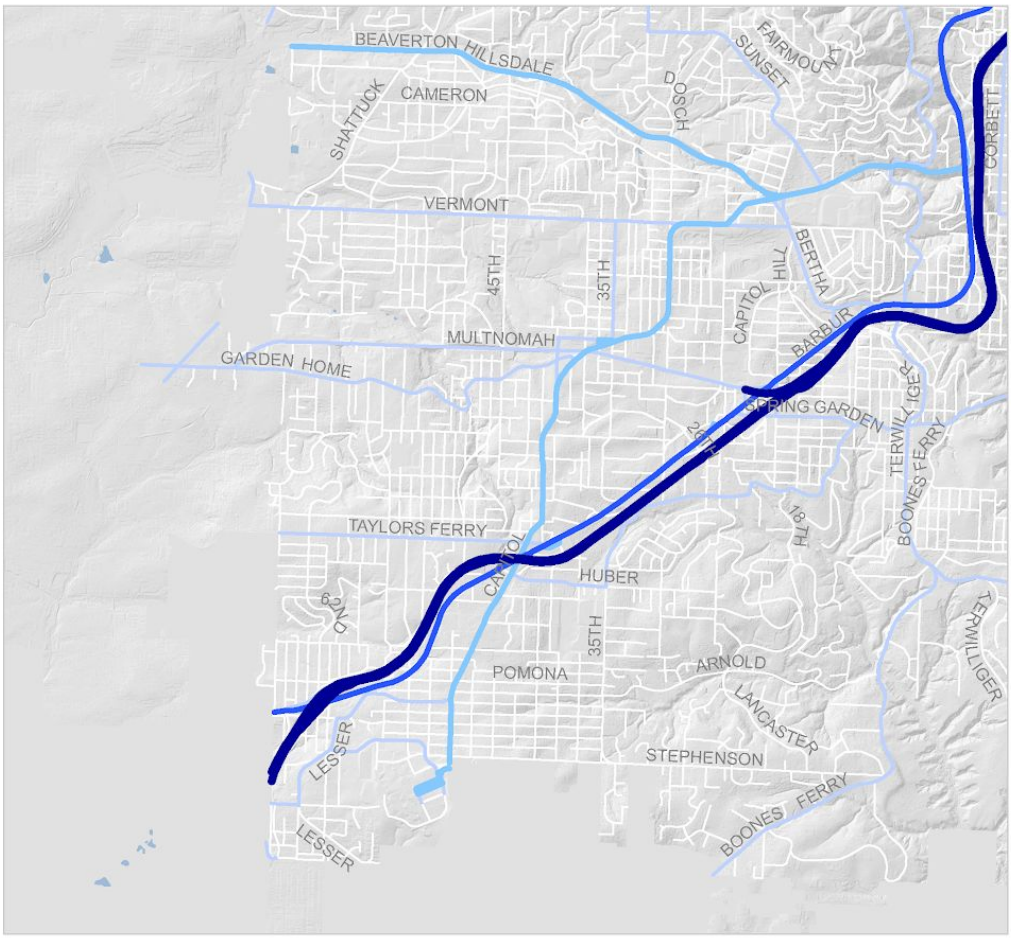
A1 A2 A3
B1 B2 B3 B4 B5
C1 C2 C3 C4 C5
D2 D3 D4 D5


BEAVERTON HILLSDALE
CAMERON
SHATTUCK
DOSCH
SUNSET
FAIRMOUNT
CORBETT
VERMONT
45TH
35TH
CAPITOL HILL
BERTHA
BARBUR
MULTNOMAH
GARDEN HOME
SPRING GARDEN
TERWILLIGER
BOONES FERRY
TAYLORS FERRY
18TH
CAPITOL
HUBER
6200
35TH
POMONA
ARNOLD
LANCASTER
STEPHENSON
LESSER
BOONES FERRY
0 0.25 0.5 1 Miles
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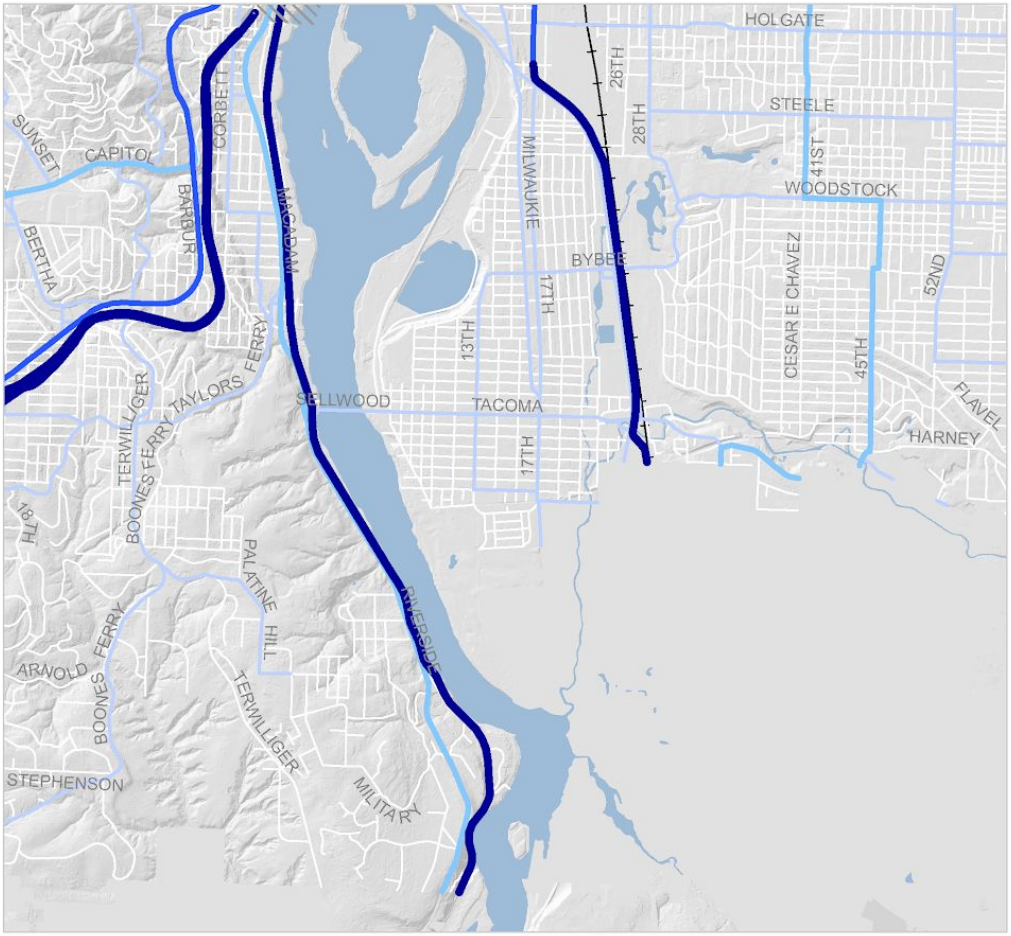

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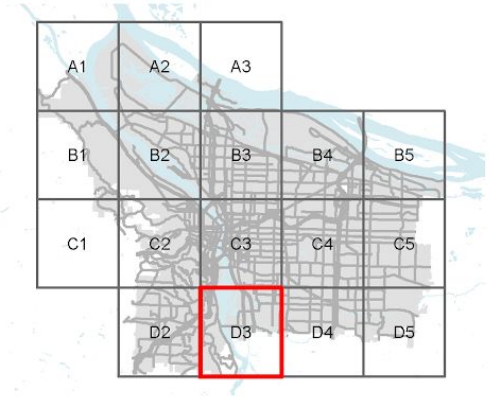

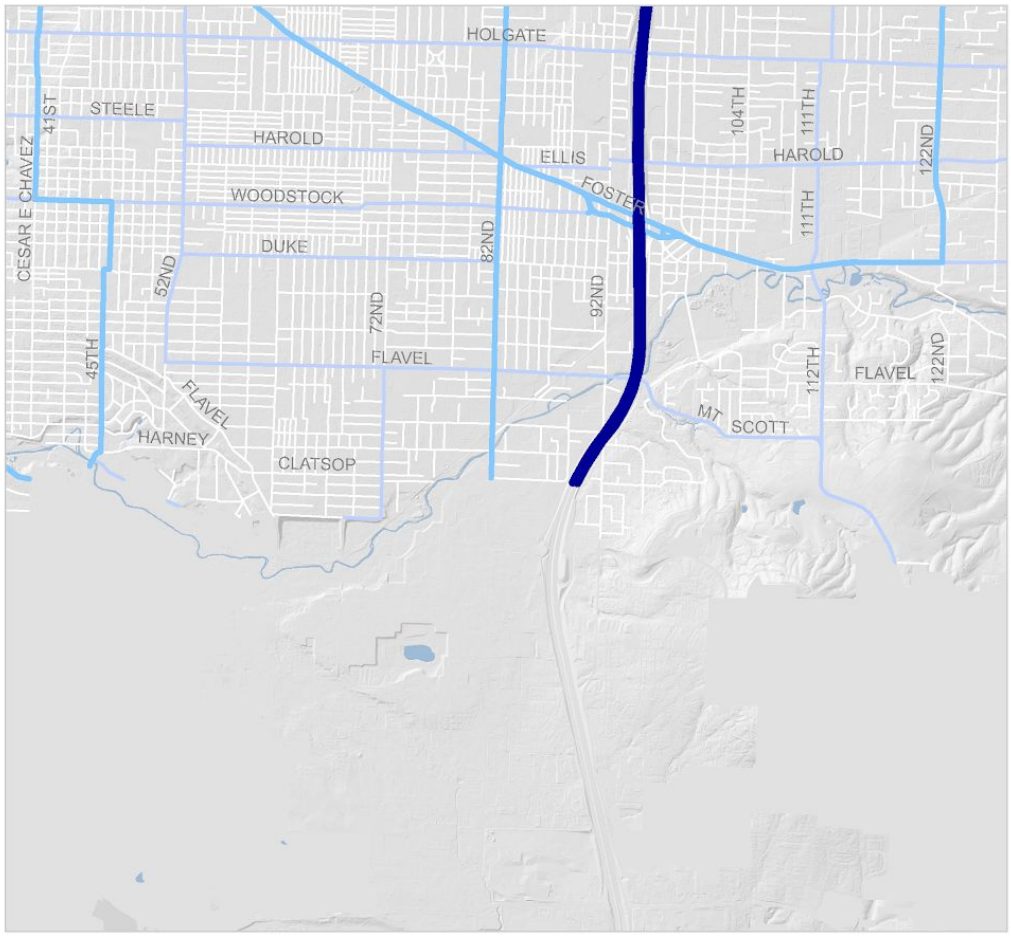
HOLGATE
STEELE
41ST
HAROLD
ELLIS
FOSTER
104TH
111TH
122ND
HAROLD
CESAR E CHAVEZ
WOODSTOCK
DUKE
52ND
82ND
92ND
72ND
111TH
45TH
FLAVEL
FLAVEL
112TH
FLAVEL
122ND
MT SCOTT
HARNEY
CLATSOP
0 0.25 0.5 1 Miles
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C2
C3
C4
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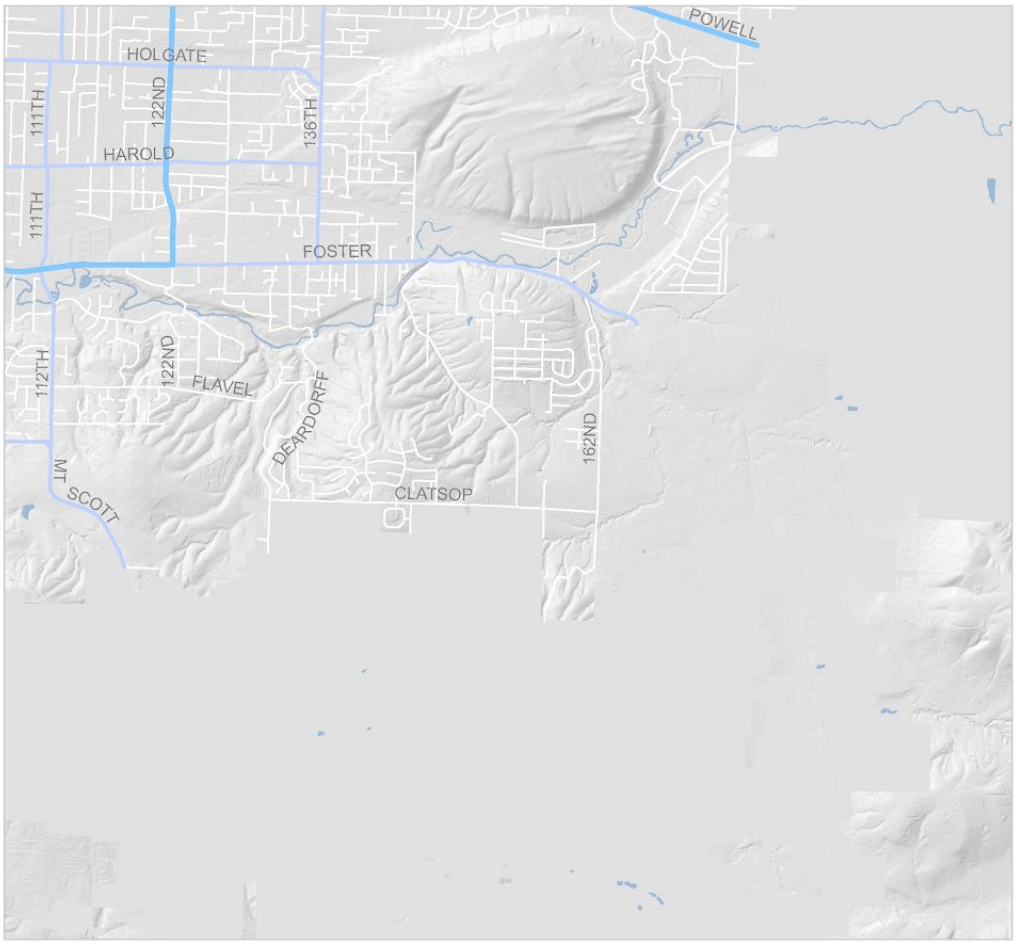
D2
D3
D4
D5



0 0.25 0.5 1 Miles

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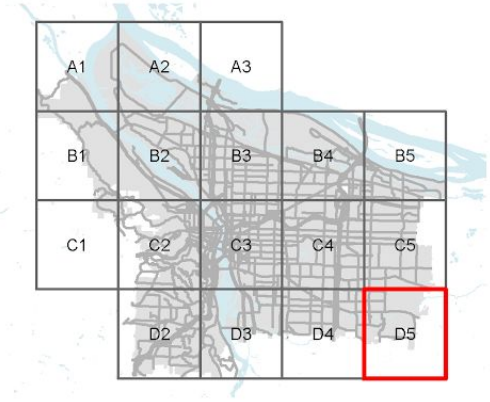
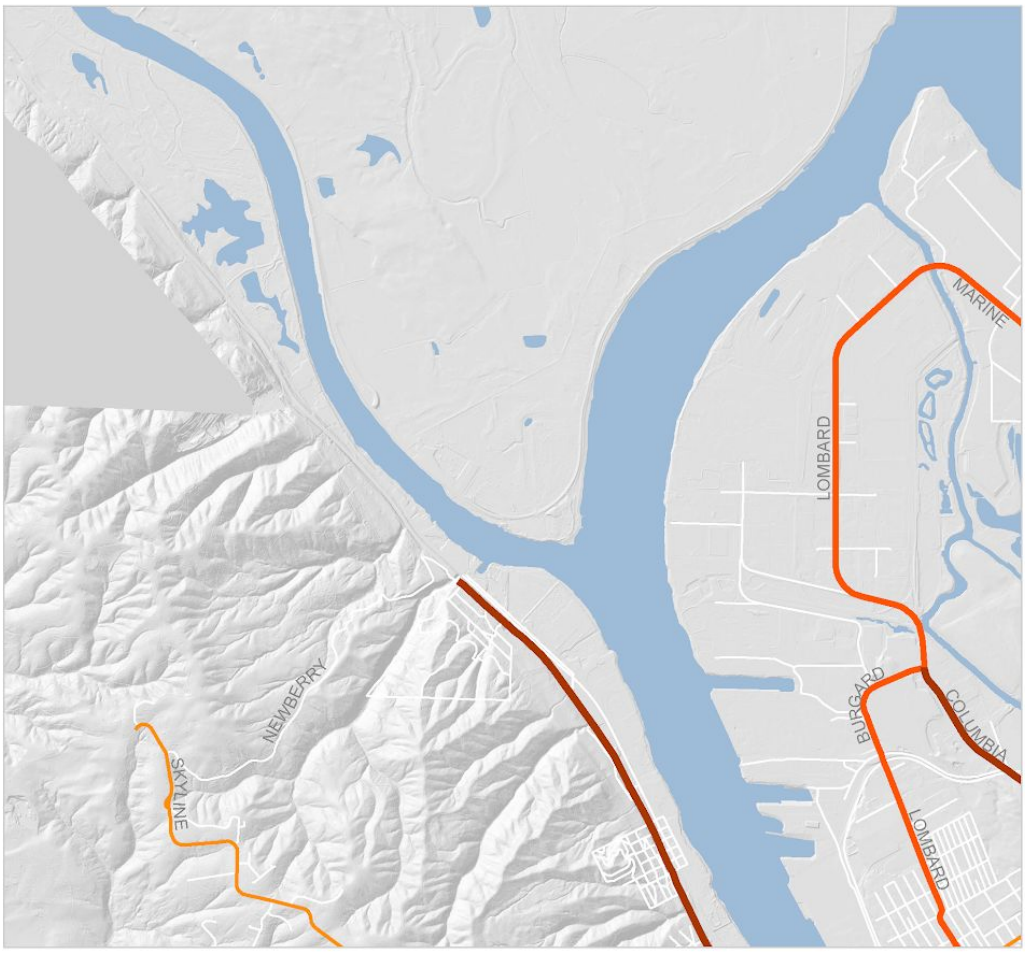


Traffic Classification Maps

SUMMARY OF REVISIONS

Traffic Classification descriptions are primarily being updated to include new safety language that reflects recently-adopted Vision Zero policies. They are also being updated to reflect other requests from PBOT staff to ensure that the classifications reflect current policies and guidelines.

Maps in this document show future proposed classifications, street segments with changes are highlighted in blue. Traffic Classifications can also be reviewed on the Map App.



0 0.25 0.5 1 Miles

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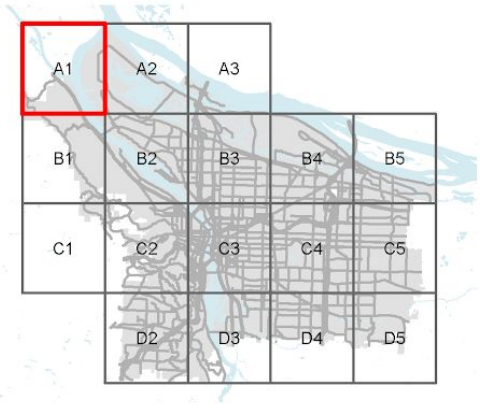

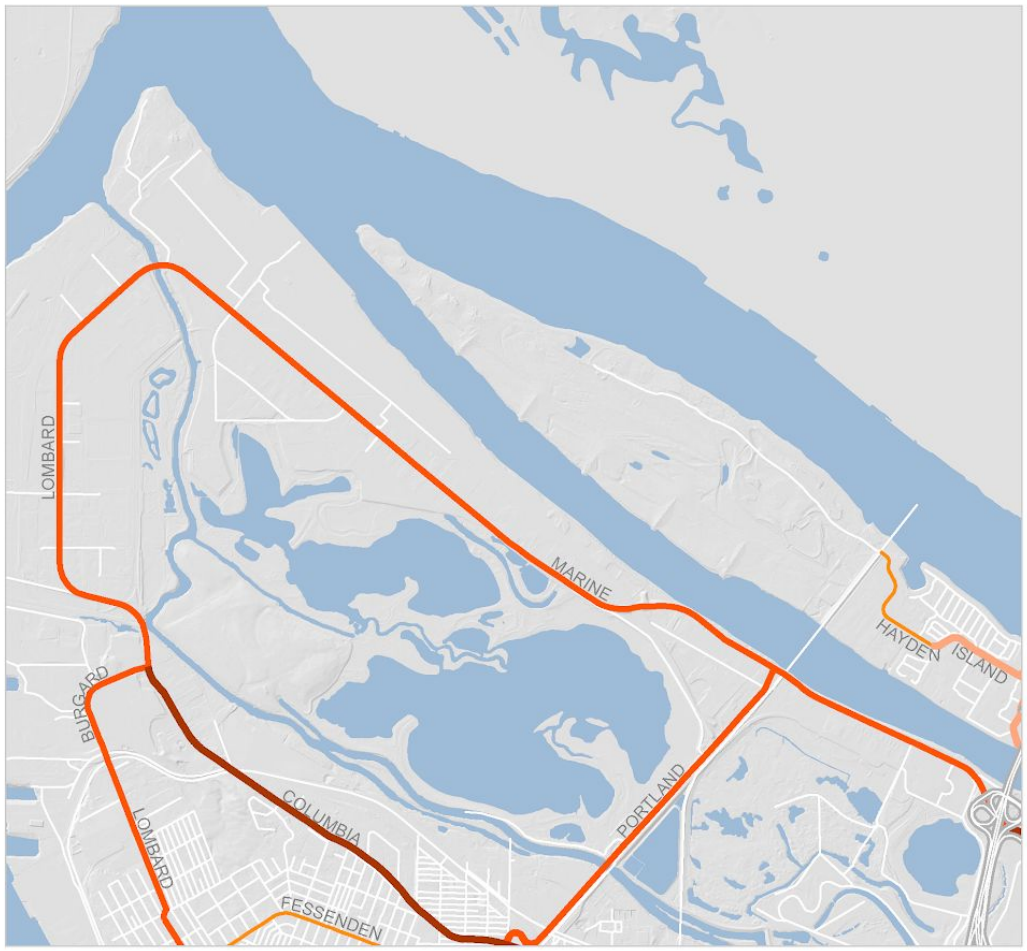

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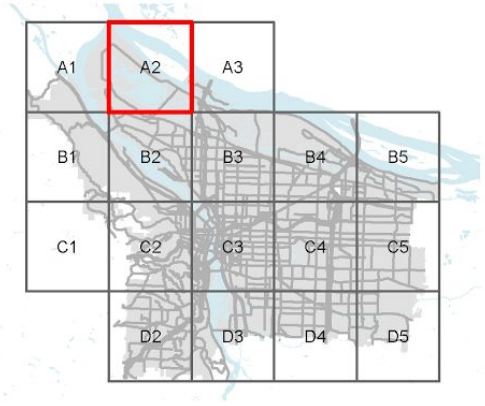

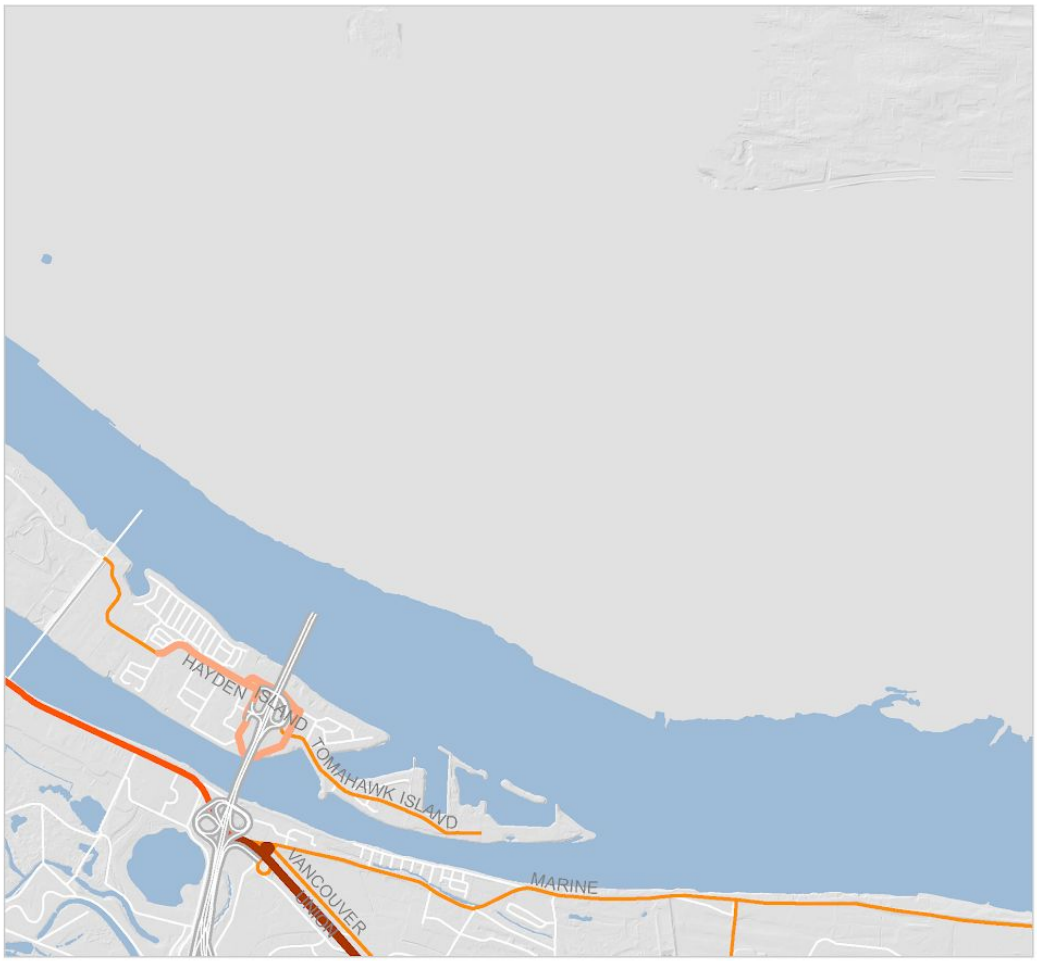
HAYDEN ISLAND
TOMAHAWK ISLAND
VANCOUVER
MARINE
0 0.25 0.5 1 Miles
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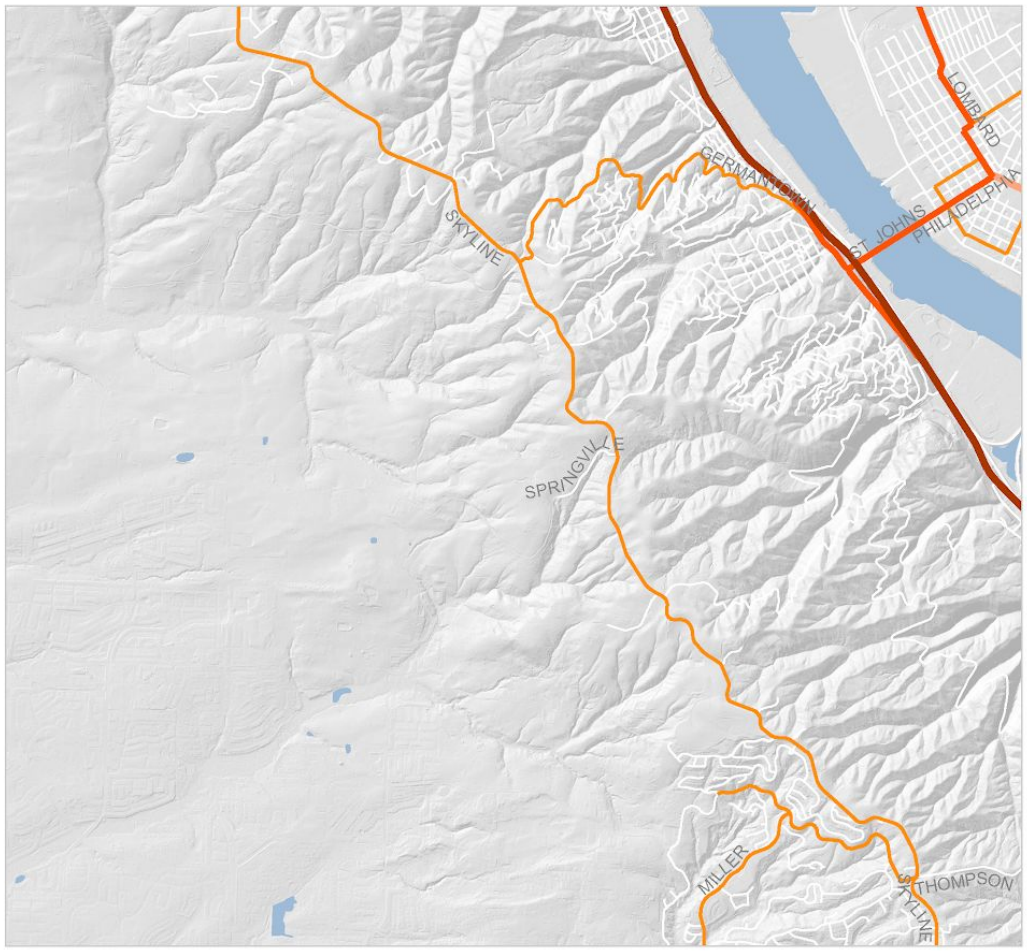

0 0.25 0.5 1 Miles

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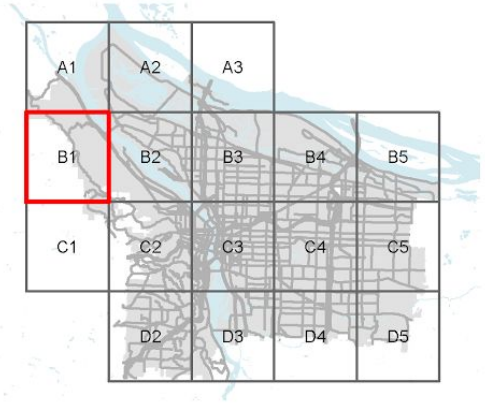

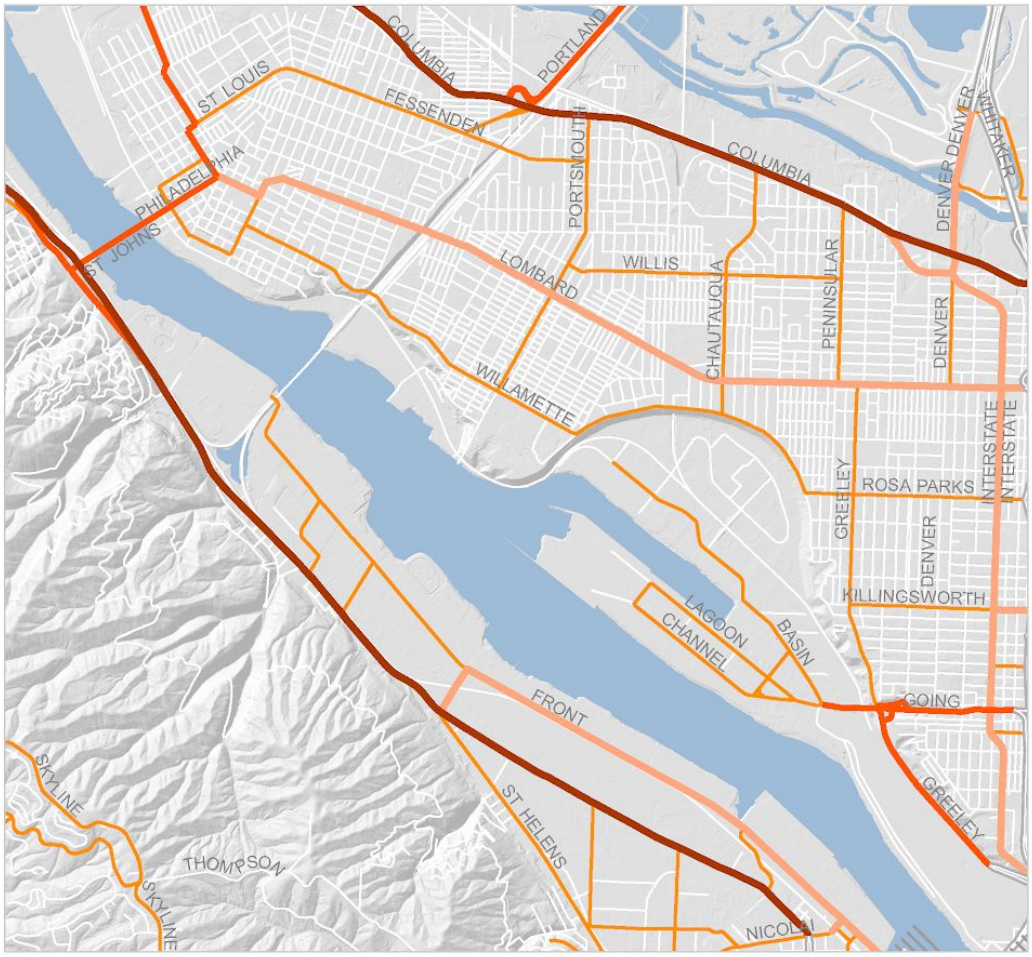

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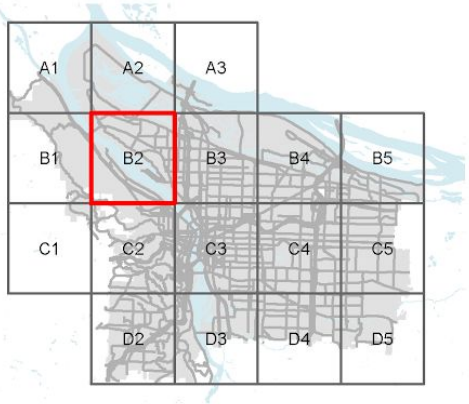

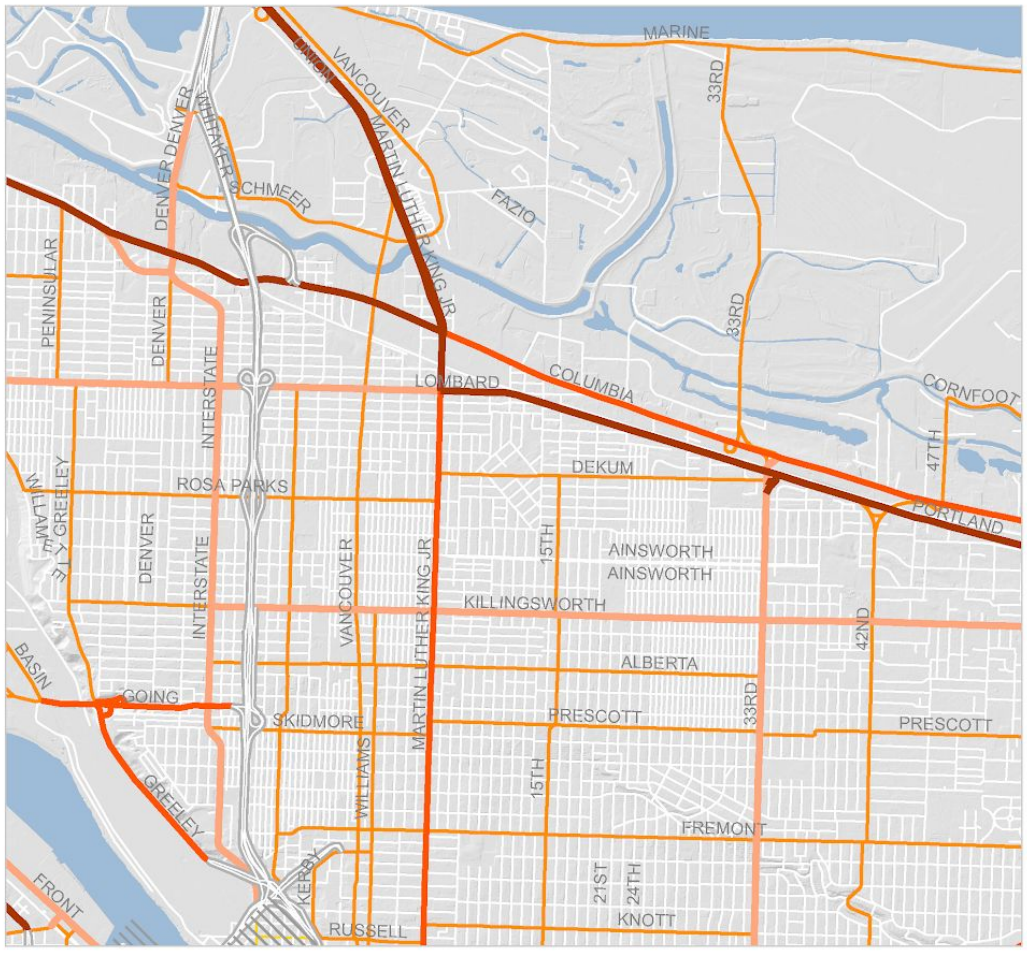

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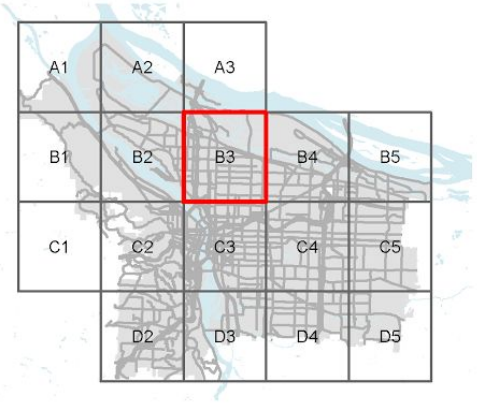

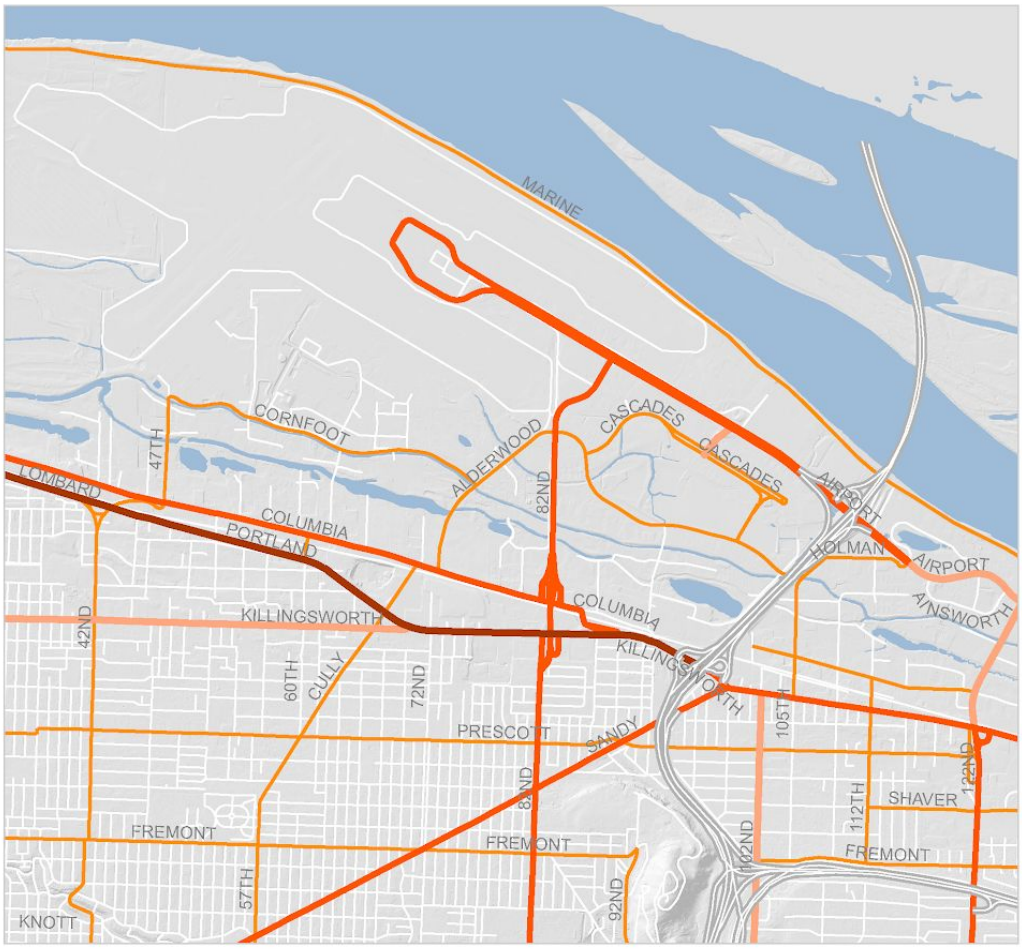

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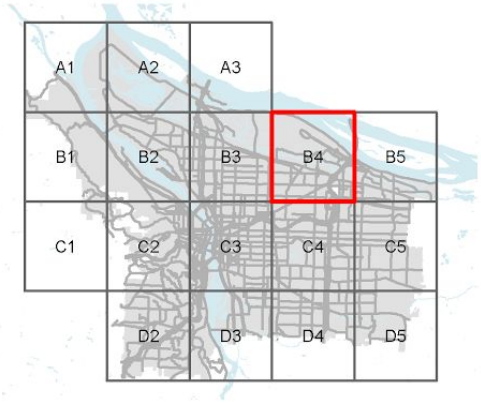

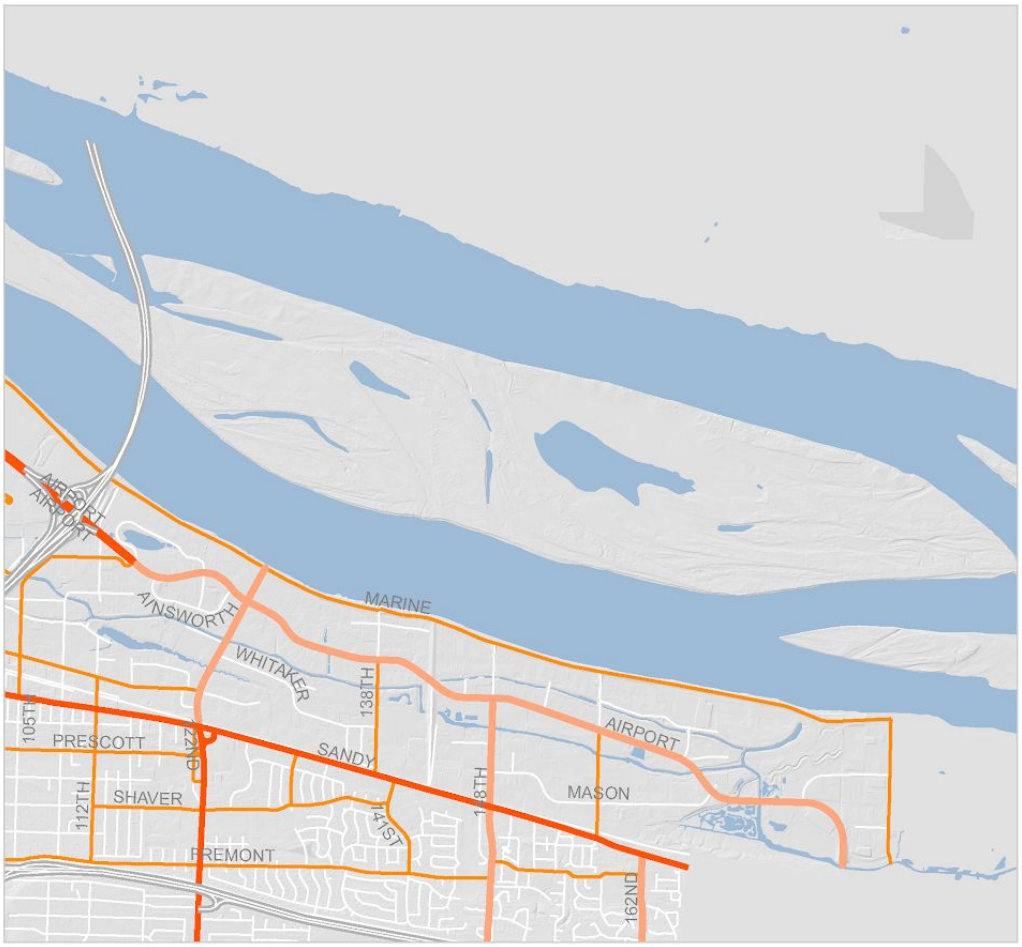

0 0.25 0.5 1 Miles

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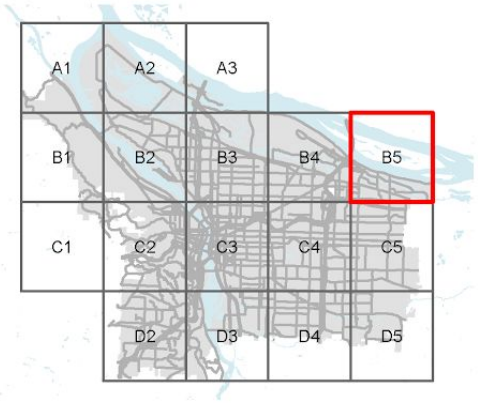

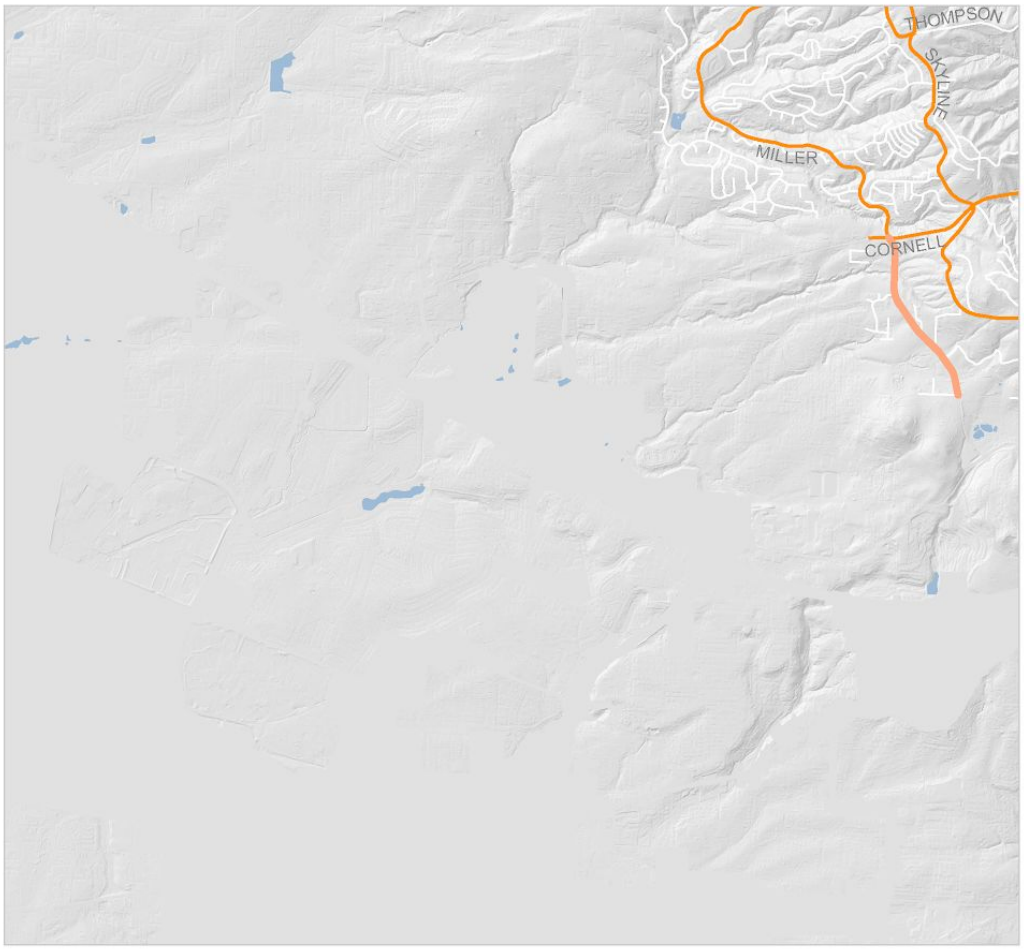

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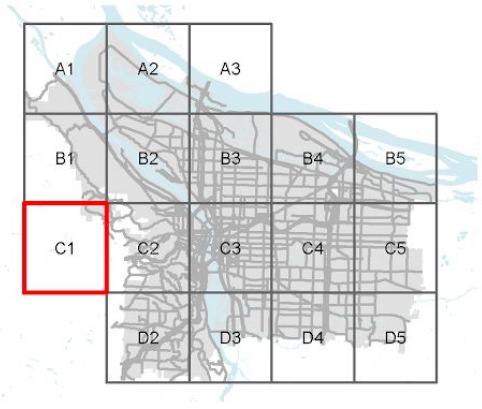

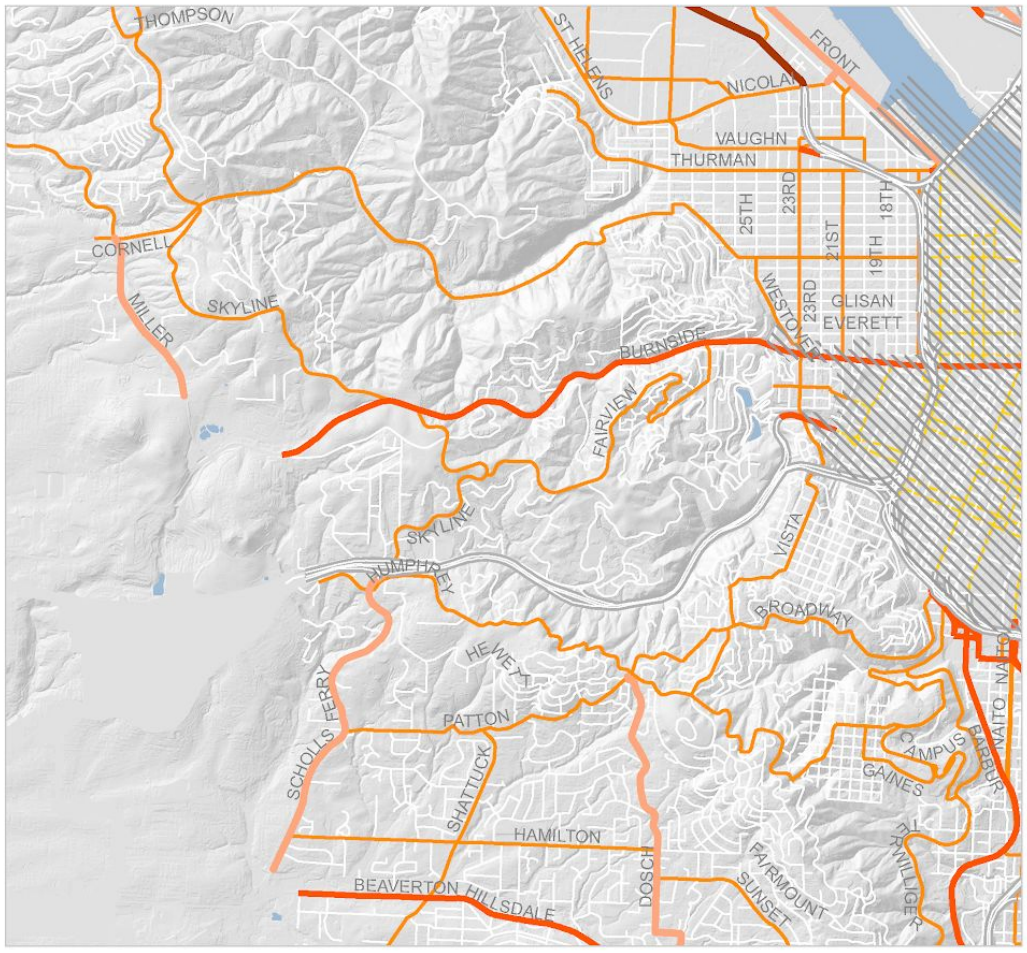
THOMPSON
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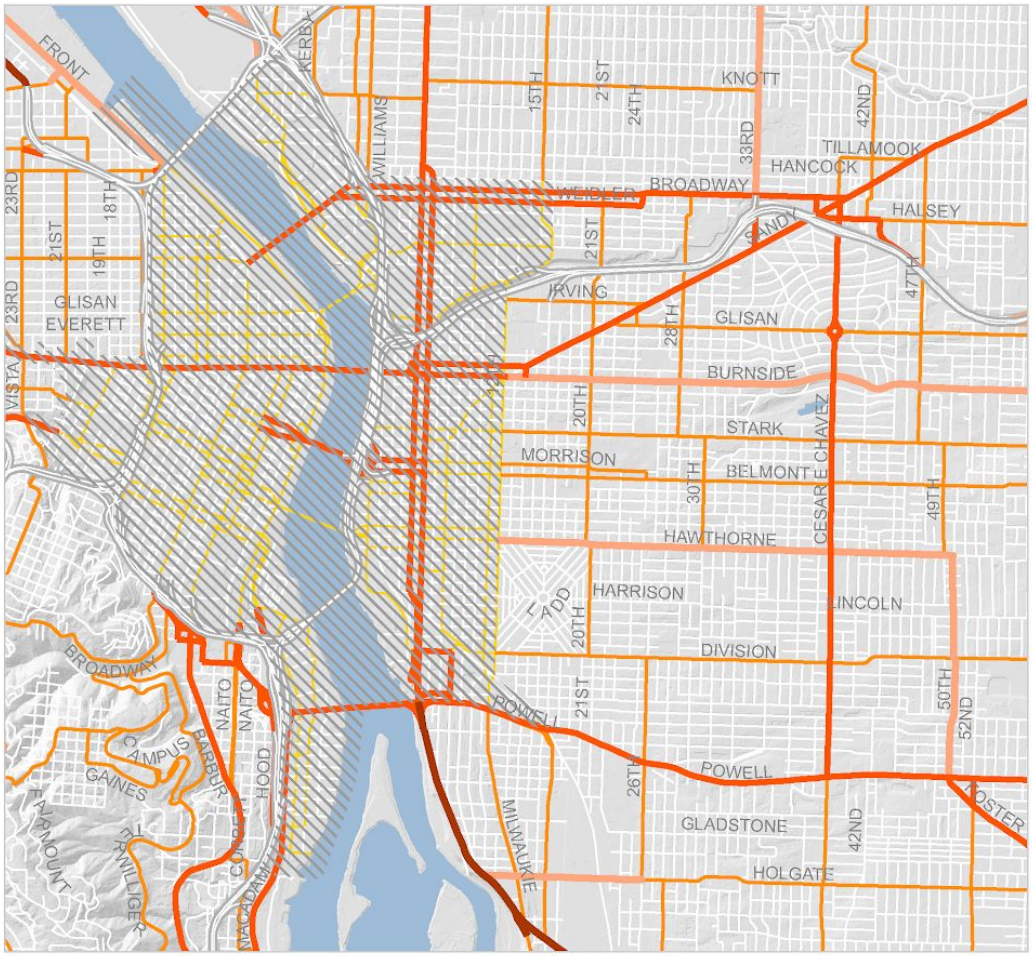

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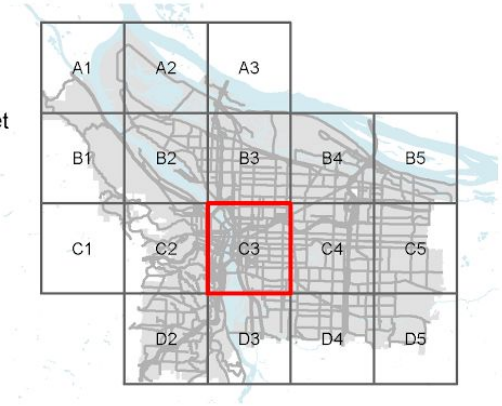

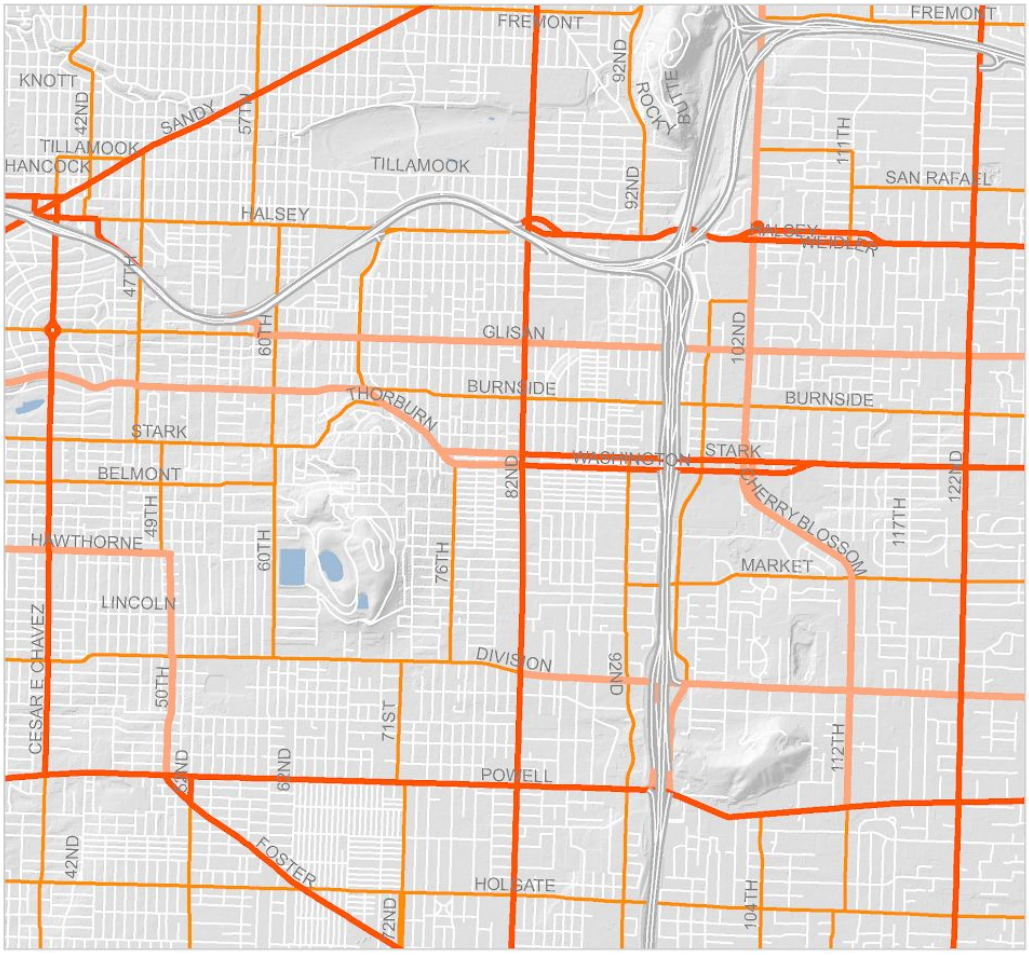

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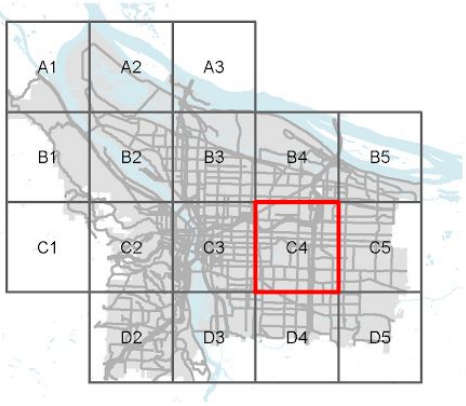

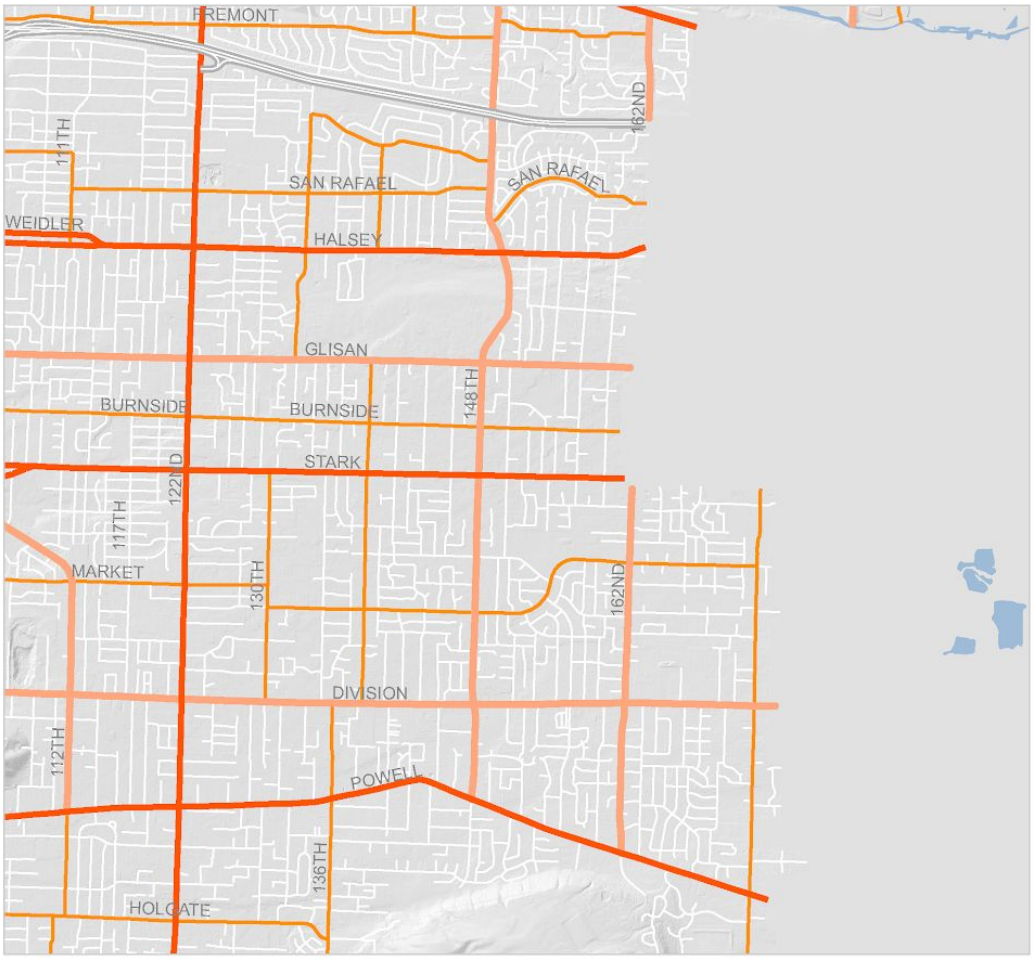
FREMONT
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SAN RAFAEL
SAN RAFAEL
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HALSEY
GLISAN
BURNSIDE
BURNSIDE
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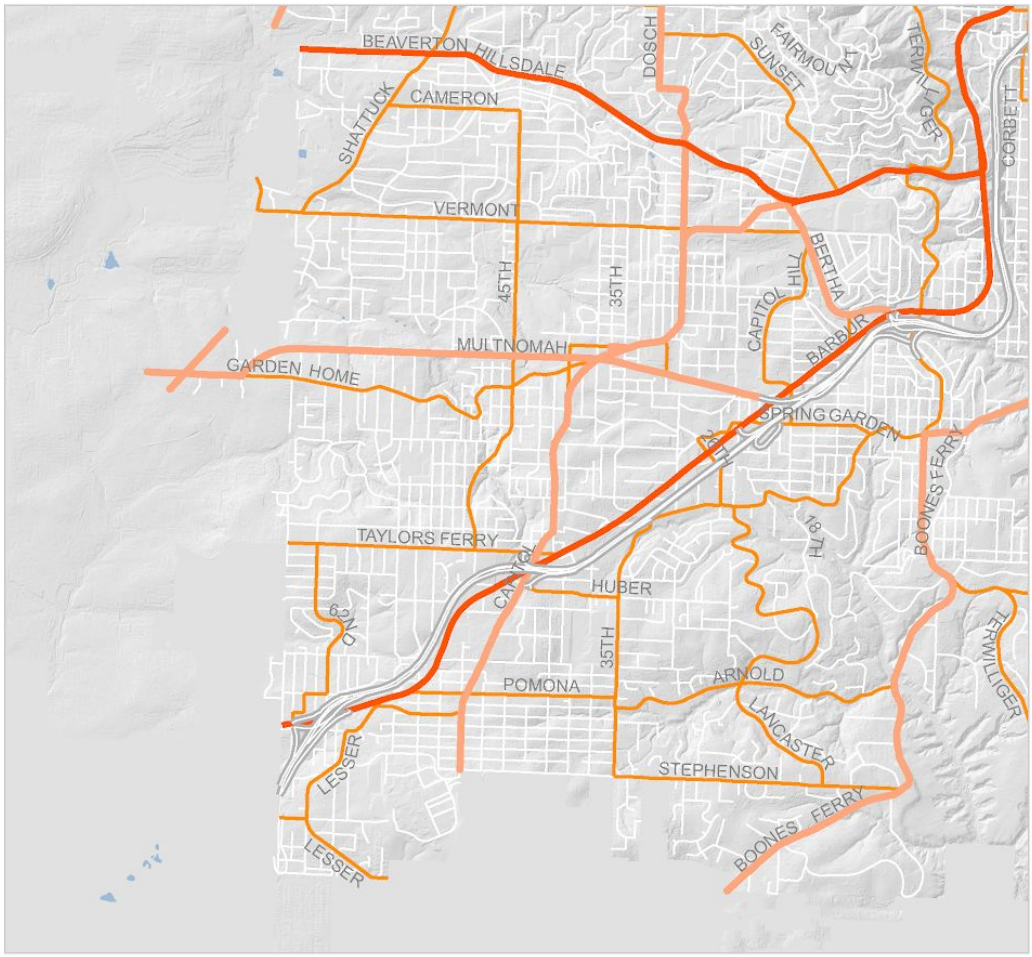

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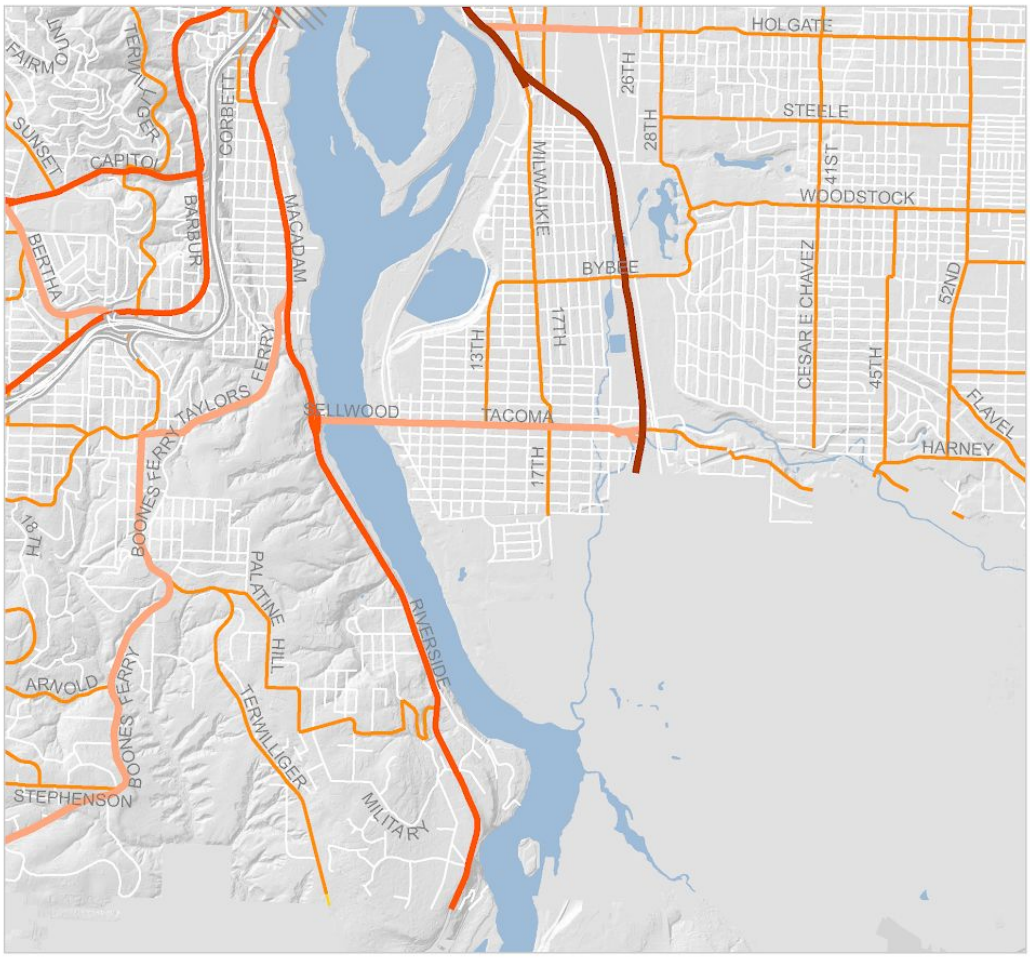

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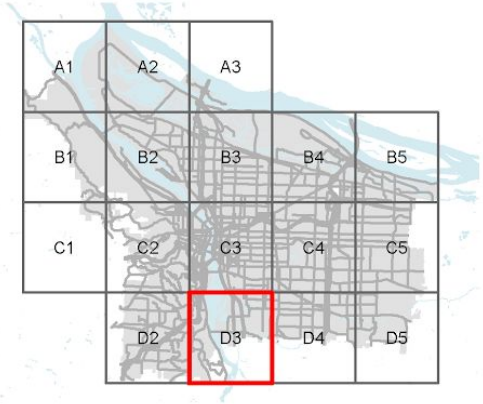
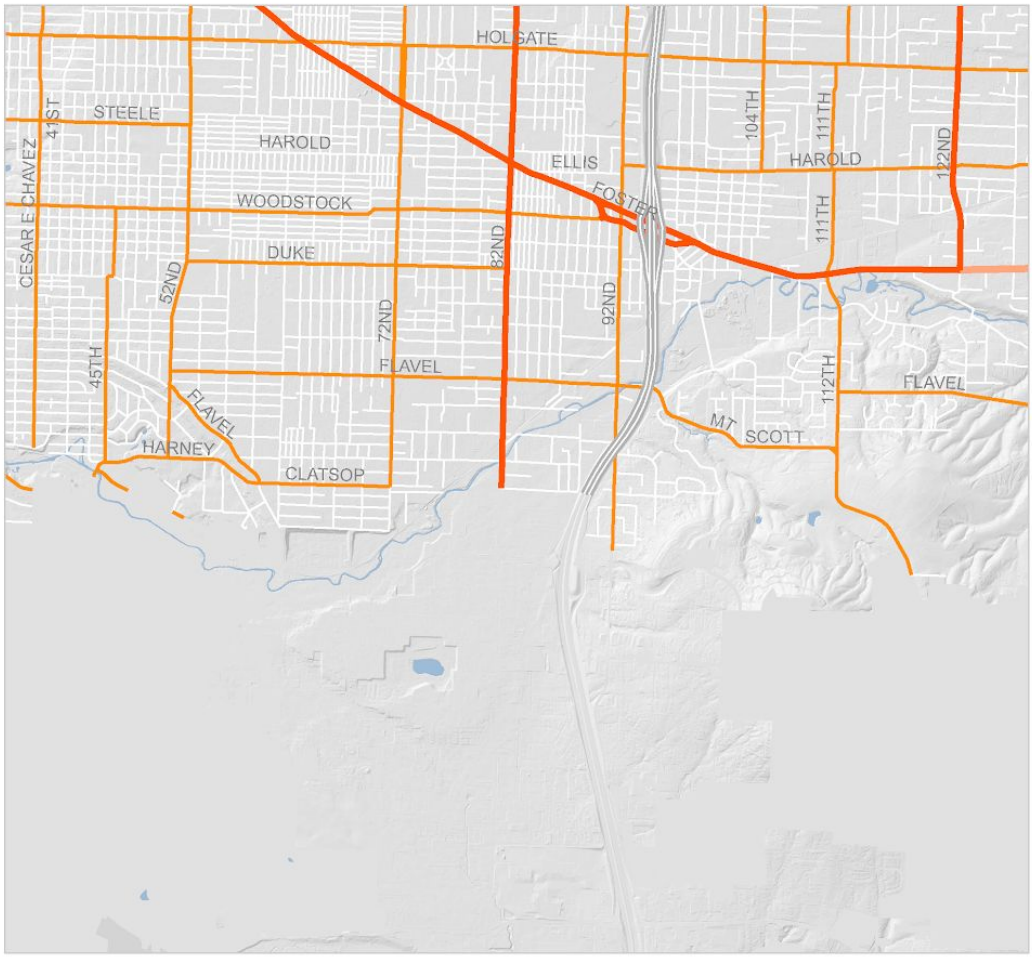
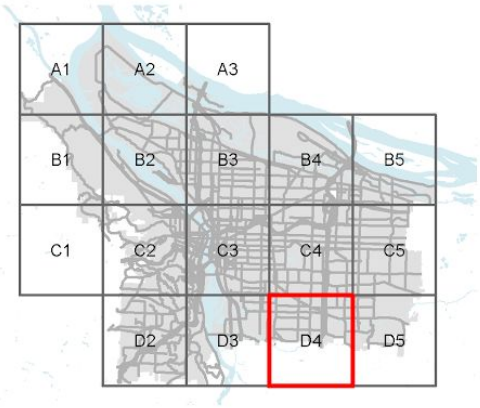
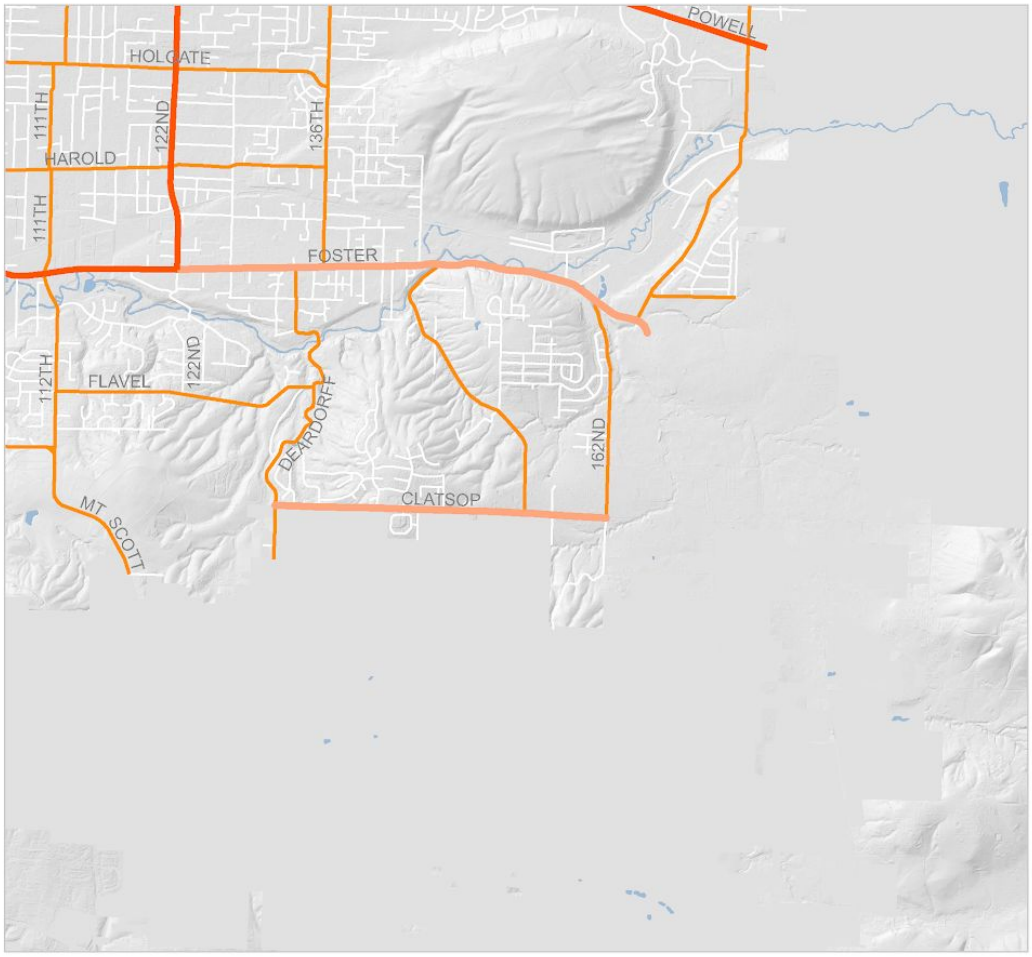




Traffic Classification

- Regional Trafficway
- Regional Trafficway & Major City Traffic Street
- Major City Traffic Street
- District Collector Street
- Neighborhood Collector Street
- Traffic Access Street
- Local Service Traffic Street
- Classifications proposed in the Central City 2035 Plan





0 0.25 0.5 1 Miles

Traffic Classification

- Regional Trafficway
- Regional Trafficway & Major City Traffic Street
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- Neighborhood Collector Street
- Traffic Access Street
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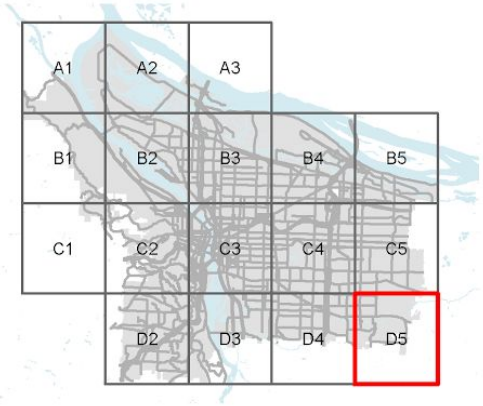

Section 5
Modal and Management Plans

Motor Vehicle

Comp Plan policies were adopted that address motor vehicles. Specific policies include Policy 9.6 Transportation for People Movement; 9.7 Moving goods and delivery services. Policy 9.38 Automobile Transportation which states: Maintain acceptable levels of mobility and access for private automobiles while reducing overall vehicle miles traveled (VMT) and negative impacts of private automobiles on the environment and human health. This is a new policy specific to motor vehicles in the 2016 Comp Plan.

There are new policies and programs proposed for automated and connected vehicles in TSP3 Section 8 as well as a strategic plan and process underway.

There is an internal work group related to electric vehicles policies and programs with recommendations to be published in Fall 2017.

Performance measures are proposed for modification in TSP3 Section 7.

Public Transportation

TriMet Service Enhancement Plans

PBOT worked with Trimet, riders, residents, neighborhood groups, governments, schools and businesses to plan improvements to transit service. The long-term vision developed identifies and prioritizes opportunities to improve bus service as well as pedestrian and bike access to transit.

http://news.trimet.org/category/service-enhancement-plans/

Growing Transit Communities Plan (GTC)

The Growing Transit Communities Plan is an effort to identify and prioritize the most beneficial improvements that would make getting to the bus and using the bus, a safer and more convenient option along sections of 3 bus lines 87, 77, and 20. The purpose of the GTC Plan) s to determine a package of transportation investments on a corridor level that would best create transit-oriented neighborhoods, places where transit (along with walking and bicycling for short trips) is truly the mode of choice for getting to and from work, school, shops, or other

destinations. Frequent transit service is one essential component of a transit-oriented community, but other components include safe access to transit, bus stop quality, sidewalk and bikeway network connections, crossings of busy streets, and the overall built environment. Deficiencies in these other factors often lead to lower ridership, and make frequent service less viable to implement.

The Portland Plan and the Climate Action Plan have established a mode split goal of 25% of all trips on transit by 2035, and the 2035 Regional Transportation Plan includes a goal of tripling transit mode share over 2005 levels. Increasing transit service frequency and targeted investments in access to transit are ways to increase transit ridership. Implementation of this Plan will help the City reach these policy goals and accommodate future growth.

Data from Metro's 2011 Travel Activity Survey indicates that 6.6% of trips in Portland are currently on transit, increasing only 20% between 1994 and 2011. Additional support for transit is needed, as the current growth trend is not aggressive enough to meet mode share targets and accommodate the transportation needs of expected population and employment growth. The Comprehensive Plan, prioritizes transit-oriented centers and corridors to accommodate expected population and employment growth while minimizing traffic growth. TriMet developed its Service Enhancement Plans to present long-term visions for the future development of the transit system. These two planning efforts combined work together to provide high-frequency and high-capacity transit to areas identified for high-density residential and employment land uses. This coordination results in a concentration of compact, 20-minute neighborhoods where transit is the mode of choice for longer trips to other parts of the City or region.

Transit and higher density zoning alone are not sufficient to produce the levels of development and transit use to meet regional goals. Without safe pedestrian and bicycle access to transit, high-quality transit stops, fast and reliable transit operations, parking management, and effective demand management, the automobile will likely be the preferred mode. TriMet's future investment and improving and expanding the frequent transit network will be prioritized based on the level of local access investments, transit-supportive policies, and priority treatments. TriMet and the City will work together to update corridors with transit-supportive investments to help support both frequent transit service and transit-oriented development. Targeted investments in access to transit, stop amenities, transit priority treatments, and demand management are ways to increase transit ridership. This project will help the City reach the adopted Climate Action Plan goal of achieving a 25% transit mode share by 2035. Making early investments before anticipated development will ensure future residents and employees find transit to be an attractive travel choice when they are moving or changing jobs and are most receptive to a change in mode choice. Transit-supportive investments have additional benefits by improving pedestrian and bicycle networks and enhancing transit service used by a wider population than those who work and live along the corridor. These investments will also help corridors meet TriMet's criteria for frequent service expansion, allowing the City to leverage investments for increased transit service hours.

For more information please visit https://www.portlandoregon.gov/transportation/68193

Recent Transit Improvements

Streetcar Loop

Since first opening service from NW 23rd Avenue to Portland State University in 2001, PBOT and Portland Streetcar, Inc. have worked together to continuously fine tune and improve the efficiency and reliability of Portland Streetcar. A subcommittee of the Citizen Advisory Committee created a list of projects that could reduce travel times and improve reliability. The next suggestion on the list is the consolidation of stops.
https://portlandstreetcar.org/news/2016/01/track-to-the-future

Light Rail

The Orange and Green Lines were built to connect to Clackamas Town Center (Green) and Downtown Milwaukee (Orange). The Orange line opened in September 2015 with the addition of the Tilikum Crossing, a bridge that does not accommodate motor vehicles but is for bikes, peds and transit.

Southwest Corridor Plan (SWC)

A key part of the Southwest Corridor Plan is a proposed 12-mile MAX light rail line from downtown Portland to Tigard and Bridgeport Village in Tualatin, along with numerous walking, biking and roadway projects to help people access stations. This plan has been created as a partnership of seven cities, Washington County and the Metro Council, along with TriMet and the Oregon Department of Transportation.

The Southwest Corridor Plan includes:

- A new 12-mile MAX line from downtown Portland to Tigard and Bridgeport Village in Tualatin Learn more
- Roadway, bicycle and pedestrian projects to help people get to transit
- A strategy to promote equitable development in the corridor when light rail is constructed
- A specific equitable housing strategy for Tigard and Portland along the light rail line
- A Shared Investment Strategy for transportation improvements that connect the corridor's communities well beyond the proposed light rail line

http://www.oregonmetro.gov/public-projects/southwest-corridor-plan

Division Transit Project

The Division Transit Project will improve travel between Downtown Portland, Southeast and East Portland and Gresham with easier, faster and more reliable bus service. Metro began planning for the project in 2014 by convening a project Steering Committee and holding a series of public

open houses and meetings. Metro transferred project leadership to TriMet on December 20, 2016. The Division Transit Project will include design elements such as improved pedestrian crossings at stations, and coordination with other efforts, such as the City of Portland's Outer SE Division Near-Term Safety Strategy and the Powell-Division Transit and Development Project (Powell-Division), to make Division safer for all users.

https://trimet.org/division/index.htm

Fareless Square discontinued
Fareless Square was created in 1975 to reduce emissions and auto traffic in the downtown area. In 2010, TriMet voted to eliminate free bus service in Fareless Square, which did cover downtown, Old Town, the convention center and Lloyd Center.

Streetcar plan and extensions
Adopted by Portland City Council on September 9, 2009, the Portland Streetcar System Concept Plan (SSCP) identifies potential corridors that will build upon the success of the existing streetcar system and expand service to best serve Portland's neighborhoods and business districts. The streetcar is a key element in the city's plan for more sustainable future growth.

Streetcar System Concept Plan Mission Statement
The Portland Streetcar System Concept Plan can play a key role in shaping the City by:

- Reinforcing walkable and economically diverse neighborhoods and vibrant main streets.
- Encouraging sustainable and equitable development and infrastructure.
- Supporting reduction of vehicle trips.
- Supporting greater accessibility, housing options, employment, and economic development.

Streetcar System Concept Plan Goals
A successful streetcar system will:

1. Help Portland achieve its peak oil and sustainability strategies;
2. Provide an organizing structure and catalyst for Portland's future growth along streetcar corridors; and
3. Integrate streetcar corridors into Portland's existing neighborhoods.

Successful streetcar corridors need to:
1. Be a viable transit option with adequate ridership.
2. Have (re)development potential.
3. Demonstrate community support to make the changes necessary for a successful streetcar corridor

The SSCP project has expanded the conversation about streetcar from a downtown incrementally-growing transit mode into citywide strategic economic development tool and

neighborhood circulator.

For more information please visit https://www.portlandoregon.gov/transportation/article/321180

TSP: Transit Classification Descriptions
Transit Classification Descriptions and Maps were updated as part of TSP3, Section 4.

Pedestrian

Comp Plan Policies

Comp Plan policies 9.6 and 9.17-19 are pedestrian policies. There are additional policies in Chapter 8, 3 and 4 that address pedestrian infrastructure and services.

Pedestrian Master Plan (PedPDX)

PedPDX is Portland's citywide pedestrian plan. It will prioritize sidewalk and crossing improvements and other investments to make walking safer and more comfortable across the city. The plan will identify the key strategies and tools we will use to make Portland a truly great walking city.

PedPDX is an update of the 1998 Pedestrian Master Plan (PMP). Since 1998, the PMP has guided pedestrian-friendly design and policies in Portland, and has served as a model across the country. The PMP developed a project list that has guided investment over the past 18 years.

There is more we can do to make Portland a great walking city. Despite consistent investment in the pedestrian network, significant gaps and deficiencies remain, and new policy questions have emerged. An incomplete pedestrian network limits the City's ability to absorb growth and meet the livability and access needs of residents, including safe walking access to public transit and essential services. The 1998 Pedestrian Master Plan has served inner Portland well, but has often struggled to provide adequate guidance for areas such as East Portland and Southwest Portland that present environmental challenges and right-of-way constraints.

PedPDX will reflect changes to pedestrian policy and design best practices that have emerged since the original Pedestrian Master Plan was adopted, including an emerging understanding of transportation equity and a Vision Zero approach to pedestrian safety. The updated plan will ensure that the City continues to lead the way in walkability, and will allow Portland to absorb growth in a sustainable way that encourages residents to walk, whether for commuting, shopping, going to school, or recreation.

The PedPDX citywide pedestrian plan will:

- Establish a clear plan vision, goals, and objectives
- Identify gaps and needs in Portland's pedestrian network (including needs for new sidewalks, crossings, and other pedestrian improvements)
- Prioritize needs to ensure that we are directing funding to locations with the greatest needs first (project prioritization will reflect the City's commitment to improving equity outcomes and reaching our Vision Zero goal)
- Articulate the strategies, actions, and tools we will use to improve walking conditions

within prioritized areas, and across the city
- Identify context-sensitive design solutions for various part of the city
- Update the City's pedestrian classifications and designations, which help drive pedestrian design requirements
- Identify the performance measures we will use to track our progress implementing the plan over time

Future phases of PedPDX will update the 1998 Pedestrian Design Guide.

For more information please visit https://www.portlandoregon.gov/transportation/72504

Other Pedestrian Programs and Projects
Other pedestrian programs, planning efforts and improvements include:
- Sunday Parkways
- Safe Routes to School
- VisionZero
- City Trails Program
- SW Trails
- ADA Transition Plan
- ADA Curb Ramp Program
- Safety Programs
- Educational Programs
- Connected Centers
- Local Connectivity Plans
- Tilikum Crossing (bridge)

Bicycle

Comp Plan Policies
Comp Plan policies 9.6 and 9.20 - 9.21 are bicycle policies. There are additional policies in Chapter 8, 3 and 4 that address bicycle infrastructure and services.

Portland Bicycle Plan for 2030
The Portland Bicycle Plan for 2030 was adopted unanimously by Portland's City Council on February 11, 2010. The *Portland Bicycle Plan for 2030* aims to make bicycling a critical component of our city's overall transportation system and a significant element of our sustainable green economy. More than an update of the 1996 plan, it proposes fundamental changes to city policy, to bikeway design, to the density of our bikeway network and to an array of supporting efforts and programs. The Portland Bicycle Plan for 2030 also identifies the many benefits that will accrue to Portland as a result of its implementation.

Key principles of the *Portland Bicycle Plan for 2030*:

- Attract new riders
- Strengthen bicycle policies
- Form a denser bikeway network
- Increase bicycle parking
- Expand programs to support bicycling
- Increase funding for bicycle facilities

Bicycling creates safer streets, reduces the causes of global climate change, promotes a healthy environment, and limits the effects and health care costs related to inactivity. It provides equity and access to viable, affordable transportation options and creates fun, vibrant, and livable neighborhoods. It supports Portland's economy and is a sound investment.

Projects identified in the Portland Bicycle Plan for 2030 have been added into the 2016 TSP list of projects.

For more information please visit https://www.portlandoregon.gov/transportation/44597

Other Bicycle Programs and Projects

Other bicycle programs, planning efforts and improvements include:

- BikeTOWN; Portland's Bike Share system plus Adaptive Bikes
- City Greenway Plan and Implementation
- BetterNaito
- Protected bike lanes
- Sunday Parkways
- Central City MultiModal Project
- Bikeway Missing Links
- Tilikum Crossing (bridge)
- Safety Programs
- Educational Programs

Freight

Comp Plan Policies

Comp Plan policies 9.7 and 9.30 - 9.36 are freight policies. There are also freight related policies in Chapter 6: Economic Development.

Freight Master Plan

The City of Portland Freight Master Plan was adopted May 10, 2016 and provided a roadmap for

managing freight movement and commercial delivery of goods and services in Portland, today and into the future. The goal is to foster a freight system that works for the community. The Freight Master Plan objectives center around three main themes: mobility, livability, and healthy economy. After 10 years, a new update of the Freight Master Plan is underway.

The Portland area has historically been a center of trade and commerce in the Pacific Northwest and, because of its connections to the interstate highway network, marine and rail terminals and an international airport, is the fourth largest freight hub for domestic and international trade on the west coast; behind the Los Angeles, Seattle and San Francisco regions.

Portland's freight hub is characterized by its 12,500 acres of industrial land surrounding the Portland Harbor and the Portland International Airport, which accommodates most of the region's heavy industrial activities - marine terminals, rail yards, large manufacturing and warehousing.

- The City of Portland completed its first Transportation System Plan (TSP) in 2002. During this process, the City recognized the need to better understand freight-related issues in order to:
- Ensure Portland's transportation network can support the projected increased demand for freight movement.
- Balance freight mobility needs with community impacts and other transportation modes (bicycle, pedestrian, transit, auto).
- Take advantage of economic opportunities and changes in the global economy by capitalizing on Portland's inherent geographic advantage and existing multimodal freight transportation system (marine, rail, air, highway, pipeline).
- Based on the 2002 Port of Portland Commodity Flow Forecast, demand for freight tonnage into, out of, and within the Portland area will grow from 260 million tons with a total value of $352 billion in 1997 to 522 million tons with a combined value of $827 billion by 2030.
- The volume of freight tonnage in the Portland area is projected to grow at an annual rate of 2.1%. The overall share of freight tonnage by year 2030 is projected to be: Truck (73%), Rail (11%), Ocean and Barge (10%), Pipeline (6%), and Air (<1%).

What Does the Freight Master Plan Do?

- The Freight Master Plan is part of the City's Comprehensive Plan - the policy guide for City growth and development - and one of the modal elements of the City's

Transportation System Plan, which elevates freight to the same level as the other modal plans (bicycle, pedestrian, motor vehicle, transportation demand management, transit) by addressing the unique characteristics, needs and impacts of freight movement.

- Established the Portland Freight Committee, which brought together a diverse group of members representing various multi-modal freight service providers, shippers, trade associations, and businesses involved in freight activities as well as public agency representatives from the local, state, and federal levels. The Portland Freight Committee serves as an advisory group to the Mayor, Portland City Council and the Portland Bureau of Transportation on freight related issues.

How is the Freight Master Plan Implemented? The capital projects, programs and activities identified in Freight Master Plan were developed based on three core values:

Fact Sheet: Portland Freight Master Plan
https://www.portlandoregon.gov/transportation/article/357102

Other Freight Planning, Projects and Programs
St John's Transportation Concept Plan
The Portland Bureau of Transportation (PBOT), in partnership with the Portland Bureau of Planning
and Sustainability, Portland Bureau of Environmental Services, Port of Portland, Metro, TriMet, and the Oregon Department of Transportation (ODOT), has developed a set of location-specific and programmatic recommendations to address traffic circulation, freight mobility, and pedestrian access issues identified in the St. Johns Truck Strategy. Over a period of over two years, the Portland
Bureau of Transportation, with assistance from a consultant team have been developing specific project and programmatic recommendations which advance the objectives identified in the St. Johns Truck Strategy, the St. Johns Lombard Plan, the Portland Transportation Systems Plan, the Portland freight, pedestrian and bicycle master plans, and other guiding documents.

https://www.portlandoregon.gov/transportation/article/650491

Regional Over-Dimensional Truck Route Study
The report documents a study undertaken to better understand how over-dimensional truck freight travels in the tri-county region of Clackamas, Multnomah, and Washington counties. The study, conducted between September 2015 and December 2016, sought to identify key routes, challenges, and a range of potential solutions to improve and protect the transportation network for this small but critical user.

The study includes the following elements:

- Evaluation of permits issued for the region
- Inventory of existing conditions on priority over dimensional truck corridors
- Identification of critical barriers to movement
- Toolbox of solutions to address barriers
- System-wide and corridor-specific recommendations for improvement

https://www.portlandoregon.gov/transportation/73902

Air, Rail, Water, Pipeline

The Airport Futures Plan was adopted in 2010. Policies from the Airport Futures are incorporated into Comp Plan Policies 9.41 - 9.44.

The River Plan and the Central City Plan have policies and recommendations related to the river and river transportation. There are river related policies in the Comp Plan Chapter 6: Economic Development and Chapter 7: Environment and Watershed Health.

Comp Plan Policy 9.28 addresses inter city passenger rail service.

TDM/Parking

Transportation Demand Management

New policies were incorporated into the Comp Plan related to TDM. Policies 9.52 - 9.54 address TDM. PBOT is working with stakeholders and bureau partners on implementation of TDM programs and administrative rules.

Other TDM Programs and Projects

- SmartTrips
- Zoning Code Updates

Parking

New parking policies were adopted into the comp plan in 2016. Policies 9.55 - 9.61 address motor vehicle and bicycle parking. Policy 9.56 specifically called out the curb zone as a public space and asset that has value and cost, which is a shift.

Other Parking Programs and Projects

- Bicycle Parking Code Update (Zoning Code)
- Parking Kitty (mobile app for parking)
- Parking structure upgrades
- Updated parking fee structure (on street and off street)
- City Wide Parking Tool Kit

- Centers Parking Strategy
- Electric Vehicle parking policies

Transportation System Management

There are a number of policies and programs related to TSM.

Section 6
Regional Transportation Plan Compliance

TSP is in compliance with the 20104 RTP via letter and memo from Metro Dated xxx.

Section 7
Performance Measures

Policy 9.49 Performance Measures

SUGGESTED LANGUAGE FOR ADOPTION

February 16, 2018

Key

Existing language (adopted in TSP Stage 2; 2016)
Suggested new language
~~Deleted language~~

Policy 9.49 Performance Measures
Establish multimodal performance measures and measures of system completeness to evaluate and monitor the adequacy of transportation services based on performance measures in goals 9.A. through 9.I. Use these measures to evaluate overall system performance, inform corridor and area-specific plans and investments, identify project and program needs, evaluate and prioritize investments, and regulate development, institutional campus growth, zone changes, Comprehensive Plan Map amendments, and conditional uses.

9.49.a. Eliminate deaths and serious injuries for all who share Portland streets by 2025.

9.49.b. Maintain or decrease the number of peak period non-freight motor vehicle trips, system-wide and within each mobility corridor to reduce or manage congestion.

9.49.c. By 2035, reduce the number of miles Portlanders travel by car to 11 miles per day or less, on average.

9.49.d. Establish mode split targets in 2040 Growth Concept areas within the City,

consistent with Metro's targets for these areas.

9.49.e. By 2035, increase the mode share of daily non-drive alone trips to 70 percent ~~%~~ citywide, and to the following in the five pattern areas:

Pattern Area	2035 daily target mode share
Central City	85% ~~87%~~
Inner Neighborhoods	70% ~~71%~~
Western Neighborhoods	65%
Eastern Neighborhoods	65%
Industrial and River	55%

9.49.f. By 2035, 70 percent of commuters walk, bike, take transit, carpool, or work from home at approximately the following rates:

Mode	Mode Share
Walk	7.5%
Bicycle	25%
Transit	25%
Carpool	~~10%~~12.5%
Single Occupant Vehicle (SOV)	30% or less
Work at home	10% below the line (calculated outside of the modal targets above)

9.49.g. By 2035, reduce Portland's transportation-related carbon emissions to 50% below 1990 levels, at approximately 934,000 metric tons.

9.49.h. By 2025, increase the percentage of new mixed use zone building households not owning an automobile from approximately 13% (2014) to 25%, and reduce the percentage of households owning two automobiles from approximately 24% to 10%.

9.49.i. Develop and u~~U~~se alternatives to the level-of-service measure to improve safety, encourage multimodal transportation, and to evaluate and mitigate maintenance and new trip impacts from new development. ~~determine the adequacy of the transportation system in areas that exhibit the following characteristics:~~

- ~~A mix of land uses, including residential~~
- ~~A mode split consistent with targets established for the area~~
- ~~Maximum parking ratios~~
- ~~Adequate existing street connectivity~~

9.49.j. Use level-of-service, consistent with Table 9.1, as one measure to evaluate the adequacy of transportation facilities in the vicinity of sites subject to land use review. ~~Evaluate alternative adequacy evaluation measures to improve safety while reducing vehicle miles traveled.~~

9.49.k. Maintain acceptable levels of performance on state facilities and the regional arterial and throughway network, consistent with the interim standard in Table 9.2, in the development and adoption of, and amendments to, the Transportation System Plan and in legislative amendments to the Comprehensive Plan Map.

9.49.l. In areas identified by Metro that exceed the level-of-service in Table 9.2 and are planned to, but do not currently meet the alternative performance criteria, establish an action plan that does the following:

- Anticipates growth and future impacts of motor vehicle traffic on multimodal travel in the area
- Establishes strategies for mitigating the future impacts of motor vehicles
- Establishes performance standards for monitoring and implementing the action plan.

9.49.m. Develop performance measures to track progress in creating and maintaining the transportation system.

Section 8
Connected and Automated Vehicles

Policy 9.XA to 9.XB
Connected and Automated Vehicles

SUGGESTED LANGUAGE FOR ADOPTION

February 16, 2018

Connected and Automated Vehicles
Ensure that connected and automated vehicles advance Portland's Comprehensive Plan multiple transportation goals and policies, including vision zero, climate pollution reduction and cleaner air, equity, physical activity, economic opportunity, great places, cost effectiveness, mode share, and reducing vehicle mile traveled.

Policy 9.XA Connected and Automated Vehicles Priorities and Outcomes.
Prioritize connected and automated vehicles that are fleet/shared ownership, fully automated, electric and, for passenger vehicles, shared by multiple passengers (known by the acronym FAVES). Develop and implement strategies for each following topic.

9.XA.a. Ensure that all levels of automated vehicles advance Vision Zero by operating safely for all users, especially for vulnerable road users.

9.XA.b. Ensure that connected and automated vehicles improve travel time reliability and system efficiency by

1. maintaining or reducing the number of vehicle trips during peak congestion periods;
2. reducing low occupancy vehicle trips during peak congestion periods;
3. paying for use of, and impact on, Portland's transportation system including factors such as congestion level, vehicle miles traveled, vehicle occupancy, and vehicle energy efficiency.

9.XA.c. Cut vehicle carbon pollution by reducing low occupancy "empty miles" traveled by

passenger vehicles with zero or one passengers. Prioritize electric and other zero direct emission vehicles operated by fleets and carrying multiple passengers.

9.XA.d. Make the benefits of automated mobility available on an equitable basis to all segments of the community while ensuring traditionally disadvantaged communities are not disproportionately hurt by connected and autonomous vehicle use.

9.XA.e. Identify, prevent, identify, and mitigate potential adverse impacts from connected and automated vehicles.

Policy 9.XB Connected and Automated Vehicles Tools. Use a full range of tools to ensure that connected and automated vehicles and private data communications devices installed in the City right of way contribute to achieving Comprehensive Plan and Transportation System Plan goals and policies.

9.XB.a. Maintain City authority to identify and develop appropriate data sharing requirements to inform and support safe, efficient, and effective management of the transportation system. Ensure that when connected and automated vehicles use City rights-of-way or when vehicles connect with smart infrastructure within the City they share information including, but not limited to, vehicle type, occupancy, speed, travel routes, and travel times, with appropriate privacy controls. Ensure that private data communications devices installed in the City right of way are required to share anonymized transportation data.

9.XB.b.. Design and manage the mobility zone, curb zone, and traffic control devices, e.g. to limit speeds to increase safety, to minimize cut-through traffic, evaluate future demand for pick-up and drop-off zones, and to prioritize automated electric vehicles carrying more passengers in congested times and locations;

9.XB.c. Evaluate the public cost and benefit of investments in wayside communication systems serving connected and automated vehicles. Develop a criteria-driven automated vehicle wayside infrastructure investment plan.

9.XB.d. Develop sustainable user-pays funding mechanisms to support connected and automated vehicle infrastructure and service investments, transportation system maintenance, and efficient system management.

9.XB.e. Ensure that automated vehicles and vehicles that connect to smart City infrastructure, and private data communications devices installed in the City right of way, help pay for infrastructure and service investments, and support system reliability and efficiency. Develop a tiered pricing structure that reflects vehicle impacts on the transportation system, including factors such as congestion level, vehicle miles traveled, vehicle occupancy, and vehicle energy

efficiency.

Policy 9.6: Transportation Strategy for People Movement

SUGGESTED LANGUAGE FOR ADOPTION

February 16, 2018

Key

Existing language
Suggested new language
~~Deleted language~~ *(alt-shift-5)*

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

1. Walking
2. Bicycling
3. Transit
4. Fleets of electric, fully automated, multiple passenger vehicles
5. Other shared vehicles
6. Low or no occupancy vehicles, fossil-fueled non-transit vehicles
7. ~~Taxi/commercial transit/shared vehicles~~
8. ~~Zero emission vehicles~~
9. ~~Other single-occupant vehicles~~

Section 9
Glossary

[new terms 2-14-18; will be added to original glossary]

Glossary

Connected Vehicle: a vehicle that communicates with the Internet, other vehicles, wayside systems and/or passengers.

Electric Vehicle: An electric vehicle (EV), also referred to as an electric drive vehicle, is a vehicle which uses one or more electric motors for propulsion. Depending on the type of vehicle, motion may be provided by wheels or propellers driven by rotary motors, or in the case of tracked vehicles, by linear motors.

FAVES: Fleet, fully Automated Vehicles that are Electric and Shared.

Historically marginalized communities: Communities included as part of the 2018 RTP Transportation Equity Assessment include: People of Color; People with Lower-Incomes; People with Limited English Proficiency; Older Adults; Young Persons

Mobility Zone: The area of the right-of-way used primarily for people and/or goods movement.

Performance Targets and Standards: A metric to demonstrate progress toward.

Speed cushion: Speed cushions are either speed humps or speed tables that include wheel cutouts to allow large vehicles to pass unaffected, while reducing passenger car speeds. They can be offset to allow unimpeded passage by emergency vehicles and are typically used on key emergency response routes. Speed cushions extend across one direction of travel from the centerline, with longitudinal gap provided to allow wide wheel base vehicles to avoid going over the hump.

Section 10
Implementation Strategies

SUMMARY OF REVISIONS

- Implementation strategies and ideas
- Items could be added to work plans and budgets as determined by management

Implementation Strategies

There are a number of areas that could use additional study or other tools for implementation. These are listed below for review and consideration.

Automated Vehicles

Carefully evaluate the extent to which proposed pilot projects are likely to advance adopted City transportation goals. Support testing connected and automated vehicles in limited initial applications to explore the best methods of advancing adopted goals, policies, and objectives. (Policy, Planning + Projects; Development Permitting and Transit)

Evaluate the potential impacts of connected and automated vehicles on traffic and travel modeling, vehicle storage (parking) demand and projects, right-of-way allocation, development, and vehicle capacity projects. (Policy, Planning + Projects; Development Permitting and Transit)

Collaborate with federal, state, regional, local, and private sector partners. Advocate for state creation of a jurisdictional committee on automated safety technology with Portland representation, and state recognition of city oversight of automated vehicles on city streets. (Policy, Planning + Projects; Active Transportation)

Support federal requirements that all new passenger vehicles are equipped with dedicated short-range communications (DSRC) radios, which include a number of traffic safety (Policy, Planning + Projects; Government Relations) technologies that are consistent with Portland's Vision Zero goals.

Internal Policy and Programs
Pursue collaboration with navigation applications to reinforce use of streets as they are classified in policy. (Active Transportation)

TDM implementation process, code changes and admin rule development. (Active Transportation)

Develop integrated street design guidelines (Policy, Planning + Projects)

Work with maintenance staff, modal coordinators, and asset management staff on maintenance programs and processes to ensure pedestrian and bicycle infrastructure is maintained in a timely and efficient manner.

Implement the Electric Vehicle Strategy with Bureau of Planning and Sustainability.

Planning Processes
Develop and adopt new Pedestrian Master Plan with updated Pedestrian Street Classification Descriptions, and possible sub policy recommendations. (Policy, Planning + Projects)

Develop and adopt new Freight Master Plan with updated Freight Street Classification Descriptions, and possible sub policy recommendations. (Policy, Planning + Projects)

Studies and/or Additional Actions
The City will seek additional resources to analyze how to achieve and refine strong, interdependent carbon reduction, congestion, VMT, and mode share targets in conjunction with the next update of the Climate Action Plan (anticipated in 2019-2020). (Planning, Policy + Projects; Bureau of Planning and Sustainability)

The City will identify and pursue additional strategies for further development to help advance bike mode share further than current policies for both commute and all trips, including congestion pricing, shared mobility, E-bikes, parking supply and parking pricing. Many of these strategies are already anticipated or underway in policy development. If the proposed targets are to be met, it will be necessary to extract every benefit of current practices as well as innovative and emerging technologies. (Planning, Policy + Projects; Bureau of Planning and Sustainability))

Code Changes
Bicycle Parking Code [underway] (Planning, Policy + Projects/Active Transportation; Bureau of Planning and Sustainability)

TDM Code Changes [underway] (Planning, Policy + Projects/Active Transportation; Bureau of Planning and Sustainability)

Admin Rules
TDM Admin Rule Changes [underway] (Planning, Policy + Projects/Active Transportation; Bureau of Planning and Sustainability)

Section 11
Master Street Plans

PBOT
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MEMO

DATE: August 18, 2017

TO: Katherine Schultz, Chair, Portland Planning and Sustainability Commission (PSC)

FROM: Zef Wagner, Transportation Planner

SUBJECT: River District Master Street Plan--Proposed 2017 Amendments

Background

PBOT has been working with Prosper Portland for several years to facilitate the redevelopment of the large US Post Office site bounded by NW 9th Ave, NW Hoyt St, NW Broadway, and NW Lovejoy St in Central City's River District. In 2015, Prosper Portland conducted a public process to develop the Broadway Corridor Framework Plan, which included a preferred concept for the site to lay the groundwork for the City of Portland to purchase the site. This public process included close coordination between PBOT and Prosper Portland (as well as other bureaus/agencies), multiple open houses and feedback opportunities, and work sessions with the Planning and Sustainability Commission and City Council. In fall 2015, the Broadway Corridor Framework Plan was adopted by the Prosper Portland Board and by City Council. Shortly thereafter, the City of Portland purchased the site from the US Postal Service.

Early in the process, staff agreed that the adopted 2007 River District Master Street Plan, which called for extending the "park blocks" street grid through the site, would not leave enough developable land or large enough building footprints for a feasible development plan. The Framework Plan included an alternative preferred concept for the site, including approximate locations for full street connections

and pedestrian/bicycle connections, including a Green Loop connection to the Broadway Bridge. This concept is meant to strike a balance between public right-of-way, private connections, and developable land. Because there is a conflict between the adopted Master Street Plan for the area, staff identified the need for this proposed amendment. This amendment also provides a good opportunity to update the overall River District Master Street Plan, incorporating streets and connections that have already been built and including changes from the recent TSP update as well as the Central City 2035 Plan.

Summary of Amendments

- Streets and pedestrian/bicycle connections that have already been constructed are now shown as existing streets or connections.
- The alignments of the Marshall and Fields Park bridge connections have been adjusted to match the Central City 2035 Plan.
- A new bridge connection from NW 13th Ave to NW Naito Pkwy has been added to reflect the project included in the Central City 2035 Plan.
- The street plan for the post office site has been updated to reflect the Broadway Corridor Framework Plan:
    - NW Park Ave is extended as a full street from Hoyt to Johnson, and NW Johnson St is extended from 9th to Broadway.
    - The rest of the grid is extended as "Pedestrian Connections / Secondary Routes (Alignment Uncertain)." This category allows flexibility in the development review and master planning process to include pedestrian connections and potentially some secondary routes to serve local access only for motor vehicles.

Next Steps

Adoption of this amended Master Street Plan is just one step in the process to develop the transportation system in the Post Office Site. Prosper Portland is planning to kick off a Master Plan process for the site in 2018, which will include development of more detailed requirements for transportation improvements. The Master Plan, as well as subsequent development agreements, will form the basis for a future amendment to the River District Right-of-Way Standards. That document will include detailed right-of-way standards for public streets and connections through the site.

PBOT requests that PSC recommends City Council adoption of the proposed 2017 amendment to the River District Master Street Plan.