Exhibit B

City of Portland
Bureau of Transportation

PORTLAND 2035 TRANSPORTATION SYSTEM PLAN

2019 MINOR UPDATE

Recommended Draft

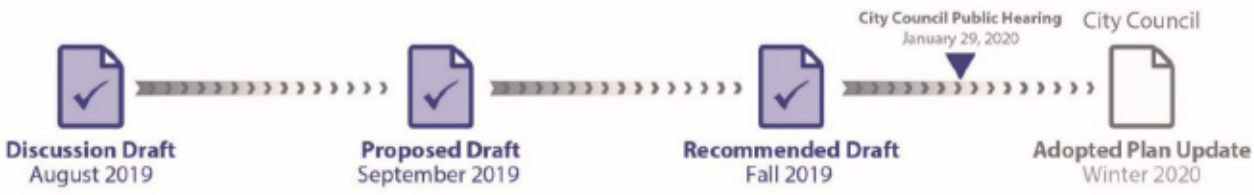
December 2019

PBOT
PORTLAND BUREAU OF TRANSPORTATION

How to Testify

The **Transportation System Plan (TSP) Minor Update** will be considered by the City Council. The public is invited to submit formal comments (called public testimony) to the Council in writing, in person at a public hearing, or online via the Map App. Testimony on the **Recommended Draft** is directed to the City Council, which may amend the proposal and subsequently vote to adopt the changes to implement this project.

Testify in person at the City Council public hearing	Testify in writing between now and Wednesday, January 29
Wednesday, January 29, at 10:45 a.m. Portland City Council Chambers 1221 SW 4th Portland, OR 97202 To confirm the date, time and location, check the City Council calendar at: https://www.portlandoregon.gov/auditor/26997	**Map App:** www.portlandoregon.gov/bps/mapapp Select **TSP Update** and click on the "Testify" button. Testifying in the Map App is as easy as sending an email. Once your testimony is submitted, you can read it in real time. **Email:** cctestimony@portlandoregon.gov with the subject line **TSP Update Testimony** **U.S. Mail:** **You must provide your full name and mailing address.** Council Clerk Attn: TSP Update Testimony 1221 SW Fourth Ave., Room 130 Portland, OR 97204



Acknowledgements

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Nick Fish, *Commissioner*
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Jo Ann Hardesty, *Commissioner*

Portland Planning and Sustainability Commission
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Accessibility Statement

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Section I: Introduction

Project Summary

This report contains proposed changes to the 2035 Transportation System Plan (TSP). This is a technical update which incorporates policies and projects that have been recommended for inclusion in the TSP by City Council as part of other transportation planning projects adopted by resolution. The proposed changes also correct for errata and clarify existing language.

Background

The TSP is the transportation element of the Comprehensive Plan, meeting state and regional planning requirements. The 2035 TSP was adopted by City Council in three stages between December 2016 and May 2018 (Ordinance No: 187832, 188177, 188957). The first two stages were part of the state periodic review process for the 2035 Comprehensive Plan.

A transportation system plan is intended to be updated at regular intervals to remain consistent with local and regional transportation planning and land use activities. Since the adoption of the 2035 TSP, refinement and area plans have been adopted by City Council that help implement the TSP. The proposed changes to the TSP incorporate policies and projects consistent with recommendations from these plans:

- PedPDX: Pedestrian Master Plan
- The Enhanced Transit Corridors Plan
- The Growing Transit Communities Plan

Additionally, the Metro Council adopted the 2040 Regional Transportation Plan (RTP) in December 2018. Proposed changes to the TSP maintain consistency with the updated RTP.

Summary of Proposed Changes

The following changes are proposed for the 2035 TSP:

Chapter 1: Introduction

- Language updated to reflect TSP adoption, and to improve clarity and brevity.
- "TSP: Relationship to Other Plans" updated to show relationship to PedPDX and The Enhanced Transit Corridors Plan.

Chapter 2: Goals and Policies

- Policy 9.22 amended as recommended in The Enhanced Transit Corridors Plan.
- New sub-policy 9.22.a added as recommended in The Enhanced Transit Corridors Plan.
- Policy 9.49 amended to maintain consistency with the 2035 Comprehensive Plan.
- Policies 9.68 and 9.69 amended to include "new mobility vehicles and services".
- Community Involvement Objectives re-labeled to sub-policies to maintain consistency

with the rest of the 2035 Transportation System Plan and the 2035 Comprehensive Plan.

Chapter 3: Street Classifications

- Pedestrian classification descriptions are updated as recommended in PedPDX.
- Pedestrian classification maps are updated as recommended in PedPDX.
- Bicycle classifications on portions of four existing bikeways are changed from "City Bikeway" to "Major City Bikeway" to maintain consistency with the 2018 Regional Transportation Plan (50s bikeway, 20s bikeway, NE/SE 148th Avenue, SE Foster Road). Additionally, SE/NE Sandy Blvd. from SE Washington St. to NE 122nd Ave is proposed as a Major City Bikeway.
- Map changes to correct bicycle, design, and emergency response classifications errata.

Chapter 5: Modal Plans

- Language updated to reflect completion of PedPDX and other referenced plans.

Chapter 6: Implementation Strategies

- Strategies updated to reflect changes from the 2018 Regional Transportation Plan and completed studies.

Glossary of Transportation Terms

- Terms that are no longer in the TSP are removed.
- Terms edited for clarity.

Appendix A: TSP Projects and Programs

- Amendments to existing projects as recommended in The Enhanced Transit Corridors Plan, and The Growing Transit Communities Plan.
- New projects are added to the financially unconstrained projects list to maintain consistency with projects adopted in the 2018 Regional Transportation Plan and City Council adopted plans.

What's in this report?

The report has three sections:

- Section I introduces the report, describes the background, and the proposed changes.
- Section II summarizes the public involvement activities for the project.
- Section III contains the proposed changes to the 2035 Transportation System Plan.

Section II: Public and Stakeholder Involvement

Discussion Draft
The Discussion Draft was open for public comment Aug. 1 – Sept. 6, 2019. The Portland Bureau of Transportation (PBOT) maintains a list of roughly 3,000 people who have signed up to receive email updates about the Transportation System Plan (TSP). PBOT project staff emailed this list three times about the opportunity for public comment. They also sent an email to similar lists for the Enhanced Transit Corridors Plan, the Growing Transit Communities Plan, PedPDX, and Southwest in Motion.

Staff presented at standing meetings of four community groups and made themselves available for members of the public or community organizations that wanted more information. PBOT also gathered feedback from staff at Metro, the Oregon Department of Transportation (ODOT), and the Bureau of Planning and Sustainability (BPS).

PBOT received direct comments from 13 members of the public along with two letters from community organizations. These public comments along with the responses from PBOT staff can be found at the project website:
https://www.portlandoregon.gov/transportation/article/733218

Proposed Draft
In order to go from the Discussion Draft stage to a Proposed Draft, PBOT considered all comments. Staff looked specifically at feedback that fit within the scope of the project, as well as the city's policies and goals.

Key changes to the Discussion Draft included: all new projects proposed for the TSP "major projects list" were added to the "financially unconstrained list, four new projects and nine amended projects recommended from Southwest in Motion (SWIM) were removed because its Council hearing date was postponed, and edits were made to improve clarity of proposed changes.

Recommended Draft
The Planning and Sustainability Commission (PSC) accepted written testimony on the Proposed Draft from September 30, 2019 through November 19, 2019. There were 20 unique pieces of testimony, 16 in written form and 4 in verbal form at the November 19th PSC hearing. Testimony included comments on major projects like the Red Electric Trail and the Green Loop, as well as the bicycle classification on SE/NE Sandy Blvd.

The PSC adopted one amendment, recommending that the bicycle classification for SE/NE Sandy Blvd. from SE Washington St. to NE 122nd Ave. change from City Bikeway to Major City Bikeway.

The PSC voted 8-0 to recommend City Council adopt the TSP Update Recommended Draft as amended by the PSC.

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Section III: Proposed Changes

This section presents proposed changes to the 2035 Transportation System Plan. The section is formatted to facilitate readability by showing draft changes on the right-hand pages and related commentary on the facing left-hand pages. Proposed new language is shown as underlined and current language proposed for deletion is shown with a ~~strikethrough~~ unless otherwise noted. To maintain brevity, TSP pages where no changes are proposed are not shown. The complete adopted TSP without proposed changes can be found at: https://www.portlandoregon.gov/transportation/67263

Chapter 1: Introduction

Commentary

Proposed changes to the TSP's Introduction chapter update language to reflect Council adoption of the 2035 Transportation System Plan and the adoption of the 2018 Regional Transportation Plan, add ordinance numbers, and improve clarity and brevity. The "TSP: Relationship to Other Plans" graphic is also updated to reflect the relationship between the TSP, PedPDX, and The Enhanced Transit Corridors Plan. Proposed new language is shown as <u>underlined</u> and current language proposed for deletion is shown with a ~~strikethrough.~~

Chapter 1: 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. 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:

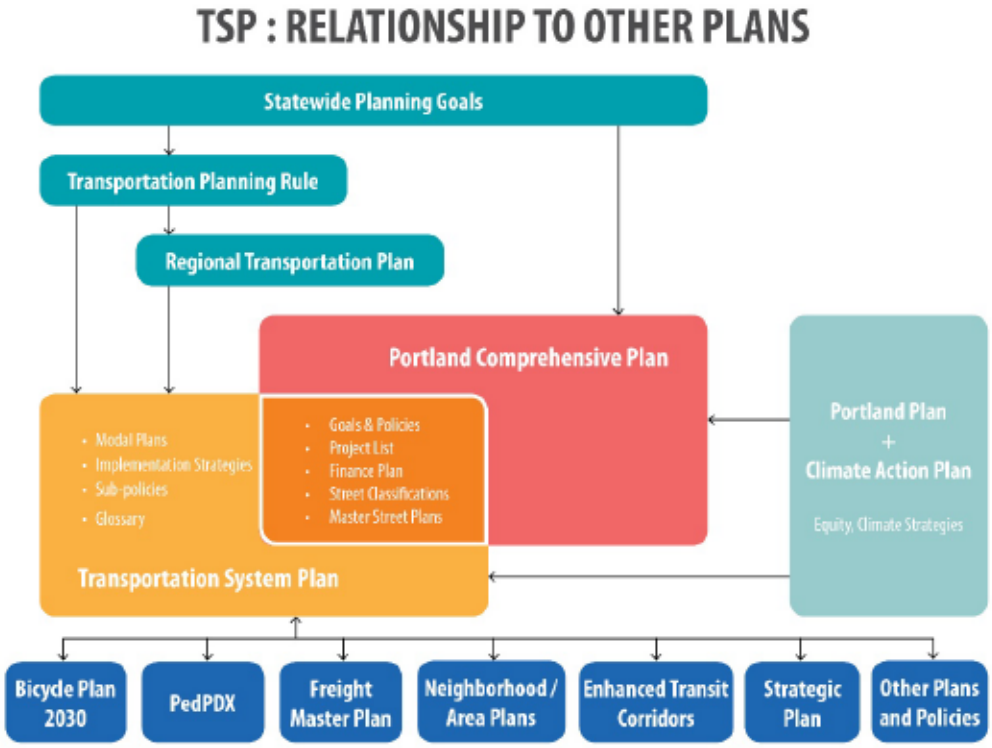
- Supporting the city's commitment to Vision Zero by saving lives and reducing injuries to all people using our transportation system
- Limiting traffic congestion so transit and freight vehicles can move more reliably
- Reducing, carbon emissions and promoting healthy lifestyles
- Keeping more money 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.

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 has been~~ was adopted separately from the Comprehensive Plan and Stages 1 and 2, then incorporated into one TSP document.



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 Citywide 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

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

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 (Ordinance No 187832).

The Stage 2 TSP Update was a part of the City's Comprehensive Plan update and changes were made to implement the Comprehensive 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 (Ordinance No 188177).

TSP Stage 3 TSP Update incorporated regional information; updated geographic policies and objectives; updated objectives; added a few policies; changed the street classification for traffic, transit and emergency response; modal plans; and other changes as identified. A parallel staff process reformatted the document and created a new user-friendly digital document. It was adopted by City Council in May 2018 (Ordinance No 188957).

Regulatory framework

The TSP addresses and complies with several 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.

Metro Region

Regional Transportation Plan

First adopted by Metro in 1983, with latest update in 2014~~8~~, the Regional Transportation Plan (RTP) serves as the regional TSP while also meeting federal requirements. 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

~~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. 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 in 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 in Chapter 9 (Transportation), Chapter 3 (Urban Design), Chapter 4 (Development) and Chapter 8 (Public Facilities). Portland Bureau of Transportation is also using Comprehensive Plan Chapter 2: Community Involvement for its public involvement policies. The TSP also includes additional sub-policies and geographic-specific policies ~~and objectives~~.

~~Chapter 9: Transportation (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 is 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 partners at Metro, the 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 2035 Comprehensive Plan (2016) ~~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

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Chapter 2: Goals and Policies

Commentary

The 2035 Comprehensive Plan Policy 9.22 is proposed to be amended as recommended in The Enhanced Transit Corridors Plan adopted by City Council. The proposed change clarifies how the desired role of public transportation's trips relates to those made by walking and bicycling.

Transportation System Plan Policy 9.22.a is a new sub-policy that is recommended in The Enhanced Transit Corridors Plan adopted by City Council. The proposed sub- policy recognizes the role the city plays in managing the right-of-way to support transit speed and reliability.

Proposed new language is shown as <u>underlined</u>.

The Enhanced Transit Corridors Plan can be found here:
https://www.portlandoregon.gov/transportation/73684

Public transportation: Coordinate with public transit agencies to create conditions that make transit the preferred mode of travel for trips that are longer than 3 miles or shorter trips not made by walking or bicycling. (COMPREHENSIVE PLAN Policy 9.22)

a. Consider and incorporate transit priority treatments, such as those in The Enhanced Transit Corridors Plan, to improve transit speed and reliability during the planning and design phase of capital projects and permitted projects along streets served by transit lines. (Transportation System Plan Policy 9.22.a)

Commentary

The 2035 Comprehensive Plan Policies 9.49.j, 9.49.k, and 9.49.l reference Table 9.1 and Table 9.2. These tables appear in the 2035 Transportation System Plan but not in the 2035 Comprehensive Plan. To avoid confusion and maintain consistency, it is proposed that Table 9.1 and Table 9.2 be added to the Chapter 9 of the 2035 Comprehensive Plan and that the administrative note be removed.

Performance Measures: 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. (Comprehensive Plan Policy 9.49.j)

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. (Comprehensive Plan Policy 9.49.k)

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 (Comprehensive Plan Policy 9.49.l)

~~*Note: Referenced Tables 9.1 and 9.2 are contained within the Transportation System Plan and should not be confused with any tables or figures in the 2035 Comprehensive Plan.~~

Table 9-1 City Level of Service

LOS	Traffic Flow Characteristics
A	Virtually free flow; completely unimpeded
B	Stable flow with slight delays; reasonably unimpeded
C	Stable flow with delays; less freedom to maneuver
D	High density, but stable flow
E	Operating conditions at or near capacity; unstable flow
F	Forced flow; breakdown conditions
Greater than F	Demand exceeds roadway capacity, limiting volume that can be carried and forcing excess demand onto parallel routes and extending the peak period

Sources: 1985 Highway Capacity Manual (A through F); Metro (greater than F)

Table 9-2: Oregon Metro 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	0.99	1.1	0.99
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	0.99	1.1	0.99
Other Principal Arterial Routes	0.90	0.99	0.99
*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.			

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Commentary

New mobility refers to transportation vehicles and services that are enabled or transformed by digital technology. This includes, but is not limited to, bike share, scooter share, and car share, services such as ride hailing and urban delivery options, as well as connected vehicles and autonomous vehicles.

New mobility vehicles and services have appeared on Portland's streets since TSP policies 9.68 and 9.69 were adopted in 2018, e.g. shared electric scooters, with more to come, such as electric shared bikes. Without a new mobility policy, the city lacks a clear policy basis for how to manage these and other new vehicles and services, including aerial drones and sidewalk delivery.

Broad, outcome-based new mobility policies will also provide a foundation and direction for Portland to manage new vehicles and services not currently envisioned.

Proposed new language is shown as <u>underlined</u> and current language proposed for deletion is shown with a ~~strikethrough.~~

~~Connected and Automated Vehicles~~ New Mobility Policies

~~Connected and automated~~ New mobility priorities and outcomes: ~~Prioritize~~ Facilitate new mobility vehicles and services with the lowest climate and congestion impacts and greatest equity benefits; with priority to ~~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. (COMPREHENSIVE PLAN Policy 9.68)

a: Ensure that all new mobility vehicles and services and levels of automated vehicles advance Vision Zero by operating safely for all users, especially for vulnerable road users. Require adequate insurance coverage for operators, customers, and the public at-large by providers of ~~connected and autonomous~~ new mobility vehicles and services. (COMPREHENSIVE PLAN Policy 9.68.a)

b. Ensure that ~~connected and automated~~ new mobility vehicles and services improve active transportation and shared ride 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, carbon footprint, vehicle miles traveled, vehicle occupancy, and vehicle energy efficiency.

4. supporting and encouraging use of public transportation (COMPREHENSIVE PLAN Policy 9.68.b)

c. Cut vehicle carbon pollution by reducing low occupancy "empty miles" traveled by passenger vehicles with zero or one passengers. Prioritize vehicles and services with the least climate pollution, and electric and other zero direct emission vehicles operated by fleets and carrying multiple passengers. (COMPREHENSIVE PLAN Policy 9.68.c)

d. Make the benefits of ~~automated~~ new 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~~ new mobility vehicles and services. This includes people with disabilities, as well as communities of color, women, and geographically underserved communities. (COMPREHENSIVE PLAN Policy 9.68.d)

e. Identify, prevent, and mitigate potential adverse impacts from ~~connected and automated~~ new mobility vehicles and services. (COMPREHENSIVE PLAN Policy 9.68.e)

~~Connected and automated vehicles~~ New mobility tools: Use a full range of tools to ensure that ~~connected and automated~~ new mobility vehicles and services and private data communications devices installed in the City right-of-way contribute to achieving Comprehensive Plan and Transportation System Plan goals and policies. (COMPREHENSIVE PLAN Policy 9.69)

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~~ new mobility vehicles and services 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, crashes and citations, with appropriate privacy controls. Ensure that private data communications devices installed in the City right-of-way are required to share anonymized transportation data. (COMPREHENSIVE PLAN Policy 9.69.a)

b: Design and manage the mobility zone, curb/flex zone, and traffic control devices 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. (COMPREHENSIVE PLAN Policy 9.69.b)

c: Evaluate the public cost and benefit of investments in wayside communication systems serving ~~connected and automated vehicles~~ new mobility vehicles and services. ~~Develop a criteria-driven automated vehicle wayside infrastructure investment plan.~~ (COMPREHENSIVE PLAN Policy 9.69.c)

d. Develop sustainable user-pays funding mechanisms to support ~~connected and automated~~ new mobility vehicle infrastructure and service investments, transportation system maintenance, and efficient system management. (COMPREHENSIVE PLAN Policy 9.69.d)

e. Ensure that ~~automated~~ new mobility vehicles and services that connect to smart ~~C~~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 and service impacts on the transportation system, including factors such as congestion level, carbon footprint, vehicle miles traveled, vehicle occupancy, and vehicle energy efficiency. (COMPREHENSIVE PLAN Policy 9.69.e)

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Commentary

As part of Stage 3 of the 2035 TSP update, adopted by City Council in 2018, Objectives were removed to maintain consistency with the 2035 Comprehensive Plan, which no longer had objectives. Some of the TSP's objectives became policies or sub- policies. Others were removed after being identified as having been completed or better described as an action item than an objective.

The transportation objectives related to the 2035 Comprehensive Plan's Chapter 2: Community Involvement policies were adopted by City Council in stage 2 of the TSP update but were not reconciled in stage 3. The proposed changes are intended to maintain all of the objectives as adopted and to label them as sub-policies to maintain consistency with the 2035 Comprehensive Plan and the rest of the 2035 TSP. There are no proposed changes to adopted language.

Current language proposed for deletion is shown with a ~~strikethrough.~~

~~**Objective 2.4**~~ Provide and document concerted efforts to engage those with the potential to be impacted by the plans, public policies, or projects in order to evaluate and mitigate disparate burdens, especially for under-served and under-represented communities including Limited English Proficient (LEP) communities, communities of color, low-income populations, and those traditionally underserved by transportation services. (TRANSPORTATION SYSTEM PLAN ~~Objective~~ 2.4.c)

~~**Objective 2.7.a.**~~ Provide funding that is adequate to carry out equity-driven public involvement best practices. (TRANSPORTATION SYSTEM PLAN ~~Objective~~ 2.7.a)

~~**Objective 2.7.b.**~~ Foster a culture of equitable public involvement across all divisions within PBOT. (TRANSPORTATION SYSTEM PLAN ~~Objective~~ 2.7.b)

~~**Objective 2.7.c.**~~ Foster consistency in community engagement approaches and implementation across the Bureau of Transportation. (TRANSPORTATION SYSTEM PLAN ~~Objective~~ 2.7.c)

~~**Objective 2.15.a.**~~ Keep interested parties, and those who may be impacted by particular decisions related to plan and project implementation informed of direct and related engagement opportunities (TRANSPORTATION SYSTEM PLAN ~~Objective~~ 2.15.a)

~~**Objective 2.15.b.**~~ Ensure PBOT decision-making processes are clear, straightforward, and include mechanisms for public accountability, so that the public has the capacity to participate. (TRANSPORTATION SYSTEM PLAN ~~Objective~~ 2.15.b)

~~**Objective 2.15.c.**~~ Ensure public involvement and outreach practices, materials, and processes are culturally relevant (TRANSPORTATION SYSTEM PLAN ~~Objective~~ 2.15.c)

~~**Objective 2.17**~~ Refer to the Bureau of Planning and Sustainability Public Engagement Workbook for guidance on scoping for potential community impacts, identifying stakeholders determining the right level of engagement, planning a community engagement process, tracking engagement, reporting results, and evaluating the engagement and processes. (TRANSPORTATION SYSTEM PLAN ~~Objective~~ 2.17.a)

~~**Objective 2.18.a.**~~ Follow International Association for Public Participation (IAP2) Core Values. (TRANSPORTATION SYSTEM PLAN ~~Objective~~ 2.18.a)

~~**Objective 2.18.b.**~~ Follow City of Portland Public Involvement Principles. (TRANSPORTATION SYSTEM PLAN ~~Objective~~ 2.18.b)

~~**Objective** 2.18.c.~~ Follow Internal PBOT Public Involvement Policies. (TRANSPORTATION SYSTEM PLAN ~~Objective~~ 2.18.c)

~~**Objective 2.18.d.**~~ Consider tools and strategies offered by Metro's Public Engagement Guide in Portland's transportation planning activities. (TRANSPORTATION SYSTEM PLAN ~~Objective~~ 2.18.d)

~~**Objective 2.24.a.**~~ The Portland Bureau of Transportation (PBOT) will provide meaningful opportunities for equitable community involvement in shaping the plans, public policy, and projects that support implementation of the Transportation System Plan. (TRANSPORTATION SYSTEM PLAN ~~Objective~~ 2.24.a)

~~**Objective 2.24.b.**~~ Engage and support community members who are traditionally under-represented in Bureau projects, plans, and processes. (TRANSPORTATION SYSTEM PLAN ~~Objective~~ 2.24.b)

~~**Objective 2.25**~~ Furnish opportunities for early and ongoing access to balanced information about plans, public policy, and projects (TRANSPORTATION SYSTEM PLAN ~~Objective~~ 2.25)

~~**Objective 2.30**~~ Ensure public involvement and outreach practices, materials, and processes are culturally relevant. (TRANSPORTATION SYSTEM PLAN ~~Objective~~ 2.30.a)

~~**Objective 2.38**~~ Follow City of Portland Civil Rights Title VI Plan. (TRANSPORTATION SYSTEM PLAN ~~Objective~~ 2.38.a)

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Chapter 3: Street Classifications

Commentary

A classification is a formal designation of a street based on its roadway characteristics and context. It is a required policy of a TSP for current and future use. The classification determines how that street is handled in a range of processes such as roadway design, traffic operations, and funding eligibility.

As part of the city's Pedestrian Master Plan update (PedPDX) adopted by City Council in June 2019, PedPDX recommended updating pedestrian classification descriptions in the 2035 TSP. This recommendation includes two new classifications - Major City Walkways and Neighborhood Walkways. Additionally, PedPDX recommended removing the Pedestrian Transit Streets classification. These have become either Major City Walkways or City Walkways. The Off-Street Paths classification is also proposed for deletion. Trails and off-street paths with an Off-Street Paths classification are proposed to be designated Major City Walkways (high demand regional trails), City Walkways (moderate demand trails), or Neighborhood Walkways (neighborhood trails).

PedPDX also recommended designating all Centers, as defined by the 2035 Comprehensive Plan, and Transit Station Areas (1/4-mile walksheds to Major Transit Stations) as a Pedestrian District.

Proposed new language is shown as <u>underlined</u> and current language proposed for deletion is shown with a ~~strikethrough.~~

The PedPDX Plan can be found here: www.pedpdx.com

Pedestrian Classification descriptions

Pedestrian Districts

Pedestrian Districts are intended to 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. ~~communities.~~

Land Use: Zoning should allow a transit-supportive density of residential and commercial uses that support lively and intensive pedestrian activity. Auto-oriented development should be discouraged in Pedestrian Districts. Institutional campuses that generate high levels of pedestrian activity may be included in Pedestrian Districts. Exceptions to the density and zoning criteria may be appropriate in some designated historic districts with a strong pedestrian orientation.

Streets within a District: Make walking the mode of choice for all trips within a Pedestrian District. All streets within a Pedestrian District are ~~equal in importance~~ important in serving pedestrian trips and should have sidewalks on both sides or meet alternative design criteria.

Characteristics: The size and configuration of a Pedestrian District should be consistent with the scale of walking trips. A Pedestrian District includes both sides of the streets along its boundaries, except where the abutting street is classified as a Regional Trafficway. In these instances, the land up to the Regional Trafficway is considered part of the Pedestrian District, but the Regional Trafficway itself is not.

Access to Transit: A Pedestrian District should have, or be planned to have, frequent transit service and convenient access to transit stops.

Improvements: Pedestrian Districts should be designed to provide a safe and comfortable walking environment for high volumes of pedestrians, with a highly-connected and built-out pedestrian network with relatively low levels of delay at signals and other crossings. Major City Walkways and City Walkways within Pedestrian Districts should have closely-spaced marked crossings. ~~Improvements may include widened sidewalks, curb extensions, street lighting, street trees, and signing. Where two arterials cross, design treatments such as curb extensions, median pedestrian refuges, marked crosswalks, and traffic signals should be considered to minimize the crossing distance, direct pedestrians across the safest route, and provide safe gaps in the traffic stream.~~

~~**Pedestrian Transit Streets**~~

~~Pedestrian Transit Streets are intended to create a strong and visible relationship between pedestrians and transit within the Central City.~~

~~Land Use. Pedestrian Transit Streets respond to significant public investments in public transportation, including light rail, the transit mall, and streetcar, and enhance the pedestrian environment adjacent to high-density land uses.~~

~~Improvements. Improvements should include wide sidewalks to accommodate high levels of pedestrian traffic, urban design features that promote pedestrian activity, and visual signals to motor vehicles to recognize the priority of pedestrian and transit vehicles.~~

Major City Walkways

Major City Walkways are intended to provide safe, convenient, and attractive pedestrian access along major streets and trails with a high level of pedestrian activity supported by current and planned land uses. These include Civic and Neighborhood Corridors, Civic and Neighborhood Main Streets, frequent transit lines, high-demand off-street trails, and streets in areas with a high density of pedestrian-oriented uses.

Land Use: Major City Walkways generally serve areas with the highest density of mixed-use zoning, major commercial areas, and major destinations. Where auto-oriented land uses are allowed on Major City Walkways, site development standards should address the needs of pedestrians for access.

Improvements: Consider special design treatments for Major City Walkways that are also designated as Civic or Neighborhood Main Streets. Major City Walkways should have regularly-spaced marked crossings (with closer spacing in Pedestrian Districts), wide sidewalks on both sides, and a pedestrian realm that can accommodate high volumes of pedestrian activity.

City Walkways

City Walkways are intended to provide safe, convenient, and attractive pedestrian access along major streets and trails with a moderate level of pedestrian activity supported by current and planned land uses. These include Community and Regional Corridors, non-frequent transit lines, and moderate-demand off-street trails. ~~activities along major streets and to recreation and institutions; provide connections between neighborhoods; and provide access to transit.~~

Land Use: City Walkways should ~~serve~~ provide access along major streets to ~~areas with dense zoning~~ neighborhood commercial areas and ~~major~~ other community destinations. Where auto-oriented land uses are allowed on City Walkways, site development standards should address the needs of pedestrians for access.

Improvements: ~~Use the Pedestrian Design Guide to design City Walkways. Consider special design treatment for City Walkways that are also designated as Regional or Community Main Streets.~~ City Walkways should have regularly-spaced marked crossings (with closer spacing in Pedestrian Districts), sidewalks on both sides, and a pedestrian realm that can accommodate moderate levels of pedestrian activity.

Neighborhood Walkways

Neighborhood Walkways are intended to provide safe and convenient connections from residential neighborhoods to Major City Walkways, City Walkways, and nearby destinations such as schools, parks, transit stops, and commercial areas, primarily using routes that have low levels of motor vehicle traffic or do not allow motor vehicle traffic.

Land Use: Neighborhood Walkways are usually located in residential or natural areas on low- volume Local Service Traffic Streets or connections that do not allow motor vehicles.

Improvements: Neighborhood Walkways should be designed to provide a safe and comfortable walking environment, but may take many forms depending on the context. Design types may include sidewalks, shoulders, shared streets, pedestrian-only paths, multi-use paths, soft- surface trails, and ramps/stairs.

~~**Off Street Paths**~~

~~Off Street Paths are intended to serve recreational and other walking trips.~~

~~Function. Use Off Street Paths as short cuts to link urban destinations and origins along continuous greenbelts such as rivers, park and forest areas, and other scenic corridors, and used as elements of a regional, citywide, or community recreational trail plan.~~

~~Location. Establish Off Street Paths in corridors not well served by the street system On existing rights of way that are not developed or likely to be developed in the near future, Off Street Paths may be designated where needed to complete the pedestrian system.~~

~~Improvements. Design Off-Street Paths as separated facilities that accommodate pedestrians and may accommodate other non-motorized vehicles.~~

Local Service Walkways

Local Service Walkways are intended to serve local circulation needs for pedestrians and provide safe and convenient access to local destinations.~~, including safe routes to schools.~~

Land Use: Local Service Walkways are usually located in residential, commercial, or industrial areas on Local Service Traffic Streets that are not classified as Neighborhood Walkways.

Classification: All streets that allow pedestrian access and are not classified as Major City Walkways, City Walkways, or Neighborhood Walkways, ~~or Off-Street Paths, with the exception of Regional Trafficways not also classified as Major City Traffic Streets~~, are classified as Local Service Walkways.

Improvements: Local Service Walkways should be designed to provide a safe and comfortable walking environment that provides access to adjacent land uses. ~~Use the Pedestrian Design Guide to design Local Service Walkways.~~

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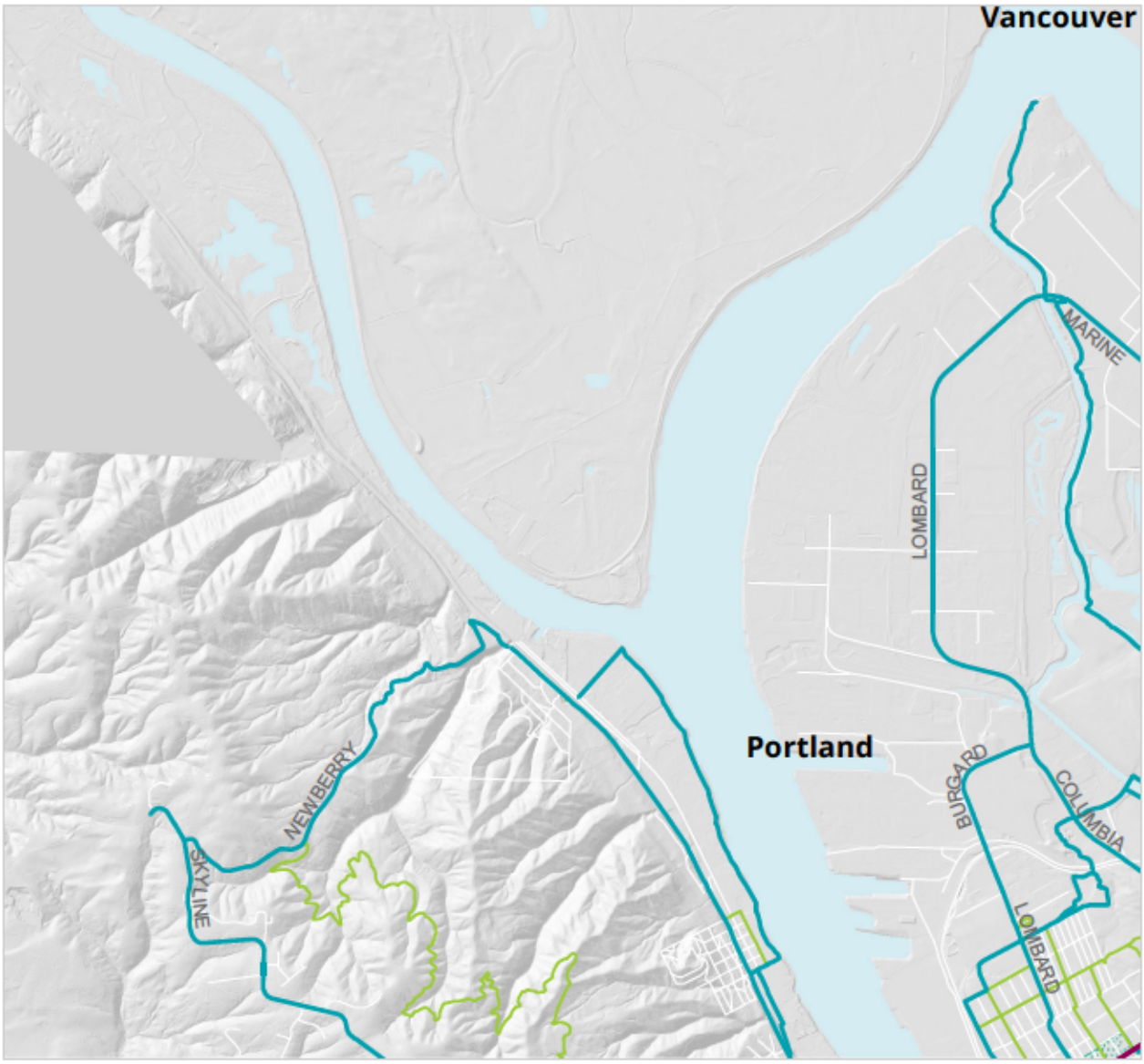
Pedestrian Classification Maps

Commentary

As part of the city's Pedestrian Master Plan update (PedPDX) adopted by City Council in June 2019, PedPDX recommended updating the pedestrian classification maps. The proposed maps will replace the pedestrian classification maps currently in the 2035 TSP (found here: https://www.portlandoregon.gov/transportation/article/690970). PedPDX used an analysis of equity, demand, and safety to develop a pedestrian priority network and to assign pedestrian classifications. The proposed changes support the Corridors and Centers land use policies in the Comprehensive Plan.

The PedPDX Plan can be found here: www.pedpdx.com



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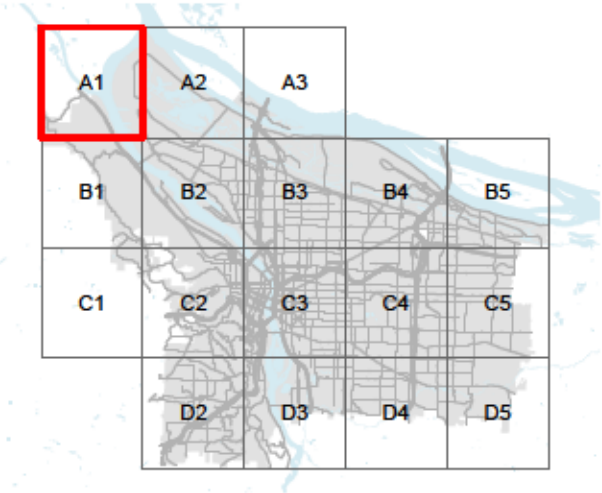
Pedestrian Classification

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



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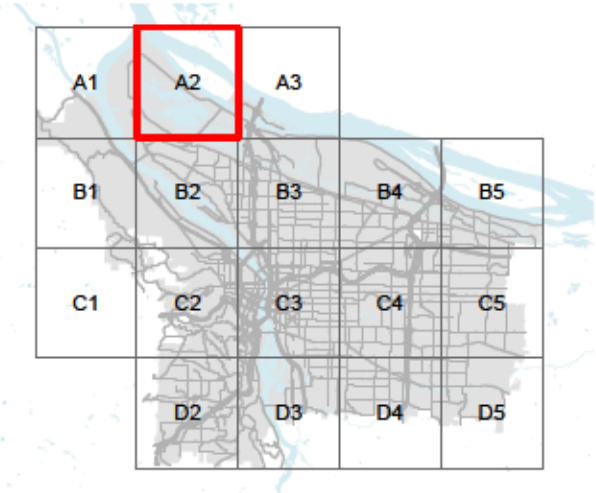

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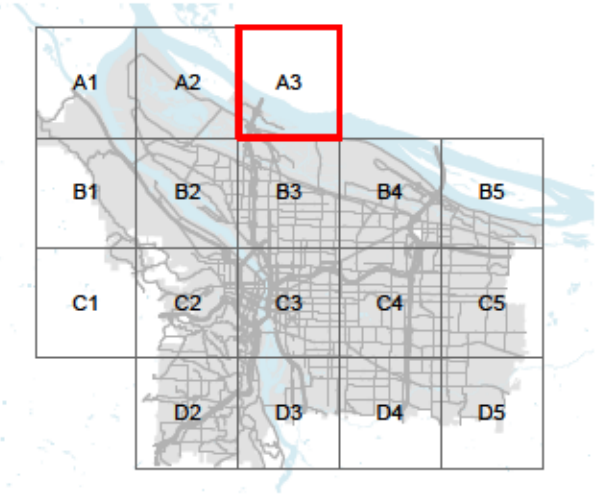

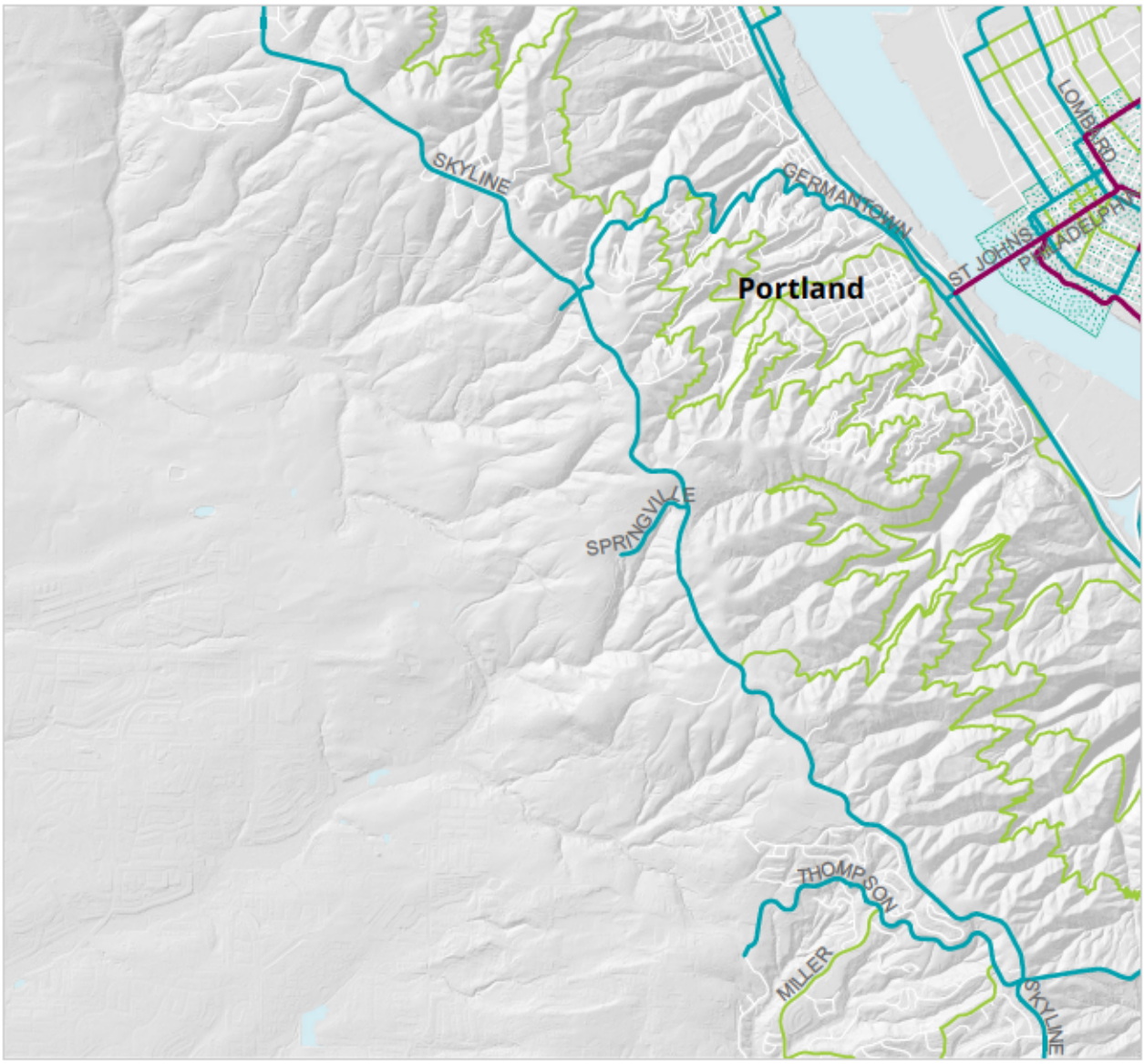

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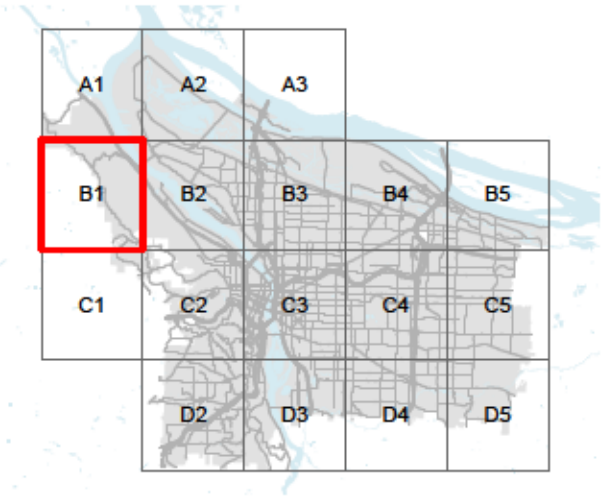

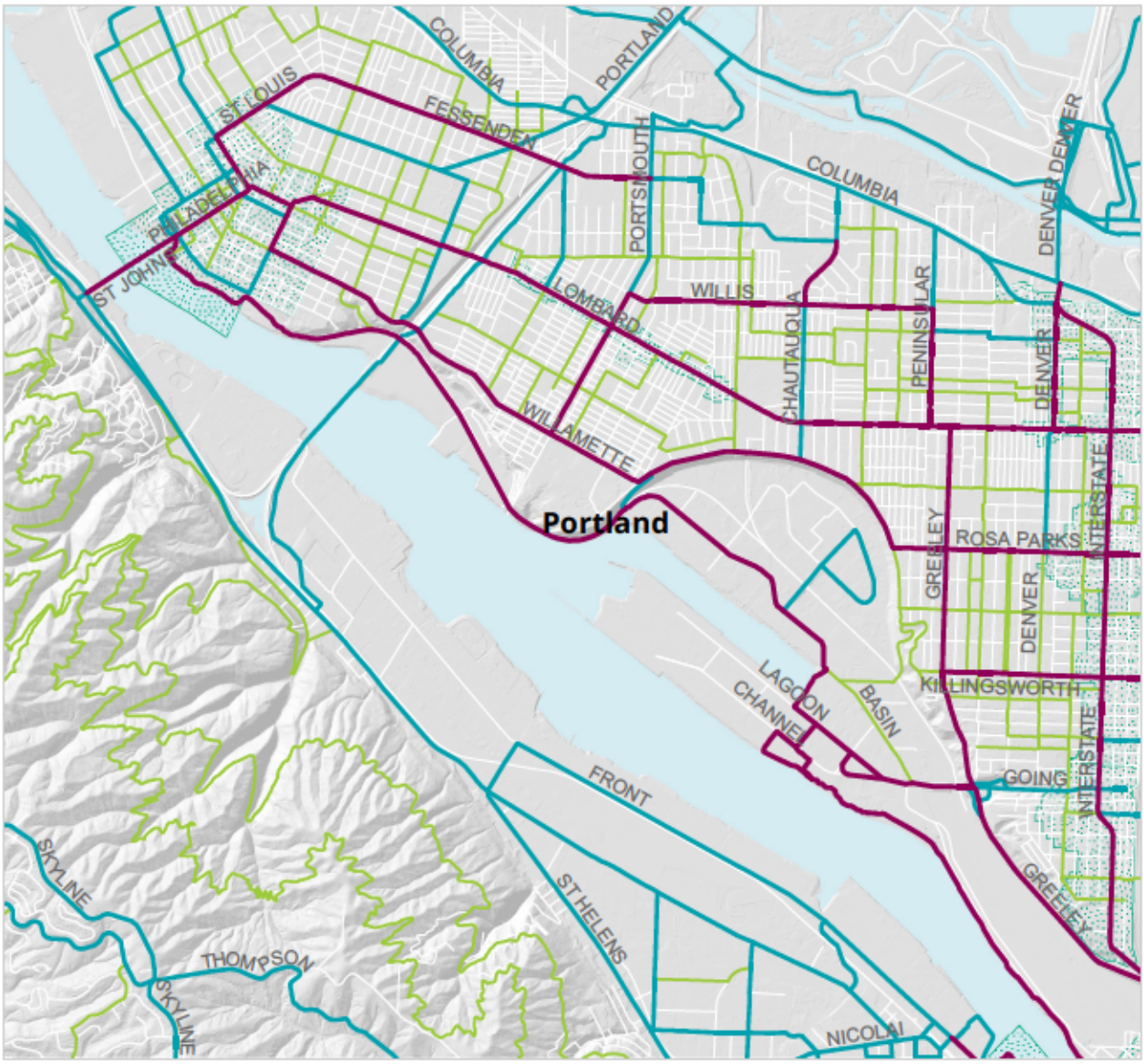

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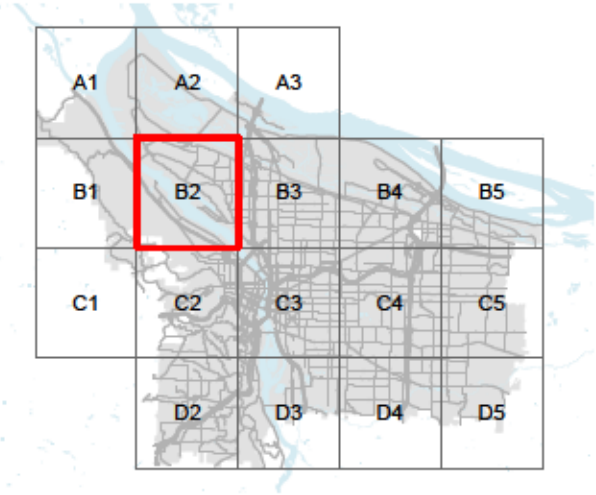

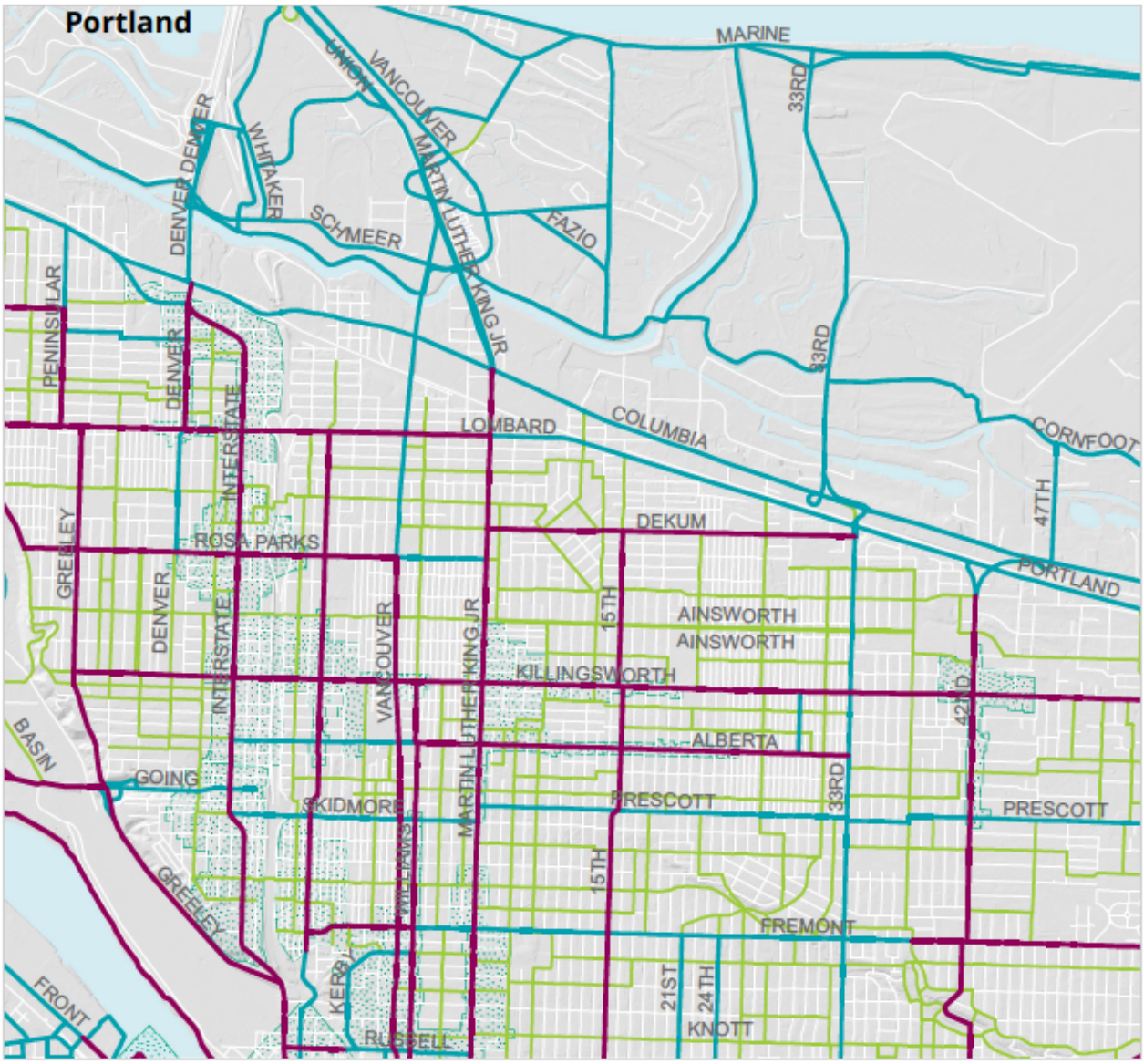

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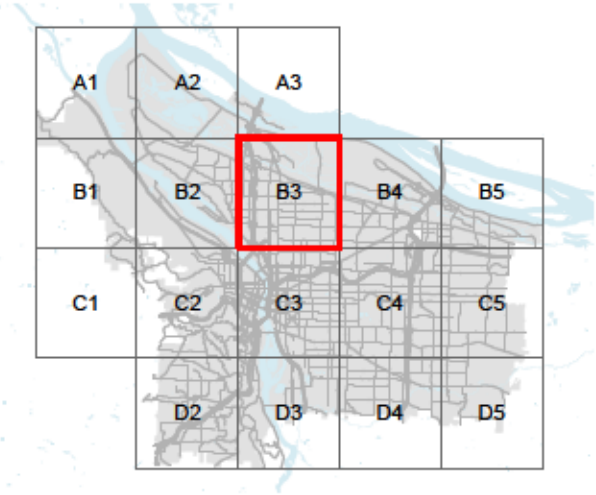

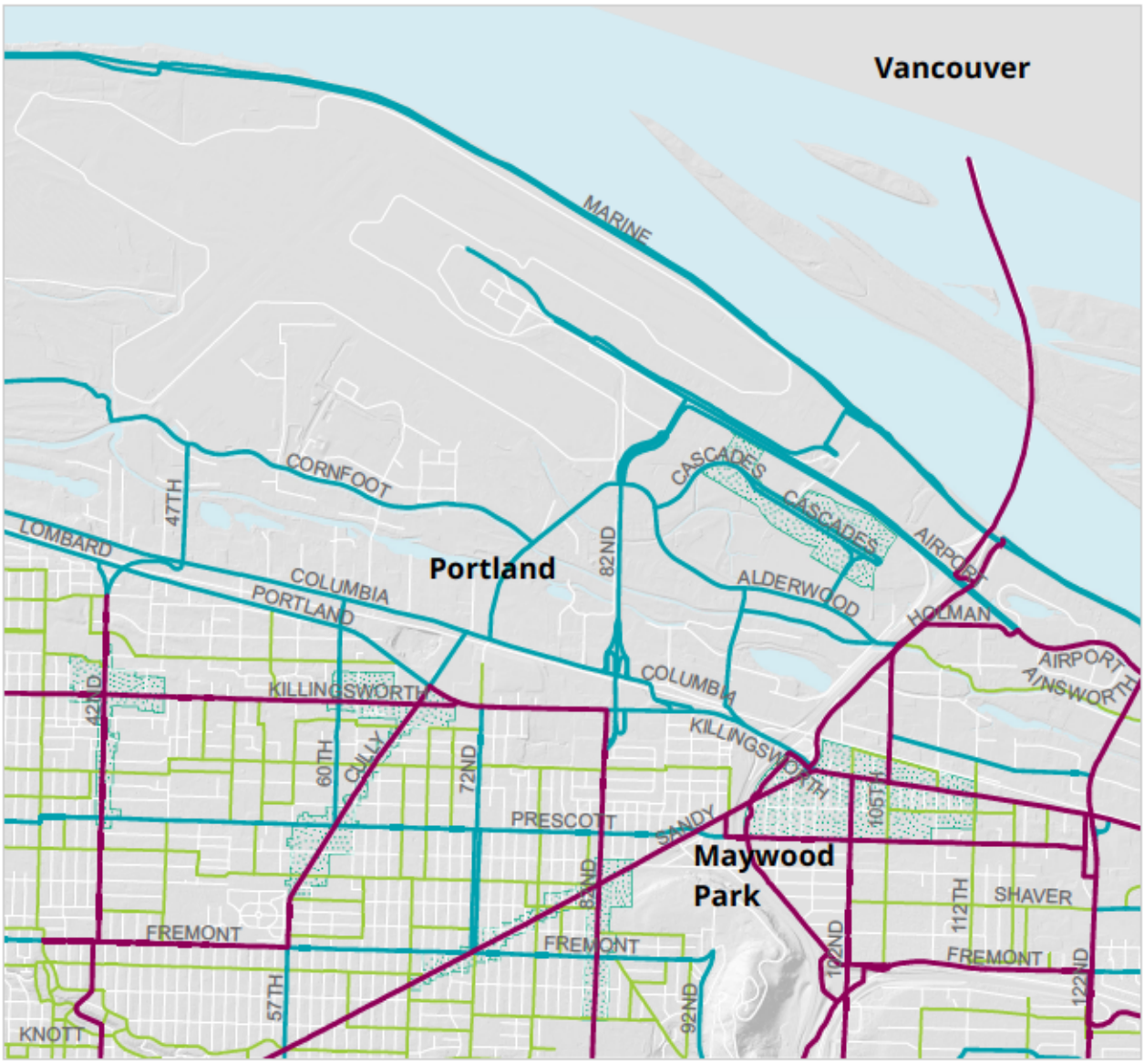

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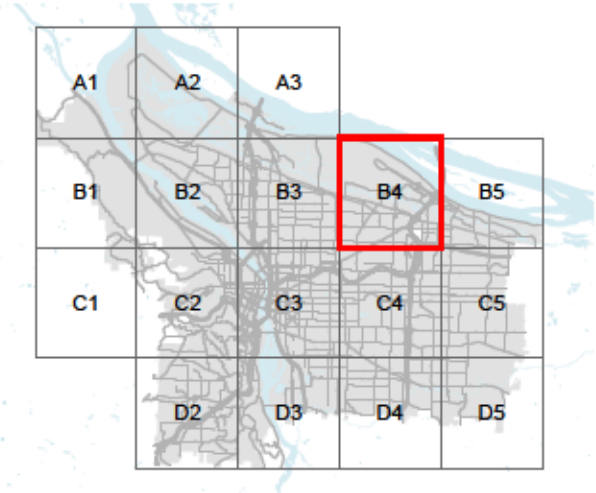

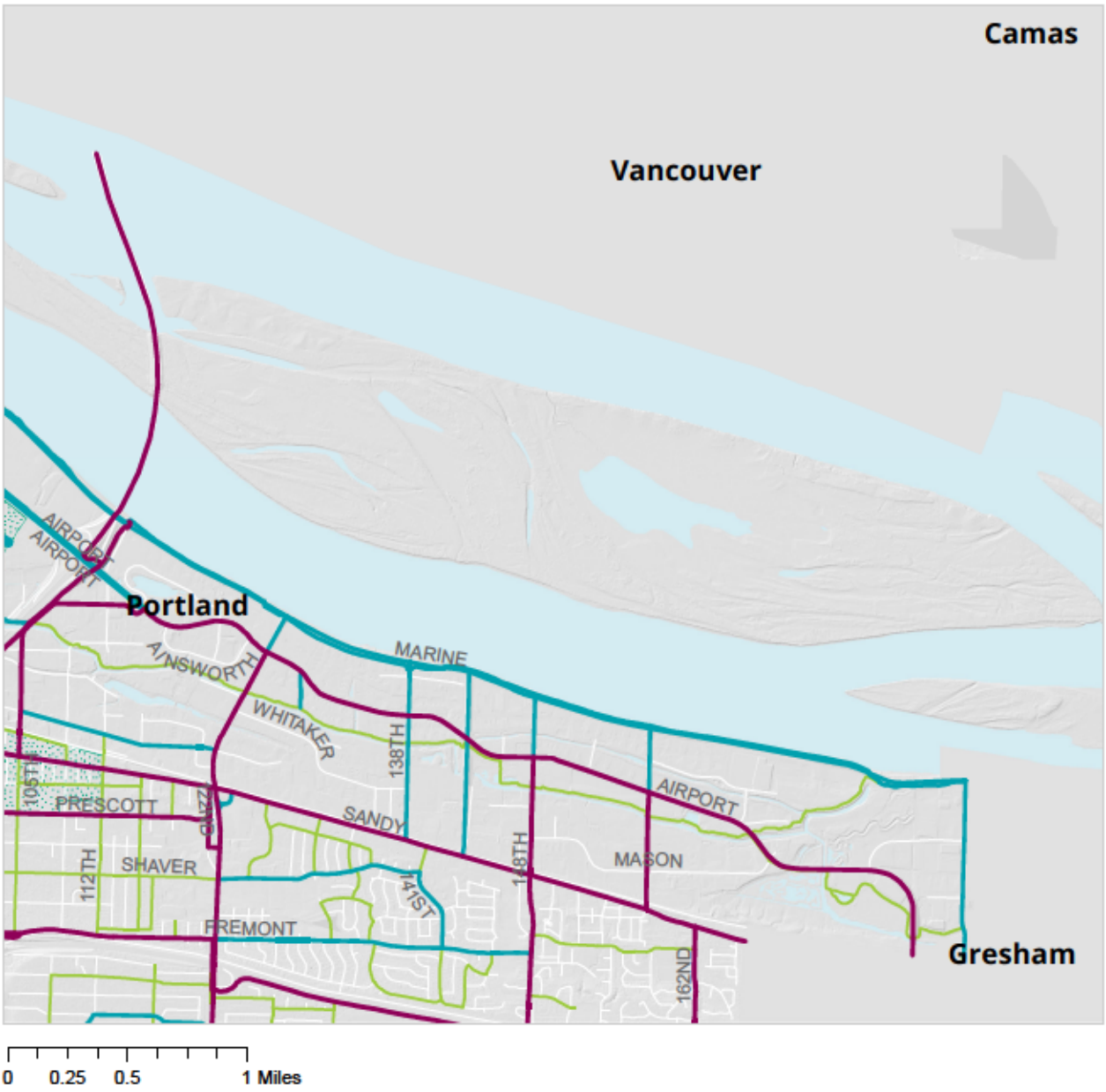

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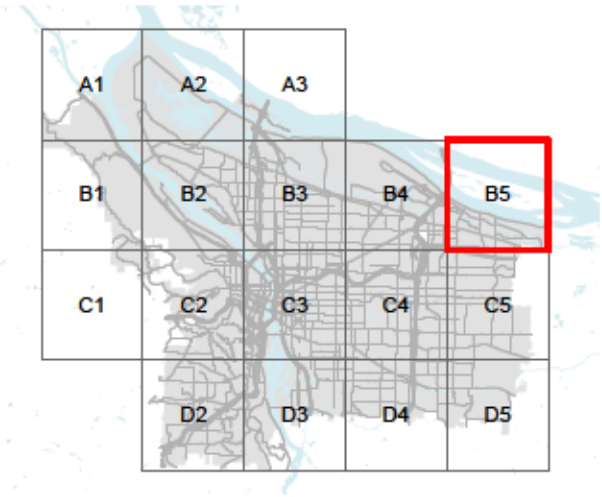


Portland
Beaverton
THOMPSON
SKYLINE
MILLER
CORNELL
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Pedestrian Classification
Major City Walkway
City Walkway
Neighborhood Walkway
Local Street
Pedestrian Districts
A1
A2
A3
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B3
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B5
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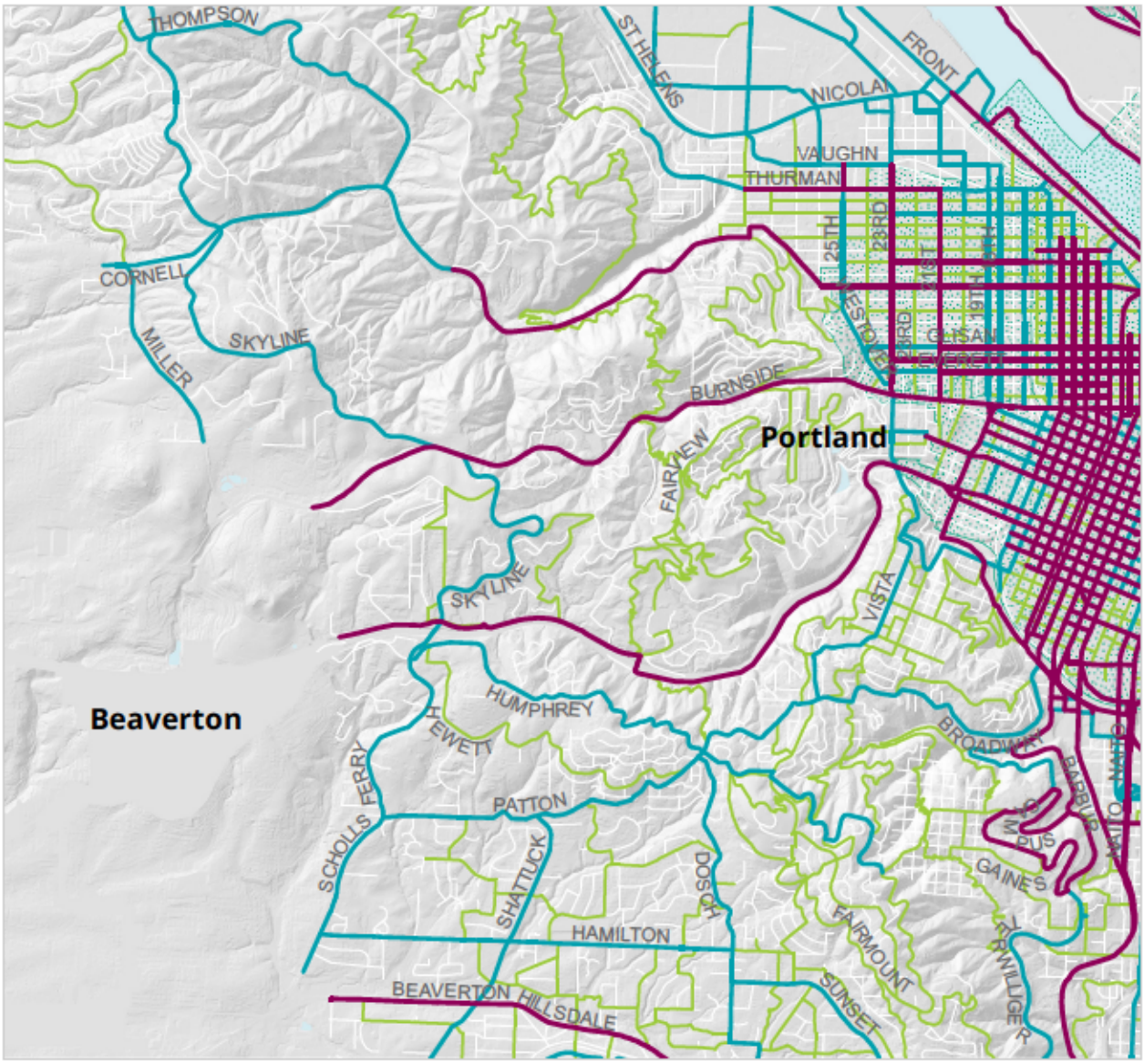

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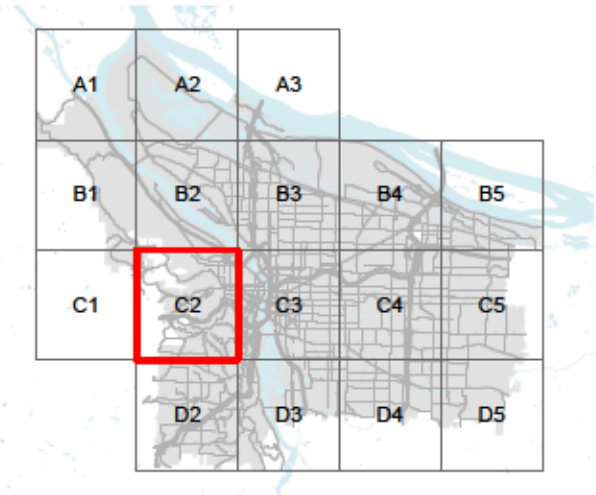

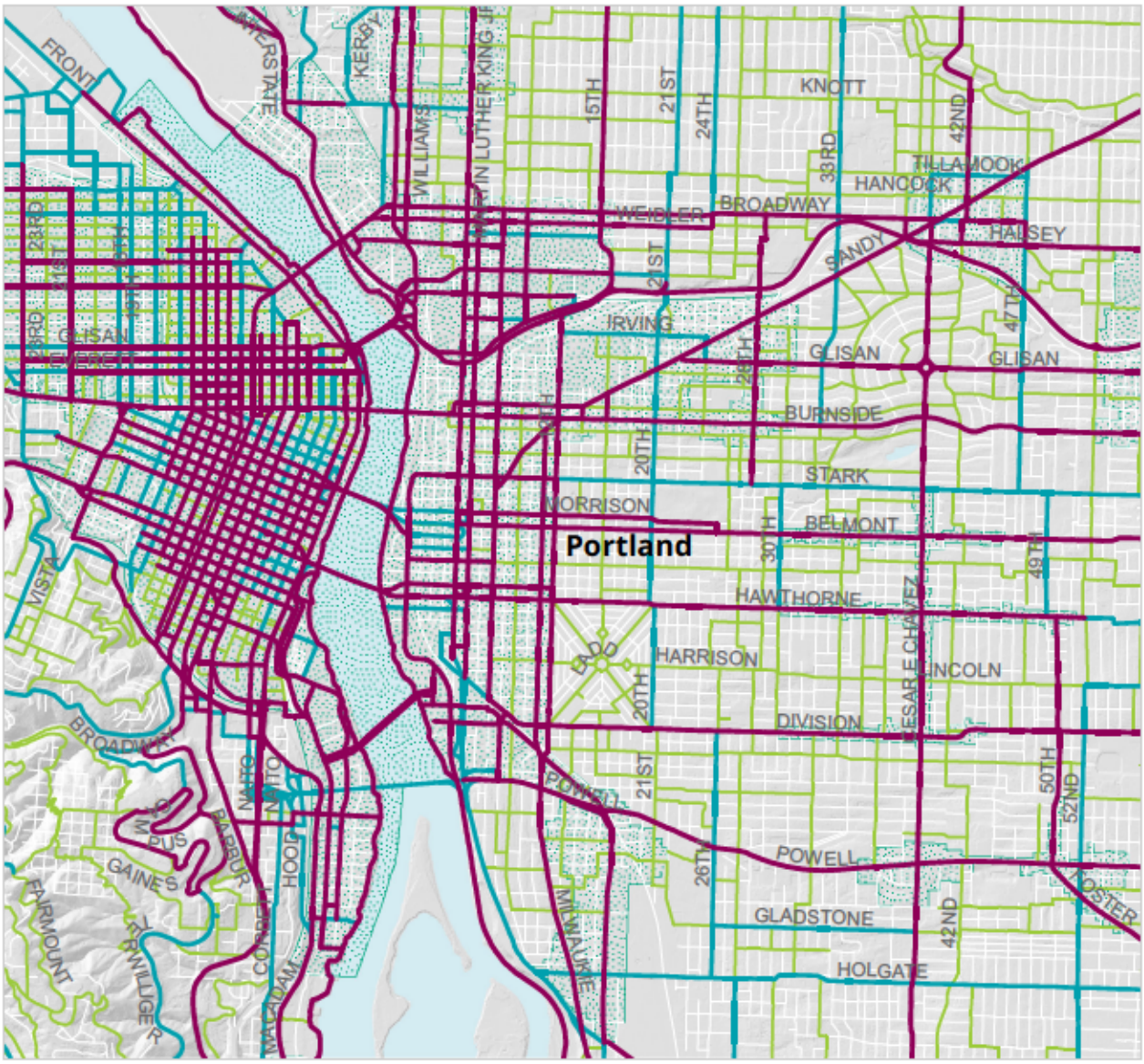

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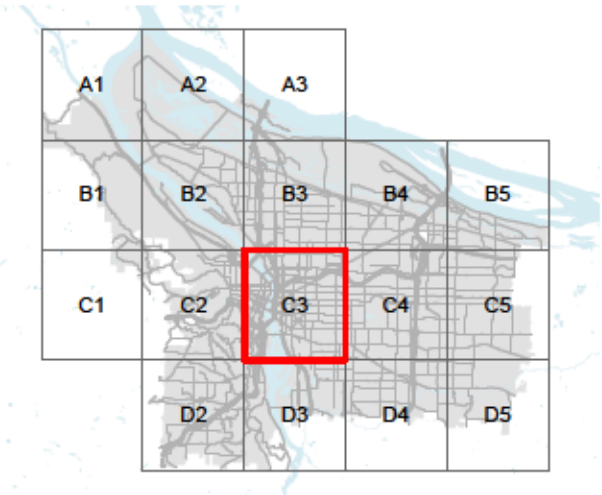

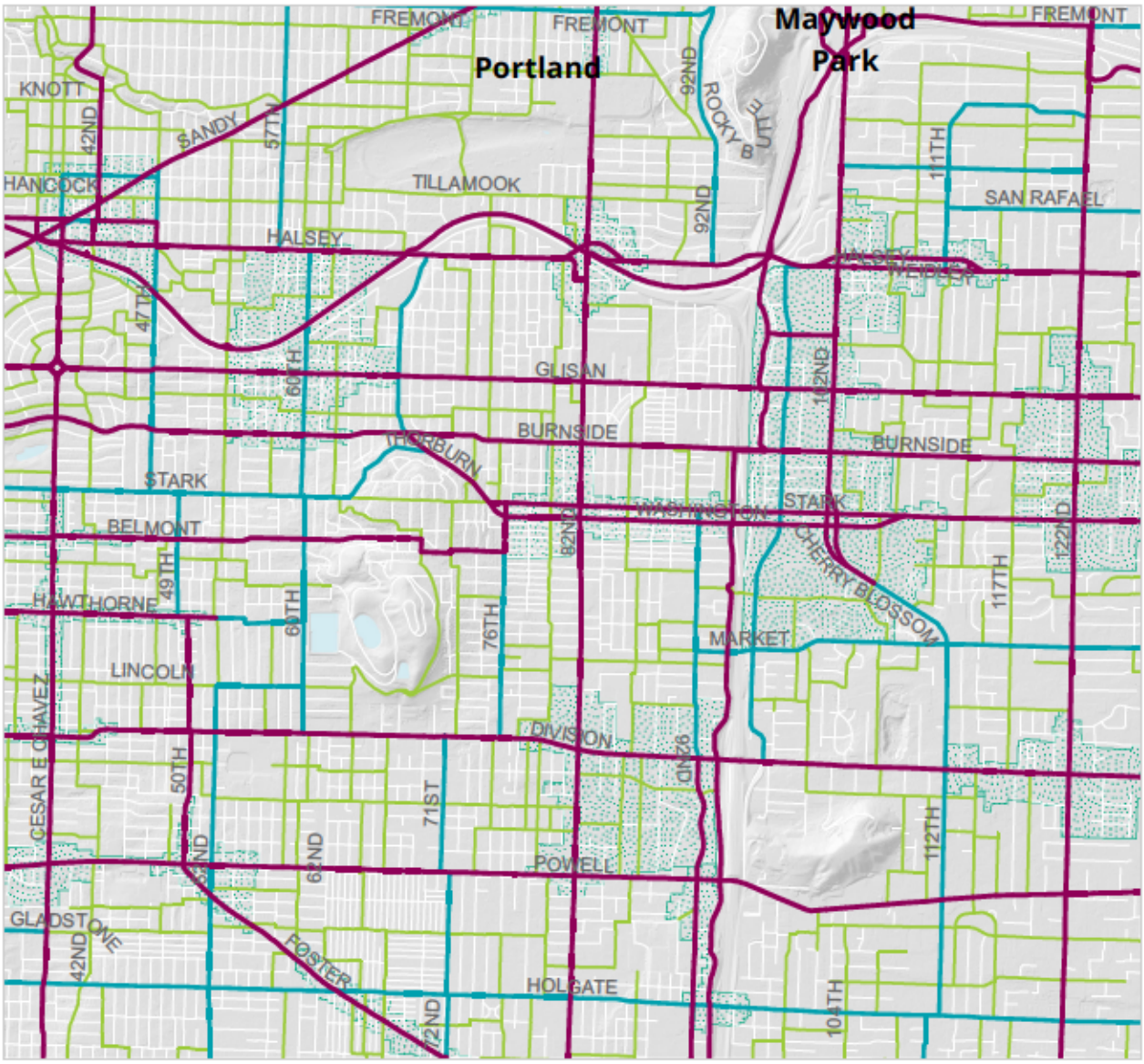

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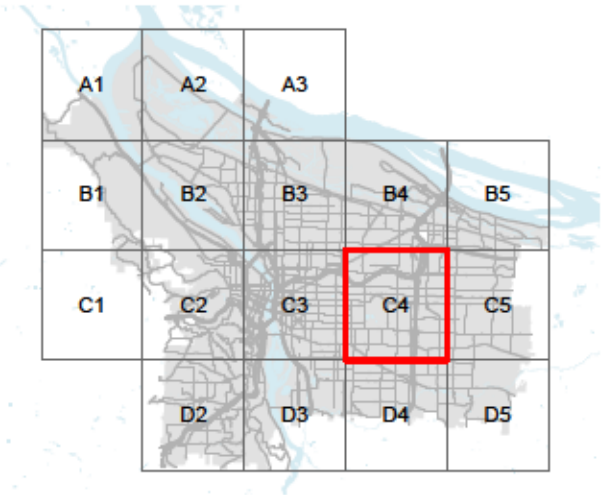

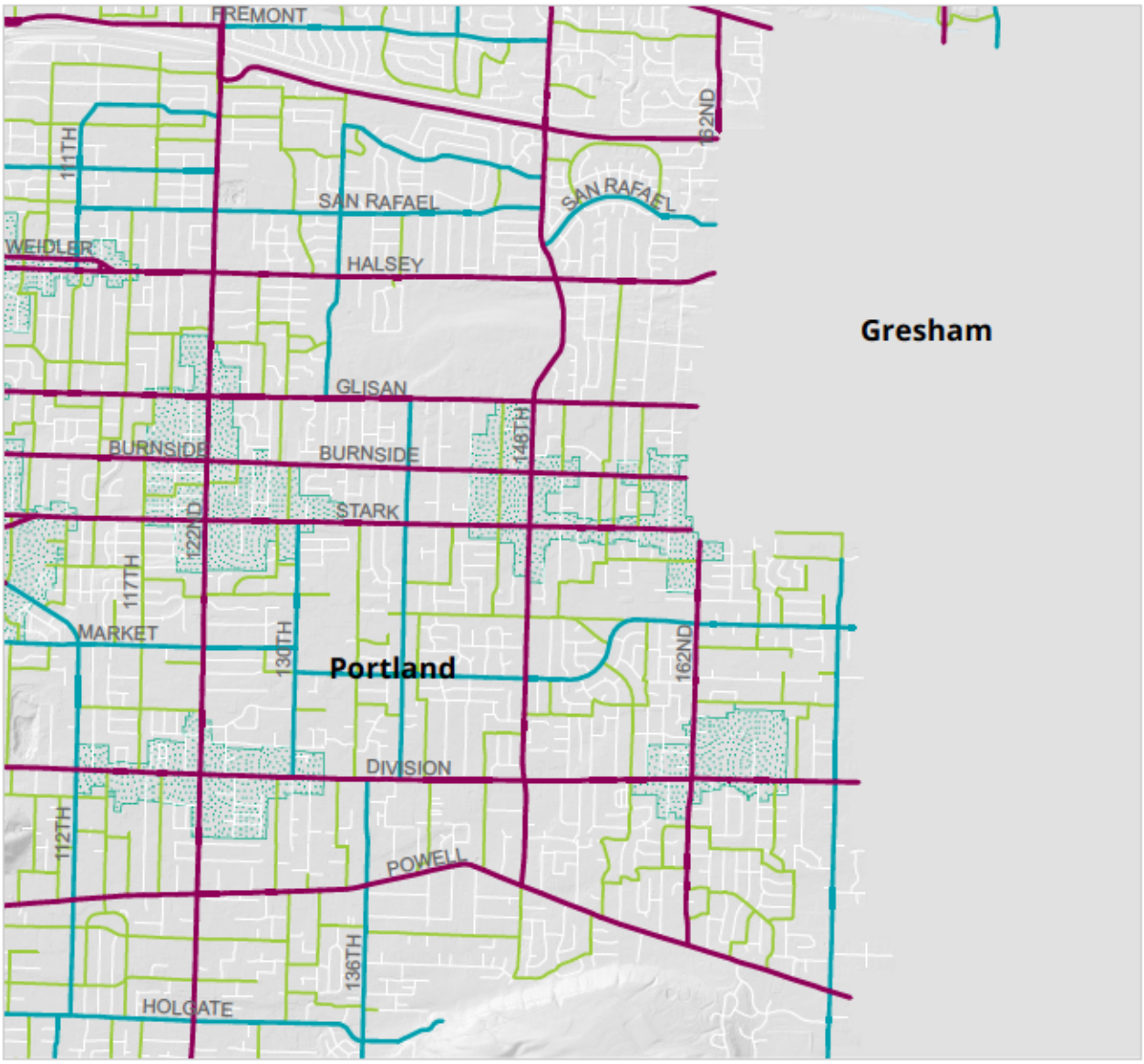

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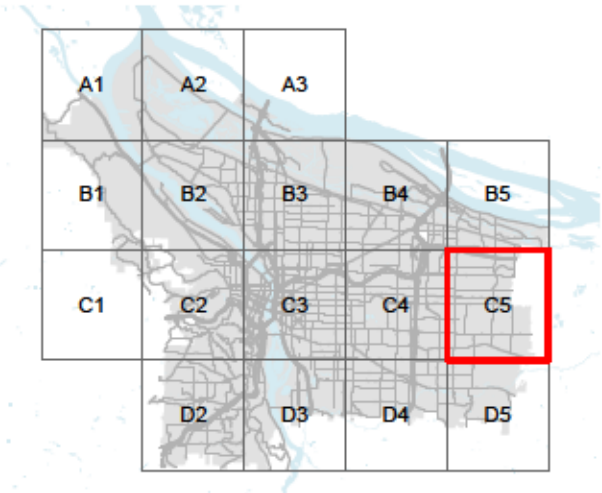

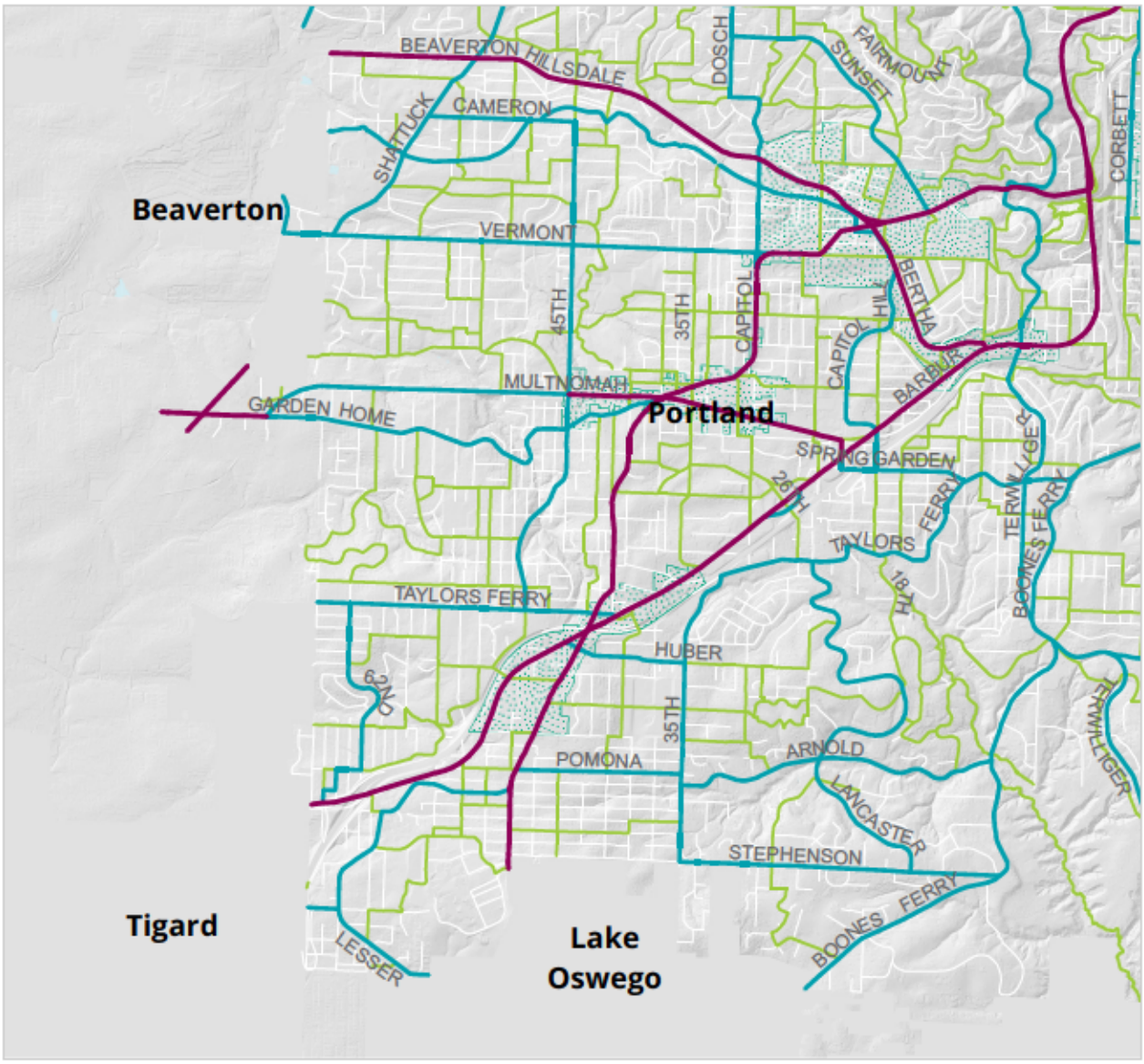

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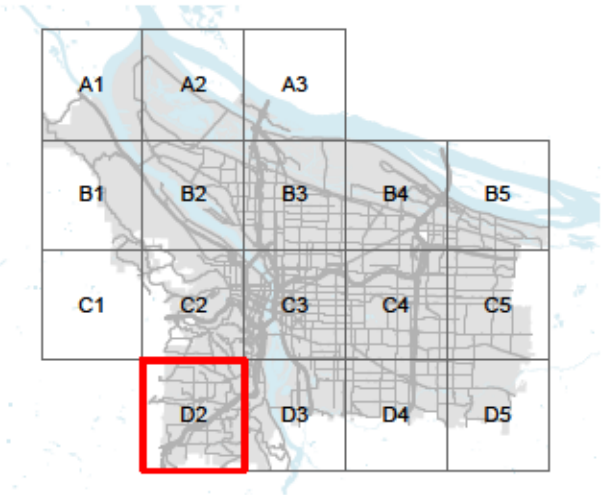

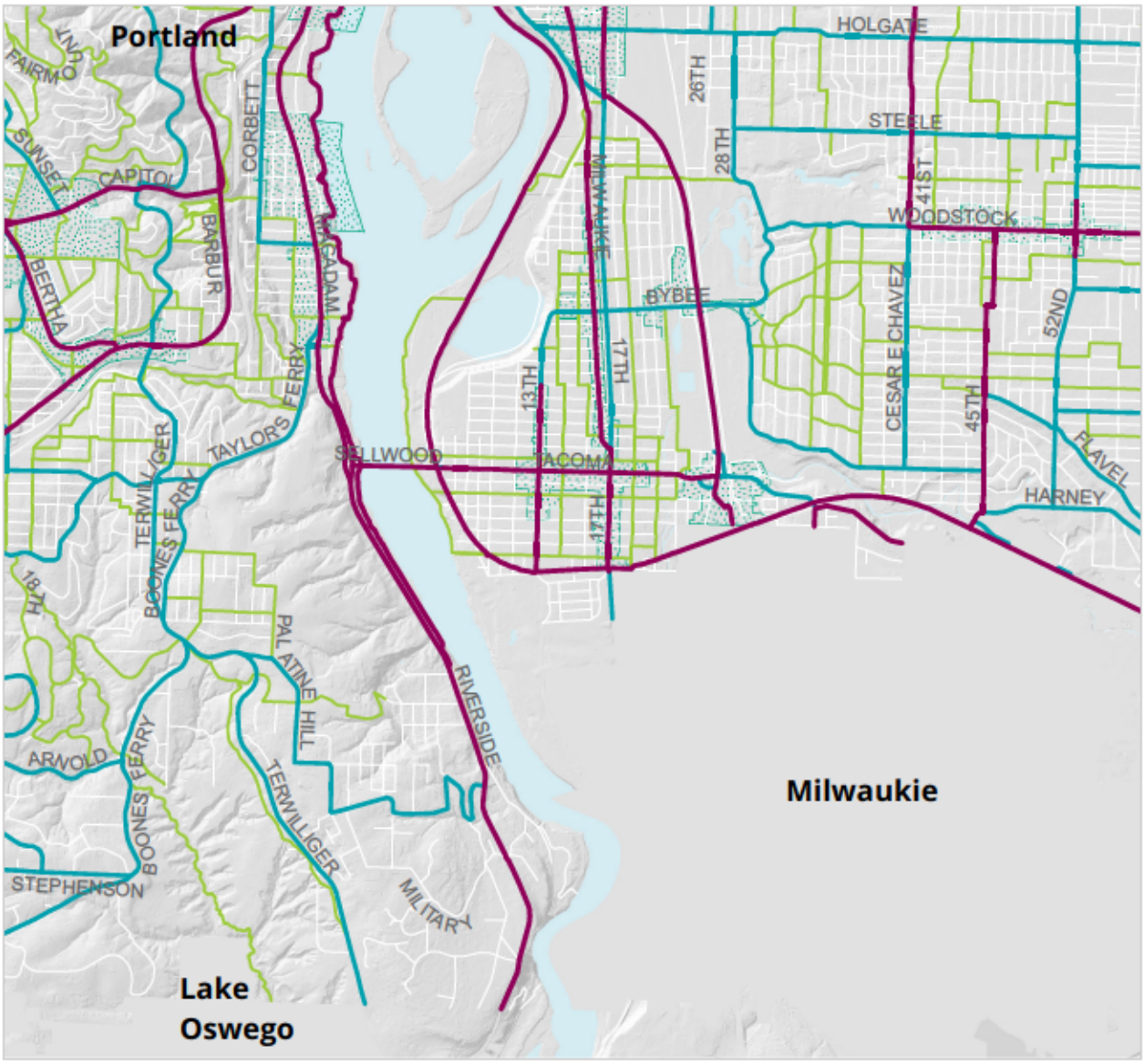

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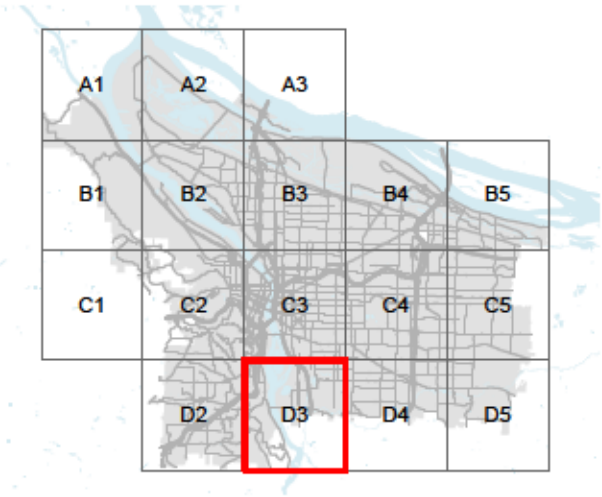

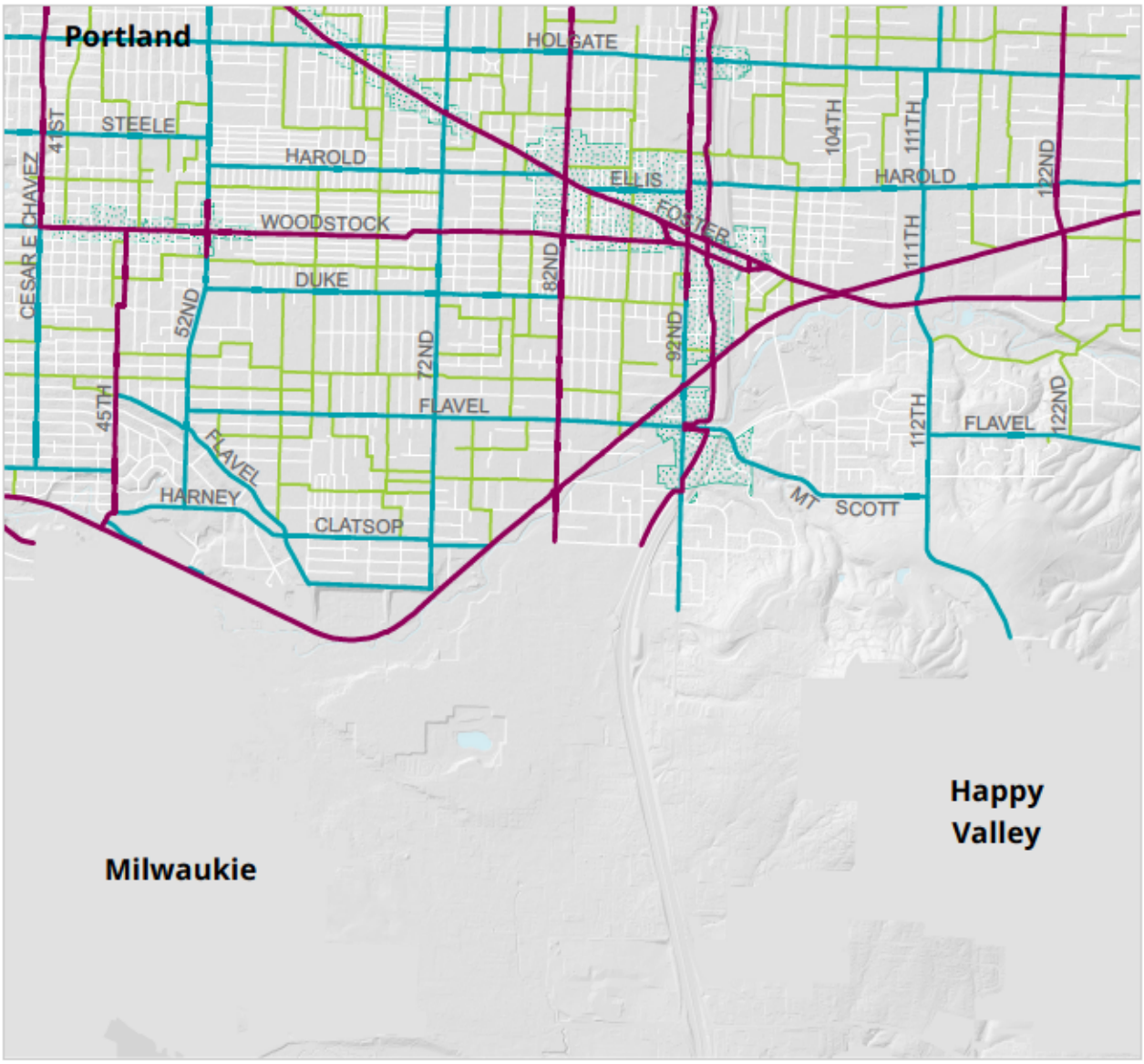

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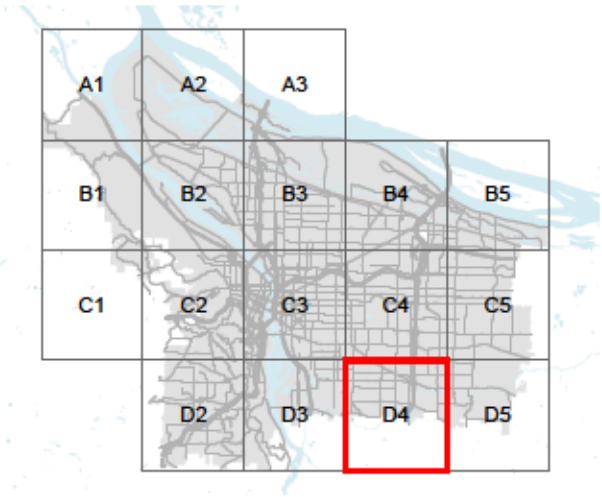

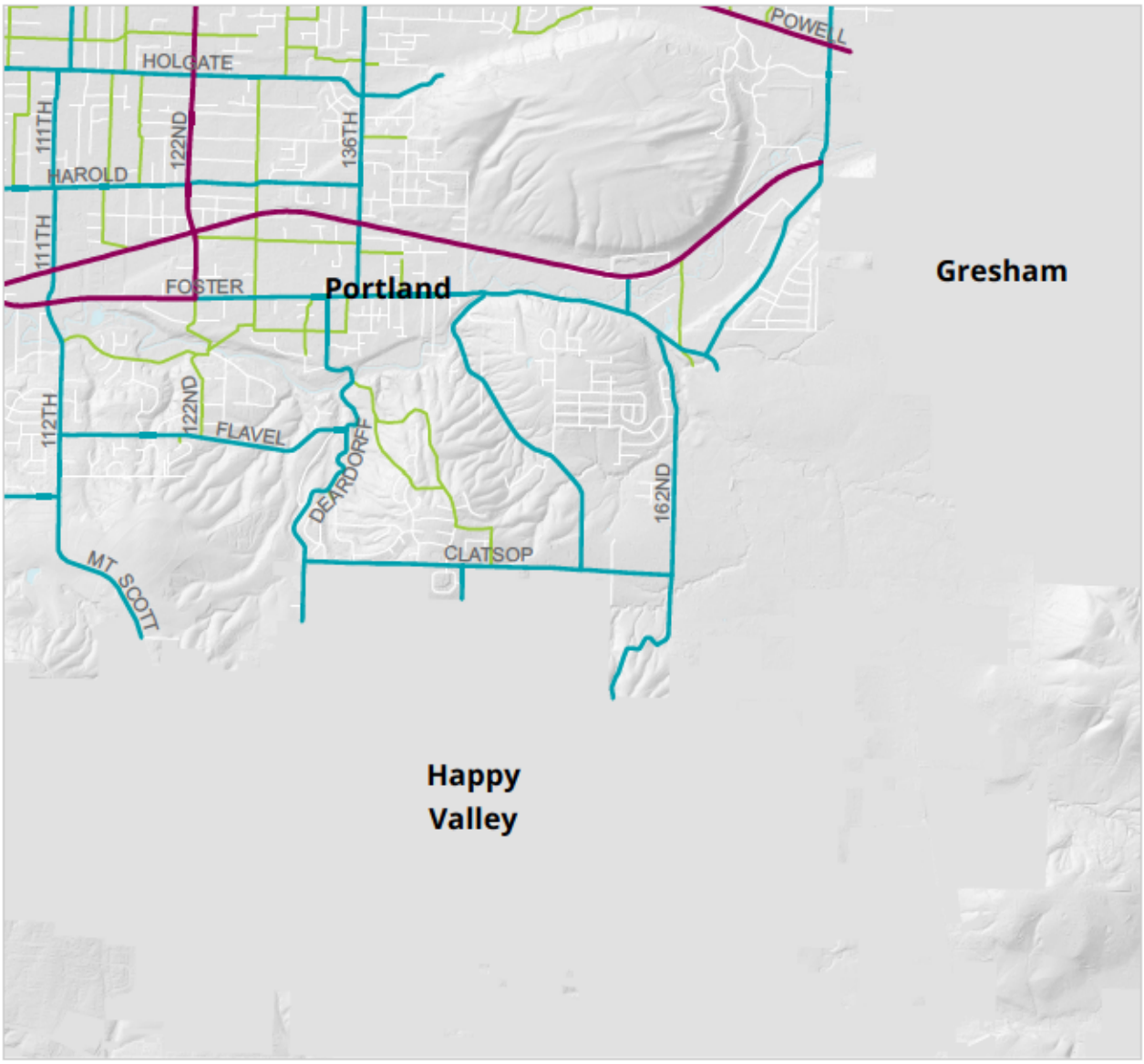

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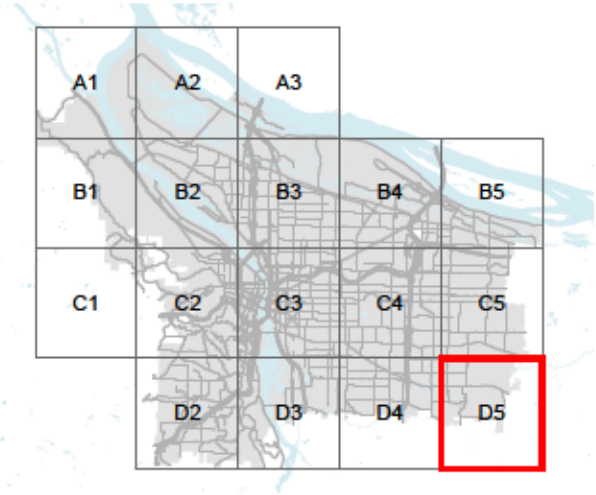

Bicycle Classifications

Commentary

A classification is a formal designation of a street based on its roadway characteristics and context. It is a required policy of a TSP for current and future use. The classification determines how that street is handled in a range of processes such as roadway design, traffic operations, and funding eligibility.

On streets not designated as local bikeways, the 2035 TSP has two bicycle classifications: Major City Bikeways and City Bikeways. The primary difference is that Major City Bikeways are intended to serve a higher volume of bicycle traffic.

The proposal is to change the bicycle classification from City Bikeway to Major City Bikeway on portions of existing bikeways -- 50s bikeway, 20s bikeway, NE/SE 148th Avenue, SE Foster Road. The proposed changes reflect both current and future use, meet spacing and connectivity guidelines, and are consistent with the Bicycle Parkway bicycle classification in the 2018 Regional Transportation Plan. The proposal also is to change the bicycle classification on SE/NE Sandy Blvd. from SE Washington to NE 122nd Ave. from City Bikeway to Major City Bikeway.

Full bicycle classification descriptions can be found here:
https://www.portlandoregon.gov/transportation/article/690970

The existing bicycle classification map can be found here:
http://pdx.maps.arcgis.com/apps/webappviewer/index.html?id=d1d5e545ca6f436fb119932d710ff2fb

Proposed Bicycle Classifications Changes

Road Segment	Current Classification	Proposed Classification
SE/NE Sandy Blvd. (SE Washington St. – NE 122nd Ave.)	City Bikeway	Major City Bikeway
NE 148th Ave. (Sandy – Burnside)	City Bikeway	Major City Bikeway
SE 148th Ave. (Burnside-Powell)	City Bikeway	Major City Bikeway
NE Sacramento St. (53rd-57th)	City Bikeway	Major City Bikeway
NE 53rd Ave. (Sacramento – Burnside)	City Bikeway	Major City Bikeway
SE 53rd Ave. (Burnside – Taylor)	City Bikeway	Major City Bikeway
SE 52nd Ave. (Taylor – Flavel Dr.)	City Bikeway	Major City Bikeway
SE Flavel Drive (52nd -Clatsop)	City Bikeway	Major City Bikeway
SE Foster Rd. (Powell-I-205 Trail)	City Bikeway	Major City Bikeway
NE Oregon St. (28th-30th)	City Bikeway	Major City Bikeway
NE 30th Ave. (Oregon-Burnside)	City Bikeway	Major City Bikeway
SE 30th Ave. (Washington-Burnside)	City Bikeway	Major City Bikeway
SE Washington St. (29th-30th)	City Bikeway	Major City Bikeway
SE 29th Ave. (Washington - Harrison)	City Bikeway	Major City Bikeway
SE 28th Pl. (Harrison-Clinton)	City Bikeway	Major City Bikeway
SE 28th Ave. (Clinton-Gladstone)	City Bikeway	Major City Bikeway
SE Ankeny St. (Martin Luther King – 6th)	City Bikeway	Major City Bikeway
SE Martin Luther King Jr Blvd (Burnside – Ankeny)	City Bikeway	Major City Bikeway

Commentary

As part of its review of the street classifications, staff have identified classifications that have been erroneously mapped or do not reflect built and future use. The proposed changes will address errata consistent with adopted plans.

Proposed Classifications Corrections

Classification Type	Road Segment	Current Classification	Proposed Classification	Note
Bicycle	SE 85th Ave. (Powell-Division)	Local	City Bikeway	SE 85th is a built neighborhood greenway. Proposed classification is consistent with built use. Rest of corridor is City Bikeway
Bicycle	SE 87th Ave. (Powell-Division	City Bikeway, Major City Bikeway	Local	A neighborhood greenway has been built on SE 85th. Proposed classification is consistent with SE 87th current and future use.
Bicycle	NW Lovejoy St. (NW 16th – NW 17th)	City Bikeway	Local	Mapping error.
Bicycle	SE Mitchell St. (Oaks Bottom Wildlife Refuge)	City Bikeway	None	Mapping error that duplicates the Northwoods Trail.
Bicycle	SE Reedway St. (over railway connecting existing designations)	None	City Bikeway	Proposed designation consistent with future connection over railway and SE McLoughlin Blvd.
Bicycle	SE Grand Ave. (SE Tacoma – SE Tenino)	City Bikeway	None	Removes designation from a right-or-way that was removed as part of new Sellwood Bridge.
Bicycle	SW 51st Ave. (SW Multnomah – SW Maplewood	Local	City Bikeway	SW 51st is a built neighborhood greenway. Proposed classification is consistent with built use.
Bicycle	SW Idaho St. (SW 45th-SW Vermont)	Local	City Bikeway	SW Idaho is a built neighborhood greenway. Proposed classification is consistent with built use.

Classification Type	Road Segment	Current Classification	Proposed Classification	Note
Bicycle	NW Couch St. (NW 14th-NW 16th)	Local	City Bikeway	Proposed change consistent with built use on I-405 overpass.
Bicycle	SW Taylor St. (SW 16th-SW 18th)	Local	City Bikeway	Proposed change provides continuous designation on SW Taylor consistent with Bicycle Master Plan.
Bicycle	SE 28th PL (SE Gladstone – SE Franklin)	City Bikeway	Local	Mapping error. The 20s Bikeway is on SE 28th Avenue.
Bicycle	NE Alberta CT (NE 41st – NE 52nd) NE 41st (Going to Alberta CT) NE 52nd (Alberta Ct to Alberta St)	Local	City Bikeway	Mapping error. Proposed classification is consistent with built neighborhood greenway.
Bicycle	NE Going St. (NE 41st to NE 42nd)	City Bikeway	Local	Route uses 41st to access Alberta Ct, not Going to 42nd
Bicycle	SE 102nd Ave. (SE Francis – Ed Benedict Park)	City Bikeway	Local	Mapping error. Built neighborhood greenway continues east-west through the park instead of south on SE 102nd Ave.
Bicycle	NE 68th Ave. (I-84 ramp – NE Halsey)	Local	City Bikeway	Mapping error. Consistent with Bicycle Master Plan.
Bicycle	NW 20th Ave. (NW Glisan – NW Hoyt)	None	City Bikeway	Mapping error. Proposed change reflects existing neighborhood greenway connection through Couch Park.
Bicycle	N Houghton St. (N Dana Ave. – N Berkeley Ave.)	Local	Major City Bikeway	N Houghton is a built neighborhood greenway. Proposed classification is consistent with built use.
Bicycle	N Dana Ave. (N Kilpatrick – N Houghton)	Local	Major City Bikeway	N Dana is a built neighborhood greenway. Proposed classification is consistent with built use.

Classification Type	Road Segment	Current Classification	Proposed Classification	Note
Bicycle	NE Regents Dr. (NE 26th – NE Mason)	Local	City Bikeway	Mapping error. The 20s Bikeway neighborhood greenway is built on NE Regents Avenue. Proposed change is consistent with built use.
Bicycle	N Michigan Ave. (Ainsworth-Bryant)	Local	City Bikeway	N. Michigan is a built neighborhood greenway. Proposed classification is consistent with built use.
Bicycle	NE 61st Ave. (Hassalo-Halsey)	City Bikeway	Local	Proposed classification is consistent with Growing Transit Communities Plan and future 60s Bikeway.
Bicycle	NE 60th Ave. (Halsey-Hancock)	City Bikeway	Local	Proposed classification is consistent with Growing Transit Communities Plan and future 60s Bikeway.
Bicycle	NE 62nd Ave. (Hassalo-Halsey)	Local	City Bikeway	Proposed classification is consistent with Growing Transit Communities Plan and future 60s Bikeway.
Bicycle	NE Hassalo St. (61st-62nd)	Local	City Bikeway	Proposed classification is consistent with Growing Transit Communities Plan and future 60s Bikeway.
Bicycle	NE 61st Ave. (Halsey-Hancock)	Local	City Bikeway	Proposed classification is consistent with Growing Transit Communities Plan and future 60s Bikeway.
Bicycle	NE 62nd Ave. (Going-Cully)	City Bikeway	Local Street	Mapping error.
Bicycle	NE 68th Ave (Sandy-Skidmore	City Bikeway	Local Street	Future 60s Bikeway, as part of Connected Cully, will be on NE 67th Ave.
Bicycle	NE 67th Ave. (Klickitat-Mason)	Local Street	City Bikeway	Future 60s Bikeway, as part of Connected Cully, will be on NE 67th Ave.

Classification Type	Road Segment	Current Classification	Proposed Classification	Note
Bicycle	NE Skidmore St. (68th-69th)	City Bikeway	Local Street	Future 60s Bikeway, as part of Connected Cully, will be on NE Mason.
Bicycle	NE 66th Ave. (Mason-Alberta)	Local Street	City Bikeway	Future 60s Bikeway, as part of Connected Cully, will be on NE 66th Ave.
Bicycle	NE 69th Ave. (Skidmore-Prescott)	City Bikeway	Local Street	Future 60s Bikeway, as part of Connected Cully, will be on NE 66th Ave.
Bicycle	NE 70th Ave. (Prescott-Emerson)	City Bikeway	Local Street	Future Bikeway will be on NE 72nd as part of Connected Cully.
Bicycle	NE Emerson (70th-72nd)	City Bikeway	Local Street	Future Bikeway will be on NE 72nd as part of Connected Cully.
Design	Beaverton-Hillsdale Hwy (SW Capitol - SW 30th)	Civic Main Street	Neighborhood Corridor	Mapping error. Proposed designation is consistent with adopted Urban Design Framework.
Design	NE 41st PL (NE Broadway – NE Sandy)	Neighbor hood Main Street	Local Street	Mapping error. Proposed designation is consistent with adopted Urban Design Framework.
Emergency	N. Willamette Blvd (N. Rosa Parks Way – N. Killingsworth St)	Secondary Emergency Response	Minor Emergency Response	Mapping error identified by Fire Bureau.
Emergency	N. Killingsworth (N. Willamette Blvd – N Greeley Ave.)	Secondary Emergency Response	Minor Emergency Response	Mapping error identified by Fire Bureau.

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Chapter 5: Modal Plans

Commentary

The TSP's modal plans chapter describes the city's pedestrian, bicycle, transit, and freight plans. These plans are adopted by City Council. Policies and projects are subsequently incorporated into the TSP.

The proposed change is to replace the existing chapter (found here: https://www.portlandoregon.gov/transportation/article/690972) with updated descriptions of the adopted modal plans. It includes updated summaries of plans that were in process when the modal plans chapter was last updated but that have been completed since that time. It also revises language for clarity and brevity. Because the proposed changes are to replace the existing chapter, and to maintain readability, the proposed language is presented without strikethroughs and underlines.

The proposed change **does not** change the adopted modal plans themselves. The modal plans can be found here:

Bicycle Master Plan: https://www.portlandoregon.gov/transportation/44597

Pedestrian Master Plan: www.pedpdx.com

Freight Master Plan: https://www.portlandoregon.gov/transportation/article/357098

Introduction

Modal plans are twenty-year plans that accomplish citywide or regional breadth of study and analysis within the scope of the city's pedestrian, bicycle, transit, and freight modes. The result includes identified projects and policies to provide a safe, reliable, healthy and affordable transportation system with travel options, as consistent with the Regional Transportation Plan (RTP). Each modal plan is a stand-alone policy document, supplementing policies in the Comprehensive Plan and TSP. This chapter therefore includes summaries in reference of relevant modal plan policy documents.

PedPDX: Portland's Citywide Pedestrian Plan, 2019

PedPDX is an update of the 1998 Pedestrian Master Plan. It prioritizes sidewalk and crossing improvements and other investments to make walking safer and more comfortable across the city. The plan additionally identifies key strategies and tools to make Portland a great walking city for everyone. The results of this plan inform the Pedestrian Network Completion Program and updated the TSP pedestrian districts and classifications as consistent with implementing the Comprehensive Plan.

Enhanced Transit Corridors Plan, 2018

The Enhanced Transit Corridors Plan helps identify where transit priority, streamlining, and access treatments could be most beneficial on the planned TriMet Frequent Service network within the City of Portland. Such improvements can help make transit more attractive and reliable for people to get to work, school, and to meet their daily needs, especially for people who depend upon transit. Part of the plan includes an Enhanced Transit Toolbox. This Toolbox is a collection of potential capital and operational treatments that can be applied to improve transit performance or create safer, more predictable interactions with other travel modes.

Safe Routes to School Project Planning, 2018

In May 2016, Portland voters passed Measure 26-173, approving a 10 -cent gas tax and Heavy Vehicle Use Tax. Expected to raise $64 million for road maintenance and street safety projects over the next four years, the Fixing Our Streets program also dedicated $8 million to make routes safer and more convenient for kids to walk, bike, and roll to school. The $8 million allocated for school improvements was not identified for specific projects. With over 100 schools throughout the city, the need for street improvements to support safe travel to school is greater than the Fixing Our Streets funds available. Fixing Our Streets tasked Safe Routes to School to find out what changes Portlanders would like to see around their schools and develop a process to target and prioritize safety investments.

Southwest Corridor Plan, 2018
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 was 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;
- 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.

Growing Transit Communities Plan, 2017
The Growing Transit Communities Plan identified and prioritized the most beneficial improvements to make getting to the bus and using the bus, a safer and more convenient option along sections of three bus lines 87, 77, and 20 that served as typologies for citywide comparison. The plan determined 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.

Regional Over-Dimensional Truck Route Study, 2016
This study was undertaken to better understand how over-dimensional truck freight travels in the tri-county region of Clackamas, Multnomah, and Washington counties. The study identified key routes, challenges, and a range of potential solutions to improve and protect the transportation network for over-dimensional trucks. Recommendations updated the TSP freight classifications and projects list.

Vision Zero Action Plan, 2016
The Vision Zero Action Plan is Portland's commitment to ending traffic violence by eliminating deaths and serious injuries on Portland streets. Portland City Council passed a resolution adopting Vision Zero in June 2015. This set in motion a planning effort that created the Vision Zero Action Plan.

Portland Bicycle Plan for 2030
The Portland Bicycle Plan for 2030 includes a list of capital projects and recommended actions. It recommends strengthening city policies in support of bicycling, providing more and better bicycle parking, expanding educational and encouragement programs and developing ongoing measures of success. The results of this plan updated the TSP, including bicycle classifications, recommended bikeway network (including suggested bicycle facilities), and programs to support bicycling.

Portland Streetcar System Concept Plan, 2009
The Portland Streetcar System Concept Plan 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. The results of this plan updated the TSP projects list.

Freight Master Plan, 2006
The Freight Master Plan identifies capital projects, programs and activities to:

- improve the reliability and efficiency of the freight network to meet increased demands and identify where to invest in system improvements;
- develop strategies for reducing community impacts from freight movement and balance truck movement needs with those of other transportation modes;
- promote a multi-modal transportation system that supports long-term economic development by recognizing the role of goods delivery in supporting healthy and vibrant mixed-use centers and main streets;

The results of this plan updated the TSP, including freight classifications, freight districts, and projects.

Chapter 6: Implementation Strategies

Commentary

The Implementation Strategies chapter identifies refinement plans and studies needed to implement the TSP. The proposed change is to replace the existing chapter (found here: https://www.portlandoregon.gov/transportation/article/690973) with an updated chapter. Since the adoption of the TSP, plans and studies identified in the Implementation Strategies have been completed These include:

- Central City Transportation Management Plan
- Growing Transit Communities Plan
- Enhanced Transit Corridors
- Pedestrian Master Plan
- Southwest in Motion
- Central City Multimodal Project Planning Phase
- Other Agency Common Priority Projects in Portland
- Pleasant Valley Area Need and Feasibility Analysis

These completed plans and studies are proposed for removal from this chapter. Completed plans and studies can be accessed on the city's website (https://www.portlandoregon.gov/transportation/66967).

The 2018 Regional Transportation Plan identifies new corridors and studies for further planning. To maintain consistency with the RTP, projects that include corridors in the City of Portland are proposed additions to the Implementation Strategies.

The proposed changes revise language for clarity and brevity. Because the proposed changes are to replace the existing chapter, and to maintain readability, the proposed language is presented without strikethroughs and underlines.

Introduction

The State Transportation Planning Rule (TPR) defines a refinement plan as an amendment to a Transportation System Plan (TSP) that resolves, at the system level, the function, mode, or general location of a transportation project that was deferred during development of the TSP. A refinement plan is necessary when the detailed information required to address a transportation need could not be determined during the TSP process.

In the context of Portland's TSP, studies are similar to refinement plans; however, they may not necessarily address a transportation capacity need or their feasibility may not yet be determined. Studies are intended to address issues that have a transportation component identified by the community or other entities.

Metro's 2018 Regional Transportation System Plan (RTP) identified Mobility Corridors and describes a number of plans and includes a number of studies for Portland to conduct to assist with the implementation of the Mobility Corridors. The City has also identified refinement plans and studies through the Comprehensive Plan update, and TSP process, and area planning. This chapter lists (not in order of priority) the refinement plans and studies that either Metro or the City will undertake over the life of the TSP. In some cases, the Oregon Department of Transportation (ODOT) will be the lead agency.

Portland Plans and Studies

Airport Way & I-205 Transit Study

The Growing Transit Communities Plan found that there is a major transit reliability issue for the westbound Line 87 approaching NE Airport Way & Holman St near I-205. During PM peak times, traffic congestion from the Airport Way to I-205 northbound on-ramp often stretches back to 122nd or beyond, sometimes taking up both lanes. Line 87 buses have a difficult time serving stops in the outer lane and then merging to the center to turn left onto Holman St. PBOT and TriMet would work together to conduct a transit study for this area.

Broadway Weidler Corridor Plan Update

Update the 1996 Broadway Weidler Corridor Plan and extend the study area so it includes the corridor from the Willamette River to Hollywood Town Center. This will be a comprehensive corridor study assessing the full range of transportation needs and prioritizing solutions.

Brooklyn Neighborhood River Access

Study pedestrian and bike access from the Brooklyn neighborhood to the Willamette River.

Burnside & 82nd Traffic Circulation Study

The Growing Transit Communities Plan has identified a project concept that would fill the bike lane gap at E. Burnside and 82nd while also improving transit speed and reliability for the Line 20. The City proposes to prohibit left turns from Burnside to 82nd, allowing removal of the turn pockets to create more space. Prior to implementation, a traffic circulation study is needed to determine impacts to other adjacent streets and develop mitigation measures if needed. Changes to the intersection at 82nd requires ODOT approval given 82nd is under ODOT jurisdiction.

West Burnside / Couch Refinement Plan

Enhance West Burnside to improve streetscape quality, multimodal access, and bicycle and pedestrian safety. Explore opportunities for consolidating and/or redeveloping Burnside's "jug handles" (triangular shaped spaces) into public spaces.

Citywide Master Street Plans

Complete Master Street Plans for the following districts: Southeast, Far Northeast, North, Northeast, and Northwest. Areas of the City without adopted street plans should be analyzed to determine where adequate connectivity does not exist.

Central Eastside Railroad Quiet Zone Feasibility Study

Explore the feasibility of implementing a Railroad Quiet Zone along SE 1st Ave.

Central City Transit Network Study

Study potential improvements to public transportation services along Naito Parkway and the riverfront as development density and activity increases over time. Study the feasibility of consolidating routes and stops on fewer corridors by placing bus lines onto the southern end of the Transit Mall.

Central City Light Rail Station Study

Work with TriMet to study the feasibility, costs, and benefits of adding new light rail stations and/or consolidating existing stations to improve transit operations and better serve adjacent land uses.

Central City Transit Capacity Study

Study long-term transit capacity in the Central City, with a focus on high capacity transit, streetcar and Transit Mall operations and identify improvements that enhance long-term system growth, reliability and ease of use.

Central City Truck Loading and Parking Plan

This project will develop a comprehensive truck loading and parking strategy for the Central City to increase efficiency of the on-street loading system, increase compliance with City loading regulations, and balance commercial loading and parking needs with other uses in the

public right-of-way. This project will recommend strategies and street design options applicable to the Central City. This project is funded.

Clackamas Flexible Street Strategy

Develop a strategy for the NE Clackamas Flexible Street and private development extending from the Rose Quarter to NE 9th Avenue via a new pedestrian/bicycle bridge over I-5.

Columbia Corridor Access Study

This study would identify priority connectivity needs for all modes along and across the Kenton rail line in Northeast Portland. The study would identify key connectivity needs for all modes, and develop a proposal to work with Union Pacific, other public-sector agencies, and private sector organizations to ensure ongoing connectivity needs are met.

Cordon Pricing

Study the implementation of a cordon pricing system within Central Portland.

Cultural District Streetscape Plan

Develop a package of streetscape improvements for the cultural district to enhance the pedestrian experience between attractions including OHS, the Art Museum and the Arlene Schnitzer Concert Hall.

Downtown, Goose Hollow, and University District Right of Way Standards

Develop a Right-of-Way standard document for the Downtown, Goose Hollow and University subdistricts to, in part, implement the Street and Development Character Concept for these subdistricts.

NE Glisan Street Transportation and Streetscape Study

Identify transportation and streetscape improvements that address commercial, pedestrian, bicycle, safety and neighborhood livability needs on NE Glisan between NE 67th and 82nd Avenues.

Goose Hollow Access and Circulation Plan

Complete a local circulation study for Goose Hollow that explores possible changes to street operations and configurations including one-way vs. two-way streets east of SW 18th , including Jefferson and Columbia; enhanced transit, bicycle facilities and on-street parking to help meet district goals.

Green Loop Concept Plan

Study the feasibility of a connecting network of bicycle and pedestrian ways that creates a new 'loop' through Central City. A feasibility study is needed to determine whether bicycle facilities could be constructed in the right-of-way to complete the 'loop'. The study would need to

determine the alignment and whether new facilities or enhancements to existing facilities are needed.

Hayden Island

In coordination with regional, state and federal partners, develop and evaluate access options to Hayden Island from Marine Drive. Access would include Pedestrian, Bike, Transit, Auto and freight to support the Hayden Island Plan.

I-205 Bicycle and Pedestrian Overcrossing

Study, conceptual design, stakeholder outreach and project development for a new pedestrian and bicycle bridge connection over I-205 connecting Jade District to Kelly Butte.

Industrial Lands Access Study

This study will identify, evaluate and prioritize potential industrial lands transportation access investments and revenue sources.

Interjurisdictional Arterial Improvements Coordination

Develop a coordinated street improvement plan for arterial streets that transcend jurisdictional boundaries. This study would look at streets that cross jurisdictional lines, to identify changes in traffic volumes and traffic origins/destinations and to monitor how the streets' classifications conform with their function and levels of regional traffic.

Jefferson Main Street Plan

Develop and implement a strategy to encourage main street streetscape improvements on SW Jefferson Street. Explore the feasibility of burying utilities as part of improvements and planting additional trees.

Lombard Corridor Transportation and Streetscape Plan

This collaborative study with ODOT will develop a transportation and streetscape plan for N/NE Lombard St from N Woolsey Ave to NE Martin Luther King, Jr Blvd. Areas of focus include pedestrian and bicycle safety and access, transit speed and reliability, traffic management, business district vitality, streetscape environment, freight access, traffic signals and crossings, access management, and parking management. The plan will also include a concept plan and feasibility assessment for reconfiguration of the Lombard/I-5 interchange to improve safety and circulation for all modes.

Lloyd District Standard Plans and Detail within the Right of Way Update

Update the Lloyd District Standard Plans and Details within the Right-of-Way document to in part implement the Street and Development Character Concept for the district.

MAX Light Rail Corridor Master Street Plan

Purpose: Complete the master street plan for areas between NE Glisan and SE Stark, east of the Gateway Regional Center. Because the MAX light rail corridor has unique connectivity needs, it was not included in the Far Southeast Street Master Plan study. A higher level of street connectivity is desirable in dense, mixed-use areas to access multiple destinations and disperse vehicle traffic throughout the area. High levels of pedestrian activity also warrant a more densely spaced street grid to facilitate movement and attain high mode split targets for alternatives to single-occupant vehicles.

Morrison and Hawthorne Bridgeheads Connectivity and Accessibility Study

Study ways to improve multimodal accessibility at the Morrison and Hawthorne bridges.

Morrison Bridge Eastside Ramps Reconfiguration Study

Study feasibility of realigning the Morrison Bridge off ramp to MLK to allow for through eastbound traffic on Yamhill.

North Macadam Transportation Development Strategy Update

Review, update and implement recommendations from the North Macadam Transportation Development Strategy (2009) (includes earlier South Portland Circulation Study Recommendations)

Northwest District Access and Circulation Study

Prepare an access and circulation study for the NW District neighborhood. Consider street reconfigurations and improvements including pedestrian and bicycle safety and access, travel directions, travel lanes, traffic control, and transit mobility and circulation. Identify and recommend changes to street classifications and identify near-term projects to improve safety, access, and circulation for all modes.

Projected ODOT "Hot Spot" Locations Refinement Plan

This analysis will identify plan-level solutions for locations with safety and/current or projected capacity problems on or near State Highways. The study refinement plan will also develop and evaluate alternative performance measures, including alternative mobility targets, for State Highways, consistent with Action 1F3 of the Oregon Highway Plan, in collaboration with the Oregon Department of Transportation.

Through modeling and analysis, PBOT and ODOT have identified multiple locations with potential safety and/or projected capacity problems. The agencies have agreed that PBOT will

identify feasible actions for addressing these safety and/or capacity programs along with a financially feasible implementation program, the appropriate micro- or meso-scale modeling and analysis tools based on the results of the alternative performance measures work, analyze potential alternative performance measures. After analyzing the locations based on the results of the alternative performance measure work, PBOT will recommend whether and what types of solutions are appropriate for each location for inclusion in the City's TSP. PBOT will also work with ODOT to develop and recommend alternative State Highway mobility targets for adoption by the City and the Oregon Transportation Commission. This refinement plan will be completed no later than the next major TSP update.

ODOT District Highways Evaluation

Assess the long-term design and functional needs of state highways inside the city. The city and ODOT are both interested in transitioning district highways within the city limits to Portland's jurisdiction and management. The city must evaluate the significant cost implications of assuming jurisdiction for these district highways. Many of the highways need reconstruction or are not built to the level of urban standards the City desires. Jurisdiction also includes a long-term responsibility for maintenance and operations.

Old Town Chinatown Access and Circulation Plan

Prepare a local circulation study for the area north of Burnside. Consider street configurations including travel directions, travel lanes, traffic control, bicycle access and parking, and transit mobility and circulation. Address barriers created by NW Broadway, W Burnside, NW Naito Parkway, the Steel Bridge ramps, Waterfront Park and the railroad tracks.

University District Access and Circulation Plan

Complete a PSU area access and circulation study that includes multimodal improvements including pedestrian safety; campus loading; drop offs; parking; and bicycle access to and from the campus to adjacent areas, South Waterfront, Goose Hollow and South Portland.

Salmon Street Concept Plan

Improve Salmon Street as a unique east-west connection linking Washington Park to the Willamette River with landscaping and active transportation facilities. Encourage additional, activating retail.

Steel Bridge Ramps Reconfiguration Study

Study possible reconfiguration of the Steel Bridge ramps and the rail line to improve pedestrian and bike access to/along the greenway trail, NW Flanders and McCormick Pier and create new development opportunities.

"The Strand" Concept Plan

Develop the concept for the Strand through Lower Albina. Identified in the N/NE Quadrant plan of the Central City 2035 plan, he Strand is a flexible street connection that meanders through the district.

US 26 & I-405 Circulation & Safety Study

Complete a study that explores long-term reconfigurations of local and regional connections on and around I-405 between the Ross Island Bridge and Sunset Highway interchanges. Develop conceptual designs for I-405 ramp modifications to improve safety by reducing weaving conflicts and queues on I-405 NB and SB between Marquam Bridge and Sunset Highway, and identify potential funding.

USPS Site Master Plan

Improve access through the US Postal Service site to Union Station as it redevelops.

160's Neighborhood Greenway. Recommend further study, route planning, stakeholder outreach and project development for the 160's Neighborhood Greenway, particularly between SE Division and SE Stark. No route was identified in the Portland Bicycle Plan for 2030 north of SE Division. Currently, there is not a continuous route on existing public right-of-way that connects from SE Division to SE Stark (City Limits). People must travel on 162nd Ave or 174th Ave. A new connection across existing private property or future right-of-way dedication is needed to make this connection on local residential streets or circulate internally between busy arterial streets.

RTP Corridor Refinement Plans and Studies

The2018 update to the Regional Transportation Plan identifies region-wide planning studies and corridor refinement needs to implement the RTP. The studies and corridor plans listed below specifically identify the city of Portland as a partner. Full project descriptions can be found in the 2018 Regional Transportation Plan.

Study 8.2.3.7 Central City Transit Capacity and Steel Bridge Analysis

This study would explore ways to alleviate transit operational issues caused by the Steel Bridge.

Corridor 8.2.4.2 Portland Central City Loop (Mobility Corridor #4)

The purpose of the study is to develop alternative design concepts for Portland Central City Loop. Improvements to the I-5/405 Freeway Loop must address long-term transportation and land use needs in a system-wide context.

Corridor 8.2.4.3 Clark County to I-5 via Gateway, Oregon City and Tualatin (Mobility Corridors # 7,8, and 10)

Improvements are needed in this corridor to address existing deficiencies and expected growth in travel in Clark, Multnomah and Clackamas Counties.

8.2.4.5 Powell-Division Corridor: Portland Central City to Lents Town Center and Lents Town Center to Gresham Regional Center (Mobility Corridors #19 and #20)

Anticipated to experience high levels of growth in employment and population by the year 2040, a number of investments are needed in these corridors to address existing deficiencies and serve increased travel demand.

8.2.4.6 Hillsboro to Portland (Mobility Corridors #13 and #14)

Improvements are needed in this corridor to address existing deficiencies and future growth in freight, commuters, and commercial traffic between Hillsboro's Silicon Forest, Northern Washington County's agricultural freight, Portland Central City, and Port of Portland facilities.

Completed Studies and Plans

Previous versions of the TSP contained Chapter 12: Area Plans. This was a summary of plans completed. This chapter was deleted as part of the 2035 TSP update. All completed studies and plans are available on the city's website.

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Glossary of Transportation Terms

Commentary

As part of a review of the TSP's Glossary of Transportation Terms, staff have identified terms that do not appear in the 2035 TSP or that are better served by the dictionary definition. The proposed change is to remove these terms from the glossary.

The proposed change includes a definition for "New Mobility." It also clarifies language for a few terms.

Only terms that are proposed for removal or modification are included. Proposed new language is shown as underlined and current language proposed for deletion is shown with a ~~strikethrough.~~

The entire TSP glossary can be found here:
https://www.portlandoregon.gov/transportation/article/690974

~~Area Permit Parking Program~~

~~A Portland Bureau of Transportation program to ensure that on-street parking associated with commercial, industrial, institutional development or large events will not spill over into adjacent residential neighborhoods. The program allows residents and firms a limited supply of permits for on-street parking and restricts on-street parking for other potential users.~~

~~Benchmark~~

~~A specific target or goal to be achieved in a specific timeframe. Benchmarks are used to determine the attainment of performance indicators and performance measures (defined below).~~

~~Bicyclist~~

~~Person riding a bicycle.~~

Carpool

A motor vehicle carrying two, ~~or~~ three ~~(depending on the context)~~, or more people, usually commuting on a regular or semi-regular basis.

~~Car Sharing~~

~~An organization consisting of a group of individuals who share a fleet of cars. The purchase or lease of vehicles, fuel costs, maintenance and repair costs is borne by the organization.~~

~~Collector of Regional Significance~~

~~As designated in the 2000 Regional Transportation Plan, a route that connects the regional arterial system and the local system by collecting and distributing neighborhood traffic to arterial streets. Collectors of regional significance have three purposes: 1) They ensure adequate access to the primary and secondary land use components of the 2040 Growth Concept; 2) They allow dispersion of arterial traffic over a number of lesser facilities where an adequate local network exists; 3) They help define appropriate collector level movement between jurisdictions. (Source: 2000 RTP)~~

~~Early Bird Parking~~

~~Parking that is provided to encourage its use primarily by commuters. Typically, the pricing strategy is to offer a lower all-day rate if the parker arrives before a certain time in the morning.~~

~~ECO~~

~~DEQ ECO program required employers with more than 100 employees to provide commute options to employees designed to reduce the number of cars driven to work in Portland and surrounding areas.~~

~~Freight Intermodal Facility~~

~~An intercity facility where freight is transferred between two or more modes (e.g., truck to rail, rail to ship, truck to air, etc.).~~

~~Home-Based Work Trip Attractions~~

~~The trips made by commuters from their homes to their places of work.~~

~~National Ambient Air Quality Standards (NAAQs)~~

~~Air quality standards for a variety of pollutants.~~

New Mobility

Transportation vehicles and services that are enabled or transformed by digital technology. This includes but is not limited to bike share, scooter share, and car share, services such as ride hailing and urban delivery options, as well as connected vehicles and autonomous vehicles.

~~Obstruction~~

~~Something that hinders from passage, action, or operation~~.

Paratransit

Typically ~~On-demand~~ non-fixed route, door-to-destination service that serves ~~special~~ specific transit markets, including disabled and senior populations ~~unable to use regular transit service~~ to supplement or as an alternative to regular transit service. Other examples include demand-responsive (e.g., dial-a-ride) service and community shuttles to fixed destinations, such as grocery stores ~~and contracted fixed-route service~~.

~~Rideshare~~

~~A motor vehicle carrying two or more people for any trip purpose, including work, shopping, etc., but not on a regular schedule.~~

~~Shared Residential Street~~

~~Shared residential street is a low-traffic street where all modes of travel mix within the paved roadway.~~

~~State Implementation Plan (STIP)~~

~~State plan for achieving air quality goals to ensure compliance with the requirements of the federal Clean Air Act.~~

Traffic Calming

Roadway design strategies to reduce vehicle speeds and volumes, prevent inappropriate through traffic and reduce motor vehicle travel speeds while also aimed at improving traffic safety and neighborhood livability. Traffic calming strategies provide speed bumps, curb extensions, planted median strips or roundabout and narrowed travel lanes.

Transportation System Plan (TSP)

~~A plan for one or more transportation facilities that are planned, developed, operated, and maintained in a coordinated manner to supply continuity of movement between modes and within and between geographical and jurisdictional areas.~~ Required by the state Transportation Planning Rule, a TSP describes a transportation system and outlines projects, programs, and policies to meet its needs now and in the future based on the community's aspirations. A TSP typically serves as the transportation component of the local comprehensive plan.

Appendix A: Major Projects and Programs

Commentary

The TSP includes a list of major projects and programs that would accommodate population and economic growth over 20 years. Proposed changes to this list fall into two categories:

Table 1. Proposed Amendments to Existing Projects. The Growing Transit Communities Plan, and The Enhanced Transit Communities Plan closely evaluated projects in the TSP for further refinement. Recommended changes include amendments to project descriptions, estimated costs, and combining or separating project segments.

Table 2. Proposed New Projects. The TSP's major projects list was adopted by City Council in 2016. Since then, the adopted Growing Transit Communities Plan, and Enhanced Transit Communities Plan recommended new projects to be added to the TSP. A number of these projects are on the regional transportation network and were adopted in December 2018 by Metro Council in the 2018 Regional Transportation Plan. The proposed changes will maintain consistency between the TSP and the RTP. All proposed new projects were evaluated using the TSP's existing major projects evaluation criteria for equity, safety, neighborhood access, economic benefit, health, climate, cost effectiveness, and community support. Projects are proposed to be added to the financially unconstrained projects list. They will be evaluated for inclusion on the financially constrained list when the finance chapter is updated and the planning horizon is expanded past 2035.

Proposed new language is shown as <u>underlined</u> and current language proposed for deletion is shown with a ~~strikethrough.~~

The current major TSP projects and programs list can be found here: https://www.portlandoregon.gov/transportation/article/690975

Table 1: Proposed Amendments to Existing Projects

TSP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost ($2014)	Financially Constrained?	Timeframe	Notes
3042	~~Portland~~ TriMet	~~TriMet~~ Portland	~~MLK Jr Blvd Transit Improvements~~ ETC: NE MLK Jr Blvd Enhanced Transit Project	MLK Jr Blvd, NE ~~(Broadway-Lombard, NE)~~ (Central City - N Vancouver Way/Jubitz)	~~Provide capital improvements that enhance the frequent bus service along MLK Jr. Blvd.~~ Capital construction of regional enhanced transit project.	$30,000,000	No		Change TriMet to the Lead Agency and Portland as the Facility Owner consistent with 2018 RTP project list (project 12027) and Enhanced Transit Corridors Plan.
40086	Portland	Portland	NE Halsey Safety and Access to Transit	NE Halsey (67th - 92nd)	Construct high-priority safety and access to transit improvements along the Halsey corridor, as identified in the Growing Transit Communities Plan. Elements include bicycle facilities on Halsey/82nd overpass, improvements to existing path under Halsey overpass west of MAX station and neighborhood greenway connection to Tillamook, and a multi-use path along Jonesmore and Halsey from 82nd to 92nd.	$4,980,000	Yes	Years 1-10	Growing Transit Communities Plan recommendation to combine two segments (TSP projects 40086.1 & 40086.2) into one project.
~~40086.1~~	~~Portland~~	~~Portland~~	~~Halsey St Bikeway, Phase 1~~	~~Halsey St, NE (67th-81st)~~	~~Implement a lane reconfiguration including bicycle facilities, with improved pedestrian/bicycle crossings and connections to other pedestrian/bicycle routes~~	~~$500,000~~	~~Yes~~	~~Years 1-10~~	Remove. Growing Transit Communities Plan recommendation to combine two segments (TSP projects 40086.1 & 40086.2) into one project.
~~40086.2~~	~~Portland~~	~~Portland~~	~~Halsey St Bikeway, Phase 2~~	Halsey St, NE (81st - I-205)	Design and implement bicycle facilities and improved crossings.	$2,000,000	~~Yes~~	~~Years 11-20~~	Remove. Growing Transit Communities Plan recommendation to combine two segments (TSP projects 40086.1 & 40086.2) into one project.
40114	Portland	Portland/Port	Columbia Slough Trail Gaps	Columbia Slough Trail, N/NE	Close gaps in Columbia Slough Trail: North Portland Greenway to North Portland Rd; Vancouver to 47th; Elrod to Marine Dr; I-205 to 158th.	$5,000,000	Yes	Years 11-20	Cross-Levee trail portion (Sandy-Marine Dr) split off to new project (50058) per recommendation in Growing Transit Communities Plan

TSP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost ($2014)	Financially Constrained?	Timeframe	Notes
40115	Portland	Portland	60th Ave MAX Station Area Improvements	60th Ave MAX Station Area, NE	~~Implement pedestrian and bicycle improvements in the 60th Ave MAX Station Area identified in the Eastside MAX Station Communities Project.~~ Construct priority pedestrian and bicycle access to transit improvements in the 60th Ave MAX Station Area, as identified in the Growing Transit Communities Plan.	~~$7,570,723~~ $5,000,000	Yes	Years 1-10	Project description and cost estimate revision recommended in Growing Transit Communities Plan.
50009	Portland	Portland	NE 148th Ave Safety Improvements Segment 1	148th Ave, NE (Airport Way - ~~Sacramento~~ Sandy)	Design and implement pedestrian and bicycle facilities, including intersection crossing improvements at 148th & Sandy. Improve traffic safety by addressing line of sight issues just north of I-84.	~~$3,000,000~~ $1,500,000	~~Yes~~	Years 1-10	Split project into two segments per recommendation in Growing Transit Communities Plan.
~~50009.2~~	~~Portland~~	~~Portland~~	~~NE 148th Ave Safety Improvements Segment 2~~	~~148th Ave, NE (Sandy - Sacramento)~~	~~Widen roadway and fill gaps in center turn lane, bicycle facilities, curbs, and sidewalks to improve safety and access to transit.~~	~~$1,500,000~~	~~Yes~~	~~Years 1-10~~	~~Split project into two segments per recommendation in Growing Transit Communities Plan.~~
~~50027~~	~~Portland~~	~~Portland~~	~~San Rafael/Tillamook Neighborhood Greenway~~	~~San Rafael/Tillamook (NE (108th-148th)~~	~~Design and implement a neighborhood greenway, with improved crossings at major streets.~~	~~$1,777,000~~	~~Yes~~	~~Years 1-10~~	Consolidated into project 50045 per recommendation in Growing Transit Communities Plan.
~~50038~~	~~Portland~~	~~Portland~~	~~Parkrose Heights Pedestrian Improvements~~	~~San Rafael, NE (111th - 122nd); 111th Ave/Dr, NE (Klickitat-Halsey)~~	~~Construct a sidewalk and crossing improvements to provide access to transit and schools.~~	~~$5,500,000~~	~~Yes~~	~~Years 11-20~~	Consolidated into project 50045 per recommendation in Growing Transit Communities Plan.
50045	Portland	Portland	~~Woodlawn Park Neighborhood Greenway~~ Halsey/Weidler Safety and Access to Transit	110st/Tillamook, NE (Gateway TC - 111th); San Rafael St, NE (111th-122nd); 117th/114th, NE (Holladay-Klickitat); 111th, NE (Weidler-Morris)	~~Design and implement a neighborhood greenway. Project potentially includes cycle tracks on 99th, Halsey, and 102nd.~~ Construct the Halsey/Weidler area active transportation improvements identified in the Growing Transit Communities Plan to provide safe access to schools and transit.	~~$1,000,000~~ $5,000,000	Yes	Years 1-10	Project revised to consolidate TSP projects 50037, 50038, 50045, and 80031 per recommendation in Growing Transit Communities Plan.

TSP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost ($2014)	Financially Constrained?	Timeframe	Notes
50049	Portland	Portland	122 Avenue Corridor Improvements	122nd Ave, NE/SE (Sandy-Foster)	Design and implement multimodal improvements to sidewalks, crossings, bicycle facilities, transit stops, striping, and signals to enhance ped/bike safety, access to transit, and transit operations. Include crossings identified through Growing Transit Communities Plan.	~~$8,000,000~~ $3,000,000	Yes	Years 1-10	Project description and cost estimate revision recommended in Growing Transit Communities Plan.
80014	Portland	Portland	~~Mill Park Pedestrian Improvements~~ Division-Midway Connected Centers Phase 1	Division-Midway Town Center; Mill/Main, SE (130th-162nd); 117th Ave, SE (Stark-Division); 130th Ave, SE (Stark-Division) 129th/130th, SE (Division-Holgate); Boise (116th-128th); 110s Aves (Pacific-Springwater); 130s Aves (Pacific-Division); 140s Aves (Glisan-Powell)	~~Construct sidewalks and crossing improvements to enhance pedestrian travel and access to transit and schools.~~ Construct priority pedestrian and bicycle network improvements within and connecting to Division-Midway Town Center and nearby neighborhood centers, including projects identified in the Division-Midway Neighborhood Plan and the Growing Transit Communities Plan.	$10,000,000	Yes	Years 11-20	Consolidated from portions of TSP projects 80005, 80014, 80016, 80028, 80029, and 80031 per recommendation in Growing Transit Communities Plan.

TSP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost ($2014)	Financially Constrained?	Timeframe	Notes
80017	Portland	Portland	~~Outer Stark Ped/Bike Improvements~~ Outer Stark Safety and Access to Transit	Stark, SE (108th - City Limits)	~~Construct sidewalks and crossing improvements and provide bicycle facilities. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.~~ Construct priority pedestrian and bicycle access to transit improvements in the Outer Stark corridor, as identified in the Growing Transit Communities Plan. Elements include improved pedestrian crossings, enhanced bikeways, transit stop improvements, lighting upgrades, and roadway design changes to improve traffic safety.	~~$8,209,130~~ $4,000,000	Yes	Years 1-10	Revised project description and cost estimate per recommendation from Growing Transit Communities Plan.
80018	Portland	Portland	~~Gateway Stark/Washington Streetscape Improvements~~ Stark/Washington Multimodal Improvements	Stark/Washington, SE (92nd-111th)	~~Implement Gateway Regional Center plan with boulevard design retrofit including new traffic signals, improved pedestrian facilities and crossings, and street lighting. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.~~ Build protected bike lanes, pedestrian crossing, and transit improvements in and around the Stark/Washington couplet in Gateway Regional Center, as identified in the Growing Transit Communities Plan	~~$6,157,767~~ $4,000,000	Yes	Years 1-10	Revised project description and cost estimate per recommendation from Growing Transit Communities Plan.
~~80031~~	~~Portland~~	~~Portland~~	~~SE/NE 117th Ave Neighborhood Greenway~~	~~117th Ave, SE/NE (Springwater Trail - I-84)~~	~~Design and implement bicycle facilities.~~	~~$1,289,000~~	~~Yes~~	~~Years 11-20~~	Consolidated into project 50045 per recommendation in Growing Transit Communities Plan.
80033	Portland	TriMet	Eastside MAX Station Pedestrian Improvements	~~82nd Ave~~, 148th Ave, & 162nd Ave MAX Stations, NE/SE	Retrofit existing streets along eastside MAX and at intersecting streets to include better sidewalks and crossings, curb extensions, bus shelters, and benches at ~~82nd~~, 148th, and 162nd stations	$3,156,750	Yes	Years 11-20	82nd Ave portion of project split off to new projects (70084) per recommendation in Growing Transit Communities Plan

Table 2: Proposed New Projects

TSP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost ($2014)	Financially Constrained?	Timeframe	Notes
NEW	Portland	Portland	ETC: Inner North Portland Enhanced Transit Corridor	Portland Central City - N Lombard	Construct safety and access to transit improvements and transit priority treatments to reduce transit delay and improve transit reliability and travel times on Vancouver, Williams, Mississippi, and Albina.	$5,000,000	No		New project recommended in Enhanced Transit Corridors Plan and adopted in 2018 Regional Transportation Plan (Project 11833)
NEW	Portland	Portland	ETC: SE Hawthorne/50th Ave Enhanced Transit Corridor	Portland Central City - SE Powell Blvd	Construct safety and access to transit improvements and transit priority treatments to reduce transit delay and improve transit reliability and travel times.	$5,000,000	No		New project recommended in Enhanced Transit Corridors Plan and adopted in 2018 Regional Transportation Plan (Project 11834)
NEW	Portland	Portland	ETC: Cesar Chavez Blvd Corridor	Cesar Chavez Blvd (NE Sandy Blvd - SE Powell Blvd)	Construct safety and access to transit improvements and transit priority treatments to reduce transit delay and improve transit reliability and travel times.	$5,000,000	No		New project recommended in Enhanced Transit Corridors Plan and adopted in 2018 Regional Transportation Plan (Project 11835)
NEW	Portland	Portland/ ODOT	ETC: N/NE Enhanced Transit Corridor	Lombard St (St Johns Town Center-NE MLK Jr Blvd)	Construct safety and access to transit improvements and transit priority treatments to reduce transit delay and improve transit reliability and travel times.	$5,000,000	No		New project recommended in Enhanced Transit Corridors Plan and adopted in 2018 Regional Transportation Plan (Project 11836)
NEW	Portland	Portland	Jade & Montavilla Connected Centers Project, Phase 1	Jade District & Montavilla Neighborhoods	Construct multi-modal improvements on key pedestrian and bicycle routes within and connecting to the Jade District and Montavilla Neighborhood Centers.	$7,194,000	No		New project adopted in 2018 Regional Transportation Plan (Project 11855)

TSP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost ($2014)	Financially Constrained?	Timeframe	Notes
NEW	Portland	Portland	ETC: Portland Central City Portals Transit Enhancements	Portland Central City	Construct transit priority treatments to reduce transit delay and improve transit reliability and travel times.	$5,000,000	No		New project recommended in Enhanced Transit Corridors Plan and adopted in 2018 Regional Transportation Plan (Project 11761)
NEW	Portland	Portland	Portland Streetcar Operational Improvements	Portland Central City	Design and construct improvements along NE Grand Avenue and/or other shared Streetcar/Bus corridors to add transit capacity. Construct Lloyd District turnback(s)	$5,000,000	No		New project recommended in Enhanced Transit Corridors Plan and adopted in 2018 Regional Transportation Plan (Project 11783)
NEW	Portland	ODOT/Portland	ETC: 82nd Ave Enhanced Transit Corridor	82nd Ave (NE Killingsworth St - SE Clatsop St)	Construct safety and access to transit improvements and transit priority treatments to reduce transit delay and improve transit reliability and travel times. Project will coordinate with ODOT to identify locations and design treatments.	$5,000,000	No		New project recommended in Enhanced Transit Corridors Plan and adopted in 2018 Regional Transportation Plan (Project 11863)
NEW	Portland	ODOT	ETC: SE Powell Blvd Enhanced Transit Corridor	Powell, SE (SE Milwaukie Ave - I-205)	Construct safety and access to transit improvements and transit priority treatments to reduce transit delay and improve transit reliability and travel times. Project will coordinate with ODOT to identify locations and design treatments.	$5,000,000	No		New project recommended in Enhanced Transit Corridors Plan and adopted in 2018 Regional Transportation Plan (Project 11867)
NEW	Portland	Portland	ETC: 122nd Ave Enhanced Transit Corridor	122nd Ave (Lents Town Center-Parkrose Sumner Transit Center)	Construct safety and access to transit improvements and transit priority treatments to reduce transit delay and improve transit reliability and travel times.	$20,000,000	No		New project recommended in Enhanced Transit Corridors Plan and adopted in 2018 Regional Transportation Plan (Project 11868)

TSP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost ($2014)	Financially Constrained?	Timeframe	Notes
NEW	Portland	Portland	NE Airport Way Safety and Access to Transit	Airport Way, NE (I-205-City Limits)	Construct priority pedestrian and bicycle access to transit improvements in the Airport Way corridor, as identified in the Growing Transit Communities Plan.	$3,000,000	No		New project recommended in Growing Transit Communities Plan and adopted in the 2018 Regional Transportation Plan (Project 11811)
NEW	Portland	Portland	NE 158th Ave Corridor Improvements	158th Ave, NE (Sandy-Airport Way)	Widen roadway and fill gaps in center turn lane, bicycle facilities, curbs, and sidewalks to improve safety and access to transit.	$3,000,000	No		New project recommended in Growing Transit Communities Plan and adopted in the 2018 Regional Transportation Plan (Project 11852)
NEW	Portland	Portland	E. Burnside Safety and Access to Transit	E. Burnside (81st-102nd)	Construct priority pedestrian and bicycle access in the E. Burnside corridor as identified in the Growing Transit Communities Plan.	$3,000,000	No		New project recommended in Growing Transit Communities Plan and adopted in the 2018 Regional Transportation Plan (Project 11858)
New	Portland	Portland	NE 105th/Holman Corridor Improvements	Holman/105th, NE (Killingsworth-Airport Way) Killingsworth St. NE (102nd-105th)	Improve roadway and add pedestrian and bicycle facilities to enhance multimodal safety and access along 105th and Holman. Construct roadway connection on NE Killingsworth from 102nd to 105th to improve connectivity for all modes.	$10,000,000	No		New project recommended in Growing Transit Communities Plan and adopted in the 2018 Regional Transportation Plan (Project 11812)
NEW	Portland	Portland	Cross-Levee Trail	Sandy Ave - Marine Dr. NE	Construct a multi-use path with crossing improvements at Sandy, Airport Way, and Marine Dr.	$3,000,000	No		New project recommended in Growing Transit Communities Plan and adopted in the 2018 Regional Transportation Plan (Project 11813)

TSP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost ($2014)	Financially Constrained?	Timeframe	Notes
NEW	Portland	Portland	SE 162nd Ave Safety and Access Project/SE 162nd Avenue Corridor Improvements	162nd Ave, SE (Stark-Powell)	Construct safety and access to transit improvements from Stark to Powell to support bus service, including enhanced bike lanes and crossings.	$5,000,000	No		New project adopted in 2018 Regional Transportation Plan (Project 12085)
NEW	Portland	Portland	SE 92nd Ave Safety Improvements	92nd Ave, SE (Stark-City Limits)	Design and implement bicycle facilities between Holgate and Woodstock. Fill sidewalk gaps between Stark and Clatsop. Upgrade or add crosswalks, ADA ramps, and curb extensions or island in the 2- and 3-lane section.	$2,000,000	No		New project adopted in 2018 Regional Transportation Plan (Project 10271)
New	Portland	Portland	Division-Midway Connected Centers Project Phase 2	Division-Midway Town Center	Construct priority pedestrian and bicycle network improvements and local street network connections within and connecting to Division-Midway Town Center and nearby neighborhood centers.	$20,000,000	No		New project adopted in 2018 Regional Transportation Plan (Project 11824)
70084	Portland	Portland	82nd Ave MAX Station Area Improvements	82nd Ave MAX Station Area	Construct priority pedestrian and bicycle access to transit improvements in the 82nd Ave MAX Station Area as identified in the Growing Transit Communities Plan.	$3,000,000	No		New project recommended in Growing Transit Communities Plan. Split off from TSP project 80033. Adopted in Regional Transportation Plan (Project 11857).
NEW	Portland	Portland	Cascade Station Trail	Glass Plant Rd, NE (Cascade Station-Alderwood/105th)	Construct a multi-use path connecting Cascade Station to Alderwood via Glass Plant Rd and add eastbound bike lane to Alderwood underneath I-205.	$2,000,000	No		New project recommended in Growing Transit Communities Plan and adopted in the 2018 Regional Transportation Plan (Project 11837)
NEW	Portland	Portland/ ODOT	NE Marx Street Improvements	Marx St, NE (105th-112th)	Construct sidewalks and street improvements on Marx St to improve access to jobs and transit.	$4,400,000	No		New project recommended in Growing Transit Communities Plan.
NEW	Portland	Portland/ ODOT	NE 132nd Ave Ped/Bike Overcrossing	132nd Ave, NE (I-84 overcrossing)	Construct a pedestrian/bicycle crossing of I-84 and railroad tracks.	$8,000,000	No		New project recommended in East Portland in Motion Plan.