

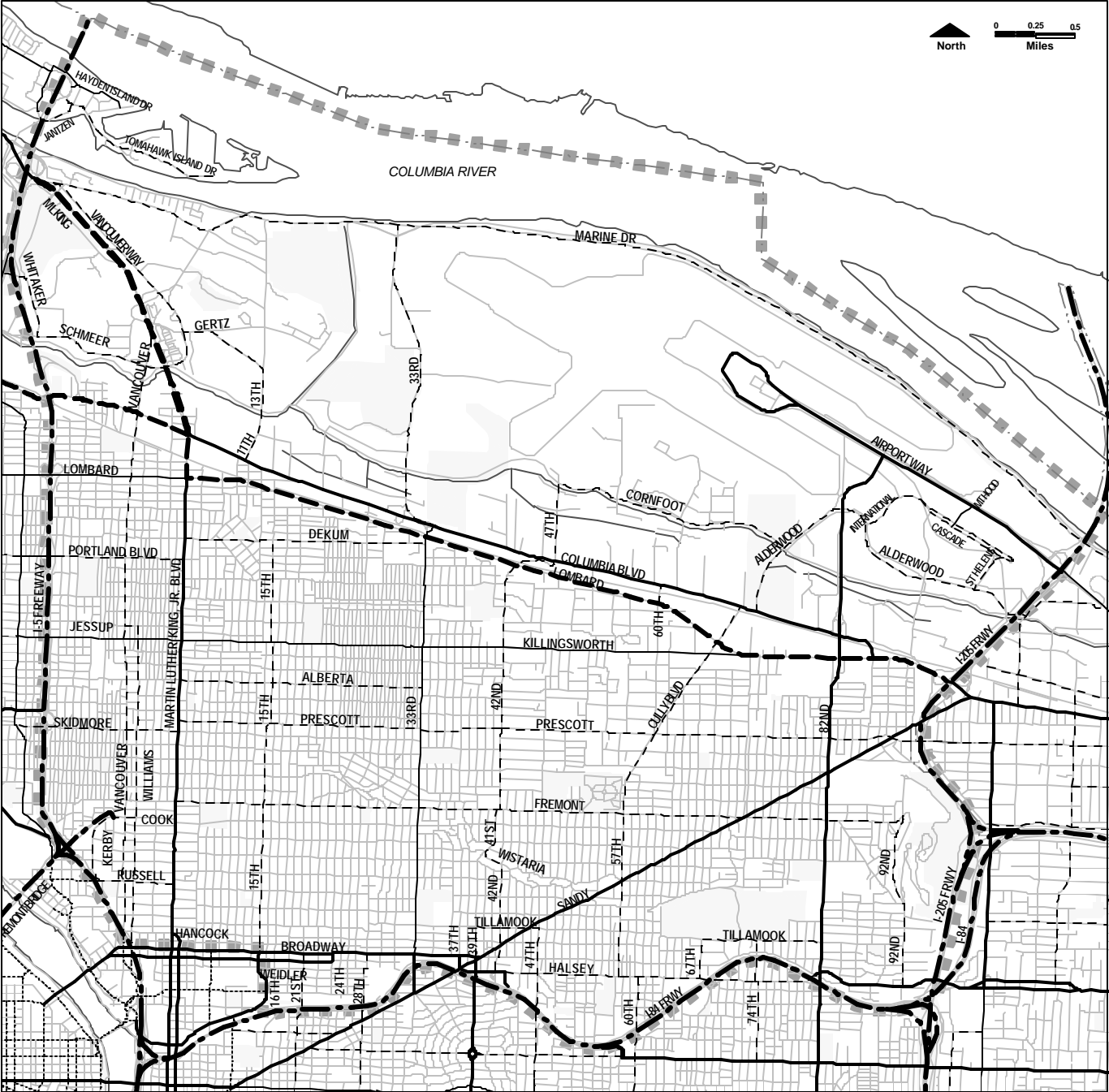
Policy 6.35 Northeast Transportation District

Support the efficient use of land in Northeast Portland by focusing development and redevelopment where there will be a reduction in reliance on the automobile.

Objectives:

- A. Encourage automobile and truck through-traffic to use major arterials near the edges of the district to reduce peak-period traffic impacts and to preserve neighborhood livability.
- B. Enhance traffic and pedestrian access and improve transit service to regional and district commercial areas, including Lloyd Center, Hollywood, Rose City Park, Sandy Boulevard, and the neighborhood commercial district at NE 60th/Prescott/Cully.
- C. Retain Portland Boulevard's interchange with I-5, while maintaining its function and appearance as a Neighborhood Collector east of I-5.
- D. Encourage the use of I-84 and I-205 for primary access to the Columbia South Shore, Portland International Airport, and Portland International Center; encourage the use of NE Airport Way (east of I-205) and Portland Boulevard/Killingsworth (south of the Columbia Slough) as the secondary access from the interstate system.
- E. Improve transit service and facilities where needed to serve employment areas, including the Columbia Corridor, Northwest industrial area, and developing residential areas.
- F. Work with Tri-Met and businesses to encourage the use of alternatives to automobiles, particularly in the Columbia Corridor, through transit service improvements and incentives and transportation demand management techniques such as flexible work hours, telecommuting, carpooling, and vanpooling.
- G. Continue to develop east/west and north/south bicycle routes, both on-street and off-street, to connect with existing bikeways (including those on East Burnside and I-205) and with work, school, commercial, and recreational destinations.
- H. Increase pedestrian access to transit throughout the district, including enhancing pedestrian districts where through-traffic is discouraged.
- I. Implement the projects recommended in the Columbia Corridor Transportation Study that improve vehicle and transit access, safety for all modes, and local connections.
- J. Balance the needs of adjacent land uses (located in a design zone) at the NE Lombard and Martin Luther King, Jr. Boulevard intersection with the need for truck movement.
- K. Implement the recommendations in the Hollywood and Sandy Plan to create a pedestrian-friendly and transit-supportive town center and main street, with emphasis at key nodes where neighborhood services and mixed-use development are encouraged.

- L. Use street dedications and street vacations as a tool to support development, while ensuring connectivity and access.
- M. Bring substandard streets up to City standards, including construction of sidewalks, especially in the Cully neighborhood.

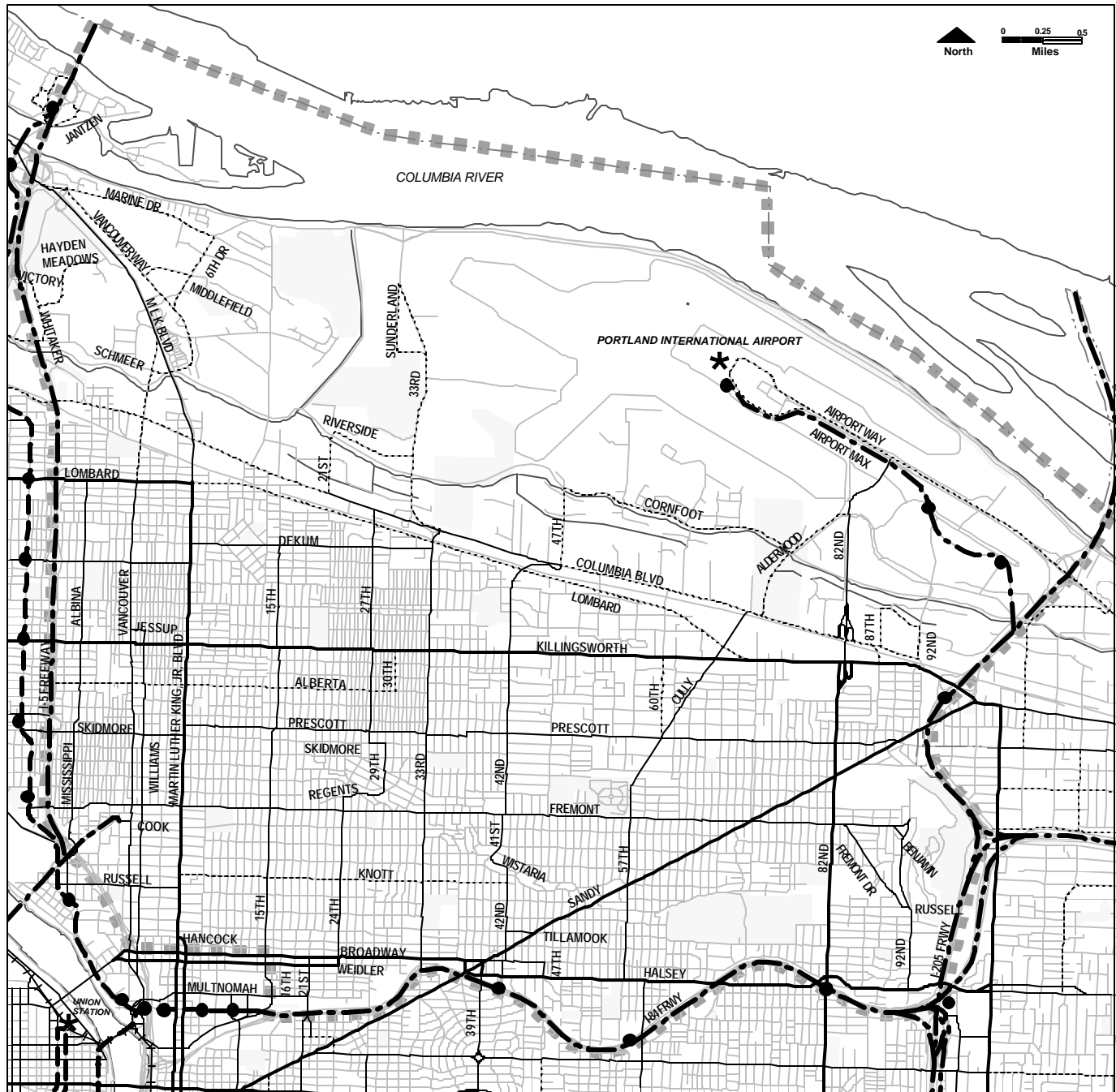


TRAFFIC CLASSIFICATIONS

- Regional Trafficway
- Regional Trafficway & Major City Traffic Street
- Major City Traffic Street
- District Collector Street
- Neighborhood Collector Street
- Local Service Traffic Street

Other Map Features

- Transportation District Boundary
- Open Space (OS)
- City Boundary
- Unincorporated Area within Portland Urban Services Boundary

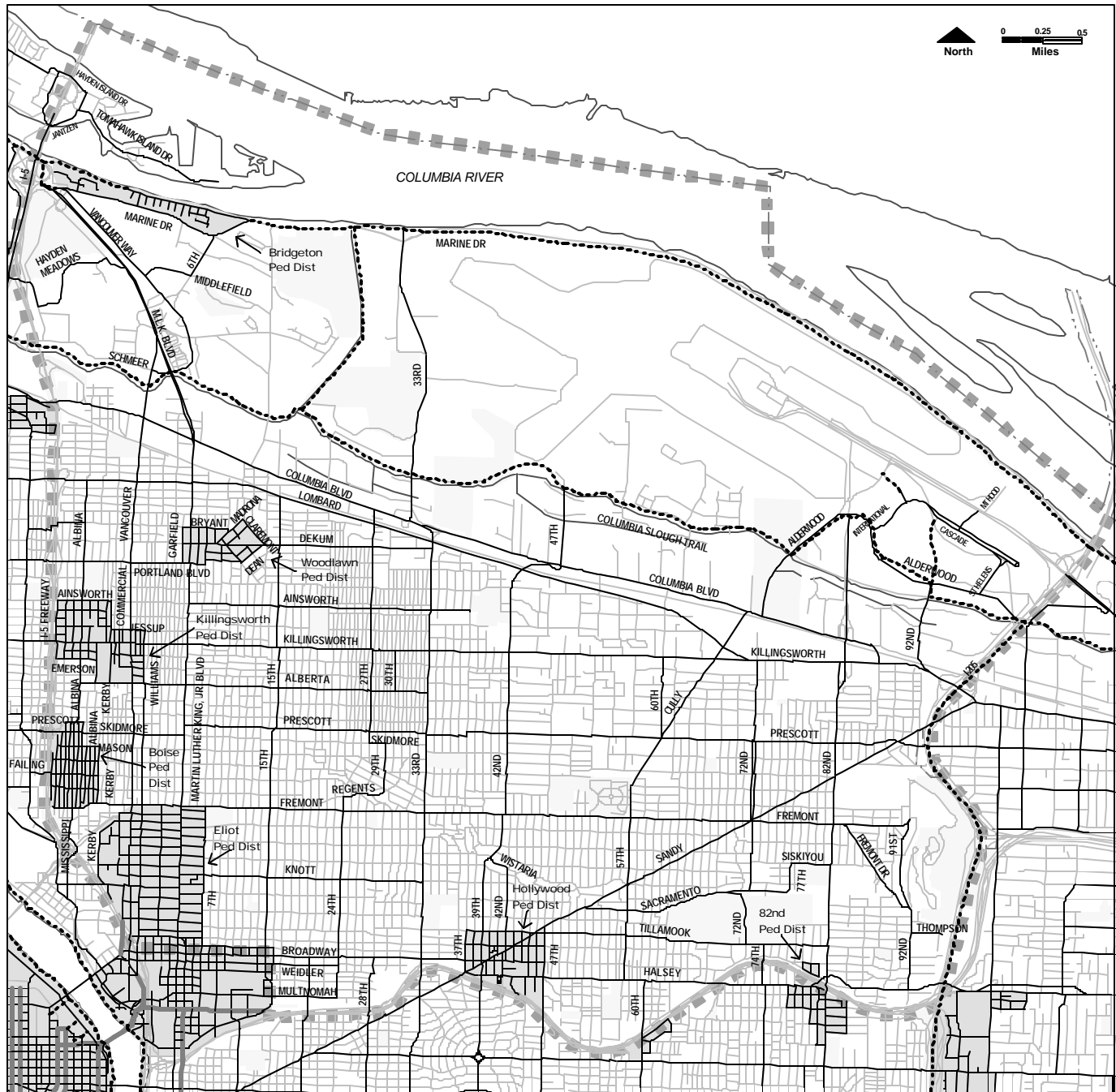


TRANSIT CLASSIFICATIONS





- Regional Transitway
- Major Transit Priority Street
- Transit Access Street
- Community Transit Street
- Local Service Transit Street
- Transit Station
- Passenger Intermodal Facility
- Intercity Passenger Rail

Other Map Features



- Transportation District Boundary
- Open Space (OS)
- City Boundary
- Unincorporated Area within Portland Urban Services Boundary

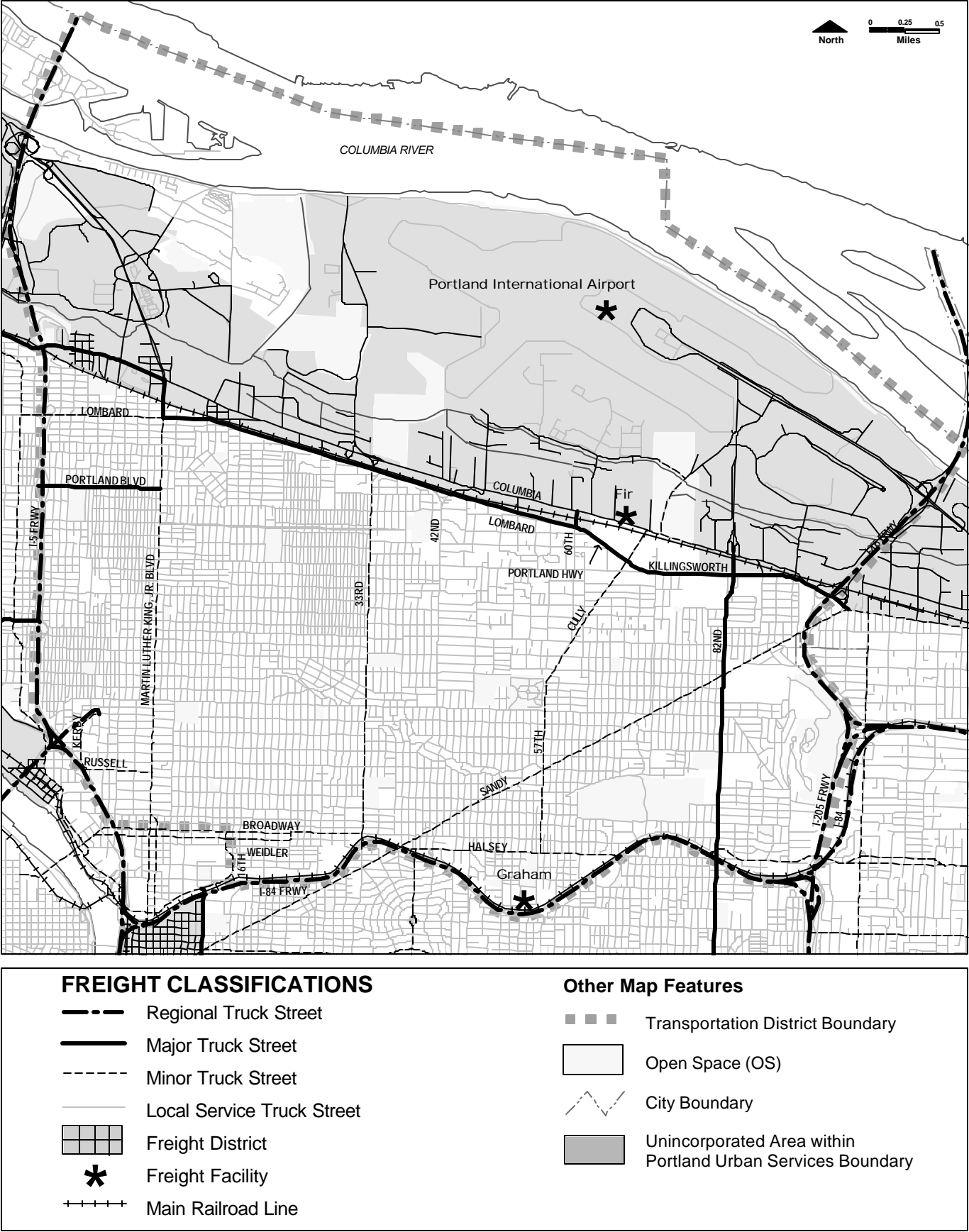


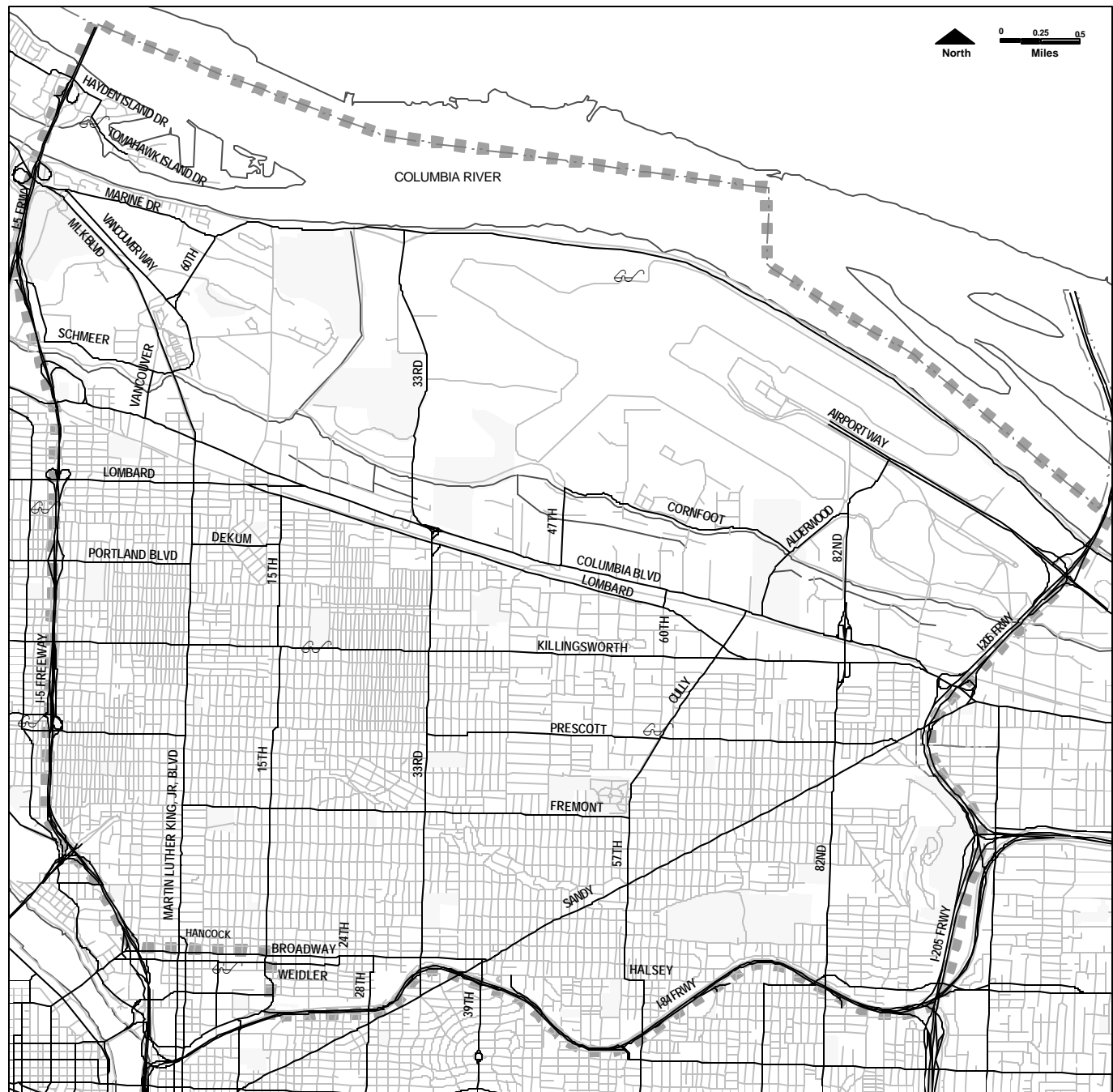
PEDESTRIAN CLASSIFICATIONS

-  City Walkway
-  Off-street Path
-  Pedestrian District
-  Local Service Walkway

Other Map Features

-  Transportation District Boundary
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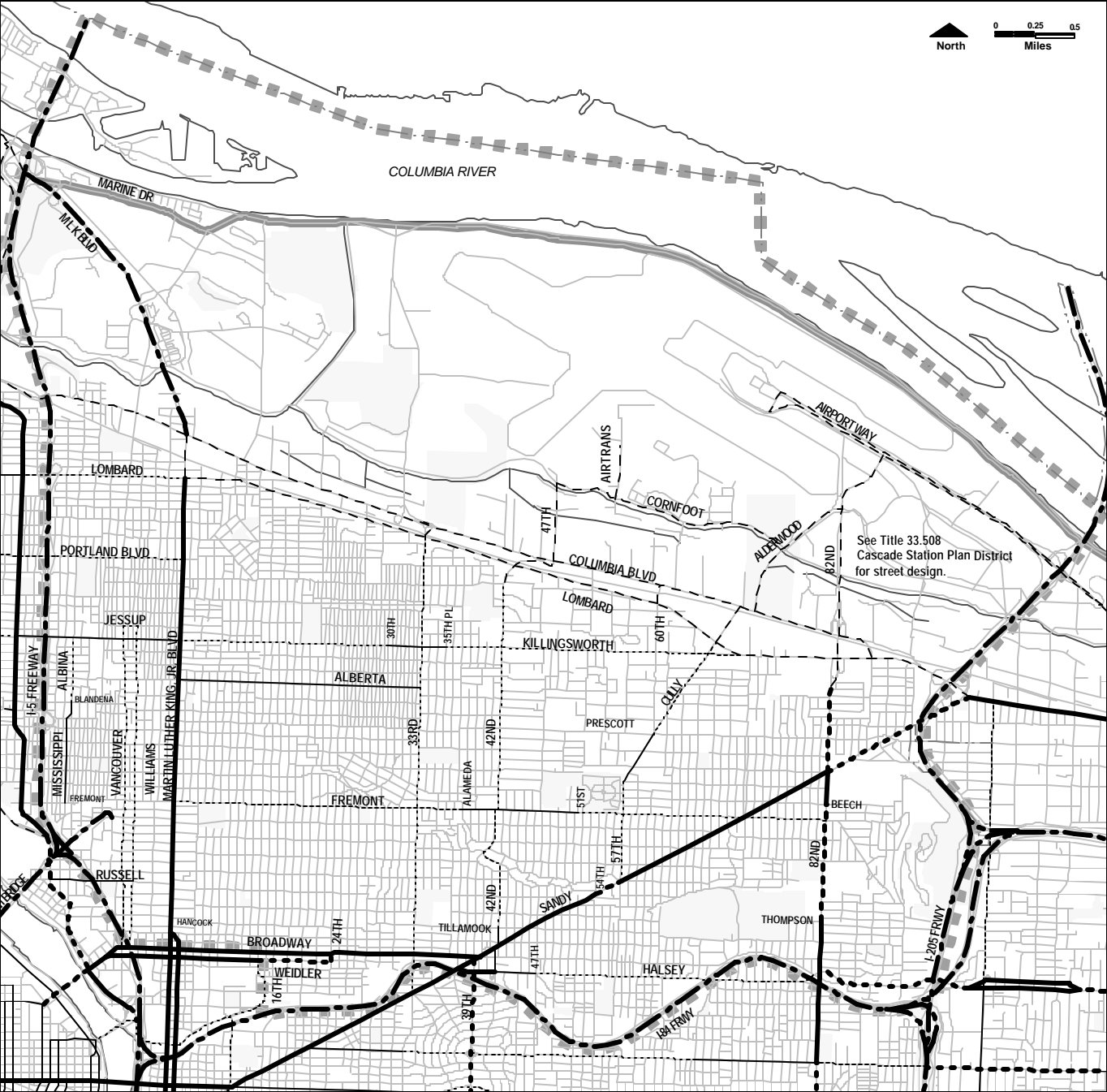


EMERGENCY RESPONSE CLASSIFICATIONS

- Major Emergency Response Street
- Minor Emergency Response Street

Other Map Features

- ☐ Fire Station
- ■ ■ Transportation District Boundary
- Open Space (OS)
- City Boundary
- Unincorporated Area within Portland Urban Services Boundary



STREET DESIGN CLASSIFICATIONS

- Urban Throughway
- Regional Main Street
- Community Main Street
- Regional Corridor
- Community Corridor
- Urban Road
- Greenscape Street
- Local Street

Other Map Features

- ■ ■ Transportation District Boundary
- Open Space (OS)
- City Boundary
- Unincorporated Area within Portland Urban Services Boundary

