TRANSPORTATION ELEMENT OF THE COMPREHENSIVE PLAN

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INTRODUCTION

Portland has spent the last several years working with Metro and other agencies, citizens, and community and business groups to develop the City's first Transportation System Plan (TSP). The TSP is the 20-year plan for transportation improvements in Portland. The goal of the TSP is to provide transportation choices for residents, employees, visitors, and firms doing business in Portland.

The Transportation Element (TE) of the City of Portland Comprehensive Plan consists of two Comprehensive Plan goals – Goal 6, Transportation, and Goal 11B, Public Rights-of-Way – and the Central City Transportation Management (CCTMP) Goal, along with their associated policies and objectives. Within Goal 6 and the CCTMP are sets of street classification maps, which guide the use of the transportation system.

Goals are the broadest expressions of a community's desires. Goals give direction and are concerned with the long term, and often describe ideal situations. Policies are broad statements that set preferred courses of action. Policies are choices made to carry out the goals in the foreseeable future. Policies should be specific enough to help determine whether or not a proposed project, program, or course of action will advance community values expressed in the goals. Objectives are specific statements that carry out a plan in the short term. Objectives help assess incremental progress toward achieving the broader purposes expressed in goals and policies.

The street classification maps and the street plan maps in the TSP are adopted as part of the Comprehensive Plan, as are the policies. Comprehensive Plan policies are used to review changes to the Comprehensive Plan; to Title 33, Planning and Zoning; or for a goal exception. In reading the policies, care should be taken to note that language may be aspirational (such as 'should' or 'encourage') or mandatory (such as 'shall' or 'will'). Most Comprehensive Plan policies are 'balancing' policies that should be looked at together to determine whether an activity achieves the optimal balance.

Goal 6, Transportation, provides the overall guidance on how Portland's transportation system should function over the life of the Comprehensive Plan. It describes what the system should look like and what purposes it fulfills. Within Goal 6 are policies that address the following areas:

- Coordination and Involvement
- Street Classification and Description

- Transportation Function
- Land Use and Transportation
- Pedestrian and Bicycle
- Public Transportation
- Parking and Demand Management
- Freight, Terminals, and Truck
- Regional Transportation
- Transportation Districts

The goal, policies, and objectives of the CCTMP were first adopted in 1995. They have not been changed as part of the TSP development, except for the street classification maps, which have been revised to be consistent with the 2000 Regional Transportation Plan (RTP).

The glossary is adopted policy language that explains terms used in transportation and land use planning. By being adopted in the glossary, the terms can help explain legislative intent.

GOAL 6 TRANSPORTATION

Develop a balanced, equitable, and efficient transportation system that provides a range of transportation choices; reinforces the livability of neighborhoods; supports a strong and diverse economy; reduces air, noise, and water pollution; and lessens reliance on the automobile while maintaining accessibility.

Explanation: Goal 6 and its policies describe the many elements of the transportation system that Portland supports. The goal statement reflects the multiple functions of a balanced transportation system, which distributes transportation benefits and effects fairly across the many populations of users.

Coordination and Involvement Policies

Policy 6.1 Coordination

Coordinate with affected state and federal agencies, local governments, special districts, and providers of transportation services when planning for and funding transportation facilities and services.

Explanation: The State of Oregon's Transportation Planning Rule (TPR) and Metro's 2000 Regional Transportation Plan (RTP) require the City to coordinate transportation system planning and other multijurisdictional transportation issues. Portland has had a coordination policy since 1992.

Objectives:

A. Coordinate the funding and development of transportation facilities with regional transportation and land use plans and with public and private investments.

B. Participate in Metro's processes for allocating and managing transportation funds and resources to achieve maximum benefit with limited available funds.

C. Involve affected agencies, local governments, special districts, and transportation providers in updates of the Transportation System Plan (TSP).

D. Pursue opportunities to improve the transportation system, including grants, private/public partnerships, and other non-traditional funding mechanisms.

Policy 6.2 Public Involvement

Carry out a public involvement process that provides information about transportation issues, projects, and processes to citizens, businesses and other stakeholders, especially to those traditionally underserved by transportation services, and that solicits and considers feedback when making decisions about transportation.

Explanation: Transportation decision making should actively seek to include disenfranchised populations by making the process clear and straightforward and including mechanisms for public accountability.

Objectives:

A. Involve community members who are traditionally under-represented in transportation planning activities.

B. Give consideration to Metro's Local Public Involvement Policy for Transportation Planning in Portland's transportation planning activities.

Explanation: Metro adopted public involvement guidelines in July 1995 for transportation planning. Local jurisdictions must be consistent with these guidelines in developing their TSPs and any other projects or programs submitted to Metro for regional funding. The guidelines require local plan development to meet minimum standards for public involvement before the Metro Council takes action on the plan.

Policy 6.3 Transportation Education
Implement educational programs that support a range of transportation choices and emphasize safety for all modes of travel.

Objectives:

A. Publicize activities and the availability of resources and facilities that promote a multimodal transportation system.

B. Implement educational programs that recognize the need for developing and maintaining a multimodal transportation system that supports the movement of freight as well as people.

C. Encourage walking by developing education programs for both motorists and pedestrians and by supporting and participating in encouragement events for pedestrians.

D. Develop and implement education and encouragement plans aimed at youth and adult cyclists and motorists.

E. Increase public awareness of the benefits of walking and bicycling and of available resources and facilities.

F. Develop a strong school curriculum and program on transportation safety and travel choices with emphasis on environmental consequences, neighborhood livability, personal safety, and health.

Street Classification and Description Policies

Policy 6.4 Classification Descriptions
Street classification descriptions and designations describe the types of motor vehicle, transit, bicycle, pedestrian, truck, and emergency vehicle movement that should be emphasized on each street.

Explanation: This policy describes how the classification descriptions and designations are used. Classifications for regionally significant streets must be consistent with the street classifications in Metro's 2000 RTP. While Portland uses different names than Metro, the classifications are generally equivalent, as shown on the matrices in the relevant modal plans comparing classifications between jurisdictions.

Objectives:

A. Classification descriptions and designations are used to determine the appropriateness of street improvements and to make recommendations on new and expanding land uses through the land use review processes.

Explanation: Many land use reviews consider the classifications of streets adjacent to and near a site to determine the appropriateness of a proposed use and its impacts.

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

Explanation: Sometimes a street carries more traffic or types of traffic than its classification would indicate. This does not necessarily mean that the street should be reclassified. It could mean that the street design should be changed to reduce or mitigate for the inappropriate traffic.

C. All of a street's classifications must be considered in designing street improvements and allocating funding. While a proposed project may serve only one classification, improvements should not preclude future modifications to accommodate other classifications of the street.

Explanation: Streets are classified for six types of movement: motor vehicle traffic, trucks, transit vehicles, emergency vehicles, pedestrians, and bicycles.

D. When the existing use of a street does not comply with its classification, no additional investments should be made that encourage that inappropriate use.

Explanation: A street may carry more traffic, trucks, or through- traffic than is appropriate for its classification. Improvements made to the street should not result in facilitating these inappropriate movements.

E. Designate new streets within a land division site as Local Service Streets for all modes unless otherwise designated through a concurrent or subsequent Comprehensive Plan amendment to the Transportation Element.

F. Designate new streets within Pedestrian Districts and Freight Districts as Local Service Streets unless otherwise designated through a Comprehensive Plan amendment to the Transportation Element.

Policy 6.5 Traffic Classification Descriptions

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

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

Objectives:

A. **Regional Trafficways**

Regional Trafficways are intended to serve interregional district movement that has only one trip end in a transportation district or to serve trips that bypass a district completely.

- Land Use/Development. Regional Trafficways should serve the Central City, regional centers, industrial areas, and intermodal facilities and should connect key freight routes within the region to points outside the region. Encourage private and public development of regional significance to locate adjacent to Regional Trafficway interchanges.
- Connections. Regional Trafficways should connect to other Regional Trafficways, Major City Traffic Streets, and District Collectors. A ramp that connects to a Regional Trafficway is classified as a Regional Trafficway from its point of connection up to its intersection with a lower-classified street.
- Buffering. Adjacent neighborhoods should be buffered from the impacts of Regional Trafficways.
- Dual Classification. A street with dual Regional Trafficway and Major City Traffic Street classifications should retain the operational characteristics of a Major City Traffic Street and respond to adjacent land uses.

B. **Major City Traffic Streets**

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

- Land Use/Development. Major City Traffic Streets should provide motor vehicle connections among the Central City, regional centers, town centers, industrial areas, and intermodal facilities. Auto-oriented development should locate adjacent to Major City Traffic Streets, but should orient to pedestrians along streets also classified as Transit Streets or within Pedestrian Districts.
- Connections. Major City Traffic Streets should serve as primary connections to Regional Trafficways and serve major activity centers in each district. Traffic with

no trip ends within a transportation district should be discouraged from using Major City Traffic Streets.

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

C. **Traffic Access Streets**

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

- Land Use/Development. Traffic Access Streets serve Central City land uses. Solutions to congestion problems on Traffic Access Streets must accommodate the high-density pattern desired in the Central City.
- Connections. Connections to adjoining transportation districts should be to District or Neighborhood Collectors. Intersections of Traffic Access Streets and streets with higher or similar classifications should be signalized, where warranted, to facilitate the safe movement of traffic along each street as well as turning movements from one street to the other.
- Access. Reduction in motor vehicle congestion is given less priority than: supporting pedestrian access and enhancing the pedestrian environment; maintaining on-street parking to support land uses; accommodating transit; or accommodating bicycles. Access to off-street parking is allowed.
- Right-of-way Acquisition. Acquisition of additional right-of-way to reduce congestion is discouraged.

D. **District Collectors**

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

- Land Use/Development. District Collectors generally connect town centers, corridors, main streets, and neighborhoods to nearby regional centers and other major destinations. Land uses that attract trips from the surrounding neighborhoods or from throughout the district should be encouraged to locate on District Collectors. Regional attractors of traffic should be discouraged from locating on District Collectors.
- Connections. District Collectors should connect to Major City Traffic Streets, other collectors, and local streets and, where necessary, to Regional Trafficways.
- On-Street Parking. Removal of on-street parking and right-of-way acquisition should be discouraged on District Collectors, except at specific problem locations to accommodate the equally important functions of traffic movement and vehicle access to abutting properties.

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

- Land Use/Development. Neighborhood Collectors should connect neighborhoods to nearby centers, corridors, station communities, main streets, and other nearby destinations. New land uses and major expansions of land uses that attract a significant volume of traffic from outside the neighborhood should be discouraged from locating on Neighborhood Collectors.
- Connections. Neighborhood Collectors should connect to Major City Traffic Streets, District Collectors, and other Neighborhood Collectors, as well as to Local Service Streets.
- Function. The design of Neighborhood Collectors may vary over their length as the land use character changes from primarily commercial to primarily residential. Some Neighborhood Collectors may have a regional function, either alone or in concert with other nearby parallel collectors. All Neighborhood Collectors should be designed to operate as neighborhood streets rather than as regional arterials.
- On-Street Parking. The removal of on-street parking and right-of-way acquisition should be discouraged on Neighborhood Collectors.

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

- Land Use/Development. Discourage auto-oriented land uses from using Local Service Traffic Streets as their primary access.
- Classification. Streets not classified as Regional Trafficways, Major City Traffic Streets, District Collectors, or Neighborhood Collectors are classified as Local Service Traffic Streets.
- Connections. Local Service Traffic Streets should connect neighborhoods, provide local circulation, and provide access to nearby centers, corridors, station areas, and main streets.
- Function. Local Service Traffic Streets provide local circulation for traffic, pedestrians, and bicyclists and (except in special circumstances) should provide on-street parking. In some instances where vehicle speeds and volumes are very low (for example, woonerfs and accessways), Local Service Traffic Streets may accommodate both vehicles and pedestrians and bicyclists in a shared space.

Policy 6.6 Transit Classification Descriptions
Maintain a system of transit streets that supports the movement of transit vehicles for regional, interregional, interdistrict, and local trips.

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

Objectives:

A. **Regional Transitways**

Regional Transitways are intended to provide for interregional and interdistrict transit trips with frequent, high-speed, high-capacity, express, or limited service, and to connect the Central City with all regional centers.

- Land Use. Development with a regional attraction (e.g., shopping centers, arenas) are encouraged to locate adjacent to Regional Transitways to reduce traffic impacts on adjoining areas and streets. Locate high-density development within a half-mile of transit stations on Regional Transitways, with the highest densities closest to the stations.
- Access to Transit. Transit stations should be designed to accommodate a high level of multimodal access within a half-mile radius of the station. Use feeder bus service to access Regional Transit stations. Use park-and-ride facilities to access Regional Transit stations only at ends of Regional Transitways or where adequate feeder bus service is not feasible.
- Improvements. Use transit-preferential treatments to facilitate light rail and bus operations. Consider the use of access management measures to reduce conflicts between transit vehicles and other vehicles. Where compatible with adjacent land uses, right-of-way acquisition or parking removal may occur to accommodate transit-preferential measures and improve access to transit.
- Transfer Points. Provide safe and convenient transfer points with covered waiting areas with transit route information, benches, trash receptacles, enhanced signing, lighting, and telephones.
- Bus Stops. Buses providing local service along Regional Transitways should have more frequent stop spacing, similar to stop spacing along Major Transit Priority Streets.

B. **Major Transit Priority Streets**

Major Transit Priority Streets are intended to provide for high-quality transit service that connects the Central City and other regional and town centers and main streets.

- Land Use. Transit-oriented land uses should be encouraged to locate along Major Transit Priority Streets, especially in centers. Discourage auto-oriented development from locating on a Major Transit Priority Street, except where the street is outside the Central City, regional or town center, station community, or main street and is also classified as a Major City Traffic Street. Support land use densities that vary directly with the existing and planned capacity of transit service.
- Access to Transit. Provide safe and convenient access for pedestrians and bicyclists to, across, and along Major Transit Priority Streets.
- Improvements. Employ transit-preferential measures, such as signal priority and bypass lanes. Where compatible with adjacent land use designations, right-of-way acquisition or parking removal may occur to accommodate transit-preferential measures or improve access to transit. The use of access management should be considered where needed to reduce conflicts between transit vehicles and other vehicles.
- Transfer Points. Provide safe and convenient transfer points with covered waiting areas, transit route information, benches, trash receptacles, enhanced signing,

lighting, and telephones. Limited transit service should stop at transfer points and activity centers along Major Transit Priority Streets.

- Dual Classification. Streets with dual Regional Transitway and Major Transit Priority Street classifications should retain the operational characteristics of Major Transit Priority Streets, and development should orient to the street.
- Bus Stops. Locate bus stops to provide convenient access to neighborhoods and commercial centers. Stops should be located relatively close together in high-density and medium-density areas, including regional and town centers and along most main streets, and relatively farther apart in lower-density areas. Passenger amenities should include shelters and route information.

C. **Transit Access Streets**

Transit Access Streets are intended for district-oriented transit service serving main streets, neighborhoods, and commercial, industrial, and employment areas.

- Land Use. Encourage pedestrian-oriented development in commercial and mixed-use areas along Transit Access Streets.
- Access to Transit. Provide safe and convenient pedestrian and bicycle access to transfer points and stops and along Transit Access Streets.
- Transfer Points. Provide bus shelters, safe and convenient pedestrian crossings, and transit information at transfer points.
- Improvements. Employ transit-preferential measures at specific intersections to facilitate bus operations where there are significant bus delays. Applicable preferential treatments include signal priority, queue jump lanes, and curb extensions.
- Bus Stops. Locate stops closer together in neighborhood commercial areas and somewhat farther apart in other areas along Transit Access Streets. Passenger amenities, including covered waiting areas, are appropriate along Transit Access Streets.

D. **Community Transit Streets.**

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

- Land Use. Encourage pedestrian-oriented development in commercial and mixed-use areas along Community Transit Streets.
- Transit Service. Community Transit Streets typically carry feeder bus service, mini-bus, or demand-responsive services. Demand-responsive service may include service that is tailored to areas (e.g., industrial areas) that have unusual transit service needs. The size and type of transit vehicle should be appropriate to the needs of the land uses served.
- Pedestrian and Bicycle Access. Provide safe and convenient pedestrian and bicycle access along Community Transit Streets and to transfer points and stops.
- Improvements. Community Transit Streets are typically used for access by bicyclists, pedestrians, and drivers to reach neighborhood destinations. Parking removal or the acquisition of additional right-of-way should not be undertaken to enhance transit service on Community Transit Streets, except at specific locations to correct unsafe transit operations or accommodate access to transit.

- Transfer Points. Provide covered waiting areas and transit information at transfer points.
- Bus Stops. Locate stops closer together in neighborhood commercial areas and farther apart in other areas along Community Transit Streets.

E. **Local Service Transit Streets**

Local Service Transit Streets are intended to provide transit service to nearby residents and adjacent commercial areas.

- Land Use. Transit operations on Local Service Transit Streets should give preference to access for individual properties and to the specific needs of property owners and residents along the street.
- Classification. Streets not classified as Regional Transitways, Major Transit Priority Streets, Transit Access Streets, or Community Transit Streets are classified as Local Service Transit Streets.
- Function. Local Service Transit Streets may be used for paratransit service, end loops for regularly scheduled routes, and may carry school buses.
- Bus Stops. Locate stops along Local Service Transit Streets based on Tri-Met service standards.

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

F. **Transit Stations**

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

- Locations. Locate Transit Stations on Regional Transitways to provide direct and convenient service to regional and town centers and major trip generators along the transitway. Station locations are conceptual. Actual locations should be used for regulatory purposes such as measuring distances.
- Passenger Facilities. Provide safe and convenient covered waiting areas and easy transfer to other transit services. Provide transit information and access for pedestrians and bicyclists. Transit Stations should have a full range of passenger services, including route information, benches, secure bicycle parking, trash receptacles, enhanced signing, lighting, and telephones.
- Transit Station Spacing. Place Transit Stations along Regional Transitways with light rail service or other high-capacity transit service at intervals of approximately one-half mile. In high-density areas in the Central City, consider closer station spacing of three to four blocks.

G. **Intercity Passenger Rail**

Intercity Passenger Rail provides commuter and other rail passenger service.

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

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

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

Policy 6.7 Bicycle Classification Descriptions
Maintain a system of bikeways to serve all bicycle users and all types of bicycle trips.

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

Objectives:

A. **City Bikeways**
City Bikeways are intended to serve the Central City, regional and town centers, station communities, and other employment, commercial, institutional, and recreational destinations.

- Land Use. Auto-oriented land uses should be discouraged from locating on City Bikeways that are not also classified as Major City Traffic Streets.
- Design. Consider the following factors in determining the appropriate design treatment for City Bikeways: traffic volume, speed of motor vehicles, and street width. Minimize conflicts where City Bikeways cross other streets.
- Improvements. Consider the following possible design treatments for City Bikeways: bicycle lanes, wider travel lanes, wide shoulders on partially improved roadways, bicycle boulevards, and signage for local street connections.
- On-Street Parking. On-street motor vehicle parking may be removed on City Bikeways to provide bicycle lanes, except where parking is determined to be essential to serve adjacent land uses, and feasible options are not available to provide the parking on-site.
- Bicycle Parking. Destinations along City Bikeways should have long-term and/or short-term bicycle parking to meet the needs of bicyclists.
- Traffic Calming. When bicycle lanes are not feasible, traffic calming, bicycle boulevards, or similar techniques will be considered to allow bicyclists to share travel lanes safely with motorized traffic.

B. **Off-Street Paths**
Off-Street Paths are intended to serve as transportation corridors and recreational routes for bicycling, walking, and other non-motorized modes.

- Connections. Use Off-Street Paths as convenient shortcuts to link urban destinations and origins along continuous greenbelts such as rivers, park and forest areas, and other scenic corridors, and 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.
- Improvements. Use the Bikeway Design and Engineering Guidelines to design Off-Street Paths. Off-Street Paths should be protected or grade-separated at intersections with major roadways.

C. **Local Service Bikeways**
Local Service Bikeways are intended to serve local circulation needs for bicyclists and provide access to adjacent properties.

- Classification. All streets not classified as City Bikeways or Off-Street Paths, with the exception of Regional Trafficways not also classified as Major City Traffic Streets, are classified as Local Service Bikeways.
- Improvements. Consider the following design treatments for Local Service Bikeways: shared roadways, traffic calming, bicycle lanes, and extra-wide curb lanes. Crossings of Local Service Bikeways with other rights-of-way should minimize conflicts.
- On-Street Parking. On-street parking on Local Service Bikeways should not be removed to provide bicycle lanes.
- Operation. Treatment of Local Service Bikeways should not have a side effect of creating, accommodating, or encouraging automobile through-traffic.

Policy 6.8 Pedestrian Classification Descriptions
Maintain a system of pedestrianways to serve all types of pedestrian trips, particularly those with a transportation function.

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

Objectives:

A. **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, and station 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 in serving pedestrian trips and should have sidewalks on both sides.
- 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. Use the Pedestrian Design Guide to design streets within Pedestrian Districts. 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.

B. **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.

C. **City Walkways**

City Walkways are intended to provide safe, convenient, and attractive pedestrian access to activities along major streets and to recreation and institutions; provide connections between neighborhoods; and provide access to transit.

- Land Use. City Walkways should serve areas with dense zoning, commercial areas, and major 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.

D. **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. Use the Pedestrian Design Guide to design Off-Street Paths. Design Off-Street Paths as separated facilities that accommodate pedestrians and may accommodate other non-motorized vehicles.

E. **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.
- Classification. All streets not classified as City 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. Use the Pedestrian Design Guide to design Local Service Walkways.

Policy 6.9 Freight Classification Descriptions
Maintain a system of truck streets and districts and other freight facilities.

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

Objectives:

A. **Freight Districts**
Freight Districts are intended to provide for safe and convenient truck movement in areas serving large numbers of truck trip ends and to accommodate the needs of intermodal facilities.

- Land Use. Freight Districts encompass truck terminals, freight intermodal facilities, and industrial sanctuaries. Encourage national and international shipping firms to locate near intermodal facilities within Freight Districts.
- Function. All streets within a Freight District are intended to allow truck movements.
- Improvements. Street improvements in Freight Districts should be designed to serve truck movements and access to industrial areas.

Explanation: Within Freight Districts, only Regional Truck Streets and Major Truck Streets at the perimeter of Freight Districts are mapped. All streets within Freight Districts should be designed to accommodate truck movement. Streets with multiple designations should be designed to accommodate trucks and the other designated modes.

B. **Regional Truck Streets**
Regional Truck Streets are intended to provide interstate and interregional truck

movements that bypass a district completely or have only one trip end in a Transportation District.

- Land Use. Encourage land uses that generate high levels of truck traffic to locate near interchanges with Regional Trafficways and Regional Truck Streets.
- Function. Regional Truck Streets should provide access to Truck Districts and to interchanges with Major Truck Streets.
- Design. Design Regional Truck Streets to be limited access facilities and to standards that accommodate all types of trucks.

C. **Major Truck Streets**

Major Truck Streets are intended to serve truck trips with one or both trip ends in a Transportation District.

- Land Use. Encourage land uses that attract large numbers of truck trips from inside and outside transportation districts to locate along Major Truck Streets.
- Function. Major Truck Streets should distribute truck traffic from Regional Truck Streets to Minor Truck Streets and provide access to Truck Districts.
- Design. On new or reconstructed Major Truck Streets, buffer adjacent residential uses from noise impacts, where warranted. Truck access points should be consolidated to the extent feasible to reduce conflicts with all modes.

D. **Minor Truck Streets**

Minor Truck Streets are intended to serve truck trips with both trip ends in a transportation district.

- Land Use. Discourage land uses that generate large numbers of truck trips, such as regional truck terminals, from locating on Minor Truck Streets.
- Function. Minor Truck Streets should distribute truck trips from Major Truck Streets to local destinations.
- Design. Discourage non-local truck trips on Minor Truck Streets.

E. **Local Service Truck Streets**

Local Service Truck Streets are intended to serve local circulation, access, and service requirements for truck movements.

- Land Use. Outside of Freight Districts, discourage land uses that generate a significant number of truck trips.
- Function. Outside of Freight Districs, Local Service Truck Streets should provide local truck access only.
- Design. Local Service Truck Streets should give preference to accessing individual properties and the specific needs of property owners and residents along the street.
- Classification. All streets not classified as Regional Truck Streets or Major or Minor Truck Streets are classified as Local Service Truck Streets.

F. **Main Railroad Lines**

Main Railroad Lines are those that are identified as Class I rail lines, for example, Union Pacific and Burlington Northern/Santa Fe.

G. **Freight Facilities**
Freight Facilities include major shipping and air terminals and rail facilities that serve the statewide, interstate, and international movement of goods or commodities.

Policy 6.10 Emergency Response Classification Descriptions
Emergency Response Streets are intended to provide a network of streets to facilitate prompt emergency response.

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

Objectives:

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

- Improvements. Design treatments on Major Emergency Response Streets should enhance mobility for emergency response vehicles by employing preferential or priority treatments.
- Traffic Slowing. Major Emergency Response Routes are not eligible for traffic slowing devices in the future. Existing traffic slowing devices may remain and be replaced if necessary.

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

- Classification. All streets not classified as Major Emergency Response Streets are classified as Minor Emergency Response Streets.
- Improvements. Design and operate Minor Emergency Response Streets to allow access to individual properties by emergency response vehicles, but maintain livability on the street.
- Traffic Slowing. Minor Emergency Response Streets are eligible for traffic slowing devices.

Explanation: The Emergency Response Street classification descriptions were developed as part of the Emergency Response Study adopted by City Council resolution in 1998.

Policy 6.11 Street Design Classification Descriptions
Street Design Classification Descriptions identify the preferred modal emphasis and design treatments for regionally significant streets and special design treatments for locally significant streets.

Explanation: Street Design is a new set of street classifications created to achieve consistency with Metro's Regional Transportation Plan. The

classifications are consistent with Metro's Regional Street Design Classifications, but have different names to better reflect Portland's existing street system. Eight maps show the street design classifications. One map is located with the policy associated with each of the eight transportation districts. The boundaries (termini) of street design classifications may change based on area plans that recommend new zoning patterns to better implement the 2040 Growth Concept. Transportation project design may also modify the street design termini based on more detailed information.

Objectives:

A. **Urban Throughways**
Urban Throughways are designed to provide high-speed travel for longer motor vehicle trips throughout the region.

- Land Use. Urban Throughways emphasize motor vehicle travel and connect major activity centers, industrial areas, and intermodal facilities. Adjacent land uses do not orient directly to Urban Throughways.
- Number of Lanes. Urban Throughways usually have four to six vehicle lanes, with additional lanes in some situations.
- Separation. Urban Throughways are completely divided, with no left turns. Street connections may occur at separated grades, with access controlled by ramps.
- Design Elements. Urban Throughway design shall consider the need for high vehicle speeds, pedestrian crossings on overpasses, parallel facilities for bicycles, and motor vehicle lane widths that accommodate freight movement and high-speed travel. Encourage the Oregon Department of Transportation to maintain a continuous landscape along Urban Throughways that reduces the visual impacts of the throughway on motorists and adjacent land uses.

Explanation: The Urban Throughway classification encompasses both of Metro's Throughway designs: Freeways and Highways.

B. **Urban Highways**

Urban Highways are designed to provide relatively high-speed travel for motor vehicle trips that traverse the region and also provide more localized access.

- Land Use. Urban Highways link major activity centers and link to Major City Traffic Streets. Adjacent land uses sometimes orient to the Urban Highway.
- Number of Lanes. Urban Highways usually consist of four travel lanes, with separate turning lanes in some locations.
- Separation. Urban Highways have limited street connections that may occur at same grade or separate grades.
- Design Elements. On-street parking is usually not included on Urban Highways, but may exist in some locations. Urban Highways include striped bikeways and sidewalks with optional buffering. Improved pedestrian crossing are located on overpasses, underpasses, or at same grade intersections.

C. **Regional Main Streets**

Regional Main Streets are designed to accommodate motor vehicle traffic, with features that facilitate public transportation, bicycles, and pedestrians.

- Land Use. Regional Main Streets are located within the Central City, Gateway regional center, station communities, and town centers, and along some main streets that have relatively high traffic volumes. Development consists of a mix of uses that are oriented to the street.
- Lanes. Regional Main Streets usually include four vehicle lanes, with additional lanes, such as turn lanes, or one-way couplets in some situations.

- Design Elements. Regional Main Street design shall consider the following: low to moderate vehicle speeds; the use of medians and curb extensions to enhance pedestrian crossings where wide streets make crossing difficult; combined driveways; on-street parking where possible; wide sidewalks with pedestrian amenities such as benches, awnings and special lighting; landscape strips, street trees, or other design features that create a pedestrian buffer between curb and sidewalk; improved pedestrian crossings at all intersections and mid-block crossings where

intersection spacing exceeds 400 feet; striped bikeways or wide outside lane; and vehicle lane widths that consider the above improvements.
- Design Treatment. During improvement projects, the preservation of existing vegetation, topography, vistas and viewpoints, driver perception, street lighting, and sight distance requirements should be considered.
- Utilities. Consider undergrounding or reducing the visual impact of overhead utilities along Regional Main Streets.

Explanation: Regional Main Street is equivalent to Metro's Regional Boulevard classification. Within Portland, these street segments are mapped based on existing zoning and map designations, the outcome of studies, and where logical transitions to Regional Corridors can occur.

D. **Community Main Streets**
Community Main Streets are designed to accommodate motor vehicle traffic, with special features to facilitate public transportation, bicycles, and pedestrians.

- Land Use. Community Main Streets are located within the Central City, Gateway regional center, station communities, and town centers, and along most main streets. Development consists of a mix of uses oriented to the street.
- Lanes. Community Main Streets may include up to four lanes, with on-street parking. Fewer than four vehicle lanes are typically appropriate in Community Main Streets designs, particularly to allow on-street parking.
- Design Elements. Community Main Street design shall consider the following: low vehicle speeds; the use of medians and curb extensions to enhance pedestrian crossings where wide streets make crossing difficult; combined driveways; on-street parking where possible; wide sidewalks with pedestrian amenities such as benches, awnings, and special lighting; landscape strips, street trees, or other design features that create a pedestrian buffer between curb and sidewalk; improved pedestrian crossings at all intersections and mid-block crossings where intersection spacing exceeds 400 feet; striped bikeways or wide outside lane; and vehicle lane widths that consider the above improvements.
- Design Treatment. During improvement projects, the preservation of existing vegetation, topography, vistas and viewpoints, driver perception, street lighting, and sight distance requirements should be considered.
- Utilities. Consider undergrounding or reducing the visual impact of overhead utilities along Community Main Streets.

Explanation: Community Main Street is equivalent to Metro's Community Boulevard classification. Within Portland, these street segments are mapped based on existing zoning and map designations, the outcome of studies, and where logical transitions can occur to Community Corridor designs.

E. **Regional Corridors**
Regional Corridors are designed to include special amenities to balance motor vehicle traffic with public transportation, bicycle travel, and pedestrian travel.

- Land Use. Regional Corridors are located primarily along major transit corridors and between Regional Main Street segments. Commercial and multifamily development should be oriented to the street where the Regional Corridor also has a transit designation.
- Lanes. Regional Corridors usually include four vehicle lanes. They occasionally have additional lanes in some situations, such as to allow turning movements.
- Design Elements. Regional Corridor design shall consider the following: moderate vehicle speeds; the use of medians and curb extensions to enhance pedestrian crossing where wide streets make crossing difficult or to manage motor vehicle access; combined driveways; on-street parking when feasible; buffered sidewalks with pedestrian amenities such as special lighting and special crossing amenities tied to major transit stops; landscape strips, street trees, or other design features that create a pedestrian buffer between curb and sidewalk; improved pedestrian crossings at signalized intersections; striped bikeways or wide outside lanes; and motor vehicle lane widths that consider the above improvements.

Explanation: The Regional Corridor classification is equivalent to Metro's Regional Street classification.

F. **Community Corridors**
Community Corridors are designed to include special amenities to balance motor vehicle traffic with public transportation, bicycle travel, and pedestrian travel.

- Land Use. Community Corridors are located along transit corridors and between segments of Community Main Streets. Commercial and multifamily development should be oriented to the street where the street also has a transit designation.
- Lanes. Community Corridors typically have two travel lanes, usually with on-street parking.
- Design Elements. Community Corridor design shall consider the need for the following: moderate vehicle speeds; the use of medians and curb extensions to enhance pedestrian crossing and to manage motor vehicle access; combined driveways; on-street parking; buffered sidewalks with pedestrian amenities such as special lighting and special crossing amenities tied to major transit stops; landscape strips, street trees, or other design features that create a pedestrian buffer between curb and sidewalk; improved pedestrian crossings at intersections; striped bikeways or wide outside lanes; and usually narrower motor vehicle lane widths than Regional Corridors.

Explanation: The Community Corridor classification is equivalent to Metro's Community Street classification.

G. **Urban Roads**

Urban Roads are designed to carry significant motor vehicle traffic while providing for some public transportation, bicycle travel, and pedestrian travel.

- Land Use. Urban Roads typically serve industrial areas and freight intermodal sites, with a significant percentage of trips being made by trucks. Where Urban Throughways pass through residential or local commercial areas, an Urban Road designation may be appropriate.
- Number of Lanes. Urban Road design typically includes four vehicle lanes, with additional lanes in some situations.
- Urban Road design shall consider the following: moderate vehicle speeds; few driveways; sidewalks; improved pedestrian crossings at major intersections;

striped bikeways; center medians that manage access and control left-turn movements; and other design treatments that improve freight mobility, including motor vehicle lane widths that consider the above improvements.

H. **Greenscape Streets**

Greenscape Street designs are applied to arterials where natural or informal landscapes dominate the adjacent areas and the right-of-way, such as lower-density residential areas in wooded settings.

- Dual Classifications. Where streets have a Greenscape Street design designation and another street design designation, consider the natural characteristics of the street during the design and implementation of street improvements.
- Design Treatment. During improvement projects, consider preservation of existing vegetation, topography, vistas and viewpoints, driver perception, street lighting, and sight distance requirements. Vegetation may be landscaped or native, depending on the existing and desired character.

Explanation: This new classification replaces the former Beautification Policy classification called Natural Design. Other street classifications that were on the Beautification Map are not now necessary, because their elements are incorporated into other current street design classifications. For example, streets that used to be classified as Parkways on the Beautification Map are now classified as Urban Throughways.

I. **Local Streets**

Local Streets are designed to complement planned land uses and reduce dependence on arterials for local circulation.

- Land Use. Local Streets are multimodal, but are not intended for trucks (other than local deliveries) in residential areas. Local Streets are important for local circulation of trucks in commercial and industrial areas.
- Classification. All streets not classified as Urban Throughways, Regional and

Community Main Streets, Regional and Community Corridors, Urban Roads, and Greenscape Streets are classified as Local Streets for street design.

J. **Multimodal Intersections**
Multimodal intersections are designed to meet the needs of pedestrians and promote pedestrian, bicycle, and public transportation travel, while accommodating a significant amount of motor vehicle traffic.

- Location. Multimodal Intersections are located where special attention should be given to accommodating pedestrians, bicycles, and public transportation.
- Mapping. All intersections of Main Streets with other Main Streets, with Regional Corridors, and with Community Corridors are considered Multimodal Intersections, even though they are not shown on the street design maps. Multimodal Intersection design should also be considered at intersections along main streets and corridors and where there is significant pedestrian and transit activity.
- Motor Vehicle Traffic. Manage motor vehicle traffic to limit negative impacts on other modes and on adjacent land uses.
- Pedestrian Improvements. Pedestrian improvements should include wide sidewalks, special lighting, crossings at all legs of the intersection, and special crossing features where motor vehicle volumes are high.
- Bicycle Improvements. Bicycle improvements should be designed to minimize conflicts and provide adequate bicycle crossings.

Explanation: Multimodal Intersections are called 'Possible Boulevard Intersections' on Metro's Regional Street Design Map. Since Portland is not using the term 'boulevard' in its classifications, Multimodal Intersection better describes the emphasis on safety and convenience for pedestrians and bicyclists, as well as cars and other vehicles, at these intersections. Rather than mapping these intersections, Portland is describing where they are located and how they should be treated. In some cases, the need for special treatment of intersections is determined during the design phase of a project.

Transportation Function Policies

Policy 6.12 Regional and City Travel Patterns
Support the use of the street system consistent with its state, regional, and city classifications and its classification descriptions.

Objectives:

A. Direct interregional traffic to use Regional Trafficways and Regional Transitways, and manage these facilities to maximize their existing capacity.

B. Minimize the impact of interregional and long intraregional trips on Portland neighborhood and commercial areas, while supporting the travel needs of the community.

C. Manage traffic on Neighborhood Collectors that Metro designates as Collectors of Regional Significance so they maintain their function as distributors of traffic between Major City Traffic Streets or District Collectors and Local Service Streets, rather than function primarily for regional traffic movement.

D. Use the TSP refinement plan process to determine specific projects and actions to meet needs in identified transportation corridors.

Explanation: The appropriate functioning for Neighborhood Collectors and Local Service Streets is found in the following policy on Traffic Calming.

Policy 6.13 Traffic Calming
Manage traffic on Neighborhood Collectors and Local Service Traffic Streets, along main streets, and in centers consistent with their street classifications, classification descriptions, and desired land uses.

Objectives:

A. Manage traffic on Neighborhood Collectors and Local Service Streets consistent with the land uses they serve and to preserve and enhance neighborhood livability.

B. Use a combination of enforcement, engineering, and education efforts to calm vehicle traffic.

C. Encourage non-local traffic, including trucks, to use streets of higher traffic and truck classifications through design, operations, permitting, and signing.

D. Implement measures on Local Service Traffic Streets that do not significantly divert traffic to other streets of the same classification.

E. Implement measures on Neighborhood Collectors that do not result in significant diversion of traffic to streets of lower classification.

F. Reduce traffic speeds through enforcement and design in high-density 2040 Growth Concept areas, including main streets and centers, to levels that are comfortable for bicyclists and pedestrians.

Explanation: This policy was revised as part of the Emergency Response Route Study completed in 1998. This policy emphasizes neighborhood livability as a goal and reflects the range of measures the City uses to calm traffic.

Policy 6.14 Emergency Response
Provide a network of emergency response streets that facilitates prompt response to emergencies.

Objectives:

A. Use the emergency response classification system to determine whether traffic-slowing devices can be employed.

Explanation: Emergency response streets are intended primarily to address the needs of Fire Bureau vehicles. Other emergency response vehicles can negotiate speed bumps.

B. Use the emergency response classification system to guide the routing of emergency response vehicles.

C. Use the emergency response classification system to help site future fire stations.

Explanation: This policy was adopted by City Council resolution as part of the Emergency Response Route Study completed in 1998.

Policy 6.15 Transportation System Management
Give preference to transportation improvements that use existing roadway capacity efficiently and improve the safety of the system.

Explanation: This policy addresses requirements of Metro's adopted 2000 Regional Transportation Plan and the desire to use transportation system management (TSM) measures first rather than add roadway capacity.

Objectives:

A. Reduce and manage automobile travel demand and promote transportation choices before considering the addition of roadway capacity for single-occupant vehicles.

B. Employ transportation system management measures, including coordinating and synchronizing signals and intersection redesign, to improve traffic and transit movements and safety for all modes of travel.

C. Design, build, and operate the transportation system so that it can be safely navigated by all users.

Policy 6.16 Access Management
Promote an efficient and safe street system, and provide adequate accessibility to planned land uses.

Objectives:

A. Work with ODOT to manage the location, spacing, and type of road and street intersections on Regional Trafficways, St. Helens Road, Lombard east of Interstate 5, and McLoughlin, and develop access management plans for other City streets as needed to ensure the safe and efficient operation of these facilities.

Explanation: The State of Oregon establishes spacing standards on state highways, based on highway classification, type of area, and allowed speeds. Portland adopted an access management plan for NE Airport Way in 1991.

B. Provide local access to arterials, while minimizing conflicts with through-traffic.

Explanation: The need for access to individual properties has to be balanced with the need for safe access. Reducing the number of curb cuts, either through consolidation or shared driveways, can improve the function of the street for all modes.

C. Ensure that access management measures do not adversely impact any transportation mode, consistent with the classifications of the street where these measures are applied.

Land Use and Transportation Policies

Policy 6.17 Coordinate Land Use and Transportation
Implement the Comprehensive Plan Map and the 2040 Growth Concept through long-range transportation and land use planning and the development of efficient and effective transportation projects and programs.

Explanation: The portion of the former policy with this name required certain land use reviews to use the transportation policies as approval criteria. This will not be necessary in the future because the intent of the policies will be incorporated into the approval criteria in Title 33, Planning and Zoning, as needed.

Policy 6.18 Adequacy of Transportation Facilities
Ensure that amendments to the Comprehensive Plan (including goal exceptions and map amendments), zone changes, conditional uses, master plans, impact mitigation plans, and land use regulations that change allowed land uses are consistent with the identified function and capacity of, and adopted performance measures for, affected transportation facilities.

Explanation: This policy reflects a requirement in the Transportation Planning Rule (OAR 660-012) to ensure that certain land use changes will not have an unacceptable impact on transportation facilities. Title 33, Planning and Zoning, contains approval criteria language that implements this policy.

Policy 6.19 Transit-Oriented Development
Reinforce the link between transit and land use by encouraging transit-oriented development and supporting increased residential and employment densities along transit streets, at existing and planned light rail transit stations, and at other major activity centers.

Objectives:

A. Consider the existing or planned availability of high-quality transit service when adopting more intensive residential, commercial, and employment designations.

B. Focus medium-density and high-density development, including institutions, in transit-oriented developments along transit lines.

C. Require commercial and multifamily development to orient to and provide pedestrian and bicycle connections to transit streets and, for major developments, provide transit facilities on a site or adjacent to a transit stop.

D. Examine the benefits of limiting drive-through facilities in existing or planned areas of high-intensity development and high levels of pedestrian, bicycle, and transit activity when planning studies are being done for these areas.

Explanation: Objective D addresses the inherent conflicts between drive-through facilities and desired levels of pedestrian and transit activity.

Policy 6.20 Connectivity
Support development of an interconnected, multimodal transportation system to serve mixed-use areas, residential neighborhoods, and other activity centers.

Objectives:

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

B. Create short blocks through development of frequent street connections in mixed-use areas of planned high-density development.

C. Provide convenient and safe bicycle and pedestrian connections to transit routes, schools, and parks, as well as within and between new and existing residential developments, employment areas, and other activity centers where street connections are not feasible.

Explanation: Along with Policy 11.11, this policy meets the connectivity requirements of Metro's 2000 Regional Transportation Plan.

Policy 6.21 Right-of-Way Opportunities
Preserve existing rights-of-way unless there is no existing or future need for them, established street patterns will not be significantly interrupted, and the functional purposes of nearby streets will be maintained.

Objectives:

A. Evaluate opportunities and the existing and future need for a bikeway, walkway, or other transportation use when considering vacation of any right-of-way.

B. As a condition of street vacation, require pedestrian and bicycle facilities if needed, with first preference for dedicated right-of-way and, secondarily, through a public walkway and bikeway easement.

C. Acquire or control parcels of land that may be needed in the future for any transportation purpose when the opportunity arises through sale, donation, or land use action.

D. Preserve existing and abandoned rail rights-of-way and examine their potential for future rail freight, passenger service, or recreational trail uses.

E. Consider the need for maintaining right-of-way for other infrastructure needs.

Pedestrian and Bicycle Policies

Policy 6.22 Pedestrian Transportation
Plan and complete a pedestrian network that increases the opportunities for walking to shopping and services, schools and parks, employment, and transit.

Objectives:

A. Promote walking as the mode of choice for short trips by giving priority to the completion of the pedestrian network that serves Pedestrian Districts, schools, neighborhood shopping, and parks.

B. Support walking to transit by giving priority to the completion of the pedestrian network that serves transit centers, stations, and stops; providing adequate crossing opportunities at transit stops; and planning and designing pedestrian improvements that allow adequate space for transit stop facilities.

C. Improve the quality of the pedestrian environment by implementing pedestrian design guidelines to ensure that all construction in the right-of-way meets a pedestrian quality standard and by developing special design districts for Pedestrian Districts and main streets.

D. Increase pedestrian safety and convenience by identifying and analyzing high pedestrian collision locations; making physical improvements, such as traffic calming, signal improvements, and crossing improvements in areas of high pedestrian use; and supporting changes to adopted statutes and codes that would enhance pedestrian safety.

E. Develop a citywide network of pedestrian trails that increases pedestrian access for recreation and transportation purposes and links to schools, parks, transit, and shopping as well as to the regional trail system and adjacent cities.

Policy 6.23 Bicycle Transportation
Make the bicycle an integral part of daily life in Portland, particularly for trips of less than five miles, by implementing a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer.

Objectives:

A. Complete a network of bikeways that serves bicyclists' needs, especially for travel to employment centers, commercial districts, transit stations, institutions, and recreational destinations.

B. Provide continuous bicycle facilities and eliminate gaps in the bike lane system.

C. Install bicycle signage along bikeways where needed to define the route and/or direct bicyclists to a destination or other bikeway.

D. Increase bicyclist safety and convenience by making improvements, removing physical hazards such as dangerous storm grates, and supporting changes to adopted statutes and codes that would enhance the safety of bicyclists.

E. Provide short-term and/or long-term bicycle parking in commercial districts, along main streets, in employment centers and multifamily developments, at schools and colleges, in industrial developments, at special events, in recreational areas, at transit facilities such as light rail stations and park-and-ride lots, and at intermodal passenger stations.

F. Encourage the provision of showers and changing facilities for commuting cyclists, including development of such facilities in commercial buildings and at 'Bike Central' locations.

G. Increase the number of bicycle-transit trips.

H. Promote bicycling as safe and convenient transportation to and from school.

Public Transportation Policy

Policy 6.24 Public Transportation
Develop a public transportation system that conveniently serves City residents and workers 24 hours a day, seven days a week and can become the preferred form of travel to major destinations, including the Central City, regional and town centers, main streets, and station communities.

Objectives:

A. Support light rail transit and bus connections as the foundation of the regional transit system, with completion of the system to connect all regional centers, downtown Vancouver, major attractions, and intermodal passenger facilities as a high priority for the region.

B. Base decisions about light rail transitway alignments and their connections to other regional facilities on individual corridor studies.

C. Expand primary and secondary bus service to meet the growing demand for work and non-work trips, operate as the principal transit service for access and mobility needs, help reduce congestion, and support the economic activities of the City.

D. Implement transit-preferential measures on Major Transit Priority Streets to achieve travel times competitive with the automobile and to improve service reliability.

E. Consider the use of alternative forms of transit, including vanpools and dial-a-ride in low-density areas and other forms of transit such as water taxis.

F. Support a public transit system and regional transportation strategies that address the special needs of the transportation disadvantaged and provide increased mobility options and access.

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

H. Develop streetcar lines in Portland to connect new or redeveloping neighborhoods to employment opportunities and other destinations, including shopping, education, and recreation.

Parking and Demand Management Policies

Policy 6.25 Parking Management
Manage the parking supply to achieve transportation policy objectives for neighborhood and business district vitality, auto trip reduction, and improved air quality.

Objectives:

A. Implement measures to achieve Portland's share of the mandated 10 percent reduction in parking spaces per capita within the metropolitan area over the next 20 years.

B. Consider transportation capacity and parking demand for all motor vehicles in the regulation of the parking supply.

C. Develop parking management programs and strategies that improve air quality, reduce congestion, promote alternatives to the drive-alone commute, and educate and involve businesses and neighborhoods.

Policy 6.26 On-Street Parking Management
Manage the supply, operations, and demand for parking and loading in the public right-of-way to encourage economic vitality, safety for all modes, and livability of residential neighborhoods.

Objectives:

A. Support land uses in existing and emerging regional centers, town centers, and main streets with an adequate supply of on-street parking.

B. Maintain existing on-street parking in older neighborhoods and commercial areas where off-street parking is inadequate, except where parking removal is necessary to accommodate alternatives to the automobile.

C. Support carpooling in commercial districts by providing convenient, affordable, and adequate on-street spaces.

D. Develop and maintain on-street parking meter districts to provide for customer turnover, reduce on-street parking use by commuters, efficiently allocate parking among diverse users, encourage the use of alternatives to the automobile, and provide a funding source for transportation projects within the districts.

Policy 6.27 Off-Street Parking
Regulate off-street parking to promote good urban form and the vitality of commercial and employment areas.

Explanation: This policy focuses on the characteristics of areas where off-street parking is essential to economic vitality and to other areas where parking is de-emphasized in order to achieve good non-SOV (single-occupant vehicle) mode splits and compact development.

Objectives:

A. Consider eliminating requirements for off-street parking in areas of the City where there is existing or planned high-quality transit service and good pedestrian and bicycle access.

B. Encourage the redevelopment of surface parking lots into transit-supportive uses or development or to include facilities for alternatives to the automobile.

Explanation: Surface parking lots discourage compact development because they are space extensive. Existing parking lots can transition over time to provide less automobile parking and encourage better development and the use of alternatives. Examples include: making parking lots more efficient by including carpool and motorcycle parking, redeveloping parking as transit facilities such as bus waiting areas, removing parking for more development, or placing parking in structures rather than surface lots.

C. Limit the development of new parking spaces to achieve land use, transportation, and environmental objectives.

Explanation: This objective was implemented in 2000 when parking maximums for non-residential uses throughout the City were adopted into Title 33.

Policy 6.28 Travel Management
Reduce congestion, improve air quality, and mitigate the impact of development-generated traffic by supporting transportation choices through demand management programs and measures and through education and public information strategies.

Explanation: This policy and its objectives address a range of measures that reduce the demand for parking, congestion, impervious surface areas, and vehicle miles traveled.

Objectives:

A. Develop neighborhood-based programs to promote and support multimodal strategies and trip reduction strategies and programs.

B. Meet the access and mobility needs of businesses and employees in key employment and regional centers with customized alternative transportation programs that result in reduced congestion and improved air quality.

C. Support and encourage the growth of car sharing among City residents and businesses through actions that expand the supply of car sharing vehicles at convenient locations and actions that increase the demand for car sharing services.

D. Require institutions to regulate parking facilities, first to provide short-term parking for visitors and, second, to minimize the amount of employee parking through demand management measures such as carpooling, ridesharing, flexible work hours, telecommuting, parking management, and employer-subsidized transit passes.

E. Require institutions to mitigate excessive parking impacts on residential areas.

F. Require institutions and other large employers to participate in programs to reduce single-occupant automobile trips.

Explanation: Transportation demand management measures are key to ensuring the compatibility of institutions with the neighborhoods in which they are located. The policy and objectives are implemented, in part, through conditional use and impact mitigation plan approval criteria language in Title 33: Planning and Zoning.

Freight, Terminals, and Truck Policies

Policy 6.29 Freight Intermodal Facilities and Freight Activity Areas
Develop and maintain an intermodal transportation system for the safe, efficient, and cost-effective movement of freight, goods, and commercial vehicles within and through the City on Truck Streets and for access and circulation in Freight Districts.

Objectives:

A. Participate in the planning and development of marine, aviation, and rail facilities with the Port of Portland and other affected agencies, groups, and individuals.

B. Address freight movement and access needs when conducting multimodal transportation studies or designing transportation facilities.

C. Participate in the interjurisdictional planning for improvements to the I-5 transportation and trade corridor.

D. Continue to support rail as a mode for freight movement.

E. Participate in area and regional planning for major regional pipelines and terminals.

Explanation: The movement of freight, goods, and services is addressed by other objectives under Policy 5.4, Transportation System, of the Economic Development goal of the Comprehensive Plan.

Policy 6.30 Truck Movement
Provide a complete, safe, and reliable system of Major and Minor Truck Streets for local truck movement, connecting Freight Districts, intermodal facilities, and commercial areas.

Explanation: This is the general statement of the truck policy previously stated in the Implementation section of the Transportation Element.

Objectives:

A. Encourage truck through-traffic to use Regional and Major Truck Streets for mobility and the use of Minor Truck Streets and Local Service Truck Streets to access local destinations.

B. Identify measures to improve truck access into and within Freight Districts and to and within 2040 Growth Concept centers.

Regional Transportation Policies

Policy 6.31 Regional Trafficways
Accommodate future increases in regional through-traffic in Portland on existing Regional Trafficways.

Objectives:

A. Regard the City's Regional Trafficway system within Portland to be substantially complete, except for safety or other improvements to existing facilities that increase their efficiency.

B. Oppose extension of a new circumferential freeway north of US 26 into the City and through Forest Park.

Policy 6.32 Multimodal Passenger Service
Participate in coordinated planning, development, and interconnection of Portland, regional, and intercity transportation services for passenger travel.

Objectives:

A. Support continuation of Union Station as the multimodal transportation hub, serving as the primary passenger rail and intercity bus terminal in the Portland metropolitan area and providing direct connections among passenger rail, light rail, streetcar, intracity buses, taxis, and airport shuttle buses.

B. Support continuation of Portland International Airport as the multimodal passenger air facility hub by encouraging direct connections for all modes, including light rail transit, buses, taxis, and airport shuttles.

C. Support development of passenger transfer facilities in existing and emerging regional centers.

D. Support commuter rail service where it will reinforce the 2040 Growth Concept and is an efficient alternative to the automobile.

E. Support expansion of Northwest Corridor passenger rail service between Eugene, Portland, Seattle, and Vancouver, B. C. by incremental improvements in speed, frequency, and station facilities, in cooperation with the States of Oregon and Washington and the Province of British Columbia.

Policy 6.33 Congestion Pricing
Advocate for a regional, market-based system to price or charge for auto trips during peak hours.

Objectives:

A. Support pricing strategies that are based on the environmental and social costs of motor vehicles.

B. In cooperation with Metro and other jurisdictions, choose corridors to implement market-based pricing where high-quality transportation alternatives to driving exist.

C. Support experiments in equitable and efficient pricing of new motor vehicle transportation facilities.

Transportation Districts Policies

Policy 6.34 North Transportation District
Reinforce neighborhood livability and commercial activity by planning and investing in a multimodal transportation network, relieving traffic congestion through measures that reduce transportation demand, and routing non-local and industrial traffic along the edges of the residential areas.

Objectives:

A. Improve truck and freight movement in North Portland through changes to the street system, street classifications, and signing to enhance the economic vitality of the area and minimize impacts on residential, commercial, and recreational areas.

B. Support efficient functioning of the N Marine Drive/ N Lombard (west of N Philadelphia)/N Columbia Boulevard loop as the truck and commuter access to the Rivergate industrial area and adjacent industrial areas.

C. Direct industrial traffic onto N Columbia Boulevard, while allowing limited access from residential neighborhoods and mitigating for unacceptable traffic impacts.

D. Re-evaluate the need for a truck designation on N Argyle when improvements to the I-5/Columbia interchange are constructed or other improvements are made that make the N Argyle/Interstate truck connection redundant.

Explanation: There is a desire by the community to reduce truck traffic through Kenton to support pedestrian activity and connections to light rail. The Portland Office of Transportation will evaluate the Argyle and Interstate intersection in conjunction with the Columbia/I-5 improvements to improve the pedestrian environment.

E. Work with the Federal Highway Commission and ODOT to remove the US 30 Bypass designation from Philadelphia and Lombard, west of Martin Luther King, Jr. Boulevard, and relocate it to more appropriate streets to minimize impacts on the St Johns town center and the Lombard main street.

F. Support improvements to transit service that will link North Portland to areas outside the downtown, especially to the Rose Quarter transit center and industrial areas within and outside the district.

G. Encourage transit coverage and frequency improvements, as well as bus stop improvements, within the district and within commercial and employment centers, including Portland International Raceway, Swan Island, and Rivergate.

H. Develop light rail transit on North Interstate and to the Exposition Center; place stations at major arterials where good feeder bus service can be provided; capitalize on redevelopment opportunities that support light rail; and mitigate potential negative impacts of diversion of automobile traffic onto nearby Neighborhood Collectors and Local Service Traffic Streets.

I. Preserve the planned functions of Willamette Boulevard by evaluating and implementing transportation measures along N Lombard east of N St. Louis to improve Lombard's function as a District Collector and main street.

J. Improve pedestrian and bicycle access within the St. Johns town center and from nearby destinations, including Pier Park, the Columbia Slough, and Smith and Bybee Lakes.

K. Develop additional east/west and north/south bicycle routes to serve commuter and recreational bicyclists and provide connections to Northeast Portland bikeways.

L. Complete the sidewalk system in North Portland, including enhanced pedestrian crossings on streets with high volumes of vehicle traffic.

M. Consider extension of the Willamette Greenway Trail south from its current designation that ends at Edgewater and connecting to the trail on Swan Island, following the outcome of a feasibility study.

N. Explore opportunities for additional street connections over the railroad cut and between the Willamette River and nearby residential areas.

O. Improve parking management within the St. Johns town center and at Portland International Raceway.

North Traffic Map

North Transit

North Bicycle

North Pedestrian

North Freight

North Emergency Response

North Street Design

Left Blank

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, bicycling, 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.

N. Re-evaluate the pedestrian and bicycle designations between the Portland International Airport terminal and I-205, in conjunction with the update of the airport's conditional use master plan or a legislative action creating a plan district, with the goal of making complete pedestrian and bicycle connections between the terminal, Cascade Station, and Airport Way east of I-205, including through the Airport Way/Mt. Hood Avenue interchange.

NE Traffic Map

NE Transit

NE Bicycle

NE Pedestrian

NE Freight

NE Emergency Response

NE Street Design

Left Blank

Policy 6.36 Far Northeast Transportation District

Support transportation choices by focusing transit and traffic movement on a well-defined system of arterials, implementing demand management measures, and encouraging walking and bicycling in the Far Northeast.

Objectives:

A. Enhance the arterial street system by improving connections between Neighborhood Collectors and District Collectors and eliminating bottlenecks, such as narrow rail viaducts, that contribute to intrusions into residential neighborhoods by commercial, industrial, and non-local traffic.

B. Improve cross-town transit service to accommodate trips within the Far Northeast District, transit service along Sandy, and transit connections to light rail.

C. Improve the designated bicycle network and connect major routes to routes in adjacent districts and jurisdictions.

D. Implement the Gateway Concept and Redevelopment Strategy recommendations to provide street connections as redevelopment occurs, manage regional traffic impacts, and focus boulevard and main street improvements on 102nd.

E. Resolve the long-term future of the park-and-ride facility at the Gateway transit center to reinforce the regional center's long-term vitality.

F. Add pedestrian facilities, including sidewalks and crossings, and enhancements, such as street trees and drinking fountains, to provide good access within neighborhoods and to Gateway and other commercial areas.

Far NE Traffic

Far NE Transit

Far NE Bicycle

Far NE Pedestrian

Far NE Freight

Far NE Emergency Response

Far NE Street Design

Left Blank

Policy 6.37 Southeast Transportation District

Reduce travel demand and reliance on the automobile in Southeast Portland to protect residential areas and industrial sanctuaries from non-local traffic, while maintaining access to established commercial areas.

Objectives:

A. Direct interdistrict traffic to Regional Trafficways on the edges of the district, and manage traffic on Major City Traffic Streets and other arterials primarily through transportation system management measures.

B. Support improvements to SE McLoughlin Boulevard to ensure its function as the major north/south route for regional traffic, while maintaining its operational characteristics as a Major City Traffic Street between Powell and Reedway and addressing pedestrian and bicyclist access along and across the street.

C. Operate Neighborhood Collectors in Southeast Portland to function primarily as circulation for district traffic rather than as regional streets, even where they carry a significant amount of regional traffic.

D. Facilitate pedestrian access and safety in Southeast Portland by improving connections to the Willamette River; adding connections between neighborhoods and parks, institutions, and commercial areas; and enhancing pedestrian crossings with curb extensions and improved markings.

E. Improve access and safety for bicycles through the development of more inner Southeast east/west bike routes and the provision of bicycle facilities across bridges and to a variety of destinations, including downtown, the river, and parks.

F. Recognize SE Foster's (west of I-205) importance as a main street and as a Major City Traffic Street and Major City Transit Street by improving the pedestrian environment, preserving on-street parking, facilitating transit movement, and adding street trees.

G. Encourage regional and interdistrict truck traffic to use Regional and Major Truck Streets in southeast Portland by establishing convenient truck routing that better serves trucks, while protecting Southeast neighborhoods.

H. Minimize left-turn movements to auto-accommodating development along SE 39th Avenue, and eliminate or consolidate driveways where possible.

I. Continue to improve cross-town transit service, transit facilities and bus stops, and transit travel times, and expand off-peak and weekend service to provide access to activity centers on Portland's eastside.

J. Support planning for and development of light rail transit and streetcars in Southeast Portland, including consideration of feeder transit service and pedestrian and bicycle access.

K. Examine the potential for returning SE Belmont and SE Morrison between SE 12th and 25th to two-way streets in the future, and make changes to street classifications if needed to support and reinforce Belmont's role as a main street.

Explanation: A study was completed in 2000 to examine the possibility of decoupling Belmont and Morrison, with the decision not to pursue it at this time. If Belmont's evolution as a vital main street is impaired because of the couplet, the issue could be reexamined.

L. Support SE Tacoma's function as a main street and District Collector in the future, and support and implement transportation projects that will reinforce these designations.

M. Implement transportation improvements identified in the Lents Urban Renewal Plan that will revitalize its commercial core and environs.

N. Support the livability of Southeast neighborhoods by improving the efficiency of parking and loading in commercial areas and by reducing commuter parking in residential areas.

SE Traffic Map

SE Transit

SE Bicycle

SE Pedestrian

SE Freight

SE Emergency Response

SE Street Design

Left Blank

Policy 6.38 Far Southeast Transportation District

Address transportation issues in the Far Southeast District by encouraging the use of transit and demand management measures, improving pedestrian/bicycle access, creating a more connected street system, and improving the functioning of arterials.

Objectives:

A. Consider existing and future land use patterns, environmental impacts, the need for additional connectivity of collectors, and transit accessibility when improvements are planned and designed for the arterial system, particularly SE Powell and SE Foster.

B. Improve arterials through better signalization and intersection design to serve adjacent land uses and to provide for access to adjacent neighborhoods, while minimizing non-local traffic on local streets.

C. Accommodate bicyclists and pedestrians along arterials and at crossings, especially at activity nodes, through a combination of street and traffic management improvements.

D. Reduce travel demand in the district by providing additional transit service, including feeder service to light rail and alternatives to buses for low-density areas.

E. Consider implementing parking controls in the vicinity of light rail stations where commuter parking is impacting nearby residential neighborhoods.

F. Provide adequate street connections in the Far Southeast District through the development of a master street plan that provides connections for vehicles, pedestrians, and bicyclists.

G. Support transit and pedestrian-friendly development along the Division main street with multimodal transportation investments.

H. Implement transportation improvements identified in the Lents Urban Renewal Plan that will revitalize its commercial core and environs.

I. Implement the Gateway Concept and Redevelopment Strategy recommendations to provide street connections as redevelopment occurs, manage regional traffic impacts, and focus boulevard and main street improvements on 102nd.

J. Improve pedestrian access at the light rail transit stations by adding local street connections and improvements, including enhanced crossings and wider sidewalks.

K. Provide an off-street pathway and reasonable public access between the neighborhood south of SE Market, through the medical center campus, and extending through the commercial area south of SE Washington.

Far SE Traffic

Far SE Transit

Far SE Bicycle

Far SE Pedestrian

Far SE Freight

Far SE Emergency Response

Far SE Street Design

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Policy 6.39 Northwest Transportation District
Strengthen the multimodal transportation system in the Northwest District by increasing public transit use, encouraging transportation demand management measures, and improving pedestrian and bicycle access.

Objectives:

A. Expand transit service throughout the district, including adding more cross-town service, connecting bus service from the Civic Stadium light rail station to the northwest industrial area, and improving service in low-density areas such as Linnton.

B. Route non-local traffic, including non-local truck traffic, on Major City Traffic Streets and Regional Trafficways in order to minimize conflicts among modes.

C. Incorporate pedestrian and bicycle access improvements into all transportation projects, especially along arterials and at crossing locations.

D. Protect Forest Park's natural resources in the design and development of transportation projects in or near the park.

E. Reinforce the Northwest District main streets – NW 21st, 23rd, Burnside, and Thurman – by retaining and improving their pedestrian-oriented character and improving access to transit.

F. Support a range of strategies in the high-density portions of the district to address parking issues, including commuter and event parking impacts.

G. Maintain neighborhood livability in the construction or reconstruction of streets by adding street trees, buffering pedestrians from traffic, and preserving on-street parking.

H. Limit transportation projects on West Burnside to those that reduce vehicle miles traveled, give preference to transit, improve pedestrian and bicycle access, or improve safety, but do not increase automobile capacity.

I. Improve access to NW 14th and 16th to support their function as connections to the commercial and industrial areas in Northwest Portland and to reduce impacts of non-local traffic on residential areas.

J. Evaluate and make recommendations on returning the NW Everett/NW Glisan and the NW18th/NW 19th couplets to two-way streets.

K. Support the scenic and natural character of NW Skyline Boulevard by focusing non-local north/south traffic between West Burnside and NW Cornell Road on NW Miller.

L. Preserve and enhance freight mobility, and industrial access in the Freight District, by maintaining or improving truck operations on Front Avenue, Yeon Avenue , Nicolai Street, St Helens Road, and the 114th and 16th Avenues couplet.

NW Traffic Map

NW Transit

NW Bicycle

NW Pedestrian

NW Freight

NW Emergency Response

NW Street Design

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Policy 6.40 Southwest Transportation District

Address outstanding transportation issues in the Southwest District through studies and multimodal improvements, and use the transportation policy and objectives in the Southwest Community Plan to evaluate potential changes to the street system.

Explanation: As part of the Southwest Community Plan (SWCP), City Council adopted a new transportation policy and objectives that address most of the issues covered by the previous Southwest District policies of the Transportation Element. The policy and objectives here reflect the remaining issues not covered by the SWCP. Both sets of policies and objectives will be used to evaluate potential changes to the transportation system in Southwest. (The SWCP policy and objectives are included in Appendix C.)

Objectives:

A. Use the Willamette Shore Line right-of-way, the corridor identified in the Macadam Corridor Improvement Plan, or other alignment as appropriate to provide future streetcar commuter service or light rail in the Macadam corridor.

Explanation: The alignment chosen for this corridor may be influenced by the type of vehicle that is selected – streetcar or light rail – and the type of service that will be provided. City Council adopted the Macadam Corridor Improvement Plan on February 23, 1978.

B. Improve the primary transportation functions of SW Broadway Drive, SW Patton Road, SW Vista, SW Humphrey, and SW Dosch Road as Neighborhood Collectors by supporting pedestrian, bicycle, and transit use; calming traffic; and discouraging heavy volumes of non-local commuter traffic.

C. Consider designation of a 'Red Electric Line' alignment for pedestrians and bicyclists, as identified in the Southwest Urban Trails Plan, upon completion of a feasibility study.

D. Evaluate the transportation impacts on adjacent neighborhoods when considering increases in development potential of large new or redeveloping areas, and include mitigation measures in development plans.

E. Use the Southwest Urban Trail Plan as a guide to dedicating and developing trail segments in Southwest.

SW Traffic

SW Transit

SW Bicycle

SW Pedestrian

SW Freight

SW Emergency Response

SW Street Design

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INTRODUCTION

Goal 11B, Public Rights-Of-Way, is the public facility goal for transportation. The State requires jurisdications to have public facilities plans that consist of policy language and a list of projects to be undertaken over the life of the Comprehensive Plan. The policies describe how transportation improvements are selected; how transportation facilities are designed, built, and maintained; and how the transportation system performs. Within Goal 11B, policies address:

- Environmental Sustainability
- Project Selection
- Street Design and Right-of-Way Improvements
- Street Plans
- Maintenance
- Performance Measures

GOAL 11B PUBLIC RIGHTS-OF-WAY

Improve the quality of Portland's transportation system by carrying out projects to implement the 2040 Growth Concept, preserving public rights-of-way, implementing street plans, continuing high-quality maintenance and improvement programs, and allocating limited resources to identified needs of neighborhoods, commerce, and industry.

> *Explanation: Goal 11B is the public facility goal for transportation. The state requires jurisdictions to have public facility plans. This goal and its policies and the TSP project list comprise the public facility plan for transportation. The numbering for Goal 11B policies starts with 11.8 because Policies 11.1 through 11.7 are general public facilities policies that precede the specific policies associated with specific service provided by the City or other agencies. Policies 11.1 through 11.7 are not being changed through the TSP.*

Policy 11.8 Environmental Sustainability in Transportation
Participate in meeting the City's sustainability goals by designing, constructing, installing, using, and maintaining the transportation system in efficient, innovative, and environmentally responsible ways.

Objectives:

A. Integrate best management practices into all aspects of the Portland Office of Transportation activities.

B. Continue to reuse and recycle office and construction materials and equipment, compost leaves, and separate street debris.

C. Maintain equipment and facilities to minimize air, water, and noise pollution.

D. Use environmentally safe products.

E. Minimize runoff and erosion in all ground-disturbing activities, including construction, excavation, landscaping, and trench work.

F. Use alternative energy sources to power equipment whenever feasible.

G. Incorporate sustainable design solutions for streets and other transportation projects.

Policy 11.9 Project Selection
Through the capital improvement program process, give priority consideration to transportation projects that will contribute to a reduction in vehicle miles traveled per capita, while supporting economic vitality and sustainability.

Explanation: This policy reflects a requirement of the Transportation Planning Rule (OAR 660-012). The intent is to use the capital improvement program process to select projects that will best implement the TRP and achieve the goals and benchmarks identified in it and in the TSP.

Objectives:

A. Promote a compact urban form by supporting development in high-priority 2040 Growth Concept areas, including facilities and improvements that support mixed-use, pedestrian-friendly development and increase walking, bicycling, and transit use.

B. Address existing deficiencies or hazards by improving pedestrian, bicycle, and vehicular safety.

C. Use good resource management and minimize or reduce negative impacts to the natural environment.

D. Provide and improve access to and within activity centers and develop safe routes to schools.

E. Improve access to existing and emerging employment and industrial areas.

F. Promote street connectivity for all modes, especially in areas where identified deficiencies exist, to support desired urban form and travel patterns.

G. Address areawide needs, including access and mobility, environmental protection, and quality urban design, in a comprehensive approach to project selection.

H. Increase the efficiency and effectiveness of the system by wise application of available financial, capital, and human resources.

I. Develop the transportation system consistent with and supportive of community values.

Explanation: These objectives are derived from community input during development of the TSP and refined by the Citizen Advisory Committee. These objectives were used to evaluate projects for inclusion in the TSP.

Policy 11.10 Street Design and Right-of-Way Improvements
Design improvements to existing and new transportation facilities to implement transportation and land use goals and objectives.

Explanation: This is a new policy that combines with previous policies relating to the design of streets to incorporate requirements of Metro's 2000 Regional Transportation Plan.

Objectives:

A. Make changes to public rights-of-way that are consistent with their street classifications and descriptions in the Transportation Element of the Comprehensive Plan.

B. Consider the needs and safety of all users of a planned facility in its design and during the construction process.

C. When changes to a right-of-way are proposed, consider the overall capacity impacts to the immediately affected street, as well as potential areawide capacity impacts.

Explanation: Changes to a street to accommodate one mode can affect how that street functions for other modes. Changing capacity, including reducing capacity for autos, can adversely affect how an area functions and can have wider-ranging impacts than just on the immediately affected street. Transportation projects need to look at all of the classifications for a street when making decisions that affect the capacity for any mode.

D. Use Metro street design guidelines (Creating Livable Streets: Street Design for 2040, November 1997 and Green Streets, July 2002) as a resource in developing and designing projects for streets on the regional system.

Explanation: The Creating Livable Streets and Green Streets handbooks were developed by Metro with cooperation from local jurisdictions. Green Streets: Innovative Solutions for Stormwater and Street Crossings establishes a set of 'best practices' for reducing the amount of stormwater runoff from the public right-of-way. The handbook builds on the street designs developed for the Creating Livable Streets handbook, but modifies them to incorporate the 'best practices' identified in Green Streets. In November 2001, the National Marine Fisheries Service (NMFS) completed their review of the final draft of the Green Streets handbook and endorsed it as a series of 'safe harbor' practices that are consistent with NMFS goals for fish habitat protection.

E. Use a variety of transportation resources in developing and designing projects for all City streets, such as the City of Portland's Pedestrian Design Guide, Bicycle Master Plan-Appendix A, and Design Guide for Public Street Improvements.

Explanation: Other documents used in designing streets are Titles 16 (Vehicles and Traffic) and 17 (Public Improvements) and the Standard Construction Specifications. Manuals and 'toolboxes' have also been

developed to address specific design elements, including the Transit Preferential Streets Program Sourcebook and the Traffic Manual, Chapter 11 – Speed Bumps.

F. Provide planned bicycle facilities in conjunction with street improvements, or develop equally safe and convenient alternative access for bicycles on parallel streets when the appropriate bikeway facility cannot be provided on the designated street because of severe environmental or topographical constraints, unacceptable levels of traffic congestion, or the need to retain on-street parking.

G. Include sidewalks on both sides of all new street improvement projects, except where there are severe topographic or natural resource constraints or when consistent with the Pedestrian Design Guide.

H. Include improvements that enhance transit operations, safety, and travel times in projects on existing or planned transit routes.

I. Improve streets within Freight Districts and on truck-designated streets to facilitate truck movements.

J. Construct local residential streets to minimize pavement width and total right-of-way width, consistent with the operational needs of the facility and taking into account the needs of both pedestrians and vehicles.

K. Ensure that transportation facilities are accessible to all people and that all improvements to the transportation system (traffic, transit, bicycle, and pedestrian) in the public right-of-way comply with the Americans with Disabilities Act of 1990.

L. Encourage the beautification of the City by incorporating appropriate streetscape elements along regionally designated streets and along other City-designated arterials, in conjunction with the Urban Forestry Program.

Explanation: The Beautification Policy from the 1996 Transportation Element is incorporated here and in the new Street Design Classification Descriptions, particularly the new Greenscape Street design. The Beautification Policy is partially implemented through the Urban Forestry Program of the Bureau of Parks and Recreation.

M. Encourage the formation of local improvement districts (LIDs for the construction of transportation infrastructure, which may include streets, curbs, or other structures; pedestrian or bicycle facilities; drainage; and street trees.

N. Continue to explore cost-effective methods to finance local street improvements.

O. Consider and minimize impacts on the natural environment, consistent with the City and regional response to the Endangered Species Act and stream crossing design guidelines in the Green Streets handbook, in the planning, design, and development of transportation projects.

P. Consider the desired character of the area, including neighborhood livability, in the design and development of transportation projects.

Policy 11.11 Street Plans
Promote a logical, direct, and connected street system through the development of street plans.

Explanation: Metro's Regional Transportation Plan requires master street plans for local jurisdictions covered by Metro. This policy and its objectives, along with maps that will be adopted for areas of the City, fulfill this requirement. Additional plans will be prepared as refinement plans in the TSP.

Objectives:

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

B. Ensure that new residential development and development in zones that allow a mix of uses include street plans that are consistent with master street plans, extend and connect to adjacent areas, and meet connectivity objectives.

C. Identify opportunities to extend and connect streets, provide direct public right-of-way routes, and limit the use of cul-de-sac and other closed-end street designs.

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

Explanation: Metro defines protected water features as those identified in Title 3 of the Urban Growth Management Functional Plan. The City's environmental zones are applied to significant water features to protect these resources.

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

F. As the North Macadam area develops, provide connectivity for all modes of travel by developing the streets and accessways as shown on Map 11.11.1.

G. As the western half of the Bridgeton neighborhood develops, provide connectivity for all modes of travel by developing the streets as shown on Map 11.11.2.

Explanation: The Bridgeton Neighborhood Plan, adopted by Ordinances 171238 and 171239, required development of a Transportation Network Concept Plan for Bridgeton. The Transportation Network Concept Plan was completed but not adopted. It is adopted with adoption of the TSP and is shown on Map 11.11.2.

H. As the Gateway regional center redevelops, provide additional connectivity for all modes of travel as shown on Map 11.11.3.

I. As the Airport Way vicinity continues to develop, use the Airport Way Secondary Infrastructure Plan as a guide to provide connectivity for all modes of travel by developing streets as shown on Map 11.11.4.

Explanation: The Airport Secondary Infrastructure Plan was adopted by City Council Resolution 35405 in 1995 as an administrative guide to extending infrastructure, including streets, in Columbia South Shore east of NE 138th and north of Sandy Boulevard.

J. Continue to provide connectivity in the River District for all modes of travel by developing public and private streets as shown on Map 11.11.5.

K. As the Southwest District develops, provide connectivity for all modes of travel by developing streets as shown on Map 11.11.6.

L. As the Far Southeast District develops, provide connectivity for all modes of travel by developing streets as shown on Map 11.11.7.

M. As the street system is modified around the west end of the Ross Island Bridge, provide enhanced connectivity for all modes as shown on Map 11.11.8.

N. Preserve street connectivity in areas of the City that meet the standards of this policy and its objectives as shown on Maps 11.11.9 through 11.11.16.

Explanation: As street master plans are completed, they will be incorporated into the Comprehensive Plan by adding a new objective to this policy and adopting an accompanying map. Many of the older areas of Portland already meet the connectivity standards. Connectivity should be preserved in those areas. Maps 11.11.1 through 11.11.8 show areas of the City where new street and pedestrian/bicycle connections have been identified. Maps 11.11.9 through 11.11.16 show areas of the City where street connectivity standards are met and areas that are exempt from street connectivity standards. Maps should be used together with the applicable City codes that address connectivity. Street and pedestrian/bicycle connections should be considered for any site, regardless of whether it falls within an area that meets street connectivity standards. Additional connections may be warranted by its location within a 2040 land use type such as a center, or because of prevailing block size in an area.

Map 11.1 North Macadam Street Plan

Map 11.2 Bridgeton Street Plan

Map 11.3. Gateway Street Plan

Map 11.4 Airport Way Secondary Infrastructure Plan

Map 11.5 River District Street Plan

Map 11.6 Southwest District Street Plan

Map 11.7 Far Southeast Street Plan

Map 11.8 South Portland Circulation Study street plan

Map 11.9 CC Meets Connectivity Map

Map 11.10 North meets connectivity map

Map 11.11 Northeast meets connectivity map

Map 11.12 Far NE meets connectivity map

Map 11.13 SE meets connectivity map

Map 11.14 Far SE meets connectivity map

Map 11.15 NW meets connectivity map

Map 11.16 SW meets connectivity map

Policy 11.12 Maintenance
Support activities and programs that preserve, maintain, and prevent deterioration of the existing transportation system.

Objectives:

A. Consider the potential impacts of maintenance obligations and life-cycle costs in the development of transportation projects and programs.

B. Incorporate retrofitting or removing culverts identified in the region's fish passage program into maintenance activities for the transportation system.

C. Use best management practices to address environmental impacts of maintenance activities.

D. Pursue strategies for new sources of revenues for maintenance of the transportation system.

E. Coordinate capital improvement program development with ongoing maintenance needs in addition to preservation and rehabilitation projects.

Explanation: Ongoing maintenance of streets and structures is not part of the City's capital improvement plan, but it can affect the amount of money available for capital projects, including preservation and rehabilitation of streets. Preservation and rehabilitation are the terms used to describe activities such as street reconstruction, replacing existing traffic signals that have exceeded their design life, rehabilitating structures such as bridges and stairways, and building or remodeling maintenance facilities.

Policy 11.13 Performance Measures
Evaluate the performance of the transportation system at five-year intervals, using a set of benchmarks that measure progress toward achieving transportation goals and objectives.

Explanation: The Transportation Planning Rule and Metro's 2000 Regional Transportation Plan require adoption of performance measures and benchmarks for evaluating the transportation system and achieving the goals of reducing vehicle miles traveled per capita and parking spaces per capita. Performance measures are adopted as part of the Comprehensive Plan for regionally significant streets and for other City streets. Benchmarks are a part of the TSP, but are not adopted as part of the Comprehensive Plan.

Objectives:

A. Maintain acceptable levels of performance on the regional transportation system, consistent with Table 11.1, in the development and adoption of, and amendments to, the Transportation System Plan and in legislative amendments to the Comprehensive Plan Map.

Explanation: Metro's RTP requires local jurisdictions to adopt its motor vehicle level-of-service table into their comprehensive plans and implementing ordinances. Local jurisdictions may adopt alternative standards as long as those standards do not exceed the minimum level-of-service established by Metro, result in major motor vehicle capacity improvements, or increase single-occupant vehicle travel to the degree of affecting local consistency with regional mode split targets.

B. Use level-of-service as one measure to evaluate the adequacy of transportation facilities in the vicinity of sites subject to land use review.

Explanation: The Portland Office of Transportation typically uses level-of-service D to evaluate whether streets and intersections in the vicinity of a site will operate adequately when new development or zoning is proposed through land use reviews such as Comprehensive Plan Map amendments, zone changes, parking reviews, conditional uses, master plans, and impact mitigation plans. In addition to these reviews, level-of-service is used to evaluate transportation impacts associated with new development so appropriate mitigation can be included as conditions of approval, if needed.

C. Use alternatives to the level-of-service measure to determine the adequacy of the transportation system in areas that exhibit the following characteristics:

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

Explanation: Mode split compares the percentage of non- single occupant vehicle trips (walking, bicycling, transit, carpool, etc.) compared to drive-alone trips. The amount and quality of transit service along with adequate pedestrian and bicycle facilities help to determine whether mode split goals can be met. Mode split goals for 2040 Growth Concept areas are contained in Chapter 15 of the TSP.

D. In areas identified by Metro that exceed the level-of-service in Table 11.1 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

Explanation: The Metro 2000 Regional Transportation Plan identifies two 'areas of special concern' within Portland: the Central City and Gateway. Because the Central City has an existing Central City Transportation Management Plan (CCTMP), with an update due to start upon completion of

the TSP, a separate action plan is not required. The CCTMP is incorporated into the TSP. Planning for Gateway is nearing completion, including a street connectivity plan and other transportation changes.

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

F. Establish mode split targets in 2040 Growth Concept areas within the City, consistent with Metro's targets for these areas.

Table 11.1
Performance Measures for Regionally Significant Streets
Deficiency Thresholds and Operating Standards

Location	Mid-Day One-Hour Peak			A.M./P.M. Two-Hour Peak					
	Preferred Operating Standard	Acceptable Operating Standard	Exceeds Deficiency Threshold	Preferred Operating Standard		Acceptable Operating Standards		Exceeds Deficiency Threshold	
				1st hour	2nd hour	1st hour	2nd hour	1st hour	2nd hour
Central City, Gateway regional center, town centers, main streets, station communities	C	E	F	E	E	F	E	F	F
Corridors, industrial areas, intermodal facilities, employment areas, neighborhoods	C	D	E	E	D	E	E	F	E
Banfield Freeway (from I-5 to I-205) [Note 1]	E	E	F	E	E	F	E	F	F
I-5 North (from Marquam Bridge to Interstate Bridge) [Note 1]	C	E	F	E	E	F	E	F	F
Highway 99E (from the Central City to Highway 224 interchange) [Note 1]	C	E	F	E	E	F	E	F	F
Stadium Freeway (from I-5 South to I-5 North) [Note 1]	C	E	F	E	E	F	E	F	F
Sunset Highway (from I-405 to Sylvan interchange) [Note 1]	C	E	F	E	E	F	E	F	F
Other principal arterial routes [Note 2]	C	D	E	E	D	E	E	F	E
Areas of special concern [Note 3]	Areas with this Metro designation are planned for mixed-use development, but are also characterized by physical, environmental, or other constraints that limit the range of acceptable transportation solutions for addressing a level-of-service need and have other streets that are available for circulation and access.								

Note 1: Thresholds shown are interim; Metro will undertake refinement plans for these corridors, in conjunction with affected jurisdictions. The refinement plans will include performance measures for each corridor.
Note 2: Principal arterials are identified in the Metro RTP. This is not a City of Portland designation.
Note 3: Areas of Special Concern are shown in the Metro RTP. This is not a City of Portland designation.

Explanation: This chart is taken from the Metro 2000 Regional Transportation Plan. Motor vehicle level-of-service (LOS) is a measurement of congestion as a share of designed motor vehicle capacity of a street. Level-of-service is determined by a through volume to capacity ratio equivalency as follows: LOS C = .8 or better; LOS D = .8 to .9; LOS E = .9 to 1.0; and LOS F = 1.0 to 1.1.

INTRODUCTION

The Central City Transportation Management Plan (CCTMP) was adopted in 1995, with an effective date of January 8, 1996 (Ordinance 169535). The explanations that follow the policies and objectives were originally written in 1995 and, in most cases, have not been modified except to delete statements that no longer apply. The CCTMP is the adopted transportation system plan for the Central City. The following goal, policies, and objectives are part of the Portland Comprehensive Plan. The CCTMP is reviewed and updated separately from the TSP.

CCTMP GOAL

Provide for and protect the public's interest and investment in the public right-of-way and in the transportation system consistent with the Transportation Element of the Comprehensive Plan and support the Central City by:

- Improving air quality
- Increasing the use of mass transit, biking, walking, and carpooling as alternatives to single-occupant vehicles
- Improving access and circulation within the capacity of the street system with consideration for all modes of transportation
- Preserving pedestrian and urban design elements of the Central City Plan and improving pedestrian and bicycle accessibility through the Central City
- Supporting existing and new development in accordance with the policies of the Central City Plan by emphasizing the importance of developing housing and attracting key businesses that will benefit each district of the Central City
- Coordinating air quality, mass transit, and traffic management projects with county, regional, state, and federal agencies
- Minimizing the demand for parking without negatively impacting development opportunities by managing long- and short-term parking and providing incentives to encourage the use of alternative modes
- Minimizing and mitigating the effects of high-density development on adjacent neighborhoods

POLICY 1 GROWTH WITH LIVABILITY

Support the vitality of existing residences and businesses and the development of new housing in, and attract new jobs to, the Central City, while also improving its livability, by maintaining and improving the transportation system for all modes.

> *Explanation: This is a key premise of the Central City Plan and of the Central City Management Plan (CCTMP). The CCTMP policies are intended to support economic development in the Central City. The transportation*

policies support high-density development with a transportation system that will accommodate growth.

Policy 1.1 Concentrated Central City Growth
Support the addition of 75,000 jobs and 15,000 new housing units to the Central City by 2010.

Explanation: The City of Portland has set a goal of attracting one-fifth of the region's expected population growth. In order to achieve this goal without impacting livability in neighborhoods, new jobs and housing must occur in the Central City.

Policy 1.2 Employment Opportunities
Expand employment opportunities in the Central City through the retention of existing businesses and the creation of new jobs, taking into consideration the existing and planned densities, land uses, levels of congestion, and transit service in each district.

Explanation: Opportunities for growth in employment are directly linked to the vitality of existing businesses and the availability of transit and more efficient use of streets and parking. If new jobs locate in the Central City without new policies and programs in place, the result will be increased traffic congestion and growing parking demand. Existing or new jobs may locate elsewhere if such problems are not anticipated and addressed.

Policy 1.3 Housing Opportunities
Support the development of housing as a way to maximize the efficiency of the existing and planned transportation system and to also create a more livable community.

Explanation: Increased Central City housing will have a positive effect on transportation patterns. People living near their work places are more likely to walk, ride bicycles, or use public transit to get to work.

Policy 1.4 Residential Livability
Enhance the livability of the Central City for residents, workers, and visitors by managing the effects of growth and ensuring a high level of comfort, safety, and vitality.

POLICY 2 CIRCULATION AND ACCESS
Maintain and enhance the economic vitality and livability of Portland's Central City for residents, goods and service providers, businesses and their employees, and visitors through balanced transportation management programs, which enhance mobility and access.

Policy 2.1 System Investments
Focus investments in the transportation system on facilities that provide access to emerging districts, maintain existing capacity, and on measures that enhance the efficiency and safety of existing facilities, including:

- Transportation demand management
- Transportation system management
- Transit preferential treatments at congested locations

- Capital improvements improving pedestrian and bicycle access and safety

Explanation: This policy recognizes that the roadway system for automobiles in the Central City is essentially complete. Adding new traffic corridors to or within the Central City would have adverse impacts by displacing businesses and homes and would not support State and City goals to reduce per capita vehicle miles traveled. The exceptions are in emerging districts – North Macadam and the River District – which will need new streets to serve development and in the lower Central Eastside to connect development to existing transportation infrastructure.

The Central City must use the existing transportation system more efficiently for all travel modes – the automobile, trucks, transit, bicycles, and pedestrians. The street classification system identifies the expected modal functions for each street.

Policy 2.2 Modal Choice
Support transportation programs and provide facilities that encourage individuals to choose the most appropriate travel modes for each type of trip to, from, and within the Central City to achieve the goals of the CCTMP and maintain reasonable levels of access and circulation.

Explanation: In order to obtain maximum utility from the transportation system, individuals will need to choose the most efficient mode of travel for their trip purposes. The most efficient mode for any particular trip depends on its nature, taking into account distance and the availability of infrastructure to support alternatives to the automobile. It is critical that mode choices be made available in quantity, location, and cost that result in overall efficiency of the transportation system.

Policy 2.3 Priority for Transit
Support transit as the preferred mode of moving people to increase transportation access to the Central City, with light rail and express bus routes providing the link to urban and suburban centers and urban transit routes connecting close-in City neighborhoods.

Explanation: The Comprehensive Plan designates transit as the preferred form of person trips to and from the Central City. Transit is not to be viewed simply as a method for reducing peak hour, work trip congestion on the motor vehicle network, but must serve all trip purposes. A reduction in transit travel times on the regional system, and in the Central City area, to levels approaching automobile travel times, is also required to make transit more appealing.

There is a need to operate the street system in a manner that benefits transit. Transit preference in lane utilization, traffic signal operations, etc. is appropriate at key access points, in congested corridors, and in districts or areas that have adopted a 'transit/pedestrian first' strategy that provides transit incentives, service commitments, and development that supports transit and pedestrian travel.

Policy 2.4 Congestion Management
During the off-peak travel periods, manage the roadway system within the Central City to maintain stable traffic flow on freeways and major arterial routes and acceptable delays at intersections. During peak travel periods, greater levels of traffic congestion are acceptable, except where such congestion would result in significant additional delays to transit vehicles or contribute substantially to carbon monoxide problems. In congested areas, give priority to street improvements for modes other than single-occupant vehicles, where possible, to accommodate travel demand.

Explanation: This policy establishes a service level standard of 'stable traffic flow' and 'acceptable delay' for the Central City area. The policy recognizes that it is impractical, and may even be undesirable, to provide a roadway system capable of providing a constant level of service throughout the day. During peak travel periods, including the morning and evening rush hours, the roadway system will be more congested. The policy recognizes that desirable service level may not be maintained during peak hours, that increased congestion during peak hours is acceptable, and that construction programs to relieve peak-hour congestion would only encourage higher traffic volumes.

Policy 2.5 Accommodate Density
The solution to congestion problems on the local roadway system within the Central City must accommodate the existing and planned high-density land use pattern. Consider the following measures as of higher priority than the reduction of vehicular congestion:

- Supporting pedestrian access and enhancing the pedestrian environment
- Maintaining on-street parking to support existing and planned land uses in the area (unless maintaining air quality standards is threatened)
- Accommodating transit access
- Accommodating bicycle access

Explanation: The movement of vehicles, particularly through-vehicles, is of secondary importance on local streets. The primary function of the local street system is to provide access and otherwise serve the needs of adjacent land uses.

Policy 2.6 Access Management to Increase Safety and Efficiency
To enhance the street system's overall efficiency and safety for motor vehicles, transit, bicycles, and pedestrians, access to newly developed parking shall be restricted by limiting the number and locations of curb cuts.

Explanation: To enhance development opportunities in the Central City, the street system must be managed to ensure efficient operations and safety for all modes. Driveways, in particular, if in the wrong location or too many in number, can adversely impact this system by decreasing street capacity or increasing safety conflicts between other vehicles and pedestrians and bicycles, and reduce operating speeds of buses. Streets with restricted access are shown on the Parking Access Restricted Streets map in the Zoning Code. Exceptions to these Parking Access Restricted Streets are based on a

demonstration that there are no significant adverse traffic, transit, pedestrian and bicycle impacts, on balance, including on adjacent streets.

Policy 2.7 Maintain Access to Industrial Activities
Maintain and/or enhance commercial and vehicle access and circulation to and within the Central City to serve industrial activities.

Explanation: Mobility for commercial vehicles should be maintained in the Central City by minimizing congestion caused by single-occupant automobiles, particularly during peak-hour periods, through increased use of transit and other alternative modes, for example, carpooling, walking, and bicycling.

Policy 2.8 Industrial Sanctuaries
Protect industrial sanctuaries in the Central City from commercial development, especially from being used as a parking resource by commercial development in adjacent districts. Support the development of commercial parking in industrial districts only if it serves uses within the industrial district.

Explanation: As controls on parking are implemented for commercial development, the industrial areas will become more attractive and desirable as locations for parking for nearby commercial uses. Controls need to be developed to ensure that industrial land is preserved for industrial uses.

Policy 2.9 Central City Edges
Protect residential neighborhoods adjacent to the Central City from adverse transportation or parking impacts caused by economic or other activities in the Central City and mitigate their impacts.

Explanation: The livability of neighborhoods adjacent to the Central City can be impacted by Central City activities. The City of Portland currently operates several programs to reduce the impacts of traffic and parking in neighborhoods. These include the Area Parking Permit Program.

Policy 2.10 Broadway-Weidler Corridor
Enhance the multimodal transportation role of the Broadway-Weidler Corridor with transportation improvements that reduce the overall vehicle miles traveled per capita by increasing opportunities for transit, pedestrians, and bicycles, and by reducing vehicle speeds.

Explanation: The Broadway-Weidler Corridor serves a multimodal transportatin role and is a major gateway to the Central City.

Policy 2.11 Grand/Martin Luther King, Jr. Corridor
Enhance the multimodal transportation role of the Grand/Martin Luther King, Jr. corridor with transportation improvements that reduce congestion by increasing opportunities for transit (bus and streetcar), pedestrians, bicycles, freight movement, and traffic management.

Objective:

2.11.1 When the East Bank Alternative Access Task Force Study, the South Willamette River Crossing Study, and the Regional Transportation Plan update determine alternative routes for regional and local traffic through the Central Eastside, then the City would implement policy and street projects that will enhance the role of SE Grand and MLK as the principal commercial spine in the Central Eastside District.

Explanation: The Grand/MLK, Jr. corridor is identified in the Comprehensive Plan as the primary north-south artery through the inner eastside. The majority of the corridor is in or adjacent to a National Historic District. The corridor provides an important location for commercial, housing, and light industrial uses within the surrounding industrial sanctuary. The corridor is expected to accommodate bus routes, pedestrian connections, on-street parking, the Portland Streetcar, and automobile and truck traffic.

POLICY 3 MODE SPLIT
Reduce the mode split of single-occupant vehicles by commuters in order to reduce vehicle miles traveled per capita and lessen congestion during the peak hour.

Explanation: Mode split is the percentage of trips taken by each of the possible modes of travel. Within the total number of trips, the percentage of trips by a particular mode may be reduced but, if there is growth in the total number of trips, the number of trips by that mode may actually increase. The CCTMP emphasizes the need to manage peak-hour commuting trips in order to ensure opportunities for growth in the Central City.

Policy 3.1 Transit
Support achieving the following transit share goals for commuter trips in 2010:

Downtown	60%
North of Burnside	40%
Lloyd-Coliseum	40%
Northwest Triangle	20%
North Macadam	20%
Goose Hollow	20%
Central Eastside	15%
Lower Albina	10%

Explanation: Commuter trips are those trips classified as 'home-based work trip attractions' in Metro's transportation forecasting model. The transit goals for 2010 are based upon an analysis of expanded transit service and potential for development in the districts. The Downtown goal is based upon high-growth projections; the North of Burnside and Lloyd-Coliseum goals are equal to transit mode split in 1990. The mixed-use districts of Northwest Triangle, North Macadam, and Goose Hollow have 20 percent goals to reflect lesser levels of transit service. The Central Eastside and Lower Albina goals are lower to reflect industrial employment and lower-density development patterns.

Policy 3.2 Walk/Bike
Promote a combined mode split goal of 10 percent for walking and bicycling for home-based work trip attractions to each district by the year 2010.

Explanation: Currently, data for bicycles and walking are combined. The combined mode share is approximately four percent for all commute trips.

Policy 3.3 Rideshare
Establish a rideshare goal for average auto occupancy of 1.3 persons per vehicle for home-based work trip attractions to all Central City districts by the year 2010.

Explanation: This is an overall Central City goal, but each district should attempt to meet or exceed this goal. Currently, auto occupancy is approximately 1.2 persons per vehicle.

POLICY 4 PARKING
Manage the supply of off- and on-street parking to improve mobility, support economic development, promote the use of alternative modes, and minimize impacts on adjacent neighborhoods.

Explanation: The Central City Plan established the overall framework to create a high-density, pedestrian-friendly, walkable Central City area. Managing parking is one method to encourage the use of alternatives to the single-occupant vehicle. The intent of the Parking policy is to minimize congestion, support existing uses and activities, encourage economic development, and enhance livability. Parking management is a major policy theme of the CCTMP. Stricter requirements apply where there are high levels of pedestrian and transit activity or where such activity is planned for in the future.

Policy 4.1 On-Street Parking
Support on-street parking as a valuable resource in Central City districts where it can support the land uses of the area.

Explanation: On-street parking is principally intended to be used to support the land uses in that area. On-street parking supports economic development and enhances the viability, safety, and activity of a commercial district. Parking is a key contributor to the economic health and vitality of a commercial district.

Objectives:

4.1.1 In managing the supply of on-street parking, the priority is first for short-term, followed by carpool, and finally long-term parking.

4.1.2 Encourage on-street parking in locations where it provides a buffer for pedestrians.

4.1.3 Implement on-street parking controls, such as posted limitations, parking permits, or parking meters, as appropriate for the area where managing commuter parking spaces is necessary to encourage the use of alternative modes and to support economic uses in the district. Parking meters are recognized in most cases as the most efficient and effective technique to manage on-street parking use.

Explanation: The implementation of parking controls for any area will involve extensive public review, block-by-block, property-by-property. The process will determine the best techniques and assess the benefits and negative impacts of each technique. It can not be predetermined which alternative is less restrictive versus which option will yield the best parking management for an area.

4.1.4 Give priority consideration to the designation of loading zone areas on-street in order to support nearby business activity.

Explanation: Designation of loading zone areas on the street should be based on the need to support nearby businesses.

Policy 4.2 Off-Street Parking
Manage the supply of off-street parking to improve mobility, promote the use of alternative transportation, support existing and new economic development, and enhance the urban form of the Central City.

Explanation: A combination of maximum ratios, policies on surface parking lots, and parking structure strategies will be used to manage the future supply of parking in the Central City. Off-street parking is regulated by the Zoning Code through maximum parking ratios and through the Central City Parking Review and Design Review processes.

Objectives:

4.2.1 Encourage carpooling as the second priority after short-term parking for off-street. For off-street parking facilities, 15 percent is the goal for the number of spaces available for carpooling use.

4.2.2 Encourage multiple-use parking (i.e., a mixture of older/historic building parking, short-term parking, and/or carpool parking) as a way to fully utilize parking structures.

Policy 4.3 Parking Ratios for New Development
Allocate parking for new development through the use of maximum parking ratios. Support the development of parking in conjunction with new development up to the allowed ratios. Parking approved under maximum parking ratios is allowed to be managed in a manner to maximize the effective utilization of spaces, as long as it is paid parking.

Explanation: The Zoning Code establishes distinctions between parking accessory to a designated use and commercial parking that is available to the general public. The Central City is a unique area where considerable commercial parking exists. The policies of the CCTMP substantially limit the

creation of new parking through ratios or needs analysis. This policy allows 'accessory' parking to be operated in a more flexible manner than the Zoning Code typically allows.

Objectives:

4.3.1 Establish maximum parking ratios for office developments in all districts of the Central City to limit long-term commuter parking while encouraging and supporting the economic viability of new development. Establish parking ratios for other uses in the Core areas to support the use of alternative modes and to ensure that federal air quality standards are met.

Explanation: Ratios were developed based upon existing levels and capacity of transit service for each district and sector. Future updates to the assigned ratios (outside the DT sectors 1-5 and UD 1) will recognize improvements in transit service both in increased capacity and in coverage within a district or sector and take into account the results of the DEQ process for establishing regional ratios.

4.3.2 Establish maximum parking ratios based on transit service, as measured in passenger capacity in the evening peak hour, and on the density of existing and planned land uses.

4.3.3 Upon completion of the DEQ rulemaking effort to establish regional parking ratios, reexamine the Central City ratios for all uses outside Downtown Sectors 1-6.

4.3.4 Review and update the maximum parking ratios for new development outside the Downtown Sectors 1-6 during the next five-year periodic review process. At that time, adopt new ratios based on transit service capacity and coverage improvements within the district and apply previously established ratios.

4.3.5 Retain existing maximum parking ratios in Downtown Sectors 1-5 and UD 1 for uses other than office in order to provide parking that meets the needs of development while minimizing impacts on congestion and air quality and encouraging the use of alternative transportation modes.

Explanation: The maximum parking ratios are intended to provide employee parking and/or some parking for visitors or patrons. Lower ratios are established for some uses, such as theaters, because the peak hours of use are weekends or evenings when more on-street and structured parking is available.

4.3.6 Establish parking ratios for uses other than offices in the Downtown and River District sectors based upon the maximum office ratio for the sector or on the demand for customer parking. Parking ratios for some uses with low parking demand are based on providing parking that meets the needs of development and minimizing impacts on congestion and air quality and encouraging the use of alternative transportation modes.

Explanation: Ratios are established based on either the ratios of the Downtown Sectors 1-5 and UD 1 (theaters, religious institutions, community service, hotels, industrial uses, etc.) or on the office ratio of the district (other retail, medical centers, educational institutions).

4.3.7 Adjustments are allowed for certain uses in the Core which have higher than normal parking needs and which are a desirable addition to the Core or which have a parking ratio based solely on employee parking. For supermarkets the maximum ratio shall not exceed 2.0 spaces per 1,000 square feet of floor area, and for anchor retail uses the maximum ratio shall not exceed 1.5 spaces per 1,000 square feet of floor area. Adjustments can be granted only when adequate short-term parking is not available in the area to serve the proposed use.

Explanation: Adjustments may be requested from parking ratios in order to provide visitor parking where greater than typical numbers of visitors will come to a development at times when adequate parking is not available in the area and the use is desirable because of its contribution to a lively, diverse community. These exceptions will be limited to theaters, religious institutions, community services, supermarkets, anchor retail sales uses, or uses that have a .25 maximum ratio. Supermarkets are defined as being at least 20,000 square feet in area and anchor retail sales are defined as being at least 50,000 square feet in area and in one structure.

The .25 ratio for Community Service, Religious Institutions, and Theater uses is based on employee parking. Parking for daytime use by patrons is adjustable and will be determined on a case by case basis and based on an analysis of demand and availability of parking in the area. Parking for evening use by patrons will only be approved if existing daytime parking in the area is unavailable or insufficient for the need. Daytime parking spaces approved for evening patrons' use will be reviewed and considered during the land use review process.

Supermarkets and anchor retail uses are key contributors to commercial vitality and to attract residential uses in the core. Their peak-hour use frequently conflicts with other peak-hour retail uses and generates a high level of users per square foot of development. Supermarkets may be located in areas with little or no public parking. Adjustments for anchor retail can only be granted if adequate short-term parking is not available in the area to serve the proposed use. Adjustments up to 2.0 per 1,000 square feet for supermarkets can be granted based upon demand analysis and providing access and facilities for pedestrians and bicycles.

4.3.8 Encourage the joint use of parking for the purpose of reducing the total number of parking spaces.

Explanation: Where hours of use do not overlap, two uses may share parking. Each use is subject to the maximum ratios. New parking accessory to uses not under parking maximums will not be allowed to rent parking to office uses. The intent is not to allow uses to exceed the maximum parking ratios of the Zoning Code through joint use situations.

Policy 4.4 Management of Parking Associated with Existing Buildings
Allow structured parking approved for buildings developed prior to the CCTMP and under maximum parking ratios to be managed to maximize the effective utilization of spaces as long as it is paid parking.

Explanation: This policy allows existing structured parking associated with development to be operated in a more flexible manner than the Zoning Code typically allows if it was built under the maximum ratio system and if it is paid parking.

Policy 4.5 Parking for Buildings with Less than the Allowed Ratios

Objectives:

4.5.1 Support the development of parking facilities to provide parking for existing buildings that have less parking than is allowed by the maximum ratios.

Explanation: Older and historic buildings generally lack dedicated parking and usually rely on commercial surface parking lots. Future development projects are likely to result in surface parking lots being replaced by new buildings, thereby reducing the supply of parking for older and historic buildings. Parking that meets this policy may be in a single-purpose facility or in a facility with multiple parking functions. Parking provided under this policy on surface parking lots must also meet the policy and objectives under Policy 4.7.

Proposed parking that is not created within or under an existing building, and that is not created through internal conversion of a building, by excavating under the building, or by adding gross building area to the building will be subject to this policy. Parking created within or under the building wll be subject to the parking policies under Policy 4.3.

4.5.2 In the Core, based upon a principle of equalizing parking opportunities, apply a maximum parking ratio of 0.7 spaces per 1,000 square feet of floor area for existing buildings.

Explanation: The high-growth scenario anticipated a loss of 5,200 surface parking spaces due to projected development. This loss of parking would impact existing buildings because of the gradual loss of surface parking spaces. Due to the competitive office market in Downtown, replacing surface parking for buildings dependent on this dwindling supply requires a new approach and policies to address this need.

Existing buildings may participate in the development of accessory parking to the extent that the maximum ratio of .7 spaces is not exceeded. A 'parking reserve' is established at an initial level of 750 spaces for the creation of parking for existing buildings. As surface parking spaces are removed from the core, the number of these spaces is added to the reserve. As structured

parking for existing buildings is developed, the number of these spaces is subtracted from the reserve.

Parking that meets this policy in the core must be in parking garages and may be in a single-purpose garage or in a garage with multiple parking functions.

4.5.3 In the Lloyd District, based upon a principle of equalizing parking opportunities, apply a maximum parking ratio of 2.0 spaces per 1,000 square feet of floor area for existing office buildings. For other uses in the Lloyd District, treat the development of parking for existing buildings the same as for new development.

Explanation: In the Lloyd District, a parking reserve is established initially at 300 spaces. It is anticipated that installation of meters in the district will result in the reduction of approximately 250 additional parking spaces, and an undetermined amount (100-200) of unregulated spaces converted to short-term parking. This parking reduction in long-term on-street parking and the 250 spaces will constitute the parking reserve. Additional spaces will be added as surface parking spaces are replaced with parking developed in conjunction with office development. New parking spaces meeting this policy can be provided in either garages or surface parking lots. Surface parking lots must also meet the requirements under the policies and objectives for 4.7, Surface Parking.

4.5.4 For the rest of the Central City, not including the Core and Lloyd District, the parking needs of existing buildings will be treated the same as for new development, including the application of maximum ratios for office for those Districts/Sectors with such ratios.

Explanation: New parking spaces meeting this policy can be provided in either garages or surface parking lots. Surface parking lots must also meet the requirements under the policies and objectives for 4.7, Surface Parking.

Policy 4.6 Parking Not in Conjunction with Specific Development
Support the development of parking structures which address short-term parking needs, such as for retail shoppers, tourists, clients, and visitors, and the need for parking for special attractors.

Explanation: The need for short-term parking varies, depending on the amount, type, and proximity of retail and other attractors. It is important that there is sufficient short-term parking to ensure the economic vitality and development of the Central City. In the past, most short-term parking has been provided by the City in a number of garages. Now the need for short-term parking will be determined by a demand analysis. The analysis considers the parking demand in the area, availability of on-street parking, and proximity to the generator of short-term parking demand. A transportation analysis is also required, and should indicate there are no significant adverse traffic, transit, bicycle, and pedestrian impacts.

Parking not meeting the requirements of Policy 4.3 for new development and Policy 4.5 for existing buildings below the parking ratios and not meeting short-term parking needs of Policy 4.6 is prohibited. Parking for the general commuter, or commercial long-term parking, will increase traffic congestion and decrease the use of alternative transportation modes and will not meet the goals of the CCTMP and the Central City Plan.

Policy 4.7 Surface Parking
Discourage the development of new surface parking in the Central City.

Explanation: Surface parking is generally inconsistent with the goal of creating a high-density, pedestrian-friendly environment because it interrupts retail and office continuity, thereby reducing the human scale and character of the Central City. Surface parking also tends to cause a dispersion of activities, which reduces the vitality of the pedestrian and shopping environment. To promote urban density, parking structures are preferred over surface parking lots.

'New' lots are those that did not exist prior to the adoption of the CCTMP. There are two types of 'existing' parking lots. First, parking lots that existed prior to the requirement for conditional use approval are considered 'grandfathered' and, as such, are not subject to the renewal process. Second, there are 'existing' lots that were approved prior to adoption of the CCTMP and have received conditional use approval from the City. For regulation of 'existing' lots, see Objective 4.7.7.

Objectives (New Surface Lots):

4.7.1 Use the Central City Plan Fundamental Design Guidelines, district design guidelines, and Zoning Code requirements when reviewing new surface parking lots to ensure that the pedestrian environment is enhanced by the location and design of surface parking.

4.7.2 Ensure that buildings will not be demolished in order to provide surface parking in commercial and residential areas. New surface parking lots should be allowed only in conjunction with new development.

4.7.3 Allow surface lots where structured parking may be prohibitive or impossible due to scale or phasing of development.

Explanation: Structured parking may not be economical for small developments, such as small convenience stores. Small surface lots of less than 21 spaces are allowed outright to serve uses that have only a small parking need. When multiblock projects (in excess of 40,000 square feet of site area) occur, some surface lots may be provided as an interim use until later phases of the development occur. Surface parking for residential developments is addressed in Objective 4.8.4.

4.7.4 When surface parking is developed as part of a phased development plan, a primary use must be constructed at the same time as the parking.

Explanation: It is not the intent of this objective to allow surface parking by itself to be the first phase of a development project.

4.7.5 In the Core, allow a maximum of 20 spaces of accessory surface parking per 40,000 square feet of site area. Where more than 20 surface parking spaces are developed, parking should be physically separated to break up large areas of surface parking. Twenty surface parking spaces are allowed on any site of less than 40,000 square feet in size.

Explanation: Each development site is entitled to a maximum of 20 surface spaces (if allowed within maximum parking ratios). For example, two or more developments on a 40,000-square-foot block would each be entitled to a maximum of 20 surface spaces (depending on allowed ratios). Each lot should be treated as a separate lot rather than aggregated into one. Design guidelines ensure that areas of surface parking are visually separated.

4.7.6 Prohibit surface lots of greater than 40,000 square feet in area in the Core, but consider allowing them elsewhere in the Central City, generally as part of a phased development plan or in areas that are predominantly industrial in character.

Explanation: Outside the Core, the areas subject to office ratios are generally characterized by a street grid pattern. In these areas, the amount of surface parking area is limited to 40,000 square feet, except as an interim use as part of a phased development plan. In contrast, the areas that are not subject to ratios are characterized by larger, irregularly shaped parcels or are industrially zoned. In these areas, the amount of surface parking area is limited to 40,000 square feet or to not more than 30% of the area of the site, whichever is greater. Larger amounts of surface parking may be allowed in any of the following situations:

1) *As an interim use as part of a phased development plan if the surface parking is visually separated into parking areas of no larger than 40,000 square feet at the end of the phasing;*
2) *In industrial zones,*
3) *For regional attractors.*

Objectives (Existing Conditional Use Surface Lots):

4.7.7 Standardize the conditions that apply to existing surface lots subject to periodic review, focusing on promoting carpool use, short-term parking, and improved landscaping. Require perimeter landscape treatment of these lots to ensure that pedestrians have an adequate separation from vehicles and to contribute to an attractive pedestrian environment. Encourage existing surface lots to add landscaping.

Explanation: In the area of the Central City formerly covered by the Downtown Parking and Circulation Plan, some existing conditional use approved surface parking lots had a reapplication requirement every three years. The lots were considered as 'new' each time the reapplication

occurred. These lots are now subject to a five-year renewal requirement and are not treated as 'new' lots.

Lots that went through periodic reapplication processes were subject to a variety of conditions of approval. Many of those conditions are no longer applicable or are not in compliance with CCTMP policies. The conditions that apply to these lots have been clarified and standardized. Conditions focus on encouraging carpool use, short-term parking, and improved landscaping. A Type III land use review process was used to streamline and clarify the conditions that apply to these lots and to 'switch over' to the new CCTMP regulations.

Existing surface lots that were never subject to the three-year reapplication requirement are not subject to the five-year renewal requirement and are intended to remain without review unless changes are proposed that would be subject to review under the CCTMP regulations.

4.7.8 Allow existing and new surface lots, where appropriate, to be managed to maximize the utilization of spaces, as long as it is paid parking.

Explanation: This objective allows existing and new surface parking lots for paid parking to be operated in a flexible manner.

Policy 4.8 Residential Parking
Support the provision of adequate parking that meets the needs of the development while minimizing impacts on congestion and air quality and encouraging the use of alternative transportation modes for residential uses throughout the Central City.

Objectives:

4.8.1 Establish minimum parking ratios for residential uses in the Downtown District, Sectors 1-6, to ensure that an adequate amount of off-street parking is being provided for new residential development.

Explanation: The regulations that enforced this objective were deleted in 2000 as a part of changes to minimum and maximum parking ratios citywide.

4.8.2 In the RX zone in the Core, parking shall reinforce the residential uses and non-residential uses in the neighborhood and shall not support commercial activities from the adjacent non-residential zones.

Explanation: The regulations that enforced this objective were modified in 2000 as a part of changes to minimum and maximum parking ratios citywide. In some instances, residential parking can be used as accessory to commercial uses if in a mixed-use building.

4.8.3 Establish maximum residential parking ratios to support a diverse range of downtown housing.

4.8.4 Residential buildings are encouraged to share parking with other residential buildings which are under the maximum ratio.

Explanation: The intent is to maximize the use of parking for residential uses, especially older buildings without dedicated parking, and to support the stability of downtown housing. Residential parking should not be used for commuter parking. Shared parking should not exceed the ratios established in objectives 4.3.5 and 4.3.6.

4.8.5 Support higher-density residential projects within the Core by allowing surface parking lots where structured parking may be prohibitive or impossible due to scale, high cost, design concerns, or environmental constraints. Where possible, surface lots should be visually separated to reduce impacts of the large surface lot.

Explanation: The Zoning Code contains provisions to address parking for residential projects within the Core generally as follows:

a. Allow up to 40 spaces of surface parking per 40,000 square feet of site area if the project creates more than 50 dwelling units per acre.
b. Adopt design guidelines to ensure that areas of surface parking are visually separated.
c. For mixed-use projects where one of the uses is residential, allow 40 spaces of surface parking per 40,000 square feet of site area.

4.8.6 Recognize the parking needs of residents living in the Central City.

Explanation: Many residential buildings in the Central City were constructed prior to the automobile era and lack sufficient parking to meet the needs of their residents. Demand management strategies will be evaluated to address these needs.

Policy 4.9 Area Permit Parking Programs
Implement area permit parking programs in neighborhood and industrial sanctuary areas impacted by spillover parking impacts due to high-intensity Central City activities if approved by the area.

Explanation: Area permit parking programs can ensure that on-street parking in residential areas and industrial sanctuaries will not be used by non-neighborhood parkers. Area parking permits may be instituted in accordance with Title 16 of the City codes in neighborhood and industrial areas (with industrial sanctuary zoning) experiencing parking problems from adjacent areas. Implementation is based on an investigation of need, a review of alternatives and their effectiveness, and support of the neighborhood.

Policy 4.10 Compatibility of Parking Structures with Central City Character
Ensure that the location, size, and ground floor activities of parking structures contribute to a lively and attractive pedestrian environment.

Objectives:

4.10.1 Limit the size of new parking structures in historic districts to ensure compatibility in scale with nearby historic buildings. The building coverage for new parking structures within a historic district may not be larger than 20,000 square feet.

4.10.2 Ensure that parking structures contribute to a lively pedestrian environment by including retail or other uses on the ground floor of the structure.

Explanation: Areas have been added to the Required Building Line map in the Central City Plan District along streets with a strong pedestrian and transit orientation. In the Central Eastside, when full block development occurs between Grand and MLK, Jr., Grand should have the higher priority in meeting this policy because it is intended to have a more important pedestrian environment appropriate to its historic character.

4.10.3 Locate free-standing parking structures near the uses they serve.

4.10.4 Restrict the location of parking structures along the Transit Mall between NW Glisan and SW Mill to support high-density development as established by adopted floor area ratios.

4.10.5 Restrict parking access on light rail transit streets.

POLICY 5 TRANSIT
Ensure that the transit system will be a key component in stimulating economic development in the Central City, supporting the density and diversity of activities that lead to high levels of pedestrian and bicycle trips, minimizing automobile congestion, and improving air quality.

Policy 5.1 Transit Access
Improve transit access to the Central City to support its full development potential as envisioned in the Central City Plan.

Objectives:

5.1.1 Expand transit capacity and service to the Central City as the highest-priority means of increasing access to the Central City.

5.1.2 Give preference for transit/rideshare improvements to districts with adopted transportation demand management plans which reduce reliance on single-occupant auto trips and encourage transit/rideshare use.

5.1.3 Protect existing and adopted transit priority corridors (light rail and the Fifth and Sixth Avenues Transit Mall) rights-of-way to maximize public investments by ensuring their primary transit function, support a healthy pedestrian environment, and minimize adverse traffic impacts. Priority corridors will be designated following completion of the Draft Environmental Impact Statement (DEIS) and adoption of the Locally Preferred Alternative.

5.1.4 Improve the frequency, coverage, and hours of bus service to the Central City.

5.1.5 Establish an urban and regional network of 10-minute corridor bus service (Tri-Met's proposed FastLink service).

5.1.6 Establish local and regional partnerships (both public and private) to plan, implement, and finance transit improvements.

Policy 5.2 Transit Operations
Increase the speed and reliability of transit service in the Central City.

Objectives:

5.2.1 Provide transit-preferential treatments at congested locations and segments.

5.2.2 Establish street designations for transit priority streets within the Central City.

5.2.3 Identify transitways in each Central City district to accommodate high-frequency transit.

Policy 5.3 Physical Image of Transit
Improve the understandability, predictability, and visibility of transit in the Central City.

Objectives:

5.3.1 Improve the clarity and convenience of transit by consolidating fragmented route patterns onto transit streets and by providing public information signs.

5.3.2 Expand the high quality of transit-related streetscape improvements to include new transit priority streets and to support adjacent commercial development and enhance the pedestrian environment.

5.3.3 Improve the attractiveness, comfort, and safety of transit stops.

5.3.4 Improve the transit vehicle fleet to include vehicles that are quieter, less polluting, easier to board, more comfortable, and more visually appealing.

Policy 5.4 Central City Transit Circulation
Improve transit service to provide better circulation and distribution within and between districts of the Central City.

Objectives:

5.4.1 Increase the frequency of service and the connectivity between major bus routes and light rail to improve their function as Central City shuttles so that users would not need a system schedule.

5.4.2 Integrate Tri-Met services with those of other transportation modes.

5.4.3 Integrate Tri-Met services with those of other transportation providers.

5.4.4 Establish a network of transit streets, terminals, and transit centers in the Central City.

5.4.5 Identify a strategy for developing the Central City streetcar system and integrating it with other transit services.

Policy 5.5 Transit-Supportive Density
Use transit to foster high-density, transit-supportive development.

Objectives:

5.5.1 Include planning for transit and ridesharing as an integral part of the development process.

5.5.2 Plan and provide transit services prior to construction of new development where early provision will encourage transit-supportive development.

5.5.3 Give preference to transit improvements in districts with adopted urban design standards which encourage pedestrian-oriented environments.

5.5.4 Discourage the development of new park-and-ride facilities in the Central City to minimize congestion.

Policy 5.6 Funding Transit
Participate in regional efforts to secure funding for improved transit services, facilities, and demand management programs.

Objectives:

5.6.1 In partnership with Tri-Met and the City and with other regional partners, secure funding for transit operations and capital to implement the Tri-Met Strategic Plan, including funding and construction and operation of the regional light rail transit system.

5.6.2 Identify a strategy for securing funding for construction and operation of the Central City streetcar system.

5.6.3 Establish public-private partnerships to fund and enhance transit and ridesharing projects and programs related to specific developments.

POLICY 6 DEMAND MANAGEMENT
Increase the demand and availability of transit and ridesharing, and support walking and bicycling and other alternatives to the single-occupant vehicle in every district of the Central City.

Policy 6.1 Regional Efforts
Support regional demand management efforts to reduce vehicle miles traveled per capita and thereby limit increases in traffic congestion and enhance air quality.

Policy 6.2 Future Amendments
Amend the demand management policies, if necessary, upon completion of the Department of Environmental Quality's Employer Commute Option (ECO) rule-making process to comply with requirements of the ECO Rule.

Policy 6.3 Demand Management Programs
Encourage new demand management programs and expansion of existing programs for employers. Support the formation of transportation management associations or similar private-sector organizations to support trip-reduction programs. Encourage businesses, or groups of business, to participate in trip-reduction measures.

Policy 6.4 Coordination
Coordinate with Tri-Met and other public and private organizations to jointly plan, implement, and promote transit, rideshare, and other transportation demand management (TDM) programs.

Policy 6.5 Marketing
Work with Tri-Met to enhance marketing and outreach efforts to make transit, ridesharing, and other alternatives to the single-occupant vehicle easier to use for potential new customers.

Policy 6.6 Expand Existing Programs
Work with selected market segments to expand transit fare and carpool parking fee programs, such as group passes or special event passes.

Policy 6.7 Off-Peak Transit Usage
Work with Tri-Met to increase off-peak transit usage.

POLICY 7 PEDESTRIAN NETWORK
Support the Central City as a pedestrian-friendly environment with good pedestrian connections to adjacent neighborhoods and a high level of pedestrian activity due to the availability, accessibility, convenience, safety, and attractiveness of the pedestrian network. The network should be:

- Available and accessible to all users
- Convenient and easily negotiable, with all routes and surfaces having ample capacity and being relatively free of obstruction
- Safe, with pedestrians being able to use the system with minimal concerns about traffic and personal safety
- Comfortable and attractive, with streets, sidewalks, and adjacent development having a high degree of amenities and appeal for pedestrians

Policy 7.1 Pedestrian Mode Split
Improve the pedestrian network to support the CCTMP mode split goals for home-based work (HBW) trips, reinforce walking as an important mode of transportation, and promote walking for all types of trip purposes.

Policy 7.2 Pedestrian Environment
Provide the maximum practicable consideration to walking in the Central City by:

- Minimizing air and noise pollution and pedestrian-vehicle conflicts to provide a healthy and pleasant atmosphere for walking
- Calming vehicular traffic commensurate with the needs of the Central City and to a degree that reinforces the viability of mass transit
- Recognizing Portland's rainy weather by encouraging the provision of awnings and other pedestrian amenities
- Providing safe pedestrian access to and across bridges
- Providing landscaping or other perimeter treatment around surface parking lots subject to land use review to make them more pedestrian friendly, and exploring the possibility of providing other uses along frontages and at corners of new surface parking lots
- Encouraging the redevelopment of surface parking lots to promote growth in the Central City and to remove gaps in the pedestrian system

Policy 7.3 Pedestrian Access and Availability
Create a comprehensive pedestrian network throughout the Central City that provides easy access to all uses and encourages pedestrian movement. In industrial areas, however, recognize that the pedestrian network will have limitations due to industrial-related activities, such as loading and truck movements.

- Maintain needed pedestrian connections as part of any street vacation process.
- Improve the quality of pedestrian crossings as part of transportation projects.

Policy 7.4 Pedestrian Convenience and Negotiability
Create a pedestrian network in the Central City area that will be direct, have adequate capacity, have minimal delays, and be relatively free of obstructions and obstacles for all groups.

Policy 7.5 Pedestrian Safety
Create a pedestrian network in the Central City where pedestrians have a relatively good prospect of being free from concerns about traffic and personal security, and that is at all times visible from the street.

Policy 7.6 Pedestrian Comfort
Make every reasonable effort in the planning, design, construction, and management of the pedestrian network to ensure that a pleasant and enjoyable pedestrian environment is created.

Policy 7.7 Pedestrian Crossings
Provide for safe pedestrian crossings in the roadway system.

POLICY 8 BICYCLE MOVEMENT
Develop a bicycle plan for the Central City that establishes a bicycle route network, and develop strategies, including setting priorities, for implementation of programs and projects.

Policy 8.1 Bicycle Mode Split
Improve the bicycle network to support the CCTMP mode split goals for home-based work (HBW) trips, recognize bicycling as an important mode of transportation, and encourage greater use of bicycles for all types of utilitarian and recreational trips.

Policy 8.2 Bicycle Trip-End Facilities
Support the provision of bicycle parking, locker, and shower facilities by the private and public sector to aid in achieving the bicycle mode share goal. Incorporate incentive programs as a preferred means of providing for these facilities as a part of implementation of the Transportation Planning Rule.

Policy 8.3 Bicycle Access
Ensure that all public streets and public ways within the Central City, except freeways, expressways, and exclusive transitways, are accessible to bicycles. Accommodate the needs of bicyclists as appropriate on each street, based on the Traffic, Transit, Bicycle, Pedestrian, and Truck designations of the right-of-way in the Street Classifications and Descriptions of the CCTMP.

Policy 8.4 Bicycle Network
Provide a network of bicycle routes where the needs of bicyclists receive due consideration based on the mode split goals in the CCTMP. The bicycle network should, at a minimum, provide for bicycle access to the Central City from all areas of the City and also provide for connections between major attractions, such as those identified on the Central City Plan map. Central City Bicycle Routes should:

- Be direct. The network should connect areas and sites in as direct a line as possible.
- Minimize conflicts between bicycles and motorized vehicles. When turning movement or other conflict points are unavoidable, traffic designs should accommodate the safety needs of bicyclists.
- Be relatively obstruction free. Obstructions, such as stairs, surface hazards, lack of adequate shoulders, etc. should not exist on the bicycle network routes. Where they do, they should be eliminated.
- Be complete. The City will support completion of regional bicycle route segments that connect to the Central City.

Policy 8.5 Bicycle Connections
The bicycle network should be integrated with other transportation systems to accommodate commuting and other trips by bicycle. Safe, direct, and continuous bikeways free of unnecessary delays should be provided along all urban arterial and major collector routes. The bicycle network should connect new residential development districts to existing residential areas and commercial districts.

POLICY 9 AIR QUALITY
Implement an air quality plan that will ensure compliance with federal clean air standards.

Policy 9.1 Regional Policy
Support the implementation of regional air quality policies for ozone and carbon monoxide that encourage per capita motor vehicle trip reduction and concentrated development served by transit rather than geographically restrictive measures. Consider measures to address vehicle particulate emissions. Support implementation of bicycle and pedestrian facilities to encourage higher bicycle and pedestrian travel.

Policy 9.2 Air Quality Plan
Adopt a plan to assure attainment and maintenance of National Ambient Air Quality Standards (NAAQS) for carbon monoxide sufficient to replace the maximum parking inventory (the lid) as defined in the Downtown Parking and Circulation Policy. The strategies shall include a Basic Plan and a Contingency Plan.

- Develop a 'Basic Plan' for air quality maintenance that includes circulation and parking policies sufficient to meet Federal Clean Air Act requirements for carbon monoxide.

- Develop a 'Contingency Plan' for air quality maintenance that is designed to prevent non-attainment from occurring or to correct a non-attainment problem.

Policy 9.3 Interim Plan
Retain the maximum parking inventory established in the Downtown Parking and Circulation Policy until the City of Portland has received notification from the Oregon Department of Environmental Quality (DEQ) that the CO Maintenance Plan has been approved. This approval will allow the replacement of the DPCP with the CCTMP. The base inventory was set in 1991 at 43,914 existing and approved spaces and shall be applied to the following districts: Downtown, North of Burnside, and Northwest Triangle 3.

- Under an Offset Rule proposed and accepted by the State Department of Environmental Quality (OAR 340-20-400 through 440) and approved by the federal Environmental Protection Agency, the revised parking ceiling of 43,914 spaces can be increased by up to 1,370 spaces, provided that emission offset measures are implemented.

- If further increases are needed over the allowed 1,370 spaces, the City of Portland shall make a request to the Department of Environmental Quality for an expansion of the air quality offset and State Implementation Plan revision, preferably six months prior to the needed increase.

CC Traffic Map

CC Transit

CC Bicycle

CC Pedestrian

CC Freight

CC Emergency Response

CC Street Design

Blank

GLOSSARY OF TRANSPORTATION TERMS

Access Management
Measures regulating access to streets, roads, and highways from public roads and private driveways. Measures may include, but are not limited to, restrictions on the siting of interchanges, restrictions on the type and amount of access to roadways, and use of physical controls (such as signals and channelization, including raised medians) to reduce impacts of approach road traffic on the main facility.

Accessibility
The ability to move easily from one mode of transportation to another mode or to a destination. Accessibility increases when the number and quality of travel choices increases. Accessibility is affected by the mix of land uses and the travel alternatives available.

Accessway
A type of right-of-way, either public or private, that is primarily to provide pedestrian and bicycle linkages consistent with connectivity needs, but may be used for vehicle access to parking or for emergency vehicles. Accessways are typically short in length and are used where full street connections are not needed and/or are not physically feasible.

Activity Center
A cluster of uses that collectively generates many trips (e.g., school and park, neighborhood commercial district). An activity center can be a single use that generates many trips (e.g., stadium, large commercial outlet, large institution).

Americans with Disabilities Act (ADA) of 1990
Civil rights legislation enacted by Congress that mandates the development of a plan to address discrimination and equal opportunity for disabled persons in employment, transportation, public accommodation, public services, and telecommunications.

Area of Special Concern
An area designated in the 2000 Regional Transportation Plan that is planned for mixed-use development, but is also characterized by physical, environmental, or other constraints that limit the range of acceptable transportation solutions for addressing a level-of-service need, but where alternative routes for regional through-traffic are provided.

Area Permit Parking Program
An Office 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.

Arterial
Any street that is not a Local Service Traffic Street according to the traffic classification maps in the Transportation Element of the Comprehensive Plan. Arterials include Regional Trafficways, Major City Traffic Streets, District Collectors, Neighborhood Collectors, and Traffic Access Streets.

Attractor
A use that, by its nature, draws large numbers of people to it for special events or regular activities. Regional attractors include uses such as sports arenas and convention centers.

Auto-Oriented Development
Development that is either: 1) auto-related (such as gas stations and auto repair shops) or 2) auto-accommodating (by its design attracts primarily customers and employees arriving by automobile, such as drive-in restaurants).

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).

Bicycle Boulevard
A street with low traffic volumes where the through movement of bicycles is given priority over motor vehicle travel. *(Source: Portland Bicycle Master Plan)*

Bike Central
A public or private facility that provides a variety of bicycle services, such as bicycle parking, bicycle repair, sale of bicycles and equipment, showers, and changing rooms.

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.

Central City
A design type designated in Metro's 2040 Growth Concept. The 2040 Growth Concept designation and Portland's Central City boundaries are co-terminus. The Central City has the highest density development of all the design types, with the most diverse mix of land uses and the greatest concentration of commerce, offices, and cultural amenities.
(Source: 2000 RTP)

Central City Bus Circulator
Bus route(s) that operates as a shuttle to provide local access to destinations within a defined geographic area, such as the Central City.

Central City Transportation Management Plan (CCTMP)
The adopted transportation system plan for the Central City. The CCTMP is reviewed and updated separately from the Transportation System Plan.

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)*

Corridor
A 2040 Growth Concept design type that emphasizes a high-quality bicycle and pedestrian environment and convenient access to public transportation, but will not be as intensively planned as station communities. *(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.

Emergency Response Vehicles
Vehicles employed in responding to emergencies. Examples of emergency response vehicles include fire apparatus, ambulances, and police cars.

Employee Commute Options (ECO) Rule
Part of House Bill 2214, which was adopted by the 1992 Oregon Legislature. The rule directs the Environmental Quality Commission to institute an employee trip reduction program. The rule is designed to reduce 10 to 20 percent of commuter trips for all businesses employing 50 or more persons.

Environmental Impact Statement
An environmental assessment required by the National Environmental Protection Act for "any major Federal action that may significantly affect the environment."

Exceptional Habitat Quality
For transportation planning purposes,
1) Riparian-associated wetlands protected with environmental zones;
2) Locally or regionally rare or sensitive plant communities;
3) Important forest stands contributing multiple functions and values to the adjacent water feature habitats of sensitive, threatened or endangered wildlife species; or

Habitats that provide unusually important wildlife functions, such as (but not limited to) a major wildlife crossing/runway or a key migratory pathway.

FastLink
Replaced by the term 'Streamline'. A program in Tri-Met's Strategic Plan to increase bus frequency, speed, and comfort on approximately two dozen major transit corridors.

Freight
Raw and bulk materials and products that require value-adding or warehousing.

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.).

Functional Plan
A limited-purpose, multijurisdictional plan for an area or activity having significant districtwide impact on the orderly and responsible development of the metropolitan area. A Functional Plan serves as a guideline for local comprehensive plans consistent, with ORS 268.390.

Goods
Finished products, commodities, and wares ready for the final consumer.

High-Occupancy Vehicle (HOV)
Any vehicle carrying two or more persons, including the driver. An HOV could be a transit bus, vanpool, carpool, or any other vehicle that meets the minimum occupancy requirements. Consistent with federal regulations, motorcycles (with or without passengers) are considered HOVs.

Home-Based Work Trip Attractions
The trips made by commuters from their homes to their places of work.

Local Improvement District (LID)
A method that allows a group of property owners to share the cost and benefits of public improvements.

Locally Preferred Alternative
The option selected by local jurisdiction(s) following completion of a Draft Environmental Impact Statement (DEIS).

Main Street
A 2040 Growth Concept design type that usually features mixed-use storefront-type development. Two or more main streets in a relatively small area serve the same urban function as town centers, but are located in a linear pattern along a limited number of bus or light rail transit corridors. Main streets feature street designs that emphasize pedestrian, public transportation, and bicycle travel. *(Source: 2000 RTP)*

Metro
The regional government and designated metropolitan planning organization (MPO) of the Portland region. It is governed by a seven-member elected Metro Council and is responsible for regional transportation planning activities, such as the preparation of the 2000 Regional Transportation Plan and the planning of regional transportation projects, including light rail.

Minimize
Usually defined to mean reduce to the least possible amount; the word is used in the Central City Transportation Management Plan (CCTMP) to mean manage or control, taking into consideration any other concerns.

Mixed-Use Areas
Compact areas of development that include a mix of uses, either within buildings or among buildings, and include residential development as one of the potential components.

Mobility
The ability to move people and goods from place to place, or the potential for movement. Mobility improves when the transportation network is refined or expanded to improve capacity of one or more modes, allowing people and goods to move more quickly toward a destination.

Mode Split
The percentage of trips taken by each of the possible modes of travel (motor vehicle, transit, bicycle, walk). Mode split does not refer to the number of trips. For example, the number of trips by a particular mode may increase, but the percentage of trips by that mode may stay the same or be reduced if there is also growth in the overall number of trips for other modes.

Motor Vehicle Level-of-Service (LOS)
A qualitative measure describing operational conditions within a traffic stream. A level-of-service definition generally describes these conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. LOS ratings of 'A' through 'F' describe the traffic flow characteristics on streets and highways and at intersections, as shown on the following table:

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])

Multimodal
Having a variety of modes available for any given trip, such as being able to walk, ride a bicycle, take a bus, or drive to a certain destination. In a transportation system, multimodal means providing for many modes within a single transportation corridor.

National Ambient Air Quality Standards (NAAQs)
Air quality standards for a variety of pollutants.

Neighborhood
For the TSP classification system, a neighborhood is an area bounded by Major City Traffic Streets, District Collectors, and/or Neighborhood Collectors.

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

Offset Rule
Rule adopted by the Oregon Department of Environmental Quality and approved by the federal Environmental Protection Agency in 1990. The rule allows the parking lid of 43,914 spaces to be increased by up to 1,370 spaces, provided that emission offset measures are

implemented and an approved contingency plan is in place. Offsets may include alternative work hours, carpooling, and transit subsidies.

Opticom
A signal preemption system for emergency response vehicles or transit vehicles.

Oregon Department of Transportation (ODOT)
State agency that oversees and maintains the State highway system, under the guidance of the Oregon Transportation Commission.

Oregon's Statewide Planning Goals
The 19 goals that provide a foundation for the State's land use planning program. The 19 goals can be grouped into four broad categories: land use, resource management, economic development, and citizen involvement. Locally adopted comprehensive plans and regional transportation plans must be consistent with the statewide planning goals.

Owl Service
Transit service provided during the late evening and early morning hours (12:30 a.m. to 5 a.m.).

Paratransit
Non-fixed route service that serves special transit markets, including disabled populations unable to use regular transit service. Other examples include demand-responsive (e.g., dial-a-ride) and contracted fixed-route service.

Park-and-Ride Facility
A parking lot or structure in association with a light rail station, transit stop, or transit transfer point. Generally, park-and-rides should provide access to regional route service for areas not directly served by transit. Bicycle and pedestrian access, as well as parking and storage for bicycles, should be considered in locating new park-and-ride facilities.

Peak-Hour
Either of the two weekday rush-hour time periods: 7 a.m. to 9 a.m. and 3:30 p.m. to 5:30 p.m.

Peak Period Pricing
A transportation management tool that applies market pricing principles to roadway use. Peak-period pricing imposes user surcharges or tolls on congested facilities during peak traffic periods and may allow a reduced price for high-occupancy vehicle (HOV) use.

Performance Indicator
A term that describes a characteristic of the transportation system in order to measure progress towards a specific goal.

Performance Measure
A method used to assign a value to a performance indicator. Performance indicators measure change over time, and the performance measure is a specific activity or physical change that can be measured.

Port of Portland
A public agency that owns and maintains five marine terminals, four airports, and seven business parks in the three-county area. The Port is governed by a nine-member commission appointed by the governor.

Refinement Plans
Amendments to the Transportation System Plan. Refinement Plans resolve, at a systems level, determinations on function, mode, or general location that were deferred during the transportation system planning process because the detailed information needed to make those determinations was not available during that process. *(Source: TPR)*

Regional Center
A design type designated in Metro's 2040 Growth Concept. After the Central City, regional centers have the region's highest development densities, the most diverse mix of land uses, and the greatest concentration of commerce, offices, and cultural amenities. They are very accessible by both automobile and public transportation, and have streets that are oriented to pedestrians. Gateway is the only regional center in Portland. *(Source: 2000 RTP)*

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

Right-of-Way (ROW)
A public or private area that allows for the passage of people or goods. Right-of-way includes passageways such as freeways, streets, bicycle and pedestrian off-street paths, and alleys. A public right-of-way is one that is dedicated or deeded to the public for public use and is under the control of a public agency.

State Implementation Plan (SIP)
State plan for achieving air quality goals to ensure compliance with the requirements of the federal Clean Air Act.

Station Community
A 2040 Growth Concept design type located along light rail corridors and featuring a high-quality pedestrian and bicycle environment. Station communities are designed around the transportation system to best benefit from the public infrastructure. They include some local services and employment, but are primarily residential developments oriented toward the Central City, regional centers, and other areas that can be accessed by rail for most services and employment. *(Source: 2000 RTP)*

Street Tree
A tree growing within the public right-of-way between the travel lanes and the property line.

Sustainable
Methods, systems, or materials that will not deplete nonrenewable resources or harm natural cycles.

Town Center
A 2040 Growth Concept design type that functions as a local activity area and provides close access to a full range of local retail and services within a few miles of most residents. Town

centers do not compete with regional centers in scale or economic diversity, but they will offer some specialty attractions of regional interest. Town centers have excellent multimodal access and connections to regional centers and other major destinations. *(Source: 2000 RTP)*

Traffic Calming
Roadway design strategies to reduce vehicle speeds and volumes, aimed at improving traffic safety and neighborhood livability. Traffic calming measures include, but are not limited to, traffic-slowing devices. Examples of other traffic calming measures are traffic diverters, curb extensions, and medians.

Traffic-Slowing Devices
Devices that slow emergency response vehicles as well as general traffic. Speed bumps and traffic circles are the only traffic-slowing devices currently used.

Transit Center
A location where a number of bus and/or high-capacity transit vehicles stop. Generally, transit centers contain waiting areas, transit information, and timed transfer opportunities.

Transit-Oriented Development
A mix of residential, retail, office, and other uses and a supporting network of streets, bikeways, and pedestrianways oriented to a light rail station or transit service and the pedestrian network. Transit-oriented development should include high-density residential development near transit service to support the neighborhood commercial uses and have a lower demand for parking than auto-oriented land uses.

Transportation Demand Management (TDM)
Actions taken to change travel behavior in order to improve the performance of transportation facilities, reduce the need for additional road capacity, and reduce impacts on residential neighborhoods. Examples include encouraging the use of alternatives to single-occupant vehicles (SOVs), ridesharing and vanpools, parking management, and trip-reduction ordinances.

Transportation Disadvantaged
Individuals who have difficulty obtaining transportation because of their age, income, disability, or who are transit dependent for other reasons.

Transportation District
For TSP purposes, one of the eight Transportation Districts identified: Central City, North, Northeast, Far Northeast, Southeast, Far Southeast, Northwest, and Southwest.

Transportation Facilities
Any physical facility that moves or assists in the movement of people or goods, but excluding electricity, sewage, and water systems. *(Source: TPR)*

Transportation Management Association (TMA)
Groups of businesses or institutions that develop TDM measures in order to reduce the need for commuter and visitor parking. Measures may include carpool-matching services, transit subsidies, shuttle vans, or encouraging alternatives to the automobile.

Transportation Planning Rule (TPR)
The implementing rule of Statewide Planning Goal 12 dealing with transportation, as adopted by the State Land Conservation and Development Commission (LCDC). Among its provisions, the TPR requires reducing vehicle miles traveled (VMT) per capita by 15 percent in the next 30 years, reducing parking spaces per capita by 10 percent in the next 20 years, and improving opportunities for alternatives to the automobile.

Transportation System Management (TSM)
Strategies and techniques for increasing the efficiency, safety, or level-of-service of a transportation facility without increasing its size. Examples include, but are not limited to, traffic signal improvements, traffic control devices (including installing medians, channelization, access management, and ramp metering), incident response, targeted traffic enforcement, preferential transit measures, and restriping for high-occupancy vehicle 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.

Tri-Met
Tri-County Metropolitan Transportation District, the transit agency for most of Clackamas, Multnomah, and Washington Counties.

Trip
A journey made by any mode between an origin and a destination. Trips can be categorized as follows:

- Regional trip – A trip that has neither trip origin nor destination within the Portland metro area.
- Interregional trip – A trip that has one trip end within the Portland region and the other trip end outside the Portland region.
- Interdistrict trip – A trip that starts in one Transportation District and ends in another Transportation District.
- Intradistrict trip – A trip that starts and ends within the same Transportation District.
- Non-local trip –A trip that extends beyond the length of the functional purpose described in a street's classification description.

Trip End
The origin or destination point of a journey.

2040 Growth Concept
A concept for the long-term growth management of our region, developed by Metro. It describes the preferred form of regional growth, including where growth should be clustered, what the appropriate densities are for various land use design types, and which areas should be protected as open space. The 2040 Growth Concept was adopted as part of the Regional Urban Growth Goals and Objectives (RUGGOs) in 1995. *(Source: 2000 RTP)*

2000 Regional Transportation Plan (RTP)
The 20-year transportation plan developed by Metro to guide transportation in the region. The RTP is the region's transportation system plan that is required by the Transportation Planning Rule.

Urban Growth Management Functional Plan (UGMFP)
A regional functional plan with requirements binding on cities and counties in the Metro region, as mandated by Metro's Regional Framework Plan. The plan addresses accommodation of projected regional population and job growth, regional parking management, water quality conservation, and limits on retail uses in employment and industrial areas.

Vehicle Miles Traveled (VMT) per Capita
Miles driven in automobiles per person on average. The Transportation Planning Rule requires a 10 percent reduction of VMT per capita within 20 years of adoption of a Transportation System Plan, and an additional 5 percent reduction within 30 years of adoption of the TSP. The VMT per capita reductions mean that individuals will, on average, travel less by automobile than previously but, because the population will continue to grow, it does not mean an overall reduction in the amount of miles driven.

Woonerf
A type of street design where multiple modes of travel mix in a shared space. Typically, the street carries relatively low volumes of auto traffic and travel speeds are very low. In concentrated shopping areas, woonerf design would focus on pedestrian movement.