

City of Portland
Bureau of Transportation

PORTLAND 2035 **TRANSPORTATION** **SYSTEM** **PLAN**

March 2020

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City of Portland

Transportation System Plan

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Chapter 1: Introduction

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

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

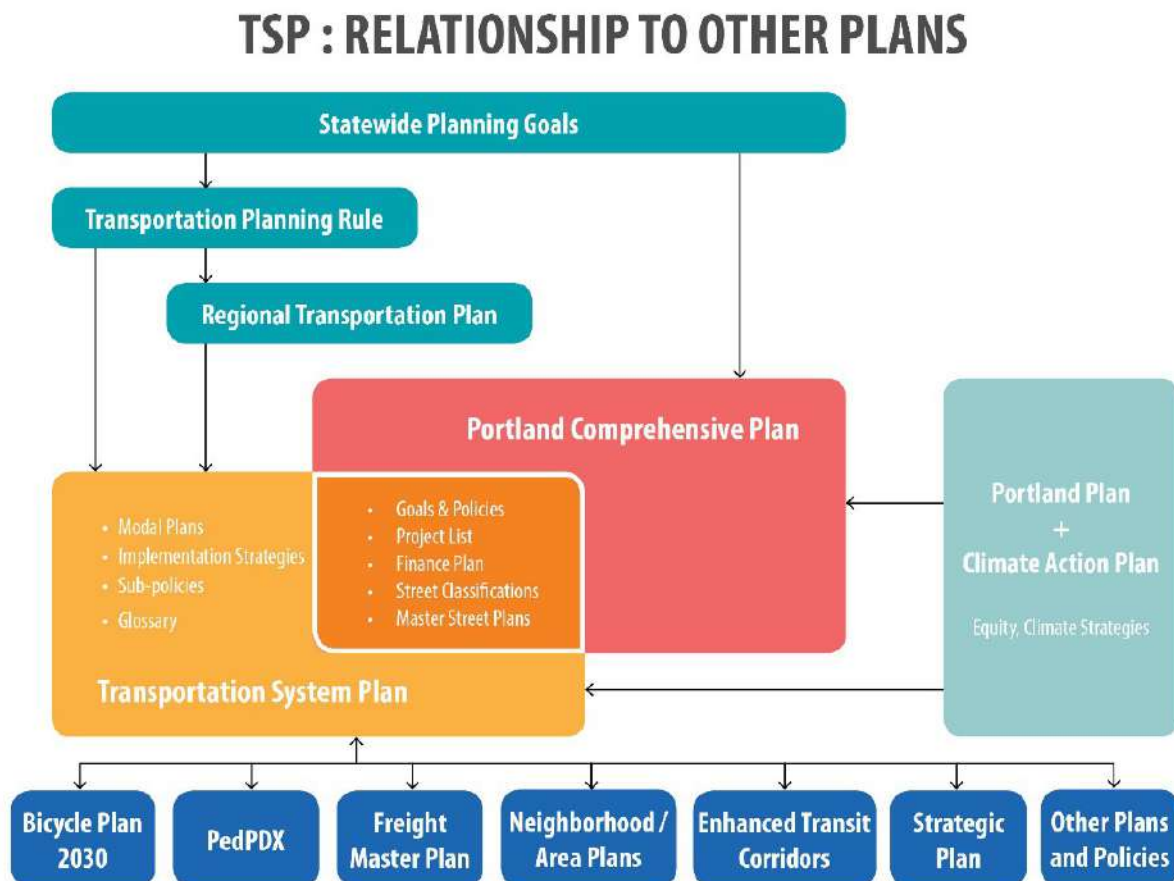
The Transportation System Plan is the 20-year plan to guide transportation policies and investments in Portland. The TSP meets state and regional planning requirements and addresses local transportation needs. Transportation planning that promotes active transportation modes is essential to preserving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

The Transportation System Plan helps implement the City’s 2035 Comprehensive Plan in addition to the region’s 2040 Growth Concept by supporting a transportation system that makes it more convenient for people to walk, bicycle, use transit, and drive less to meet their

daily needs. The TSP also recognizes that the transportation system must help grow and sustain the City's economic health by accommodating the needs of businesses and supporting Portland's role in the international economy.

Elements of the TSP

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



The 2035 TSP includes:

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

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

Transportation System Plan updates

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

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

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

Stage 1 TSP Update was a part of the City's Comprehensive Plan update process and a component of the State's Periodic Work Plan Task 4. It included Goals, Policies, Projects and Programs and a Financial Plan. It was adopted by City Council in June 2016 (Ordinance No 187832).

The Stage 2 TSP Update was a part of the City's Comprehensive Plan update and changes were made to implement the Comprehensive Plan, as well as reflect adopted plans and classification changes since the last update in 2007, Periodic Work Plan Task 5. It was adopted by City Council in December 2016 (Ordinance No 188177).

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

Regulatory framework

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

State of Oregon

Statewide Planning Goals

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

Transportation Planning Rule

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

Oregon Transportation Plan

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

Metro Region

Regional Transportation Plan

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

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

Region 2040 Growth Concept

Metro adopted the 2040 Growth Concept as part of the Regional Urban Growth Goals and Objectives (RUGGOs) in 1995. The 2040 Growth Concept stated the preferred form of long-term regional growth and development, including the urban growth boundary (UGB), density, and open space protection. It also designates design types, such as Central City, Regional Center, Town Center, and Main Street.

Regional Transportation Functional Plan

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

Urban Growth Management Functional Plan

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

Regional Framework Plan

The Regional Framework Plan, adopted in 1997, identifies regional policies to implement the 2040 Growth Concept, preserving access to nature and building great communities for today

and the future. The plan was amended in 2005 and 2010, and again in 2014 as part of the adoption of the Climate Smart Strategy.

City of Portland

Comprehensive Plan

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

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

1. Vision and Guiding Principles
2. Goals and Policies
3. Comprehensive Plan Map
4. List of Significant Projects
5. Transportation policies, classifications and Master Street Plans

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

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

Transportation-related policies from the 2035 Comprehensive Plan (2015) are in Chapter 9 (Transportation), Chapter 3 (Urban Design), Chapter 4 (Development) and Chapter 8 (Public Facilities). Portland Bureau of Transportation is also using Comprehensive Plan Chapter 2: Community Involvement for its public involvement policies. The TSP also includes additional sub-policies and geographic-specific policies.

Seven outcomes

Working with partners at Metro, the Bureau of Planning and Sustainability, and the Oregon Department of Transportation, with direction from the Portland Plan (2012), the Climate Action Plan (2010), Health Equity & the Transportation System Plan Report (2012), and from the 2035 Comprehensive Plan (2016), PBOT staff developed an outcomes-based approach to the TSP.

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

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

Chapter 2: Goals and Policies

Transportation (Comprehensive Plan Chapter 9)

Goals

Safety

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

Multiple goals

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

Great places

Portland's transportation system enhances quality of life for all Portlanders, reinforces existing neighborhoods and great places, and helps make new great places in town centers, neighborhood centers and corridors, and civic corridors. (COMPREHENSIVE PLAN Goal 9.C)

Environmentally sustainable

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

Equitable transportation

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

Positive health outcomes

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

Opportunities for prosperity

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

Cost effectiveness

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

Airport futures

Promote a sustainable airport (Portland International Airport [PDX]) by meeting the region's air transportation needs without compromising livability and quality of life for future generations. (COMPREHENSIVE PLAN Goal 9.I)

Policies

Design and Planning policies

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

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

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

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

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

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

Use of classifications: Plan, develop, implement, and manage the transportation system in accordance with street design and policy classifications outlined in the Transportation System Plan. (COMPREHENSIVE PLAN Policy 9.4)

a: Classification descriptions are used to describe how streets should function for each mode of travel, not necessarily how they are functioning at present. (TRANSPORTATION SYSTEM PLAN Policy 9.4.a)

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

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

- Walking
 - Bicycling
 - Transit
 - Fleets of electric, fully automated, multiple passenger vehicles
 - Other shared vehicles
 - Low or no occupancy vehicles, fossil-fueled non-transit vehicles
- (COMPREHENSIVE PLAN Policy 9.6)

When implementing this prioritization, ensure that:

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

Moving goods and delivering services: In tandem with people movement, maintain efficient and reliable movement of goods and services as a critical transportation system function. Prioritize freight system reliability improvements over single-occupancy vehicle mobility where there are solutions that distinctly address those different needs. (COMPREHENSIVE PLAN Policy 9.7)

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

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

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

a: Refer to adopted area plans for additional applicable geographic objectives related to transportation. (TRANSPORTATION SYSTEM PLAN Policy 9.10.a)

Land Use, Development, and Placemaking Policies

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

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

Development and street design: Evaluate adjacent land uses to help inform street classifications in framing, shaping, and activating the public space of streets. Guide development and land use to create the kinds of places and street environments intended for different types of streets. (COMPREHENSIVE PLAN Policy 9.13)

Streets as Public Spaces Policies

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

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

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

Modal Policies

Pedestrian transportation: Encourage walking as the most attractive mode of transportation for most short trips, within neighborhoods and to centers, corridors, and major destinations, and as a means for accessing transit. (COMPREHENSIVE PLAN Policy 9.17)

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

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

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

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

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

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

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

Transit service: In partnership with TriMet, develop a public transportation system that conveniently, safely, comfortably, and equitably serves residents and workers 24 hours a day, seven days a week. (COMPREHENSIVE PLAN Policy 9.24)

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

a: Support a public transit system and regional transportation that address the transportation needs of historically marginalized communities and provide increased mobility options and access. (TRANSPORTATION SYSTEM PLAN Policy 9.25.a)

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

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

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

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

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

Multimodal goods movement: Develop, maintain, and enhance a multimodal freight transportation system for the safe, reliable, sustainable, and efficient movement of goods within and through the city. (COMPREHENSIVE PLAN Policy 9.30)

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

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

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

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

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

Portland Harbor: Coordinate with the Port of Portland, private stakeholders, and regional

partners to improve and maintain access to marine terminals and related river-dependent uses in Portland Harbor. (COMPREHENSIVE PLAN Policy 9.36)

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

b: Facilitate continued maintenance of the shipping channels in Portland Harbor and the Columbia River. (COMPREHENSIVE PLAN Policy 9.36.b)

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

Portland Heliport: Maintain Portland’s Heliport functionality in the Central City. (COMPREHENSIVE PLAN Policy 9.37)

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

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

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

Airport Futures Policies

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

Airport regulations: Implement the Airport Futures Plan through the implementation of the

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

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

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

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

Support an ongoing public advisory committee for PDX to:

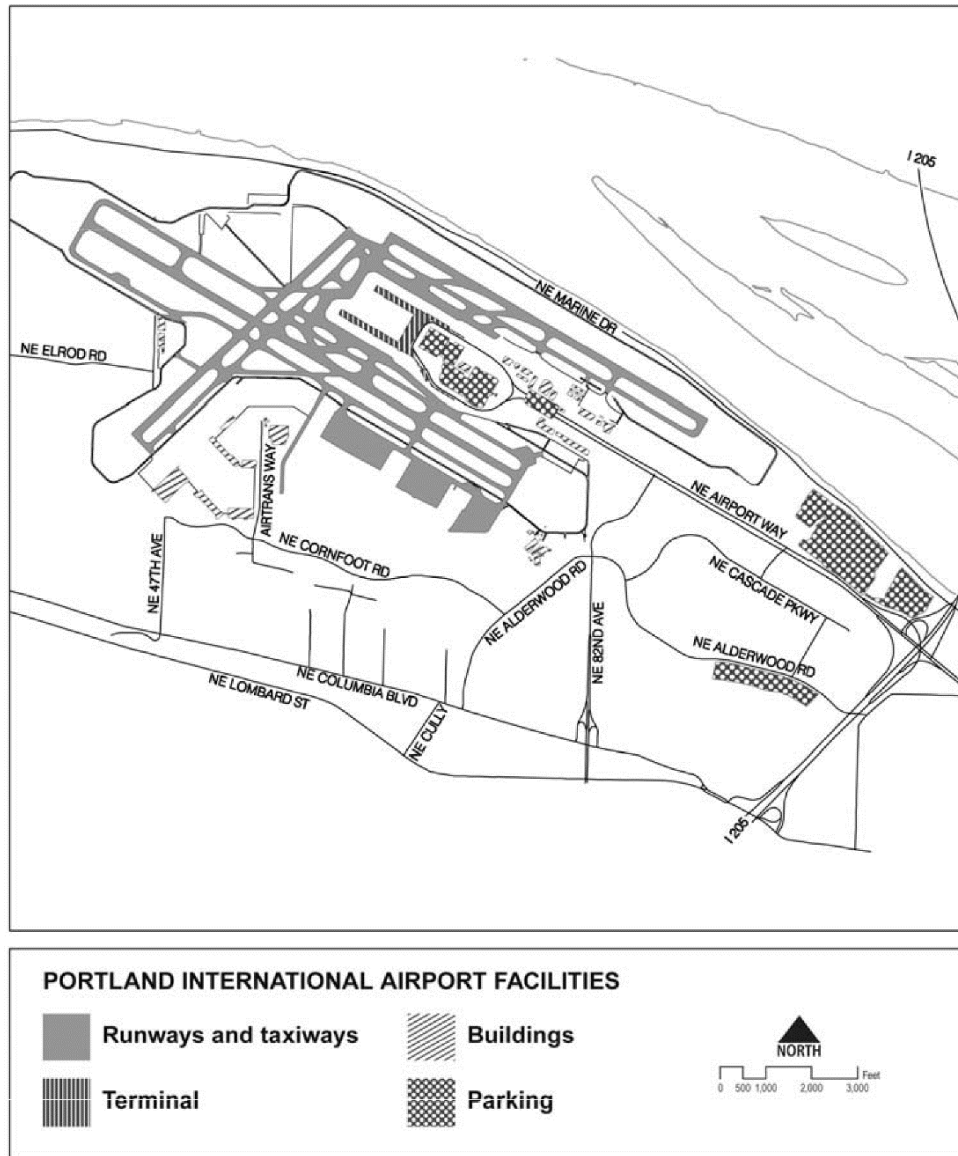
a: Support meaningful and collaborative public dialogue and engagement on airport related planning and development. (COMPREHENSIVE PLAN Policy 9.43.a)

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

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

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

Figure 9-3. Portland International Airport



System Management Policies

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

(COMPREHENSIVE PLAN Policy 9.45)

a: Support regional equity measures for transportation system evaluation.

(TRANSPORTATION SYSTEM PLAN Policy 9.45.a)

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

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

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

a: Develop conceptual Master Street Plans for areas of the City that have significant amounts of vacant or underdeveloped land and where the street network does not meet City and Metro connectivity guidelines. (TRANSPORTATION SYSTEM PLAN Policy 9.47.a)

b: As areas with adopted Street Plans develop, provide connectivity for all modes by developing the streets and accessways-as shown on the Master Street Plan Maps in the Comprehensive Plan. (TRANSPORTATION SYSTEM PLAN Policy 9.47.b)

c: Continue to provide connectivity in areas with adopted Street Plans for all modes of travel by developing public and private streets as shown on the Master Street Plan Maps in the Comprehensive Plan. (TRANSPORTATION SYSTEM PLAN Policy 9.47.c)

d: Provide street connections with spacing of no more than 530 feet between connections except where prevented by barriers such as topography, railroads, freeways, or environmental constraints. Where streets must cross over protected water features, provide crossings at an average spacing of 800 to 1,000 feet, unless exceptional habitat quality of length of crossing prevents a full street connection. (TRANSPORTATION SYSTEM PLAN Policy 9.47.d)

e: Provide bike and pedestrian connections at approximately 330 feet intervals on public easements or rights-of-way when full street connections are not possible, except where

prevented by barriers such as topography, railroads, freeways, or environmental constraints. Bike and pedestrian connections that cross protected water features should have an average spacing of no more than 530 feet, unless exceptional habitat quality or length of connection prevents a connection. (TRANSPORTATION SYSTEM PLAN Policy 9.47.e)

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

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

a: Eliminate deaths and serious injuries for all who share Portland streets by 2025. (TRANSPORTATION SYSTEM PLAN Policy 9.49.a)

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

c: By 2035, reduce the number of miles Portlanders travel by car to 11 miles per day or less, on average. (TRANSPORTATION SYSTEM PLAN Policy 9.49.c)

d: Establish mode split targets in 2040 Growth Concept areas within the City, consistent with Metro's targets for these areas. (TRANSPORTATION SYSTEM PLAN Policy 9.49.d)

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

Pattern Area	2035 daily target mode share
Central City	85%
Inner Neighborhoods	70%

Western Neighborhoods	65%
Eastern Neighborhoods	65%
Industrial and River	55%

(TRANSPORTATION SYSTEM PLAN Policy 9.49.e)

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

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

(TRANSPORTATION SYSTEM PLAN Policy 9.49.f)

g: By 2035, reduce Portland’s transportation-related carbon emissions to 50% below 1990 levels, at approximately 934,000 metric tons. (TRANSPORTATION SYSTEM PLAN Policy 9.49.g)

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

i: Develop and use alternatives to the level-of-service measure to improve safety, encourage multimodal transportation, and to evaluate and mitigate maintenance and new trip impacts from new development. (TRANSPORTATION SYSTEM PLAN Policy 9.49.i)

j: Use level-of-service, consistent with Table 9.1, as one measure to evaluate the adequacy of transportation facilities in the vicinity of sites subject to land use review. (TRANSPORTATION SYSTEM PLAN Policy 9.49.j)

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)

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

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

- Anticipates growth and future impacts of motor vehicle traffic on multimodal travel in the area
- Establishes strategies for mitigating the future impacts of motor vehicles
- Establishes performance standards for monitoring and implementing the action plan. (TRANSPORTATION SYSTEM PLAN Policy 9.49.l)

m: Develop performance measures to track progress in creating and maintaining the transportation system. (TRANSPORTATION SYSTEM PLAN Policy 9.49.m)

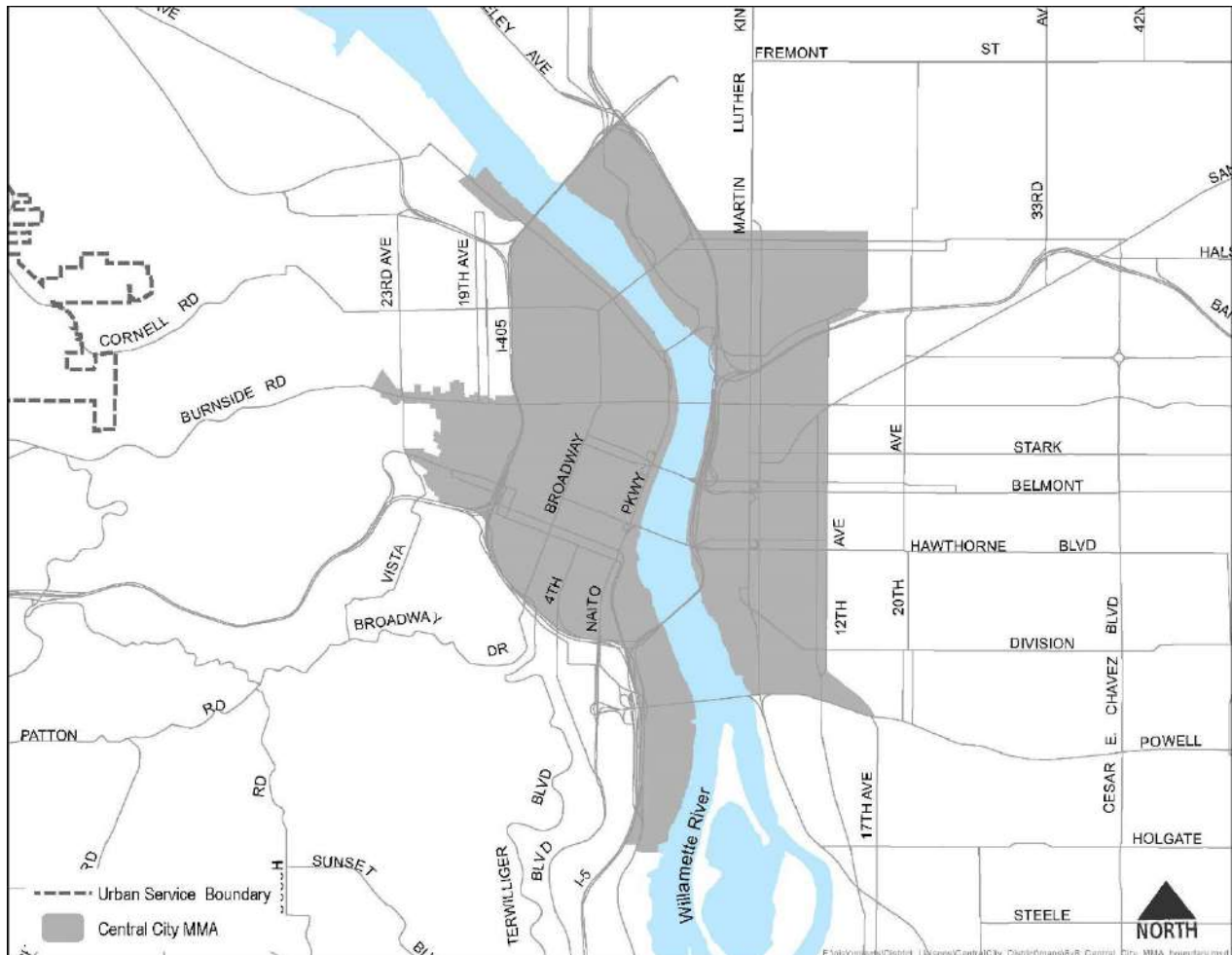
Table 9-2: Oregon Metro Interim Deficiency Thresholds and Operating Standards			
Location	Standards		
	Mid-Day One-Hour Peak *	PM 2-Hour Peak	
		1st Hour	2nd Hour
Central City, Gateway, Town Centers, Neighborhood Centers, Station Areas	0.99	1.1	0.99
I-84 (from I-5 to I-205), I-5 North (from Marquam Bridge to Interstate Bridge, OR 99- E (from Lincoln St. to OR 224), US 26 (from I-405 to Sylvan Interchange), I-405	0.99	1.1	0.99
Other Principal Arterial Routes	0.90	0.99	0.99
*The demand-to-capacity ratios in the table are for the highest two consecutive hours of the weekday traffic volumes. The mid-day peak hour is the highest 60-minute period between the hours of 9 a.m. and 3 p.m. The 2nd hour is defined as the single 60-minute period, either before or after the peak 60-minute period, whichever is highest.			

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

a: Create a regional congestion management approach, including a market-based system, to price or charge for auto trips and parking, better account for the cost of auto trips, and to more efficiently manage the regional system. (COMPREHENSIVE PLAN Policy 9.50.a)

Multimodal Mixed-Use Area: Manage Central City Plan amendments in accordance with the designated Central City Multimodal Mixed-Use Area (MMA) in the geography indicated in Figure 9-2. The MMA renders congestion / mobility standards inapplicable to any proposed plan amendments under OAR 660-0012-0060(10). (COMPREHENSIVE PLAN Policy 9.51)

Figure 9-2



Transportation Demand Management (TDM) Policies

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

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

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

Parking Management Policies

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

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

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

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

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

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

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

Finance, Programs, and Coordination Policies

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

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

Education and encouragement: Create, maintain, and coordinate educational and encouragement programs that support multimodal transportation and that emphasize safety for all modes of transportation. Ensure that these programs are accessible to historically underserved and underrepresented populations. (COMPREHENSIVE PLAN Policy 9.64)

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

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

Funding: Encourage the development of a range of stable transportation funding sources that provide adequate resources to build and maintain an equitable and sustainable transportation system. (COMPREHENSIVE PLAN Policy 9.67)

New Mobility Policies

New mobility priorities and outcomes: Facilitate new mobility vehicles and services with the lowest climate and congestion impacts and greatest equity benefits; with priority to vehicles that are fleet/shared ownership, fully automated, electric and, for passenger vehicles, shared by multiple passengers (known by the acronym FAVES). Develop and implement strategies for each following topic. (COMPREHENSIVE PLAN Policy 9.68)

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

b. Ensure that new mobility vehicles and services improve active transportation and shared ride travel time reliability and system efficiency by:

1. maintaining or reducing the number of vehicle trips during peak congestion periods;
2. reducing low occupancy vehicle trips during peak congestion periods;
3. paying for use of, and impact on, Portland's transportation system including factors such as congestion level, carbon footprint, vehicle miles traveled, vehicle occupancy, and vehicle energy efficiency.
4. supporting and encouraging use of public transportation (COMPREHENSIVE PLAN Policy 9.68.b)

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

d. Make the benefits of new mobility available on an equitable basis to all segments of the community while ensuring traditionally disadvantaged communities are not disproportionately hurt by new mobility vehicles and services. This includes people with disabilities, as well as communities of color, women, and geographically underserved communities. (COMPREHENSIVE PLAN Policy 9.68.d)

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

New mobility tools: Use a full range of tools to ensure that new mobility vehicles and services and private data communications devices installed in the City right-of-way contribute to achieving Comprehensive Plan and Transportation System Plan goals and policies.

(COMPREHENSIVE PLAN Policy 9.69)

a: Maintain City authority to identify and develop appropriate data sharing requirements to inform and support safe, efficient, and effective management of the transportation system. Ensure that when new mobility vehicles and services use City rights-of-way or when vehicles connect with smart infrastructure within the City they share information including, but not limited to, vehicle type, occupancy, speed, travel routes, and travel times, crashes and citations, with appropriate privacy controls. Ensure that private data communications devices installed in the City right-of-way are required to share anonymized transportation data. (COMPREHENSIVE PLAN Policy 9.69.a)

b: Design and manage the mobility zone, Curb/flex Zone, and traffic control devices to limit speeds to increase safety, to minimize cut-through traffic, evaluate future demand for pick-up and drop-off zones, and to prioritize automated electric vehicles carrying more passengers in congested times and locations. (COMPREHENSIVE PLAN Policy 9.69.b)

c: Evaluate the public cost and benefit of investments in wayside communication systems serving new mobility vehicles and services. (COMPREHENSIVE PLAN Policy 9.69.c)

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

e. Ensure that new mobility vehicles and services that connect to smart city infrastructure, and private data communications devices installed in the City right-of-way, help pay for infrastructure and service investments, and support system reliability and efficiency. Develop a tiered pricing structure that reflects vehicle and service impacts on the transportation system, including factors such as congestion level, carbon footprint, vehicle miles traveled, vehicle occupancy, and vehicle energy efficiency. (COMPREHENSIVE PLAN Policy 9.69.e)

Public Facilities and Services

(Comprehensive Plan Chapter 8)

Goals

Public Rights-of-Way

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

Policies

Funding Policies

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

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

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

Partnerships: Maintain or establish public and private partnerships for the development, management, or stewardship of public facilities necessary to serve designated land uses, as appropriate. (COMPREHENSIVE PLAN Policy 8.30)

Public Benefit Policies

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

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

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

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

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

Context-sensitive infrastructure: Design, improve, and maintain public rights-of-way and facilities in ways that are compatible with, and that minimize negative impacts on, their physical, environmental, and community context. (COMPREHENSIVE PLAN Policy 8.36)

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

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

Public Rights-of-Way Policies

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

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

Utility function: Improve and maintain the right-of-way to support equitable distribution of utilities, including water, sanitary sewer, stormwater management, energy, and communications, as appropriate. (COMPREHENSIVE PLAN Policy 8.41)

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

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

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

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

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

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

a: Use a variety of transportation resources in developing and designing projects for all City streets, such as the City of Portland’s Pedestrian Design Guide, Bicycle Master Plan-Appendix A, NACTO Urban Bikeway Design Guide, NACTO Urban Street Design Guide, NACTO Transit Street Design Guide, NACTO Autonomous Urbanism, Portland Parks and

Recreation Trail Design Guidelines, Designing for Truck Movements and Other Large Vehicles, and City of Portland Green Street Policy, Stormwater Management Manual, Design Guide for Public Street Improvements, and Neighborhood Greenways.

(TRANSPORTATION SYSTEM PLAN Policy 8.47.a)

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

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

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

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

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

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

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

Trails Policies

Public trails: Establish, improve, and maintain a citywide system of local and regional public trails that provide transportation and/or recreation options and are a component of larger

network of facilities for bicyclists, pedestrians, and recreational users. (COMPREHENSIVE PLAN Policy 8.53)

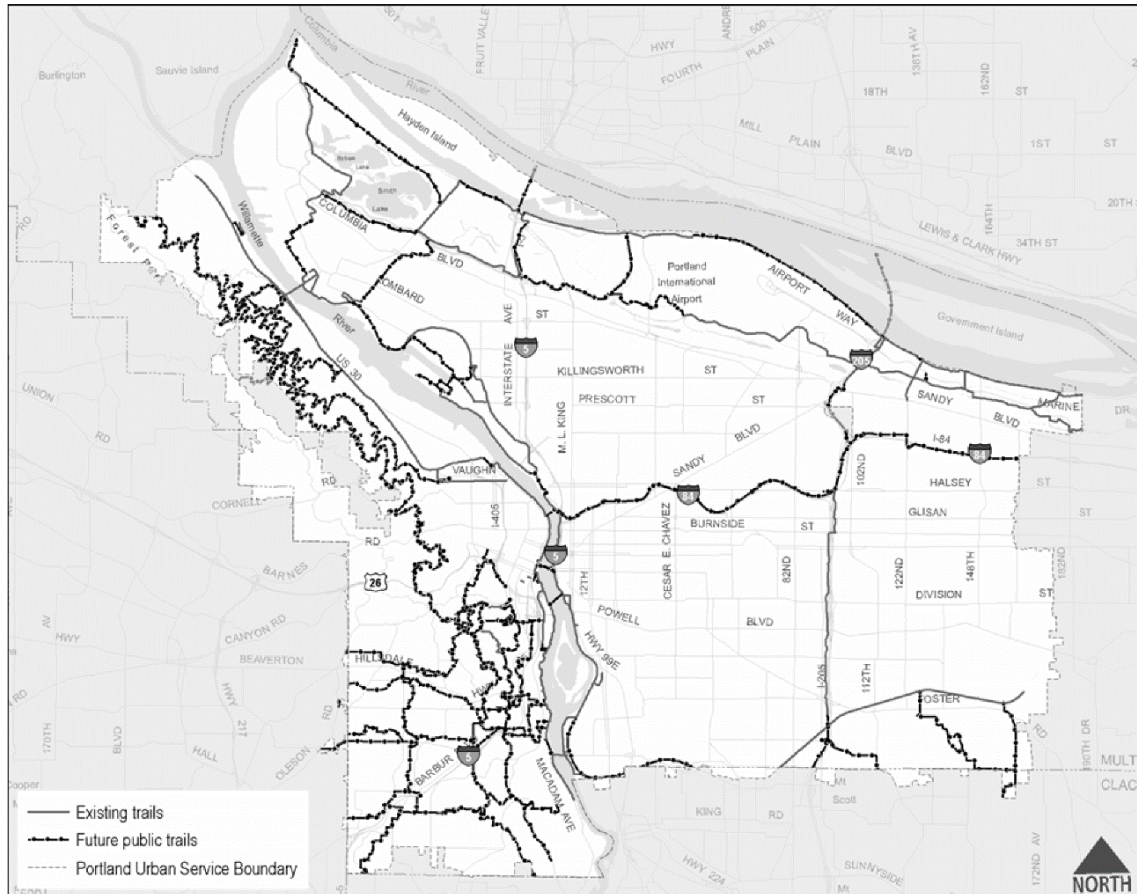
Trail system connectivity: Plan, improve, and maintain the citywide trail system so that it connects and improves access to Portland’s neighborhoods, commercial areas, employment centers, schools, parks, natural areas, recreational facilities, regional destinations, the regional trail system, and other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

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

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

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

Figure 8-2. Major Public Trails



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

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

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

Stormwater System Policies

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

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

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

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

Urban Form

(Comprehensive Plan Chapter 3)

Goals

A city designed for people

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

A climate and hazard resilient urban form

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

Focused growth

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

A system of centers and corridors

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

Connected public realm and open spaces

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

Urban Form Policies

Citywide Design and Development Policies

All ages and abilities: Strive for a built environment that provides a safe, healthful, and attractive environment for people of all ages and abilities. (COMPREHENSIVE PLAN Policy 3.4)

Centers Policies

Investments in centers: Encourage public and private investment in infrastructure, economic development, and community services in centers to ensure that all centers will support the populations they serve. (COMPREHENSIVE PLAN Policy 3.15)

Accessibility: Design centers to be compact, safe, attractive, and accessible places, where the street environment makes access by transit, walking, biking, and mobility devices such as wheelchairs, safe and attractive for people of all ages and abilities. (COMPREHENSIVE PLAN Policy 3.18)

Center connections: Connect centers to each other and to other key local and regional destinations, such as schools, parks, and employment areas, by pedestrian trails and sidewalks, bicycle sharing, bicycle routes, frequent and convenient transit, and electric vehicle charging stations. Prepare and adopt future street plans for centers that currently have poor street connectivity, especially where large commercial parcels are planned to receive significant additional housing density. (COMPREHENSIVE PLAN Policy 3.19)

Green infrastructure in centers: Integrate nature and green infrastructure into centers and enhance public views and connections to the surrounding natural features. (COMPREHENSIVE PLAN Policy 3.20)

Central City Policies

Transportation hub: Enhance the Central City as the region's multimodal transportation hub and optimize regional access as well as the movement of people and goods among key destinations. (COMPREHENSIVE PLAN Policy 3.25)

Regional transportation hub: Strengthen the Central City as the highly accessible and multimodal hub for moving people and goods, reinforcing its Regional Center roles, enabling

successful high density employment and housing development, and thereby affirming its role in Metro's Region 2040 Framework Plan. (CENTRAL CITY 2035 TRANSPORTATION SYSTEM PLAN Policy 9.40)

Portals: Manage entry points into the Central City to provide balanced multimodal access to efficiently accommodate the increase in person trips and goods delivery as a result of growth and development. Discourage through trips from using Central City streets. (CENTRAL CITY 2035 TRANSPORTATION SYSTEM PLAN Policy 9.41)

Optimized street network: Improve street design and function to increase efficiency and safety for all transportation modes and the ability of the existing network to meet the access needs of businesses, shoppers, residents and visitors. Establish a system and standards that emphasize walking, bicycling, transit use and freight access while continuing to provide automobile access. (CENTRAL CITY 2035 TRANSPORTATION SYSTEM PLAN Policy 9.42)

Transportation system management: Manage access and circulation to reduce traffic speeds and provide for safe street crossings, while balancing the need for vehicle and freight access to and from the district. Manage the roadway system within the Central City in a way that allows greater levels of traffic congestion. In congested areas, prioritize modes other than automobiles to accommodate travel demand. (CENTRAL CITY 2035 TRANSPORTATION SYSTEM PLAN Policy 9.43)

Regional multimodal access: Work with the Oregon Department of Transportation on improvements to I-405, I-5 and US26 to enhance regional access to the Central City. Minimize through traffic on Central City streets, improve pedestrian and bicycle connectivity across the freeways and create opportunities for capping freeways to lessen the barrier effect of the freeway and open new areas for potential development and/or parks, open space, and recreation opportunities. (CENTRAL CITY 2035 TRANSPORTATION SYSTEM PLAN Policy 9.44)

Mode split: Strive to achieve the Central City targets set in the most current Transportation System Plan. (CENTRAL CITY 2035 TRANSPORTATION SYSTEM PLAN Policy 9.45)

District	Non-SOV Commute Trips
Downtown	85%
West End	85%
Old Town/Chinatown	85%
South Downtown/University	80%
Pearl	80%
Goose Hollow	75%
South Waterfront	75%
Lloyd	75%
Central Eastside	65%
Lower Albina	55%

Street diversity: Differentiate the character of key streets to offer a diversity of urban experiences and connections, reflect the character of unique districts and expand open space and recreation functions in the right-of-way where possible. (CENTRAL CITY 2035 TRANSPORTATION SYSTEM PLAN Policy 9.46)

Streetscape: Improve the street environment and pedestrian experience by providing urban greenery, community uses of the right-of-way and by integrating high-density uses to activate the pedestrian environment and encourage community gathering. (CENTRAL CITY 2035 TRANSPORTATION SYSTEM PLAN Policy 9.47)

Walking: Encourage walking as the principal way to get around the Central City, with improved on-street and off-street infrastructure that enhances safety and closes access gaps to areas within, and adjacent to, the Central City. (CENTRAL CITY 2035 TRANSPORTATION SYSTEM PLAN Policy 9.48)

Bicycling: Prioritize bicycling by implementing world-class on-street and off-street infrastructure that is safe, comfortable and convenient for people of all ages and abilities. Augment capital improvements with robust encouragement, education and enforcement efforts. (CENTRAL CITY 2035 TRANSPORTATION SYSTEM PLAN Policy 9.49)

Transit: Continue to strengthen the regional role of transit in the Central City. Support increased frequency, span-of-service, reliability and safety, as well as expansion of the rail, bus and streetcar systems. Explore river transit opportunities. Facilitate safe, pleasant and efficient access and transfer opportunities for transit riders via a clear, intuitive and convenient transit network that consolidates fragmented routes and provides high standards of transit amenities. (CENTRAL CITY 2035 TRANSPORTATION SYSTEM PLAN Policy 9.50)

Transportation demand management: Foster the development of business- and property owner-supported programs, incentives and activities that encourage employees, residents, students and visitors to use walking, cycling, transit, carpool and car-share, as well as telecommuting and traveling outside the hours of peak congestion. (CENTRAL CITY 2035 TRANSPORTATION SYSTEM PLAN Policy 9.51)

Auto parking: Support Central City parking needs, particularly for retail, employment and residential growth, as well as for access to major attractions such as universities and event venues. Continue to limit the growth of the overall auto parking supply, and maximize the joint use of existing and new stalls to manage parking in a more efficient and dynamic manner, lower the costs of construction and meet mode split and climate action goals for the city. Maintain no auto parking minimum requirements in the Central City and set maximum auto parking ratios to encourage other modes and allow new long-term parking only if associated with new development or to serve buildings with little parking. (CENTRAL CITY 2035 TRANSPORTATION SYSTEM PLAN Policy 9.52)

Bicycle Parking: Encourage the provision of bicycle parking to serve the expected increase in bicycle trips in the Central City. (CENTRAL CITY 2035 TRANSPORTATION SYSTEM PLAN Policy 9.53)

Public Parking: Continue to manage public parking on the street system and in public garages to support Central City parking needs, prioritizing short trips and turnover to serve retail and visitor needs. Develop a performance-based parking program that manages Central City public parking to meet performance targets via dynamic pricing and other parking management tools and by providing clear and transparent parking information. Balance the need for on-street parking with other uses of the Curb Zone. In managing the supply of on-street parking, the first

priority is for short-term parking, followed by carpool and finally long-term parking. (CENTRAL CITY 2035 TRANSPORTATION SYSTEM PLAN Policy 9.54)

Loading: Support the delivery of goods in the Central City. Pursue strategies that bring new ways of delivering goods to the Central City in a way that optimizes loading and freight access and makes efficient use of limited urban space. (CENTRAL CITY 2035 TRANSPORTATION SYSTEM PLAN Policy 9.55)

Gateway Regional Center Policies

Transportation: Enhance Gateway's role as a regional high-capacity transit hub that serves as an anchor for East Portland's multimodal transportation system. (COMPREHENSIVE PLAN Policy 3.29)

Town Centers Policies

Transportation: Improve Town Centers as multimodal transportation hubs that optimize access from the broad area of the city they serve and are linked to the region's high-capacity transit system. (COMPREHENSIVE PLAN Policy 3.33)

Neighborhood Centers Policies

Transportation: Design Neighborhood Centers as multimodal transportation hubs that are served by frequent-service transit and optimize pedestrian and bicycle access from adjacent neighborhoods. (COMPREHENSIVE PLAN Policy 3.37)

Inner Ring Districts Policies

Corridors: Guide growth in corridors to transition to mid-rise scale close to the Central City, especially along Civic Corridors. (COMPREHENSIVE PLAN Policy 3.40)

Active transportation: Enhance the role of the Inner Ring Districts' extensive transit, bicycle, and pedestrian networks in conjunction with land uses that optimize the ability for more people to utilize this network. Improve the safety of pedestrian and bike connections to the Central City. Strengthen transit connections between the Inner Ring Districts and to the Central City. (COMPREHENSIVE PLAN Policy 3.43)

Corridors Policies

Growth and mobility: Coordinate transportation and land use strategies along corridors to accommodate growth and mobility needs for people of all ages and abilities. (COMPREHENSIVE PLAN Policy 3.44)

Connections: Improve corridors as multimodal connections providing transit, pedestrian, bicycle, and motor vehicle access and that serve the freight needs of centers and neighborhood business districts. (COMPREHENSIVE PLAN Policy 3.45)

Design: Encourage street design that balances the important transportation functions of corridors with their roles as the setting for commercial activity and residential living. (COMPREHENSIVE PLAN Policy 3.46)

Green infrastructure in corridors: Enhance corridors with distinctive green infrastructure, including landscaped stormwater facilities, extensive tree plantings, and other landscaping that both provide environmental function and contribute to a quality pedestrian environment. (COMPREHENSIVE PLAN Policy 3.47)

Civic Corridors Policies

Integrated land use and mobility: Enhance Civic Corridors as distinctive places that are models of ecological urban design, with transit-supportive densities of housing and employment, prominent street trees and other green features, and high-quality transit service and pedestrian and bicycle facilities. (COMPREHENSIVE PLAN Policy 3.48)

Design great places: Improve public streets and sidewalks along Civic Corridors to support the vitality of business districts, create distinctive places, provide a safe, healthy, and attractive pedestrian environment, and contribute to quality living environments for residents. (COMPREHENSIVE PLAN Policy 3.49)

Mobility corridors: Improve Civic Corridors as key mobility corridors of citywide importance that accommodate all modes of transportation within their right-of-way or on nearby parallel routes. (COMPREHENSIVE PLAN Policy 3.50)

Freight: Maintain freight mobility and access on Civic Corridors that are also Major or Priority Truck Streets. (COMPREHENSIVE PLAN Policy 3.51)

Neighborhood Corridors Policies

Neighborhood Corridors: Enhance Neighborhood Corridors as important places that support vibrant neighborhood business districts with quality multi-family housing, while providing transportation connections that link neighborhoods. (COMPREHENSIVE PLAN Policy 3.52)

Transit Station Area Policies

Transit-oriented development: Encourage transit-oriented development and transit-supportive concentrations of housing and jobs, and multimodal connections at and adjacent to high-capacity transit stations. (COMPREHENSIVE PLAN Policy 3.53)

Community connections: Integrate transit stations into surrounding communities and enhance pedestrian and bicycle facilities (including bike sharing) to provide safe and accessible connections to key destinations beyond the station area. (COMPREHENSIVE PLAN Policy 3.54)

Transit station area safety: Design transit areas to improve pedestrian, bicycle, and personal safety. (COMPREHENSIVE PLAN Policy 3.55)

City Greenways Policies

Connections: Create a network of distinctive and attractive City Greenways that link centers, parks, schools, rivers, natural areas, and other key community destinations. (COMPREHENSIVE PLAN Policy 3.60)

Integrated system: Create an integrated City Greenways system that includes regional trails through natural areas and along Portland's rivers, connected to neighborhood greenways, and heritage parkways. (COMPREHENSIVE PLAN Policy 3.61)

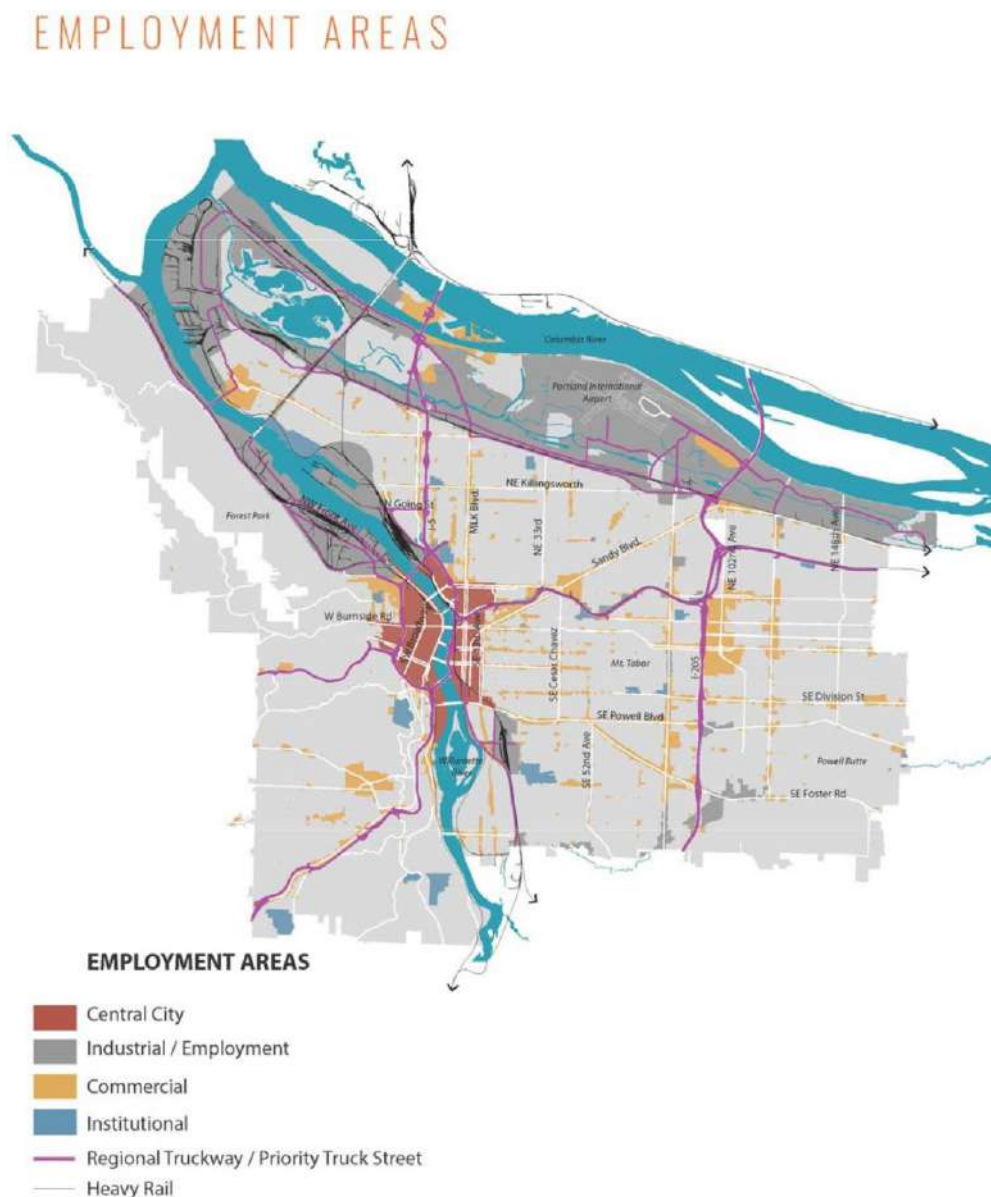
Multiple benefits: Design City Greenways that provide multiple benefits that contribute to Portland's pedestrian, bicycle, green infrastructure, and parks and open space systems. (COMPREHENSIVE PLAN Policy 3.62)

Design: Use design options such as distinctive street design, motor vehicle diversion, landscaping, tree plantings, scenic views, and other appropriate design options, to create City Greenways that extend the experience of open spaces and nature into neighborhoods, while improving stormwater management and calming traffic. (COMPREHENSIVE PLAN Policy 3.63)

Employment Areas Policies

Regional Truck Corridors: Enhance designated streets to accommodate forecast freight growth and support intensified industrial use in nearby freight districts. See Figure 3-7 — Employment Areas: designated regional truckways and priority truck streets (Transportation System Plan classifications are shown to illustrate this network). (COMPREHENSIVE PLAN Policy 3.68)

Figure 3-7. Employment Areas



Pattern Areas

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

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

Each Pattern Area has unique physical, social, cultural, and environmental qualities that differentiate them and create their sense of place. To maintain and enhance the positive qualities and sense of place in each pattern area, it is desirable to have policies and regulations that respond to each area's unique natural and built assets.

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

Rivers Pattern Area Policies

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

(COMPREHENSIVE PLAN Policy 3.70)

Recreation: Improve conditions along and within the Willamette and Columbia rivers to accommodate a diverse mix of recreational users and activities. Designate and invest in strategically-located sites along the length of Portland's riverfronts for passive or active recreation activities that are compatible with nearby land uses, historically and culturally important sites, significant habitat areas, restoration sites, and native fish and wildlife usage.

(COMPREHENSIVE PLAN Policy 3.71)

Industry and port facilities: Enhance the regionally significant economic infrastructure that includes Oregon’s largest seaport and largest airport, unique multimodal freight, rail, and harbor access; the region’s critical energy hub; and proximity to anchor manufacturing and distribution facilities. (COMPREHENSIVE PLAN Policy 3.72)

Commercial activities: Enhance the roles of the Willamette and Columbia rivers in supporting local and regional business and commerce, including commercial fishing, tourism, recreation, and leisure. (COMPREHENSIVE PLAN Policy 3.74)

River access: Enhance and complete Portland’s system of river access points and riverside trails, including the Willamette Greenway Trail, and strengthen active transportation connections between neighborhoods and the rivers. (COMPREHENSIVE PLAN Policy 3.76)

River management and coordination: Coordinate with federal, state, regional, special districts, and other agencies to address issues of mutual interest and concern, including economic development, recreation, water transportation, flood and floodplain management and protection, regulatory compliance, permitting, emergency management, endangered species recovery, climate change preparation, Portland Harbor Superfund, brownfield cleanup, and habitat restoration. (COMPREHENSIVE PLAN Policy 3.77)

Columbia River: Enhance the role of the Columbia River for river dependent industry, fish and wildlife habitat, subsistence and commercial fisheries, floating- and land-based neighborhoods, recreational uses, and water transportation. (COMPREHENSIVE PLAN Policy 3.78)

Willamette River Central Reach: Enhance the role of the Willamette River Central Reach as the Central City and region’s primary riverfront destination for recreation, history and culture, emergency response, water transportation, and as habitat for fish and wildlife. (COMPREHENSIVE PLAN Policy 3.80)

Willamette River Greenway: Maintain multi-objective plans and regulations to guide development, infrastructure investments, and natural resource protection and enhancement within and along the Willamette Greenway. (COMPREHENSIVE PLAN Policy 3.82)

Central City Pattern Area Policies

Central City pedestrian system: Maintain and expand the Central City’s highly interconnected pedestrian system. (COMPREHENSIVE PLAN Policy 3.85)

Central City bicycle system: Expand and improve the Central City’s bicycle system.

(COMPREHENSIVE PLAN Policy 3.86)

Inner Neighborhoods Pattern Area Policies

Inner Neighborhoods main streets: Maintain and enhance the Streetcar Era pattern of street-oriented buildings along Civic and Neighborhood Corridors. (COMPREHENSIVE PLAN Policy 3.87)

Inner Neighborhoods street patterns: Preserve the area’s urban fabric of compact blocks and its highly interconnected grid of streets. (COMPREHENSIVE PLAN Policy 3.88)

Inner Neighborhoods active transportation: Use the extensive street, sidewalk, and bikeway system and multiple connections to the Central City as a key part of Portland’s active transportation system. (COMPREHENSIVE PLAN Policy 3.90)

Inner Neighborhoods residential areas: Continue the patterns of small, connected blocks, regular lot patterns, and streets lined by planting strips and street trees in Inner Neighborhood residential areas. (COMPREHENSIVE PLAN Policy 3.91)

a: Support development of, access to, and service enhancement for North-South transit.

(TRANSPORTATION SYSTEM PLAN Policy 3.91.a)

b: Promote and guide the implementation of alley improvements that result in alleys that are safe, well maintained, and an asset for the community. (TRANSPORTATION SYSTEM

PLAN Policy 3.91.b)

Eastern Neighborhoods Pattern Area Policies

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

(TRANSPORTATION SYSTEM PLAN Policy 3.92)

Eastern Neighborhoods site development: Require that land be aggregated into larger sites before land divisions and other redevelopment occurs. Require site plans which advance design and street connectivity goals. (COMPREHENSIVE PLAN Policy 3.93)

Eastern Neighborhoods trees and natural features: Encourage development and right-of-way design that preserves and incorporates Douglas fir trees and groves, and that protects the area's streams, forests, wetlands, steep slopes, and buttes. (COMPREHENSIVE PLAN Policy 3.94)

Eastern Neighborhoods corridor landscaping: Encourage landscaped building setbacks along residential corridors on major streets. (COMPREHENSIVE PLAN Policy 3.96)

Eastern Neighborhoods active transportation: Enhance access to centers, employment areas, and other community destinations in Eastern Neighborhoods by ensuring that corridors have safe and accessible pedestrian and bicycle facilities and creating additional secondary connections that provide low-stress pedestrian and bicycle access. (COMPREHENSIVE PLAN Policy 3.97)

a: Prioritize new sidewalk connections. Prioritize adding sidewalks where there are none over expanding/widening existing connections. (TRANSPORTATION SYSTEM PLAN Policy 3.97.a)

b: Support development of, access to, and service enhancement for North-South transit. (TRANSPORTATION SYSTEM PLAN Policy 3.97.b)

Western Neighborhoods Pattern Area Policies

Western Neighborhoods active transportation: Provide safe and accessible pedestrian and bicycle connections, as well as off-street trail connections, to and from residential neighborhoods. (COMPREHENSIVE PLAN Policy 3.99)

Western Neighborhoods trails: Develop pedestrian-oriented connections and enhance the Western Neighborhoods' distinctive system of trails to increase safety, expand mobility, access to nature, and active living opportunities in the area. (COMPREHENSIVE PLAN Policy 3.102)

a: Explore and emphasize Transportation Demand Management (TDM) strategies and tools, that function in spite of unique topographic conditions of the West Hills, to provide effective options for commuters while reducing carbon emissions, improving neighborhood livability and cycling safety, and protecting important natural resources. (TRANSPORTATION SYSTEM PLAN Policy 3.102.a)

b: Protect the ecological quality and function of Forest Park's natural resources in the design and development of transportation projects in or near the park and avoid, minimize, then mitigate adverse impacts to wildlife, habitat, and riparian corridors. (TRANSPORTATION SYSTEM PLAN Policy 3.102.b)

c: Primarily focus sidewalk and bicycle route improvements in (and in close proximity to) the designated Centers and Corridors of the Comprehensive Plan. (TRANSPORTATION SYSTEM PLAN Policy 3.102.c)

d: Fill gaps in important access connections, including exploring traditional ROW acquisition and partnerships with other City bureaus. (TRANSPORTATION SYSTEM PLAN Policy 3.102.d)

e: Improve accessibility/create parallel routes in some cases (for motor vehicles, bicycles and pedestrians, and/or both). Explore what existing facilities and connections most merit upgrades or secondary accessible routes. (TRANSPORTATION SYSTEM PLAN Policy 3.102.e)

Design and Development

(Comprehensive Plan Chapter 4)

Goals

Context-sensitive Design and Development

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

Human and Environmental Health

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

Policies

Context Policies

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

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

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

Natural features and green infrastructure: Integrate natural and green infrastructure such as trees, green spaces, ecoroofs, gardens, green walls, and vegetated stormwater management systems, into the urban environment. Encourage stormwater facilities that are designed to be a functional and attractive element of public spaces, especially in centers and corridors. (COMPREHENSIVE PLAN Policy 4.4)

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

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

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

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

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

Design and Development of Centers and Corridors Policies

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

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

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

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

Designing with Nature Policies

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

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

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

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

Community Involvement

(Comprehensive Plan Chapter 2)

Goals

Community involvement as a partnership

The City of Portland works together as a genuine partner with all Portland communities and interests. The City promotes, builds, and maintains relationships, and communicates with individuals, communities, neighborhoods, businesses, organizations, Neighborhood Associations, Business Associations, institutions, and other governments to ensure meaningful community involvement in planning and investment decisions. Partnerships with historically under-served and under-represented communities must be paired with the City's neighborhood organizations to create a robust and inclusive community involvement system. (COMPREHENSIVE PLAN Goal 2.A)

Social justice and equity

The City of Portland seeks social justice by expanding choice and opportunity for all community members, recognizing a special responsibility to identify and engage, as genuine partners, under-served and under-represented communities in planning, investment, implementation, and enforcement processes, particularly those with potential to be adversely affected by the results of decisions. The City actively works to improve its planning and investment-related decisions to achieve equitable distribution of burdens and benefits and address past injustices. (COMPREHENSIVE PLAN Goal 2.B)

Value community wisdom and participation

Portland values and encourages community and civic participation. The City seeks and considers community wisdom and diverse cultural perspectives, and integrates them with technical analysis, to strengthen land use decisions. (COMPREHENSIVE PLAN Goal 2.C)

Transparency and accountability

City planning and investment decision-making processes are clear, open, and documented. Through these processes a diverse range of community interests are heard and balanced. The City makes it clear to the community who is responsible for making decisions and how

community input is taken into account. Accountability includes monitoring and reporting outcomes. (COMPREHENSIVE PLAN Goal 2.D)

Meaningful participation

Community members have meaningful opportunities to participate in and influence all stages of planning and decision making. Public processes engage the full diversity of affected community members, including under-served and under-represented individuals and communities. The City will seek and facilitate the involvement of those potentially affected by planning and decision making. (COMPREHENSIVE PLAN Goal 2.E)

Accessible and effective participation

City planning and investment decision-making processes are designed to be accessible and effective, and responsive to the needs of all communities and cultures. The City draws from acknowledged best practices and uses a wide variety of tools, including those developed and recommended by under-served and under-represented communities, to promote inclusive, collaborative, culturally-responsive, and robust community involvement. (COMPREHENSIVE PLAN Goal 2.F)

Strong civic infrastructure

C Civic institutions, organizations, and processes encourage active and meaningful community involvement and strengthen the capacity of individuals and communities to participate in planning processes and civic life. (COMPREHENSIVE PLAN Goal 2.G)

Policies

Partners in decision making

Partnerships and coordination: Maintain partnerships and coordinate land use engagement with:

- a. Individual community members. (COMPREHENSIVE PLAN Policy 2.1.a)
- b. Communities of color (including those whose families have been in this area for generations such as Native Americans, African Americans, and descendants of immigrants), low-income populations, Limited English Proficient (LEP) communities, Native American communities, immigrants and refugees, and other under-served and under-represented communities. (COMPREHENSIVE PLAN Policy 2.1.b)
- c. District coalitions, Neighborhood Associations, watershed councils, and business district associations as local experts and communication channels for place-based projects. (COMPREHENSIVE PLAN Policy 2.1.c)
- d. Businesses, unions, employees, and related organizations that reflect Portland's diversity as the center of regional economic and cultural activity. (COMPREHENSIVE PLAN Policy 2.1.d)
- e. Community-based, faith-based, artistic and cultural, and interest-based non-profits, organizations, and groups. (COMPREHENSIVE PLAN Policy 2.1.e)
- f. People experiencing disabilities. (COMPREHENSIVE PLAN Policy 2.1.f)
- g. Institutions, governments, and Sovereign tribes. (COMPREHENSIVE PLAN Policy 2.1.g)

Broaden partnerships: Work with district coalitions, Neighborhood Associations, and business district associations to increase participation and to help them reflect the diversity of the people and institutions they serve. Facilitate greater communication and collaboration among district coalitions, Neighborhood Associations, business district associations, culturally-specific organizations, and community-based organizations. (COMPREHENSIVE PLAN Policy 2.2)

Environmental justice

Extend benefits: Ensure plans and investments promote environmental justice by extending the community benefits associated with environmental assets, land use, and public investments to communities of color, low-income populations, and other under-served or under-represented groups impacted by the decision. Maximize economic, cultural, political, and environmental benefits through ongoing partnerships. (COMPREHENSIVE PLAN Policy 2.3)

Eliminate burdens: Ensure plans and investments eliminate associated disproportionate burdens (e.g. adverse environmental, economic, or community impacts) for communities of color, low-income populations, and other under-served or under-represented groups impacted by the decision. (COMPREHENSIVE PLAN Policy 2.4)

a. Minimize or mitigate disproportionate burdens in cases where they cannot be eliminated. (COMPREHENSIVE PLAN Policy 2.4.a)

b. Use plans and investments to address disproportionate burdens of previous decisions. (COMPREHENSIVE PLAN Policy 2.4.b)

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

Invest in education and training

Community capacity building: Enhance the ability of community members, particularly those in under-served and/or under-represented groups, to develop the relationships, knowledge, and skills to effectively participate in plan and investment processes. (COMPREHENSIVE PLAN Policy 2.5)

Land use literacy: Provide training and educational opportunities to build the public's understanding of land use, transportation, housing, and related topics, and increase capacity for meaningful participation in planning and investment processes. (COMPREHENSIVE PLAN Policy 2.6)

Agency capacity building: Increase City staff’s capacity, tools, and skills to design and implement processes that engage a broad diversity of affected and interested communities, including under-served and under-represented communities, in meaningful and appropriate ways. (COMPREHENSIVE PLAN Policy 2.7)

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

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

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

Community assessment

Channels of communication: Maintain two-way channels of communication among City Council, the Planning and Sustainability Commission (PSC), project advisory committees, City staff, and community members. (COMPREHENSIVE PLAN Policy 2.8)

Community analysis: Collect and evaluate data, including community-validated population data and information, to understand the needs, priorities, and trends and historical context affecting different communities in Portland. (COMPREHENSIVE PLAN Policy 2.9)

Community participation in data collection: Provide meaningful opportunities for individuals and communities to be involved in inventories, mapping, data analysis, and the development of alternatives. (COMPREHENSIVE PLAN Policy 2.10)

Open Data: Ensure planning and investment decisions are a collaboration among stakeholders, including those listed in Policy 2.1. Where appropriate, encourage publication, accessibility, and wide-spread sharing of data collected and generated by the City. (COMPREHENSIVE PLAN Policy 2.11)

Transparency and accountability

Roles and responsibilities: Establish clear roles, rights, and responsibilities for participants and decision makers in planning and investment processes. Address roles of City bureaus, elected

officials, and participants, including community and neighborhood leadership, business, organizations, and individuals. (COMPREHENSIVE PLAN Policy 2.12)

Project scope: Establish clear expectations about land use project sponsorship, purpose, design, and how decision makers will use the process results. (COMPREHENSIVE PLAN Policy 2.13)

Community influence: At each stage of the process, identify which elements of a planning and investment process can be influenced or changed through community involvement. Clarify the extent to which those elements can be influenced or changed. (COMPREHENSIVE PLAN Policy 2.14)

Documentation and feedback: Provide clear documentation for the rationale supporting decisions in planning and investment processes. Communicate to participants about the issues raised in the community involvement process, how public input affected outcomes, and the rationale used to make decisions. (COMPREHENSIVE PLAN Policy 2.15)

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

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

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

Community involvement programs

Community Involvement Program: Maintain a Community Involvement Program that supports community involvement as an integral and meaningful part of the planning and investment decision-making process. (COMPREHENSIVE PLAN Policy 2.16)

Community engagement manual: Create, maintain, and actively implement a community engagement manual that details how to conduct community involvement for planning and investment projects and decisions. (COMPREHENSIVE PLAN Policy 2.17)

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

Best practices engagement methods: Utilize community engagement methods, tools, and technologies that are recognized as best practices. (COMPREHENSIVE PLAN Policy 2.18)

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

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

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

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

Community Involvement Committee: The Community Involvement Committee (CIC), an independent advisory body, will evaluate and provide feedback to City staff on community involvement processes for individual planning and associated investment projects, before, during, and at the conclusion of these processes. (COMPREHENSIVE PLAN Policy 2.19)

Review bodies: Maintain review bodies, such as the Planning and Sustainability Commission (PSC), Design Commission, Historic Landmarks Commission, and Adjustment Committee, to provide an opportunity for community involvement and provide leadership and expertise for specialized topic areas. (COMPREHENSIVE PLAN Policy 2.20)

Program evaluation: Periodically evaluate the effectiveness of the Community Involvement Program and recommend and advocate for program and policy improvements. The Community Involvement Committee (CIC) will advise City staff regarding this evaluation. (COMPREHENSIVE PLAN Policy 2.21)

Shared engagement methods: Coordinate and share methods, tools, and technologies that lead to successful engagement practices with both government and community partners and solicit engagement methods from the community. (COMPREHENSIVE PLAN Policy 2.22)

Adequate funding and human resources: Provide a level of funding and human resources allocated to the Community Involvement Program sufficient to make community involvement an integral part of the planning, policy, investment and development process. (COMPREHENSIVE PLAN Policy 2.23)

Process design and evaluation

Representation: Facilitate participation of a cross-section of the full diversity of affected Portlanders during planning and investment processes. This diversity includes individuals, stakeholders, and communities represented by race, color, national origin, English proficiency, gender, age, disability, religion, sexual orientation, gender identity, and source of income. (COMPREHENSIVE PLAN Policy 2.24)

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

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

Early involvement: Improve opportunities for interested and affected community members to participate early in planning and investment processes, including identifying and prioritizing issues, needs, and opportunities; participating in process design; and recommending and prioritizing projects and/or other types of implementation. (COMPREHENSIVE PLAN Policy 2.25)

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

Verifying data: Use data, including community-validated population data, to guide planning and investment processes and priority setting and to shape community involvement and decision-making efforts. (COMPREHENSIVE PLAN Policy 2.26)

Demographics: Identify the demographics of potentially affected communities when initiating a planning or investment project. (COMPREHENSIVE PLAN Policy 2.27)

Historical understanding: To better understand concerns and conditions when initiating a project, research the history, culture, past plans, and other needs of the affected community, particularly under-represented and under-served groups, and persons with limited English proficiency (LEP). Review preliminary findings with members of the community who have institutional and historical knowledge. (COMPREHENSIVE PLAN Policy 2.28)

Project-specific needs: Customize community involvement processes to meet the needs of those potentially affected by the planning or investment project. Use community involvement techniques that fit the scope, character, and potential impact of the planning or investment decision under consideration. (COMPREHENSIVE PLAN Policy 2.29)

Culturally-appropriate processes: Consult with communities to design culturally-appropriate processes to meet the needs of those affected by a planning or investment project. Evaluate, use, and document creative and culturally-appropriate methods, tools, technologies, and spaces to inform and engage people from under-served and under-represented groups about planning or investment projects. (COMPREHENSIVE PLAN Policy 2.30)

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

Innovative engagement methods: Develop and document innovative methods, tools, and technologies for community involvement processes for plan and investment projects. (COMPREHENSIVE PLAN Policy 2.31)

Inclusive participation beyond Portland residents: Design public processes for planning and investment projects to engage affected and interested people who may not live in Portland such as property owners, employees, employers, and students, among others, as practicable. (COMPREHENSIVE PLAN Policy 2.32)

Inclusive participation in Central City planning: Design public processes for the Central City that recognize its unique role as the region's center. Engage a wide range of stakeholders from the Central City and throughout the region including employees, employers, social service providers, students, and visitors, as well as regional tourism, institutional, recreation,

transportation, and local/regional government representatives, as appropriate. (COMPREHENSIVE PLAN Policy 2.33)

Accessibility: Ensure that community involvement processes for planning and investment projects are broadly accessible in terms of location, time, and language, and that they support the engagement of individuals with a variety of abilities and limitations on participation. (COMPREHENSIVE PLAN Policy 2.34)

Participation monitoring: Evaluate and document participant demographics throughout planning and investment processes to assess whether participation reflects the demographics of affected communities. Adapt involvement practices and activities accordingly to increase effectiveness at reaching targeted audiences. (COMPREHENSIVE PLAN Policy 2.35)

Adaptability: Adapt community involvement processes for planning and investment projects as appropriate to flexibly respond to changes in the scope and priority of the issues, needs, and other factors that may affect the process. (COMPREHENSIVE PLAN Policy 2.36)

Process evaluation: Evaluate each community involvement process for planning or investment projects from both the City staff and participants' perspectives, and consider feedback and lessons learned to enhance future involvement efforts. (COMPREHENSIVE PLAN Policy 2.37)

Process design and evaluation

Accommodation: Ensure accommodations to let individuals with disabilities participate in administrative, quasi-judicial, and legislative land use decisions, consistent with or exceeding federal regulations. (COMPREHENSIVE PLAN Policy 2.38)

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

Notification: Notify affected and interested community members and recognized organizations about administrative, quasi-judicial, and legislative land use decisions with enough lead time to enable effective participation. Consider notification to both property owners and renters. (COMPREHENSIVE PLAN Policy 2.39)

Tools for effective participation: Provide clear and easy access to information about administrative, quasi-judicial, and legislative land use decisions in multiple formats and through technological advancements and other ways. (COMPREHENSIVE PLAN Policy 2.40)

Limited English Proficiency (LEP): Ensure that limited English proficient (LEP) individuals are provided meaningful access to information about administrative, quasi-judicial, and legislative land use decisions, consistent with federal regulations. (COMPREHENSIVE PLAN Policy 2.41)

Chapter 3: Street Classifications

Pedestrian Classification descriptions

Pedestrian Classifications maintain a system of pedestrianways to serve all types of pedestrian trips, particularly those with a transportation function.

Pedestrian Districts

Pedestrian Districts are intended to give priority to pedestrian access in areas where high levels of pedestrian activity exist or are planned, including the Central City, Gateway Regional Center, town centers, neighborhood centers, and transit station areas.

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 important in serving pedestrian trips and should have sidewalks on both sides or meet alternative design criteria.

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

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

Improvements: Pedestrian Districts should be designed to provide a safe and comfortable walking environment for high volumes of pedestrians, with a highly-connected and built-out pedestrian network with relatively low levels of delay at signals and other crossings. Major City Walkways and City Walkways within Pedestrian Districts should have closely-spaced marked crossings.

Major City Walkways

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

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

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

City Walkways

City Walkways are intended to provide safe, convenient, and attractive pedestrian access along major streets and trails with moderate level of pedestrian activity supported by current and planned land uses. These includes Community and Regional Corridors, non-frequent transit lines, and moderate-demand off-street trails.

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

Improvements: City Walkways should have regularly-spaced marked crossings (with closer spacing in Pedestrian Districts), sidewalks on both sides, and a pedestrian realm that can accommodate moderate levels of pedestrian activity.

Neighborhood Walkways

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

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

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

Local Service Walkways

Local Service Walkways are intended to serve local circulation needs for pedestrians and provide safe and convenient access to local destinations.

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

Classification: All streets that allow pedestrian access and are not classified as Major City Walkways, City Walkways or Neighborhood Walkways are classified as Local Service Walkways.

Improvements: Local Service Walkways should be designed to provide a safe and comfortable walking environment that provides access to adjacent land uses.

Bicycle Classification descriptions

Major City Bikeways

Major City Bikeways form the backbone of the city's bikeway network and are intended to serve high volumes of bicycle traffic and provide direct, seamless, efficient travel across and between transportation districts.

Land Use: Major City Bikeways should support 2040 land use types.

Improvements: Major City Bikeways should be designed to accommodate large volumes of bicyclists, to maximize their comfort and to minimize delays by emphasizing the movement of bicycles. Build the highest quality bikeway facilities. Motor vehicle lanes and on-street parking may be removed on Major City Bikeways to provide needed width for separated-in-roadway facilities where compatible with adjacent land uses and only after performing careful analysis to determine potential impacts to the essential movement of all modes. Where improvements to the bicycling environment are needed but the ability to reallocate road space is limited, consider alternative approaches that include property acquisition, or dedication, parallel routes and/or less desirable facilities. On Major City Bikeways developed as shared roadways, use all appropriate tools to achieve recommended performance guidelines. Where conditions warrant and where practical, Major City Bikeways should have separated facilities for bicycles and pedestrians.

City Bikeways

City Bikeways are intended to establish direct and convenient bicycle access to significant destinations, to provide convenient access to Major City Bikeways and to provide coverage within three city blocks of any given point.

Land Use: City Bikeways should support 2040 land use types and residential neighborhoods.

Improvements: City Bikeways emphasize the movement of bicycles. Build the highest quality bikeway facilities. Motor vehicle lanes and on-street parking may be removed on City Bikeways to provide needed width for separated-in-roadway facilities where compatible with adjacent land uses and only after taking into consideration the essential

movement of all modes. Where improvements to the bicycling environment are needed but the ability to reallocate road space is limited, consider alternative approaches that include property acquisition, or dedication, parallel routes and/or less desirable facilities. On City Bikeways developed as shared roadways, use all appropriate tools to achieve recommended performance guidelines.

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 Major City Bikeways 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.

Bicycle Districts

Bicycle Districts are areas with a dense concentration of commercial, cultural, institutional and/or recreational destinations where the City intends to make bicycle travel more attractive than driving.

Land Use: High density and mixed-use neighborhoods should be targeted as bicycle districts. Auto-oriented development should be discouraged in Bicycle Districts.

Characteristics: The size and configuration of a Bicycle District should be consistent with the scale of bicycling trips. A Bicycle District includes the streets along its boundaries, except where the abutting street is classified as a Regional Trafficway.

Improvements: All streets within a Bicycle District are important in serving bicycle trips. Appropriate bicycle facilities should be determined for each street based on the desired bicycling conditions and operations. Use the bikeway design and engineering guidelines to design streets within Bicycle Districts.

Transit Classification descriptions

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

Regional Transitways

Regional Transitways are intended to facilitate regional and interdistrict transit trips with fast and reliable service over long distances, operating in right-of-way exclusively reserved for transit use to the extent possible.

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

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

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

Transit Stations: Locate Regional Transitway stations at intervals of approximately one-half mile to two miles, while taking into account other factors including the need to serve major destinations, activity centers, transfer points, and people with disabilities. Express or limited service may have stations located further apart, as appropriate to serve origins and destinations. Transit stations should have a full range of passenger services, including accessible boarding platforms, covered waiting areas, route information, benches, secure bicycle parking, trash receptacles, enhanced signing, lighting, and telephones.

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

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

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

Major Transit Priority Streets

Major Transit Priority Streets facilitate the frequent and reliable movement of transit vehicles that connect Central City, Regional Centers, and town centers with each other and to other major destinations. Major Transit Priority Streets are provided frequent service, or are expected to receive that level of service in the future to support envisioned growth.

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, center, station community, or main street and is also classified as a Major City Traffic Street. Support land use densities that vary directly with the existing and planned capacity of transit service.

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

Improvements: Provide transit signal priority at major intersections, prioritize transit stops or transit lanes over on-street parking, and provide enough lane width to accommodate standard transit vehicles. Consider the use of exclusive or semi-exclusive transit lanes where needed to reduce congestion-related transit delay. Design intersections of Major Transit Priority Streets with other Major Transit Priority Streets or Transit Access Streets to allow turning movements of a standard transit vehicle. Where compatible with adjacent land use designations, Right-Of-Way Acquisition or parking removal may occur to accommodate transit-preferential measures or improve access to transit. The use of access management should be considered where needed to reduce conflicts between transit vehicles and other vehicles. Carefully consider any street design changes to Major Transit Priority Streets that impact travel time in light of the potential costs and benefits to transit riders, while also taking into account other adopted goals and policies.

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

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

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

Transit Access Streets

Transit Access Streets facilitate movement of transit vehicles connecting town centers, neighborhood centers, and industrial and employment areas with other destinations and other

transit service. Transit Access Streets are provided fixed-route service that is commensurate with the level of demand.

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

Access to Transit: Provide safe and convenient pedestrian and bicycle access to transfer points and stops and along Transit Access Streets. Provide safe and accessible pedestrian crossings at all transit stops along Transit Access Streets.

Transfer Points: Provide bus shelters, safe and convenient pedestrian crossings, and transit information at transfer points.

Improvements: Provide transit signal priority as needed at major intersections and prioritize transit stops over on-street parking. Provide sufficient lane width to accommodate standard transit vehicles where appropriate, taking into account other street classifications.

Traffic Slowing: Transit Access Streets that also have a Local Service or Neighborhood Collector traffic classification are eligible for traffic slowing devices such as speed bumps or speed cushions. Traffic slowing devices should be designed in accordance with TriMet guidelines.

Bus Stops: Stops should be located roughly every one-quarter mile, while taking into account other factors including the need to serve major destinations, activity centers, and transfer points. Stop spacing should also take into account existing sidewalk and street connectivity, with potentially closer stop spacing where sidewalk and street connectivity is more limited. On-street parking should be prohibited at bus stops in order to provide accessible waiting areas. Passenger amenities, including covered waiting areas, are appropriate along Transit Access Streets.

Local Service Transit Streets

Local Service Transit Streets primarily facilitate movement of smaller transit vehicles, including paratransit and community/jobs connector shuttles. Local Service Transit Streets seldom have regular transit service except for short street segments and do not typically include transit-specific street design elements such as bus stops. Local Service Transit Streets may be used for

bus movements to and from a layover facility or bus garage, for turning around at the end of a line, or for temporary reroutes of a fixed-route line.

Land Use: Transit operations on Local Service Transit Streets should give preference to access for individual properties and to the specific needs of property owners and residents along the street.

Classification: Streets not classified as Regional Transitways, Major Transit Priority Streets, or Transit Access Streets are classified as Local Service Transit Streets.

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

Bus Stops: If needed, locate stops along Local Service Transit Streets based on adopted service standards.

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.

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.

Freight Classification descriptions

(adopted 2007)

Designate a system of truck streets, railroad lines, and intermodal freight facilities that support local, national, and international distribution of goods and services.

Freight Districts

Freight Districts are intended to provide safe and convenient truck mobility and access in industrial and employment areas serving high levels of truck traffic and to accommodate the needs of intermodal freight movement.

Land Use: Support locating industrial and employment land uses that rely on multimodal freight movement in Freight Districts.

Function: Freight District streets provide local truck access and circulation to industrial and employment land uses.

Connections: In Freight Districts, streets not classified as Regional Truckways or Priority Truck Streets are classified as Freight District streets. Freight Districts connect individual properties to Priority Truck Streets.

Design: Freight District streets should be designed to facilitate the movement of all truck types and over-dimensional loads, as practicable.

Explanation: Within Freight Districts, only Regional Truckways, Priority Truck Streets and Major Truck Streets 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.

Regional Truckways

Regional Truckways are intended to facilitate interregional and movement of freight.

Land Use: Support locating industrial and employment land uses with high levels of truck activity near Regional Truckway interchanges.

Function: Provide for safe and efficient continuous-flow operation for trucks.

Connections: Provide Regional Truckway interchanges that directly serve Freight Districts and connect to Priority Truck Streets and other streets with high levels of truck activity. A ramp that connects to a Regional Truck Street is classified as a Regional Truck Street up to its intersection with a lower-classified street.

Design: Design Regional Truckways to be limited access facilities and to standards that facilitate the movement of all types of trucks.

Priority Truck Streets

Priority Truck Streets are intended to serve as the primary route for access and circulation in Freight Districts, and between Freight Districts and Regional Truckways.

Land Use: Support locating industrial and employment uses that generate high truck activity on corridors served by Priority Truck Streets.

Function: Priority Truck Streets accommodate high truck volumes and provide high-quality mobility and access.

Connections: Priority Truck Streets connect Freight Districts to Regional Truckways.

Design: Priority Truck Streets should be designed to facilitate the movement of all truck classes and over-dimensional loads, as practicable. Buffer adjacent residential uses from noise impacts, where warranted.

Major Truck Streets

Major Truck Streets are intended to serve as principal routes for trucks in a Transportation District.

Land Use: Commercial and employment land uses that generate high levels of truck activity should locate along Major Truck Streets.

Function: Major Truck Streets provide truck mobility within a Transportation District and access to commercial and employment uses along the corridor.

Connections: Major Truck Streets connect Transportation district-level truck trips to Regional Truckways. Trucks with no trip ends within a Transportation District should be discouraged from using Major Truck Streets.

Design: Major Truck Streets should accommodate all truck types, as practicable.

Truck Access Streets

Truck Access Streets are intended to serve as access and circulation routes for delivery of goods and services to neighborhood-serving commercial and employment uses.

Land Use: Support locating commercial land uses that generate lower volumes of truck trips on Truck Access Streets.

Function: Truck Access Streets provide access and circulation to land uses within a Transportation District. Non-local truck trips are discouraged from using Truck Access Streets.

Connections: Truck Access Streets should distribute truck trips from Major Truck Streets to neighborhood-serving destinations.

Design: Design Truck Access Streets to accommodate truck needs in balance with other modal needs of the street.

Local Service Truck Streets

Local Service Truck Streets are intended to serve local truck circulation and access.

Land Use: Local Service Truck Streets provide for goods and service delivery to individual commercial, employment, and residential locations outside of Freight Districts.

Function: Local Service Truck Streets should provide local truck access and circulation only.

Connections: All streets, outside of Freight Districts, not classified as Regional Truckways, Priority Truck Streets, Major Truck Streets, or Truck Access Streets are

classified as Local Service Truck Streets. Local Service Truck Streets with a higher Traffic classification are the preferred routes for local access and circulation.

Design: Local Service Truck Streets should give preference to accessing individual properties and the specific needs of property owners and residents along the street. Use of restrictive signage and operational accommodation are appropriate for Local Service Truck Streets.

Railroad Main Lines

Railroad Main Lines transport freight cargo and passengers over long distances as part of a railway network.

Railroad Branch Lines

Railroad Branch Lines transport freight cargo over short distances on local rail lines that are not part of a rail network and distribute cargo to and from mail line railroads.

Freight Facilities

Freight Facilities include the major shipping and marine, air, rail, and pipeline terminals that facilitate the local, national, and international movement of freight.

Street Design Classification descriptions

Street Design Classification Descriptions provide general design guidance based on the current and planned land use context around the street. Whenever possible, a “complete streets” approach should be taken during street design to accommodate all necessary modes and functions, taking into account the modal classifications. Where right-of-way is limited and tradeoffs must be made, refer to the modal street classifications as well as the Transportation Strategy for People Movement (Policy 9.6) to help guide decision-making regarding allocation of right-of-way. If one or more modes are still unable to be accommodated in the available right-of-way, a “complete networks” approach should be used to ensure that those modes are still accommodated on parallel routes as a part of project design.

Civic Main Streets

Civic Main Streets serve people throughout the City and are designed to emphasize multimodal access to major activity centers.

Land Use: Civic Main Streets are segments of Civic Corridors located within the Central City, Regional Centers, Town Centers, Neighborhood Centers, and other areas of intensive commercial activity. Development consists of a mix of uses that are oriented to the street.

Lanes: Civic Main Streets typically include two to four vehicle lanes, with additional turning lanes as needed. Lanes may be dedicated as transit-only or business-access-transit lanes if needed to improve transit speed and reliability.

Width: Civic Main Streets generally feature a wider right-of-way than Neighborhood Main Streets and are more often able to provide the desired space for each mode and function.

Function: Civic Main Streets should emphasize pedestrian access to adjacent land uses while also accommodating access and mobility for other modes.

Curb Zone: The Curb Zone along Civic Main Streets should emphasize access and place-making functions (such as parking, loading, transit stops, street trees, curb extensions, and street seats) to support adjacent land use and improve the pedestrian realm. The

Curb Zone may be used for mobility functions if space is needed to provide bicycle facilities or provide turn lanes near intersections.

Separation: Civic Main Streets have frequent street connections and support multimodal access to destinations. Sidewalks should be provided, and pedestrian and bicycle crossings should be signalized or improved with median refuge islands or curb extensions as needed to provide safety and comfort. Bicycle facilities should be separated from motor vehicle traffic.

Design Elements: Civic Main Street design should typically include the following: wide sidewalks with a through pedestrian zone, a furnishing zone, and a frontage zone; closely-spaced pedestrian crossings; separated bicycle facilities; way-finding; transit priority treatments as needed; vehicle lanes; low vehicle speeds; medians and/or turn lanes as needed; and limited driveway access.

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 Civic Main Streets.

Neighborhood Main Streets

Neighborhood Main Streets primarily serve surrounding neighborhoods and are designed to emphasize multimodal access to activity centers.

Land Use: Neighborhood Main Streets are segments of Neighborhood Corridors located within the Central City, Regional Centers, Town Centers, Neighborhood Centers, and other areas of intensive commercial activity. Development consists of a mix of uses oriented to the street.

Lanes: Neighborhood Main Streets typically include two vehicle lanes with additional turning lanes as needed.

Width: Neighborhood Main Streets generally feature a narrower right-of-way than Civic Main Streets and may not be able to accommodate the full desired space for each mode.

Function: Neighborhood Main Streets should emphasize pedestrian access to adjacent land uses while also accommodating access and mobility for other modes.

Curb Zone: The Curb Zone along Neighborhood Main Streets should emphasize access and place-making functions (such as parking, loading, transit stops, street trees, curb extensions, and street seats) as needed to support adjacent land use and improve the pedestrian realm. The Curb Zone may be used for mobility functions if space is needed to provide bicycle facilities or provide turn lanes near intersections.

Separation: Neighborhood Main Streets have frequent street connections and support multimodal access to destinations. Sidewalks should be provided and pedestrian and bicycle crossings should be signalized or improved with median refuge islands or curb extensions as needed to provide safety and comfort. Bicycle facilities should generally be separated from motor vehicle traffic, though shared roadway facilities may be acceptable if traffic volumes and speeds are sufficiently low.

Design Elements: Neighborhood Main Street design should typically include the following: wide sidewalks with a through pedestrian zone, a furnishing zone, and a frontage zone; closely-spaced pedestrian crossings; separated bicycle facilities; way-finding; transit priority treatments as needed; vehicle lanes; low vehicle speeds; medians and/or turn lanes as needed; and limited driveway access.

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 Neighborhood Main Streets.

Civic Corridors

Civic Corridors serve people throughout the City and are designed to emphasize multimodal mobility between major activity centers.

Land Use: Civic Corridors are located primarily along major transit corridors and between Civic Main Street segments, connecting the Central City, Regional Centers, Town Centers, and Neighborhood Centers. Development consists of a mix of uses that are oriented to the street.

Lanes: Civic Corridors typically include two to four vehicle lanes, with additional turning lanes as needed. Lanes may be dedicated as transit-only or business-access-transit lanes if needed to improve transit speed and reliability.

Width: Civic Corridors generally feature a wider right-of-way than Neighborhood Corridors and are more often able to provide the desired space for each mode and function.

Function: Civic Corridors emphasize mobility for all modes between major activity centers while also accommodating access to adjacent land uses along the corridor.

Curb Zone: The Curb Zone along Civic Corridors should typically emphasize mobility functions such as bicycle facilities or turn lanes near intersections. The Curb Zone may be used for access functions such as parking and loading if needed to support adjacent land use.

Separation: Civic Corridors have frequent street connections. Sidewalks should be provided and pedestrian and bicycle crossings should be signalized or improved with median refuge islands or curb extensions as needed to provide safety and comfort. Bicycle facilities should be separated from motor vehicle traffic.

Design Elements: Civic Corridor design should typically include the following: wide sidewalks with a through pedestrian zone, a furnishing zone, and a frontage zone; closely-spaced pedestrian crossings; separated bicycle facilities; way-finding; transit priority treatments as needed; vehicle lanes; low to moderate speeds; and medians and/or turn lanes as needed.

Neighborhood Corridors

Neighborhood Corridors primarily serve surrounding neighborhoods and are designed to emphasize multimodal mobility between activity centers.

Land Use: Neighborhood Corridors are primarily located along transit corridors and between segments of Neighborhood Main Streets, connecting the Central City, Regional Centers, Town Centers, and Neighborhood Centers. Development consists of a mix of uses that are oriented to the street.

Lanes: Neighborhood Corridors typically include two vehicle lanes with additional turning lanes as needed.

Width: Neighborhood Corridors generally feature a narrower right-of-way than Civic Corridors and may not be able to accommodate the full desired space for each mode.

Function: Neighborhood Corridors emphasize mobility for all modes between activity centers while also accommodating access to adjacent land uses along the corridor.

Curb Zone: The Curb Zone along Neighborhood Corridors should emphasize mobility functions such as bicycle facilities or turn lanes near intersections. The Curb Zone may be used for access functions such as parking and loading if needed to support adjacent land use.

Separation: Neighborhood Corridors have frequent street connections. Sidewalks should be provided and pedestrian and bicycle crossings should be signalized or improved with median refuge islands or curb extensions as needed to provide safety and comfort. Bicycle facilities should be separated from motor vehicle traffic, though shared roadway bicycle facilities may be acceptable if traffic volumes and speeds are sufficiently low.

Design Elements: Neighborhood Corridor design should typically include the following: wide sidewalks with a through pedestrian zone, a furnishing zone, and a frontage zone; closely-spaced pedestrian crossings; separated bicycle facilities; way-finding; transit priority treatments as needed; vehicle lanes; low to moderate speeds; and medians and/or turn lanes as needed.

Regional Corridors

Regional Corridors serve people throughout the City and are designed to emphasize multimodal mobility between cities in the region.

Land Use: Regional Corridors connect Regional, Town, and Neighborhood Centers to other cities in the region.

Lanes: Regional Corridors usually include two to four vehicle lanes. They occasionally have additional lanes in some situations, such as to allow turning movements. Lanes may be dedicated as transit-only or business-access-transit lanes if needed to improve transit speed and reliability.

Width: Regional Corridors generally feature a wider right-of-way than Community Corridors and are more often able to provide the full desired space for each mode.

Function: Regional Corridors emphasize mobility for all modes between cities while also accommodating access to adjacent land uses along the corridor.

Curb Zone: The Curb Zone along Regional Corridors should emphasize mobility functions such as bicycle facilities or turn lanes near intersections. The Curb Zone may be used for access functions such as parking and loading if needed to support adjacent land use.

Separation: Regional Corridors can have moderately spaced street connections. Sidewalks should be provided and pedestrian and bicycle crossings should be signalized or improved with median refuge islands or curb extensions as needed to provide safety and comfort. Bicycle facilities should be separated from motor vehicle traffic.

Design Elements: Regional Corridor design should typically include the following: sidewalks; pedestrian crossings where needed to serve transit stops or destinations; separated bicycle facilities; way-finding; transit priority treatments as needed; vehicle lanes; and medians and/or turn lanes as needed.

Community Corridors

Community Corridors primarily serve surrounding neighborhoods and are designed to emphasize multimodal mobility between neighborhoods.

Land Use: Community Corridors connect Regional, Town, and Neighborhood Centers to surrounding neighborhoods.

Lanes: Lanes may be dedicated as transit-only or business-access-transit lanes if needed to improve transit speed and reliability.

Width: Community Corridors generally feature a narrower right-of-way than Regional Corridors and may not be able to accommodate the full desired space for each mode.

Function: Community Corridors emphasize mobility for all modes between neighborhoods while also accommodating access to adjacent land uses along the corridor.

Curb Zone: The Curb Zone along Community Corridors should emphasize mobility functions such as bicycle facilities or turn lanes near intersections. The Curb Zone may be used for access functions such as parking and loading if needed to support adjacent land use.

Separation: Community Corridors have closely spaced street connections. Sidewalks should be provided and pedestrian and bicycle crossings should be signalized or improved with median refuge islands or curb extensions as needed to provide safety and comfort. Bicycle facilities should be separated from motor vehicle traffic, though shared roadway bicycle facilities may be acceptable if traffic volumes and speeds are sufficiently low.

Design Elements: Community Corridor design should typically include the following: sidewalks; pedestrian crossings where needed to serve transit stops or destinations; separated bicycle facilities; way-finding; transit priority treatments as needed; vehicle lanes; and medians and/or turn lanes as needed.

Urban Throughways

Urban Throughways are designed to emphasize long-distance mobility for motor vehicle, freight, and transit trips throughout the region.

Land Use: Urban Throughways connect major activity centers, industrial areas, and intermodal facilities. Adjacent land uses sometimes orient directly to Urban Throughways.

Lanes: Urban Throughways usually have four to six vehicle lanes, with additional lanes in some situations. Dedicated high-occupancy-vehicle, freight-only, or transit-only lanes may be provided to support more efficient use of Urban Throughways.

Function: Urban Throughways primarily serve a mobility function, with little or no local access provided along the street.

Separation: Urban Throughways may be completely divided, with no left turns, or they may be mostly divided, with limited opportunities for left turns. Street connections may occur at separated grades, with access controlled by ramps, or there may be limited street connections at grade. If designed as a grade-separated freeway, pedestrian and bicycle crossings should be provided on overpasses or underpasses, and pedestrian and bicycle facilities along the corridor should be provided on parallel pathways. If designed as a limited-access highway or expressway, pedestrian and bicycle crossings should be either grade-separated or signalized, and pedestrian and bicycle facilities should be separated from motor vehicle traffic.

Design Elements: Urban Throughway design typically includes vehicle lanes, grade-separated or signalized pedestrian and bicycle, parallel pathways or separated facilities for pedestrian and bicycle travel, clear sightlines, median barriers, shoulders, and motor vehicle lane widths that accommodate freight movement. Where appropriate, transit priority treatments should be used to enhance transit speed and reliability. 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.

Connections: A ramp that connects to an Urban Throughway is classified as an Urban Throughway up to its intersection with a differently-classified street. An interchange

between an Urban Throughway and a differently-classified street should be designed to safely accommodate all modes and provide the least possible disruption to the surrounding modal networks. Connections should be provided across Urban Throughways at closely-spaced intervals to provide greater street connectivity.

Industrial Roads

Industrial Roads are designed to emphasize freight mobility while also accommodating other modes and providing local access.

Land Use: Industrial Roads typically serve industrial areas and freight intermodal sites, with a significant percentage of trips being made by trucks. Adjacent land uses sometimes orient to the Industrial Road.

Lanes: Industrial Road design typically includes two to four vehicle lanes, with additional turning lanes as needed. Dedicated freight-only lanes or turn pockets may be provided as needed to support roadway efficiency.

Function: Industrial Roads emphasize freight mobility while accommodating other modes and providing access to industrial sites and freight districts.

Curb Zone: The Curb Zone along Industrial Roads primarily serves mobility functions such as vehicle lanes or bike lanes. The Curb Zone may be used for access functions such as parking and loading at limited locations if needed to support adjacent land use.

Separation: Industrial Roads have limited street connections that may occur at the same grade or separate grades. Pedestrian and bicycle crossings should be grade-separated or signalized, and pedestrian and bicycle facilities should be separated from motor vehicle traffic.

Design Elements: Industrial Road design typically includes vehicle lanes, medians or center turn lanes where needed, limited driveway access, pullouts for bus stops, transit priority treatments, separated pedestrian and bicycle facilities, and improved pedestrian crossings located on overpasses, underpasses, or signalized at-grade intersections. Industrial Roads may also include design treatments that improve freight mobility, such as freight-only lanes, freight signal priority, and a wider turning radius at intersections.

Enhanced Greenway Corridors

Enhanced Greenway Corridors are designed to provide a network of scenic low-stress connections that prioritize walking and/or bicycling and often include natural features as well as innovative urban design and place-making elements.

Dual Classification: Streets may have an Enhanced Greenway Corridor classification in addition to another street design classification. When developing or retrofitting these streets, incorporate Enhanced Greenway Corridor design elements within the corridor.

Land Use: Enhanced Greenway Corridors connect parks, open spaces, and singular attractions throughout the City to each other and to surrounding neighborhoods via a network of scenic and low-stress walking and/or bicycling routes. They can run through a variety of different land use contexts, including residential neighborhoods, natural areas, industrial areas, and employment centers.

Design Elements: Enhanced Greenway Corridor design can take many forms, and should use flexible design treatments appropriate to adjacent land use context. Design elements may include: neighborhood greenways; traffic calming; motor vehicle diversion; multi-use paths; wide sidewalks; boardwalks; trails; separated bikeways; broad-canopy trees and landscaping; scenic views; stormwater management; underground utilities; special lighting; and way-finding. Where appropriate, pedestrian and bicycle routes may use separate parallel routes or streets along a corridor.

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 Classification: 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 the use of vegetated stormwater treatment techniques; minimizing impervious surfaces; 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.

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.

Design: Local Street design typically includes frequent street connections, sidewalks, on-street parking, stormwater facilities, and planting of street trees and ground covers (where planting strips are included). A shared street design without sidewalks may be appropriate where traffic volumes are sufficiently low.

Classification: All streets not classified as Urban Throughways, Urban Highways, Industrial Roads, Civic Main Streets, Neighborhood Main Streets, Civic Corridors, Neighborhood Corridors, Regional Corridors, or Community Corridors are classified as Local Streets for street design.

Emergency Response Classification descriptions

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

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 Streets that also have a Local Service or Neighborhood Collector traffic classification are eligible for speed cushions, subject to the approval of Portland Fire and Rescue. Major Emergency Response Streets that also have a District Collector or higher traffic classification are not eligible for traffic slowing devices in the future. Existing speed bumps on Major Emergency Response Streets may remain temporarily, and shall be replaced with speed cushions when streets are repaved or undergo other major modifications, subject to the approval of Portland Fire and Rescue. Speed cushions should be designed to achieve a similar level of traffic speed reduction as speed bumps.

Secondary Emergency Response Streets

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

Improvements: Design treatments on Secondary Emergency Response Streets should enhance mobility for emergency response vehicles by employing preferential or priority treatments, while also allowing for limited traffic slowing treatments to enhance safety and livability.

Traffic Slowing: Secondary Emergency Response Streets that also have a Local Service or Neighborhood Collector traffic classification are eligible for speed cushions. Secondary

Emergency Response Streets that also have a District Collector or higher traffic classification are not eligible for traffic slowing devices in the future. Existing speed bumps on Secondary Emergency Response Streets may remain temporarily, and shall be replaced with speed cushions when streets are repaved or undergo other major modifications. Speed cushions should be designed to achieve a similar level of traffic speed reduction as speed bumps.

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 or Secondary 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 all types of traffic slowing devices.

Traffic Classification descriptions

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

Regional Trafficways

Regional Trafficways are intended to serve regional traffic movement that has only one trip end in a City of Portland transportation district or to serve trips that bypass a district completely.

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

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.

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

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.

Major City Traffic Streets

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

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

Land Use/Development: Major City Traffic Streets should provide motor vehicle connections among the Central City, Regional Centers, town centers, industrial areas, and intermodal facilities. Auto-oriented development should locate adjacent to Major City Traffic Streets, except within designated centers, main streets, station areas, and other areas with high pedestrian demand.

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

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.

Traffic Access Streets

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

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

Land Use/Development: Traffic Access Streets serve Central City land uses. Traffic management 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 other streets with higher or similar classifications should be signalized, where warranted, to facilitate the safe movement of traffic along each street as well as turning movements from one street to the other.

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

Right-Of-Way Acquisition: Right-Of-Way Acquisition should be discouraged on Traffic Access Streets, except at specific problem locations to accommodate traffic movement and vehicle access to abutting properties.

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 or to serve trips that both start and end within a district.

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

Land Use/Development: District Collectors generally connect town centers, corridors, main streets, and neighborhoods to nearby Regional Centers and other major destinations. Land uses that attract trips from the surrounding neighborhoods or from

throughout the district should be encouraged to locate on District Collectors. Regional attractors of traffic such as major shopping centers or arenas should be discouraged from locating on District Collectors.

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

Right-Of-Way Acquisition: Right-Of-Way Acquisition should be discouraged on District Collectors, except at specific problem locations to accommodate traffic movement and vehicle access to abutting properties.

Neighborhood Collectors

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

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

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. Where a Neighborhood Collector intersects with a higher-classified street, access management and/or turn restrictions may be employed to reduce traffic delay.

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

Function: The design of Neighborhood Collectors may vary over their length as the land use character changes from primarily commercial to primarily residential. All Neighborhood Collectors should be designed to operate as neighborhood streets and through traffic should be discouraged.

Right-Of-Way Acquisition: Right-Of-Way Acquisition should be discouraged on Neighborhood Collectors.

Local Service Traffic Streets

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

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

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

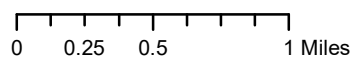
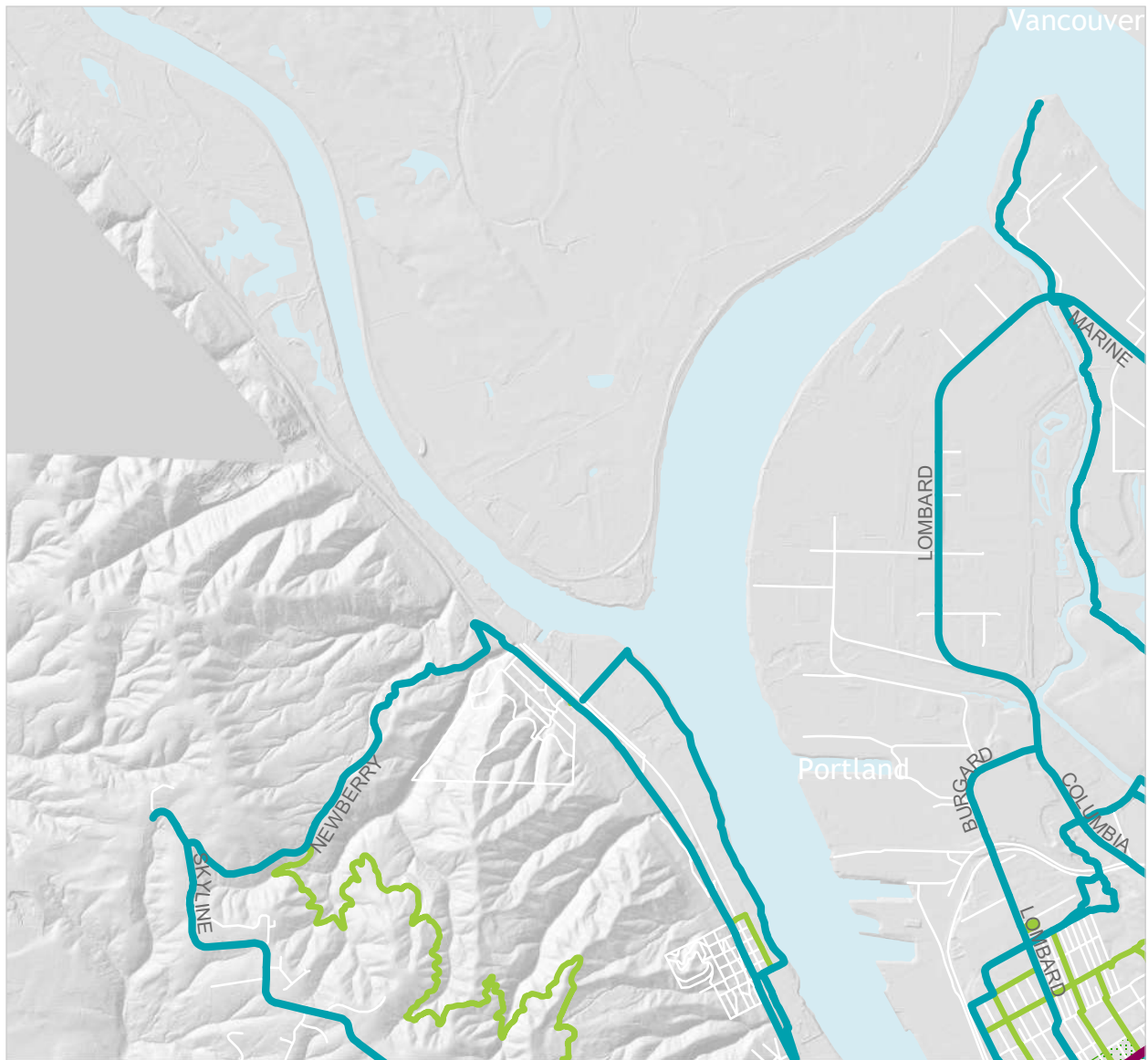
Classification: Streets that allow motor vehicles and are not classified as Regional Trafficways, Major City Traffic Streets, Traffic Access Streets, District Collectors, or Neighborhood Collectors are classified as Local Service Traffic Streets.

Connections: Local Service Traffic Streets should connect neighborhoods, provide local circulation, and provide access to nearby centers, corridors, station areas, and main streets. Street segments may be closed to through traffic in some cases as long as local access and overall neighborhood connectivity is maintained.

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

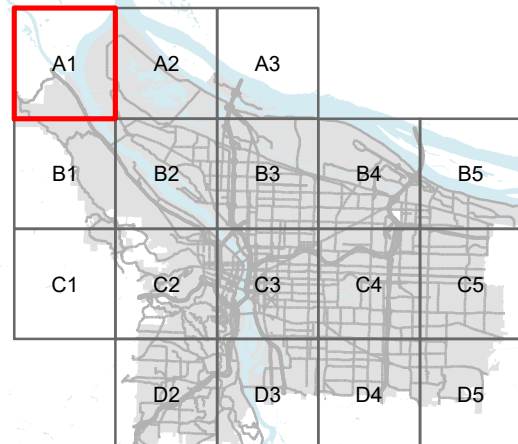
Function: Local Service Traffic Streets provide local access and circulation for traffic, while often functioning as through routes for pedestrians and bicyclists. In some instances where vehicle speeds and volumes are very low, Local Service Traffic Streets may accommodate vehicles, pedestrians, and bicyclists in a shared space.

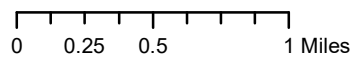
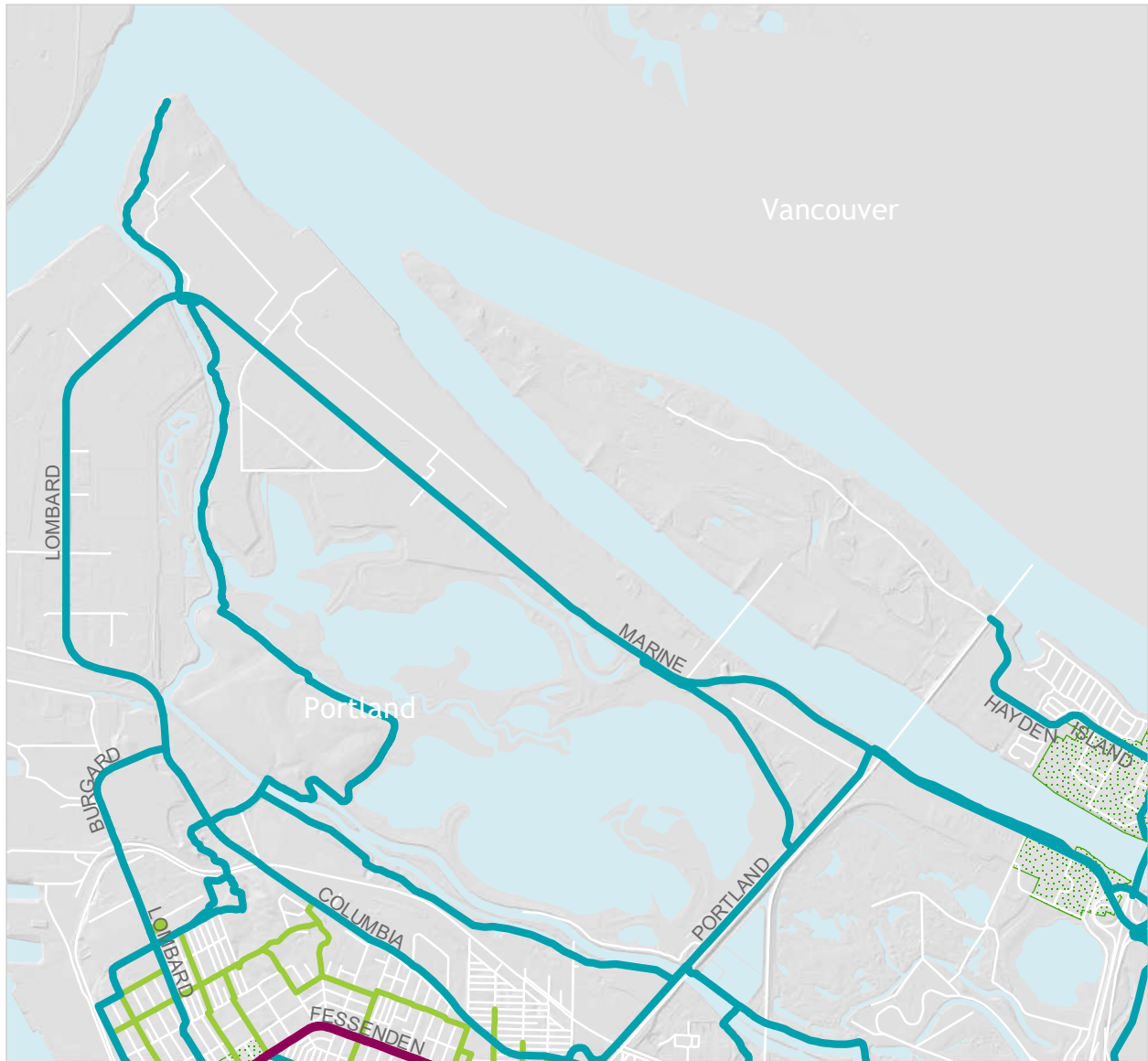
Pedestrian Classification maps



Pedestrian Classification

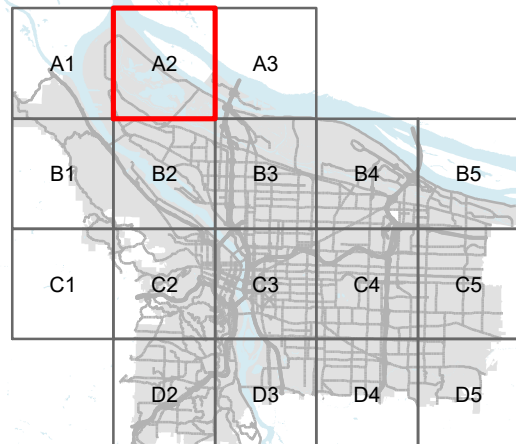
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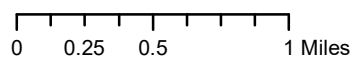
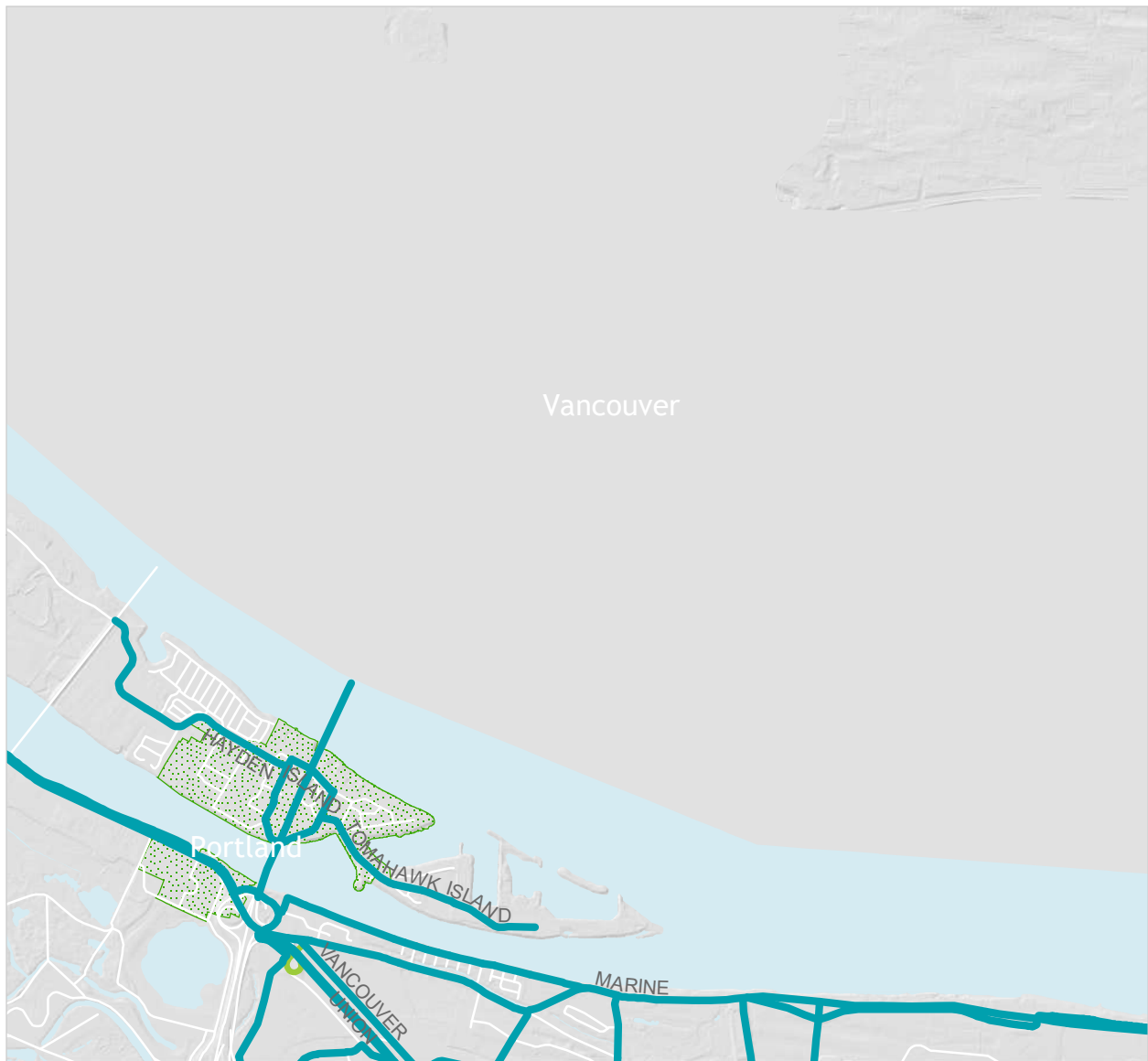




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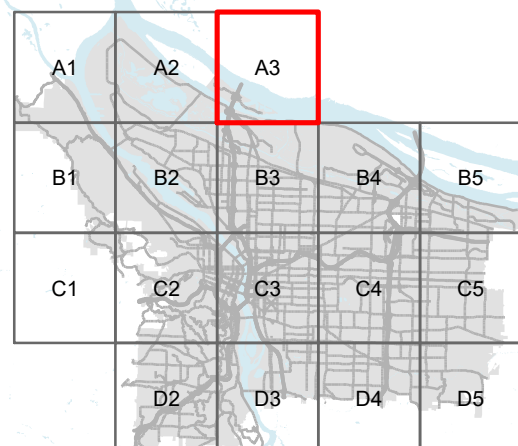
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Pedestrian Classification

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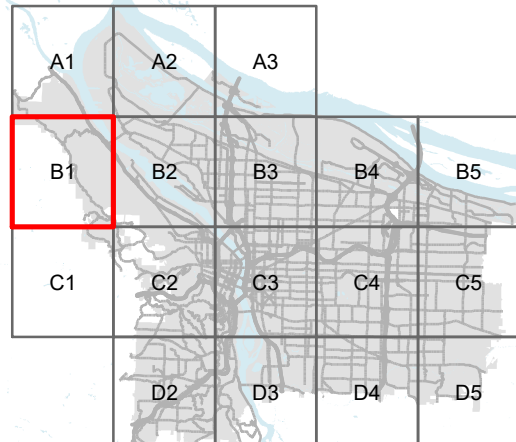


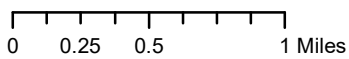
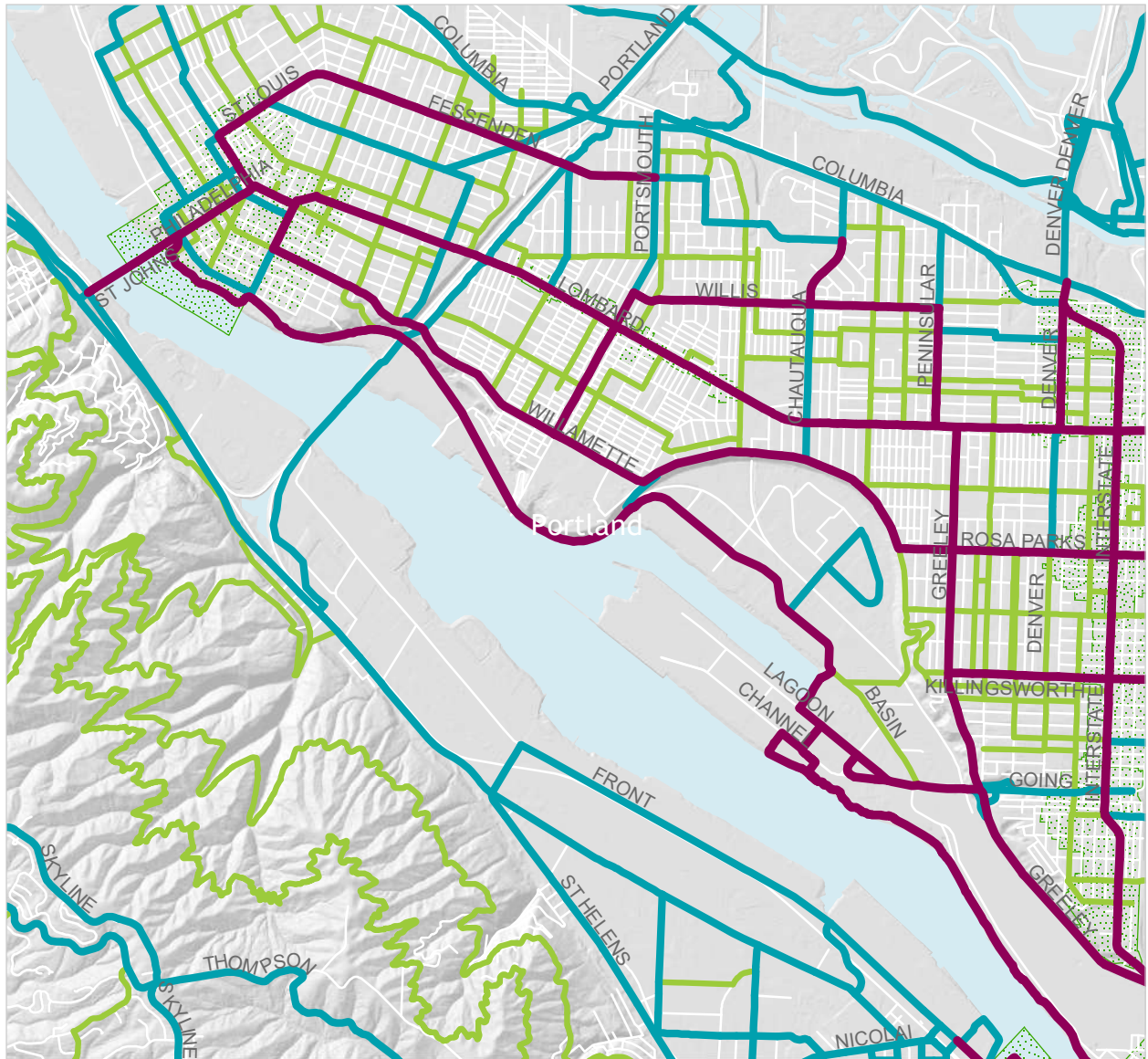


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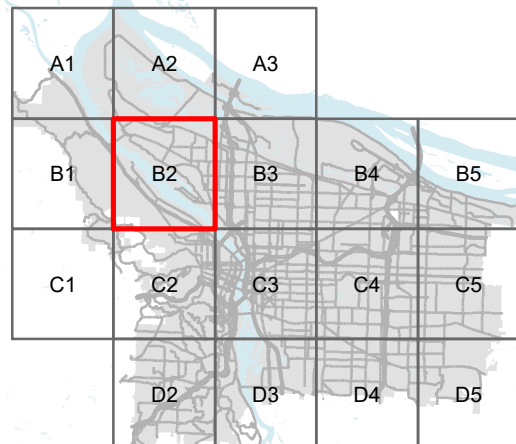
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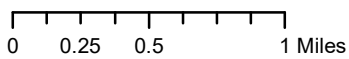
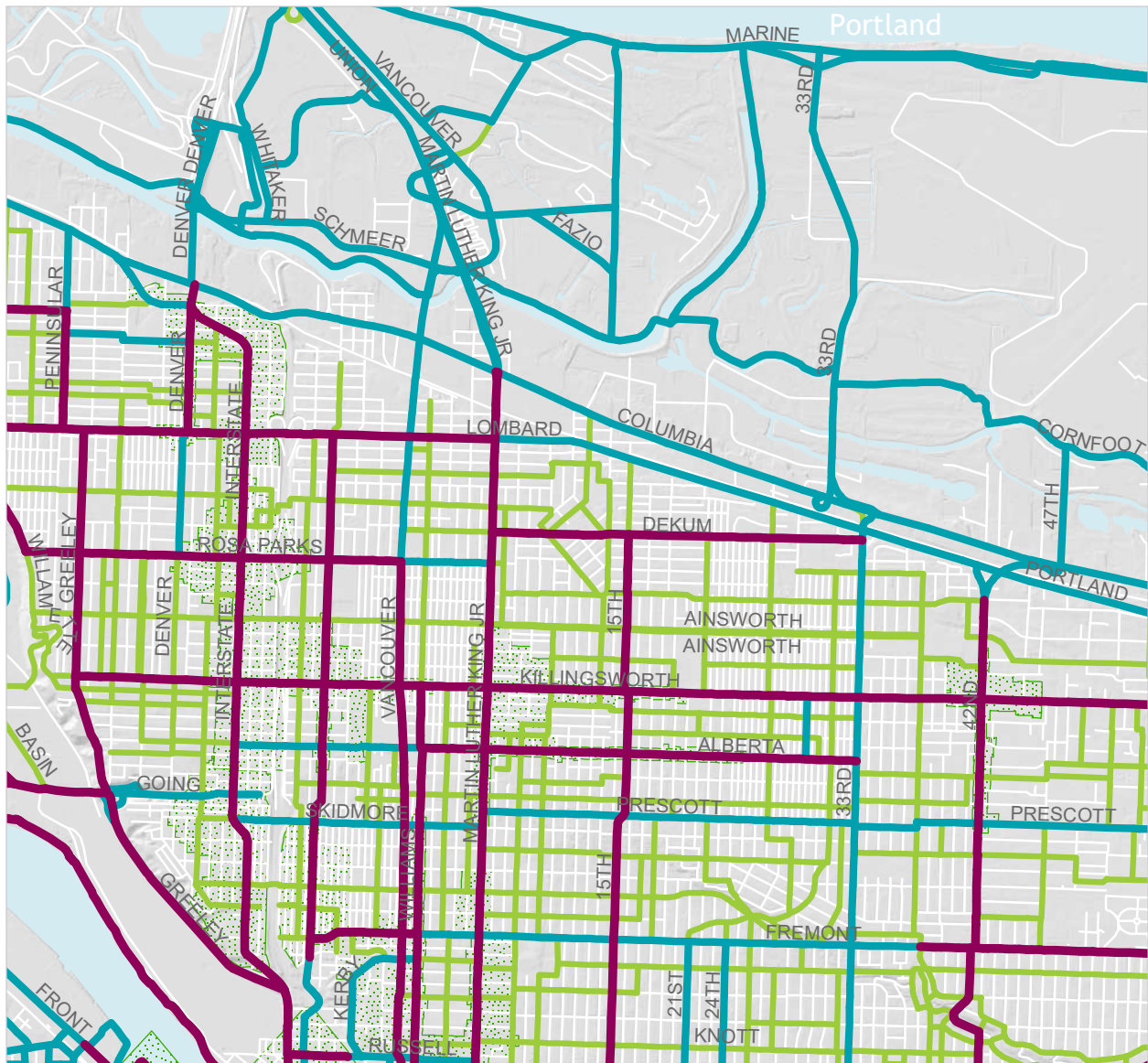




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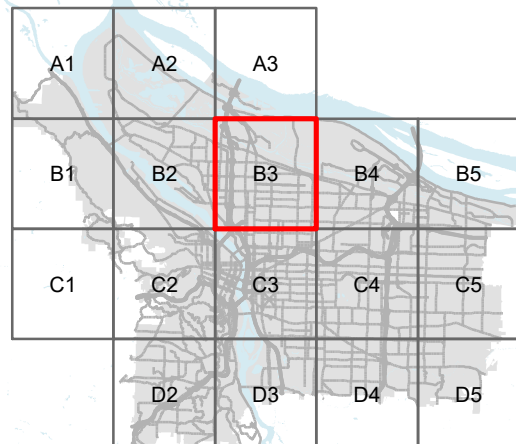
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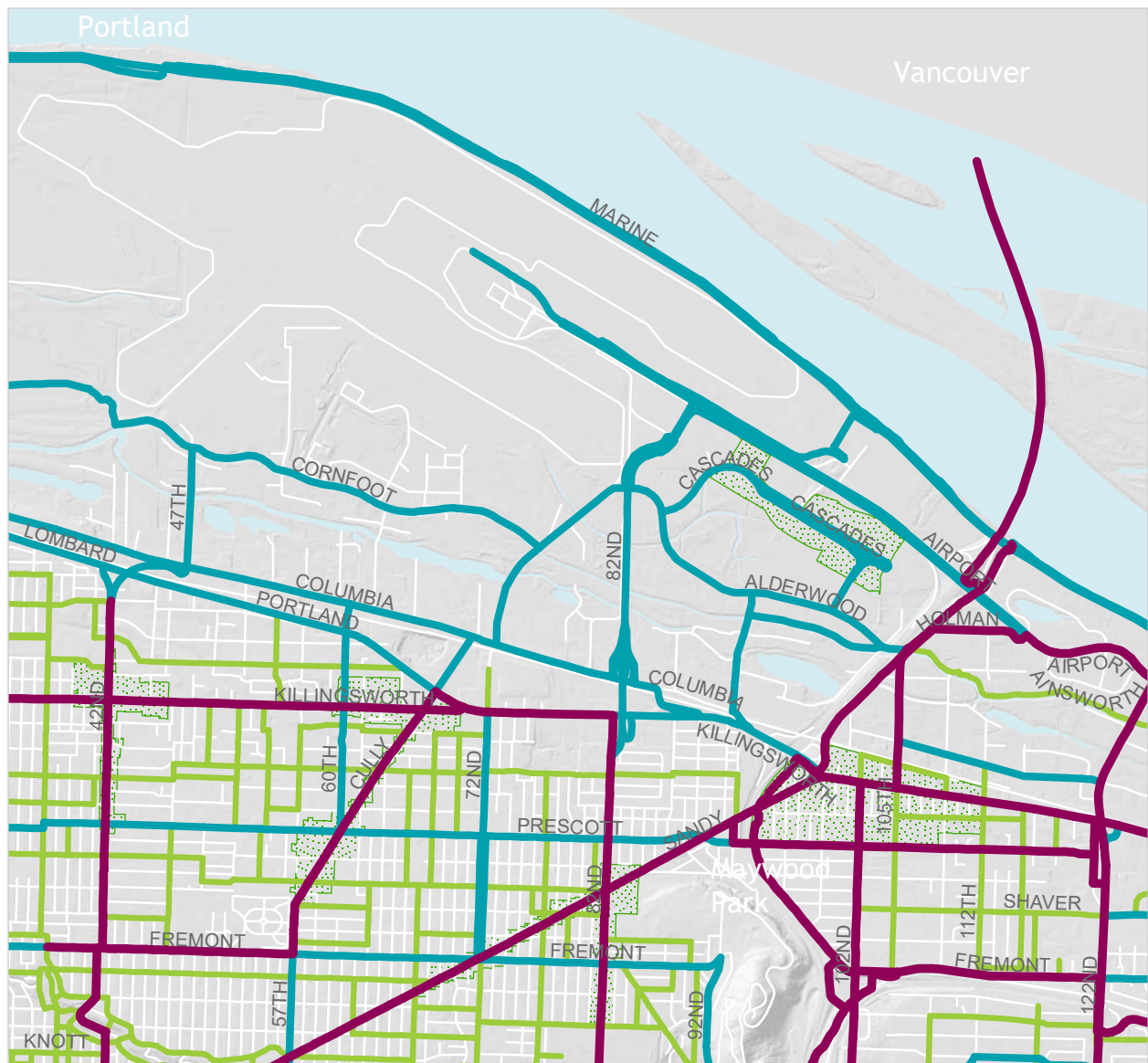




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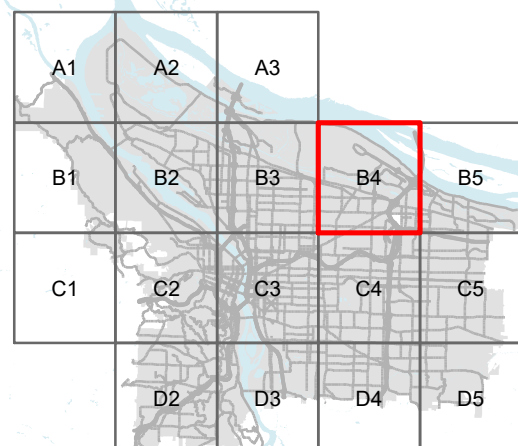
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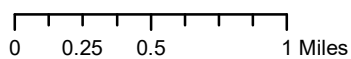
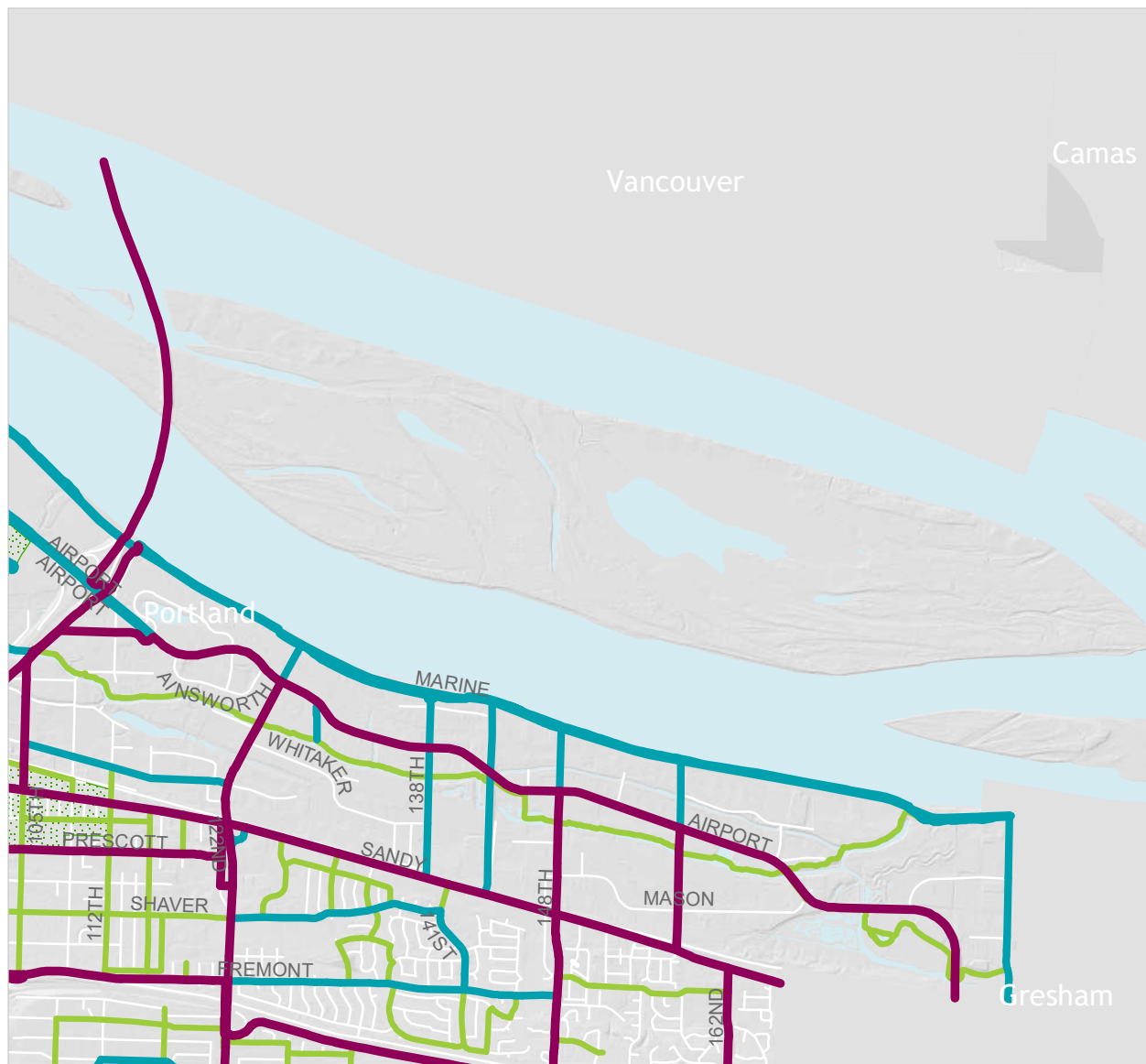




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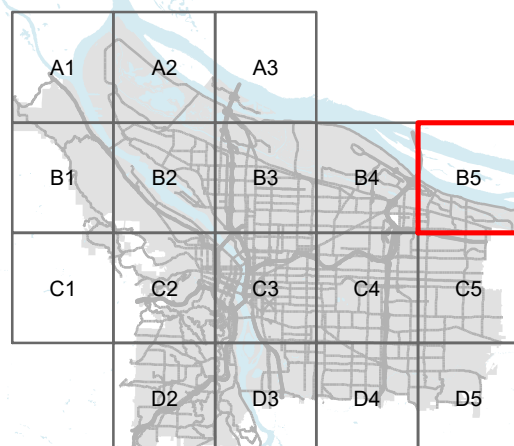
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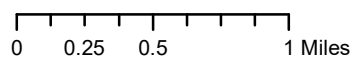
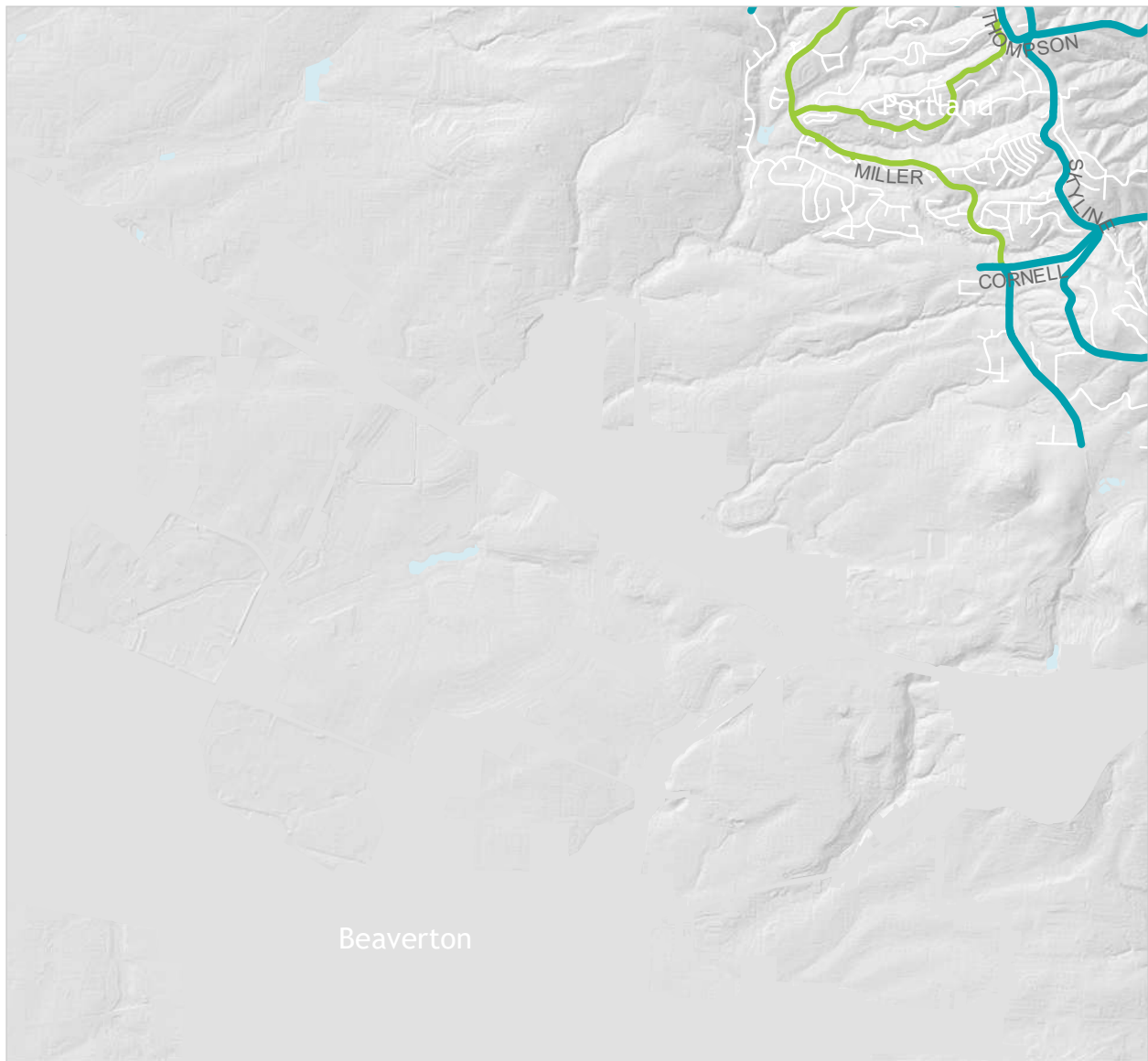




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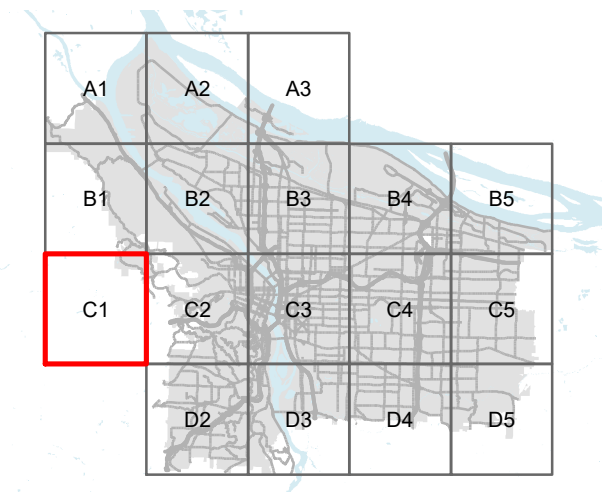
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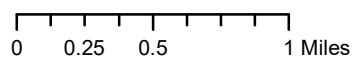
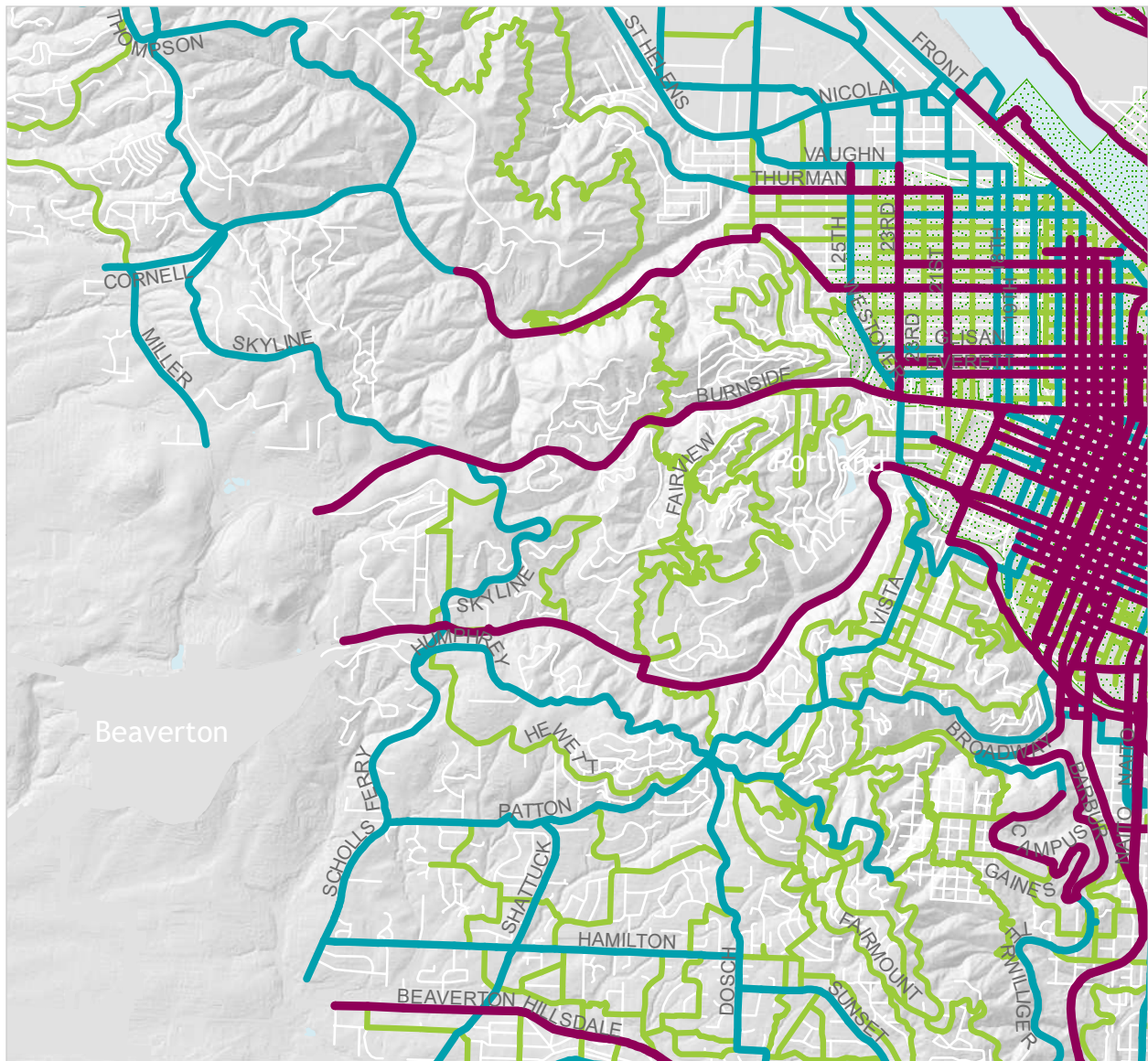




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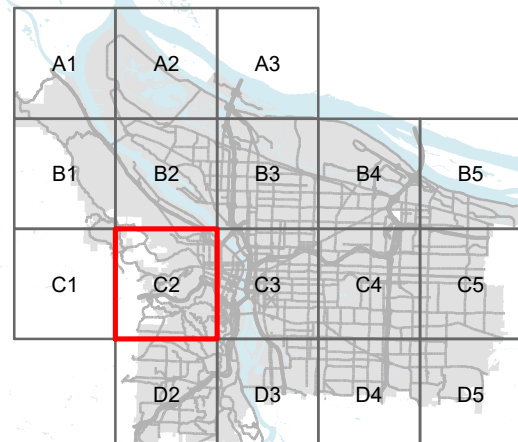
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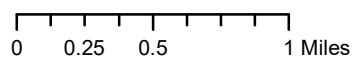
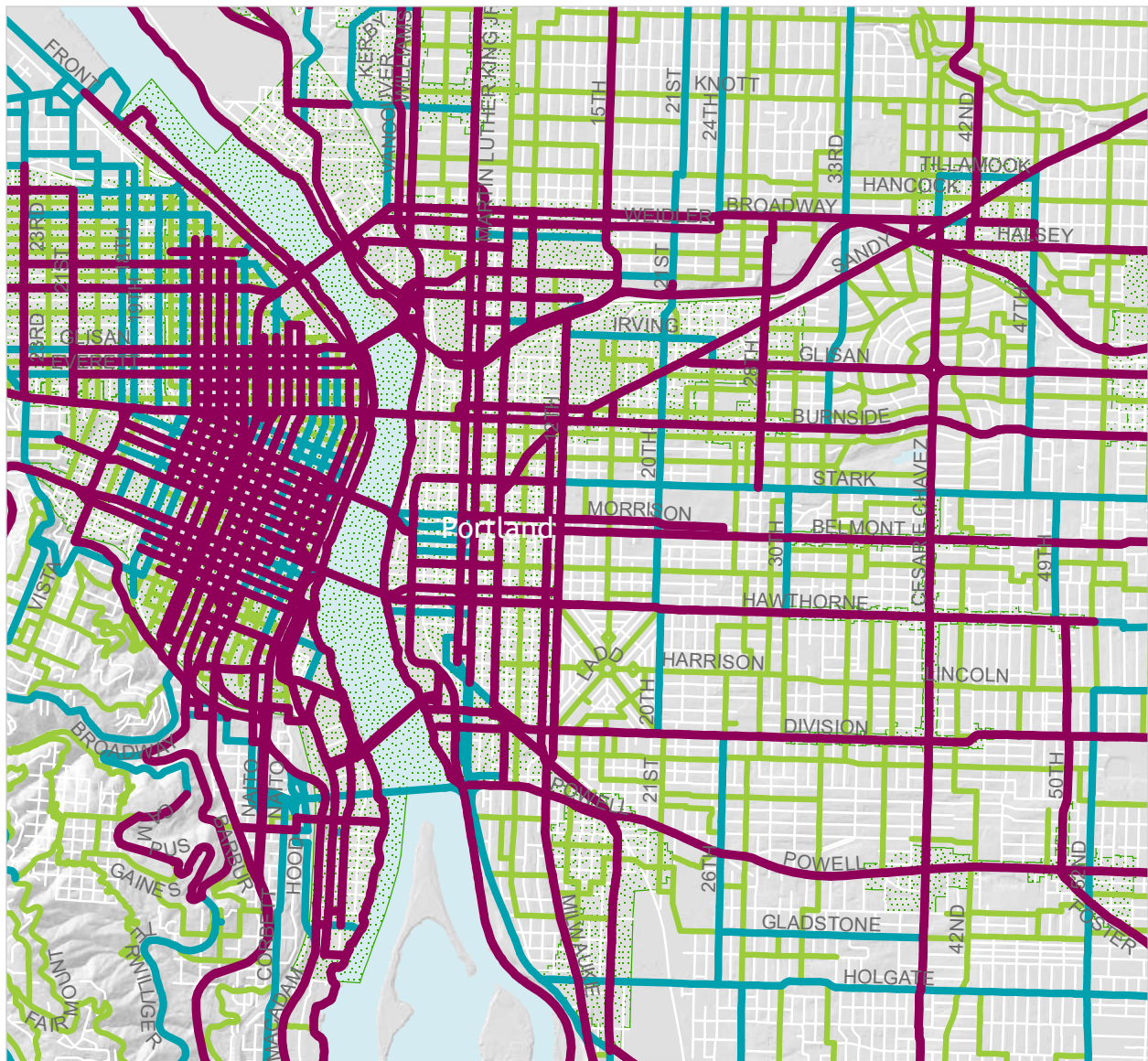




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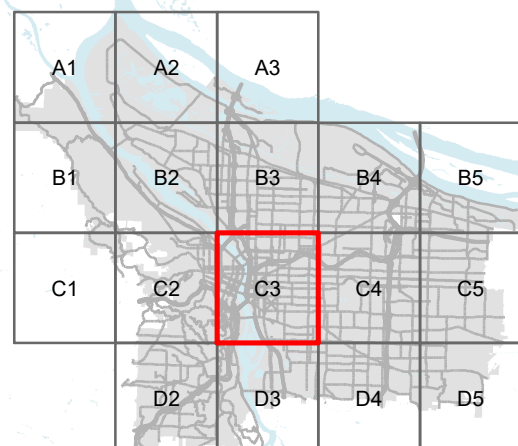
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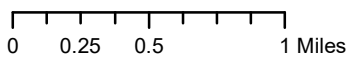
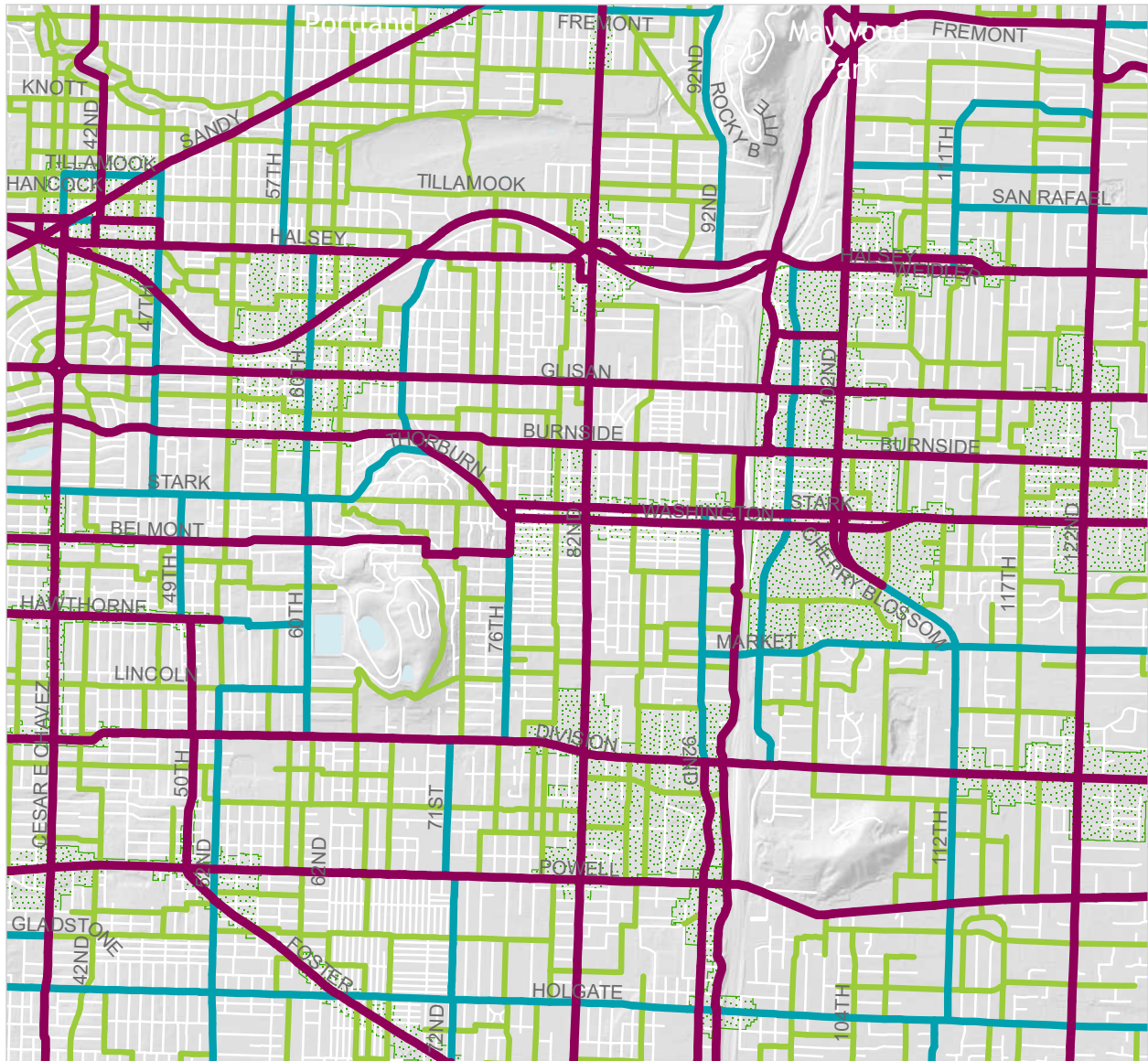




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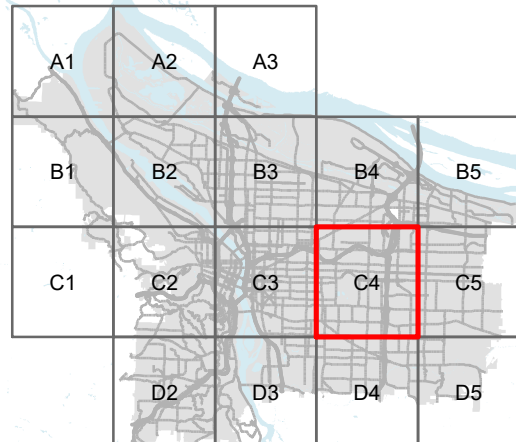
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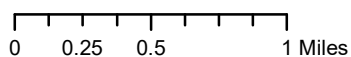
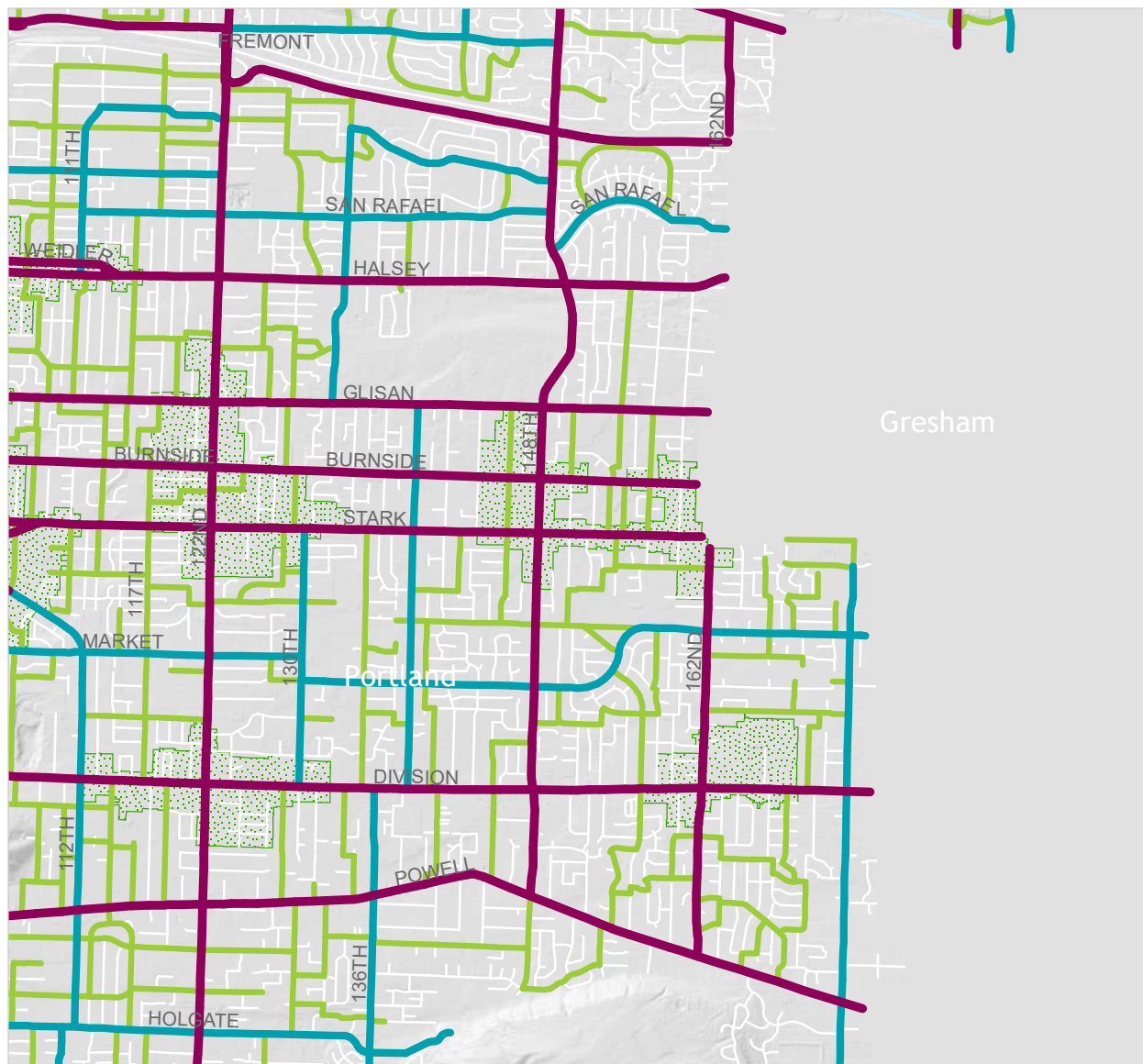




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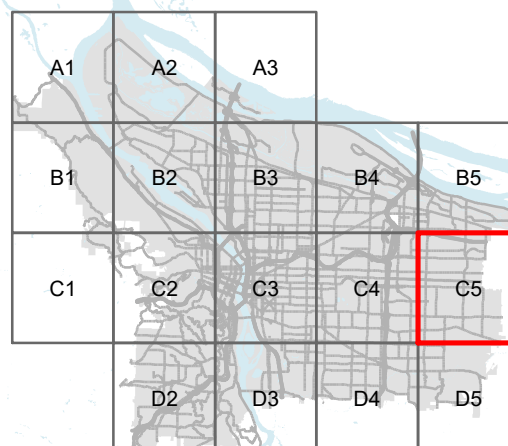
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- Pedestrian Districts

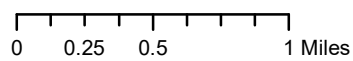
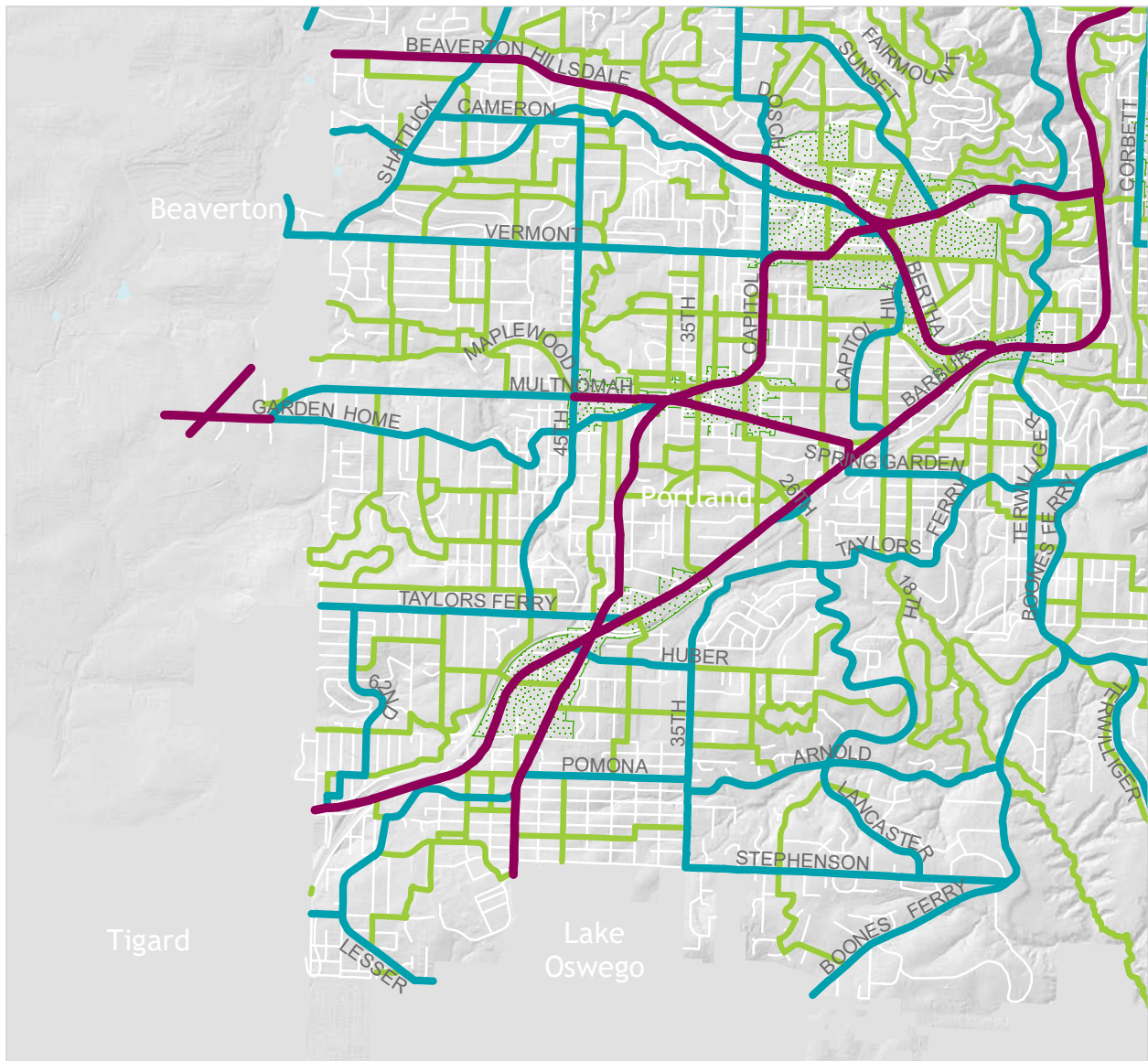




Pedestrian Classification

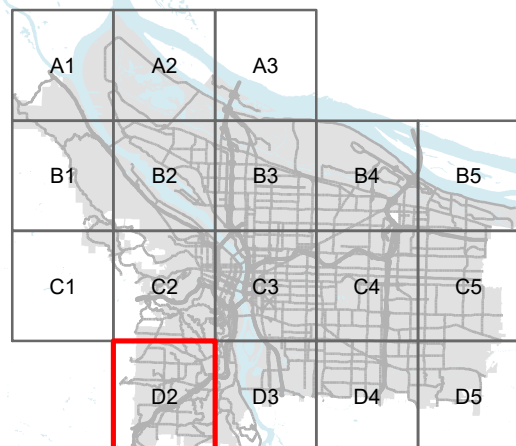
- Major City Walkway
- City Walkway
- Neighborhood Walkway
- Local Street
- Pedestrian Districts

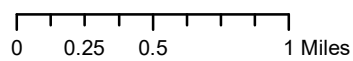
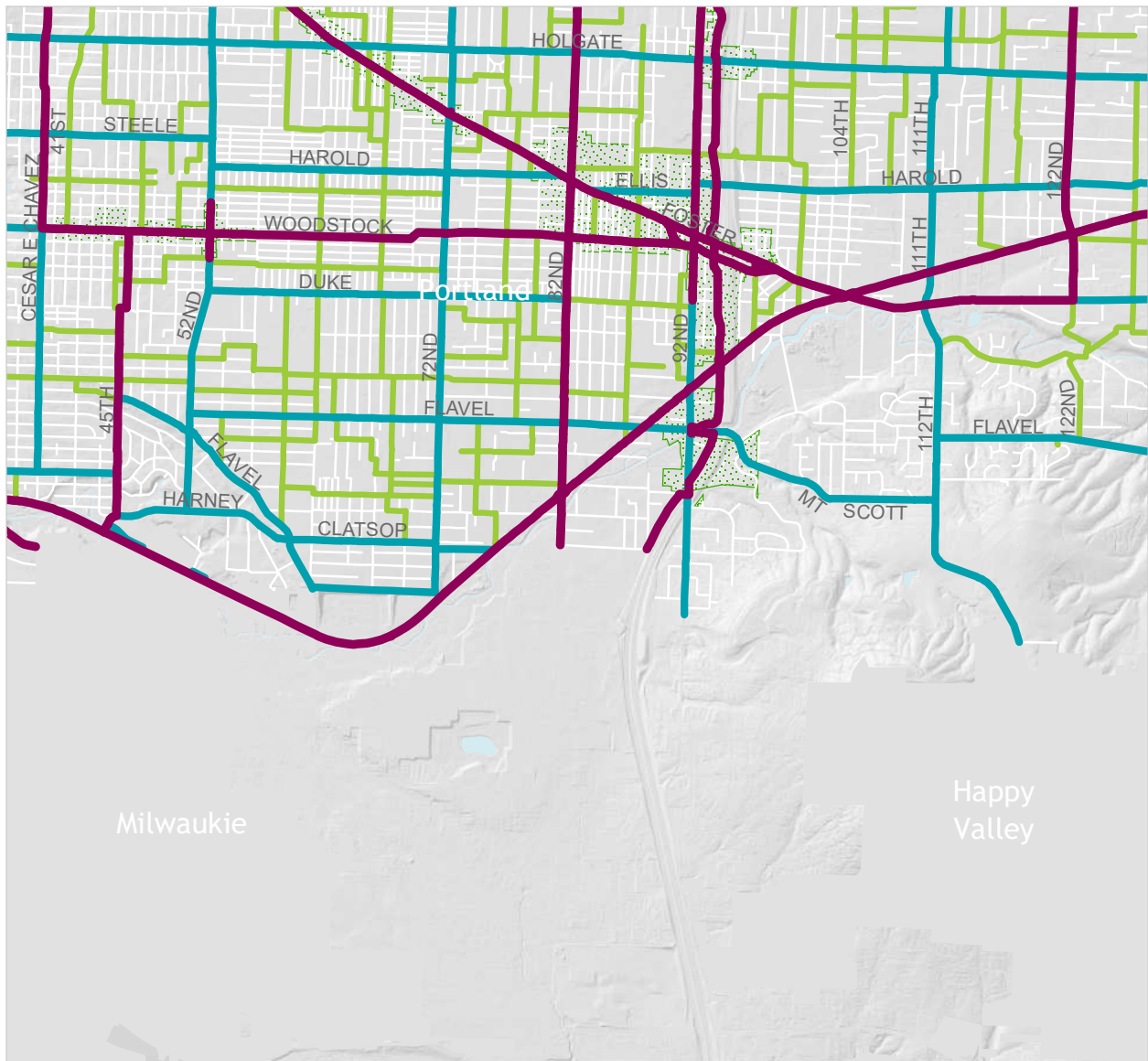




Pedestrian Classification

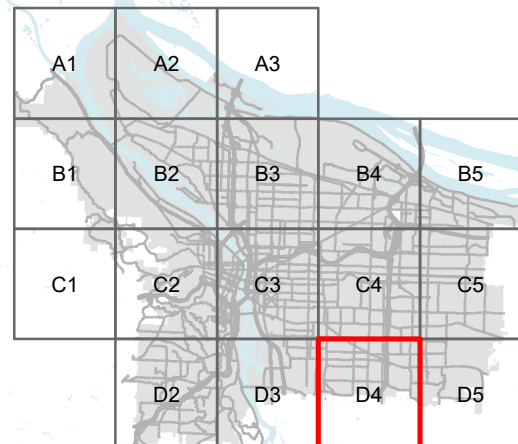
- Major City Walkway
- City Walkway
- Neighborhood Walkway
- Local Street
- Pedestrian Districts

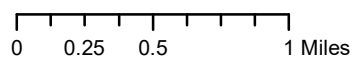
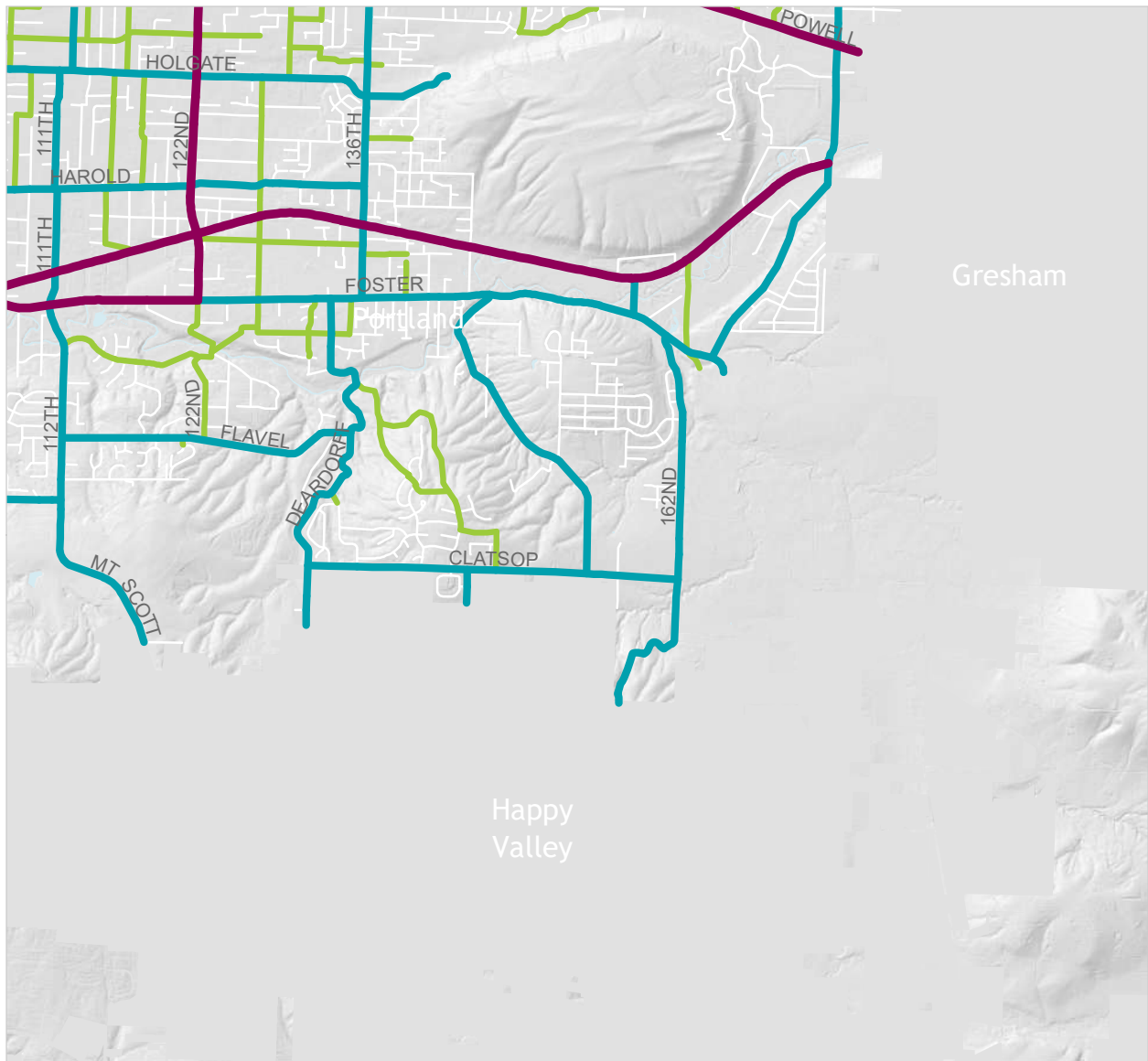




Pedestrian Classification

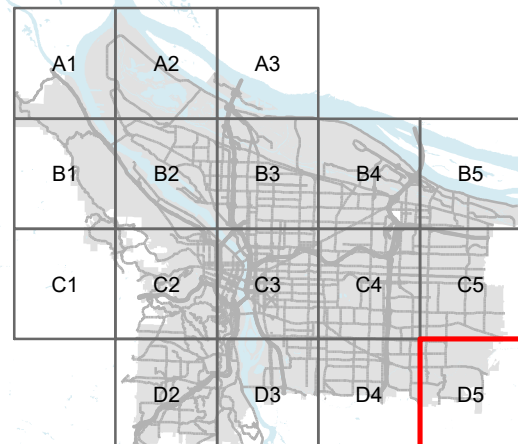
- Major City Walkway
- City Walkway
- Neighborhood Walkway
- Local Street
- Pedestrian Districts



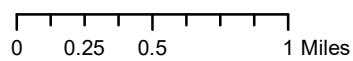
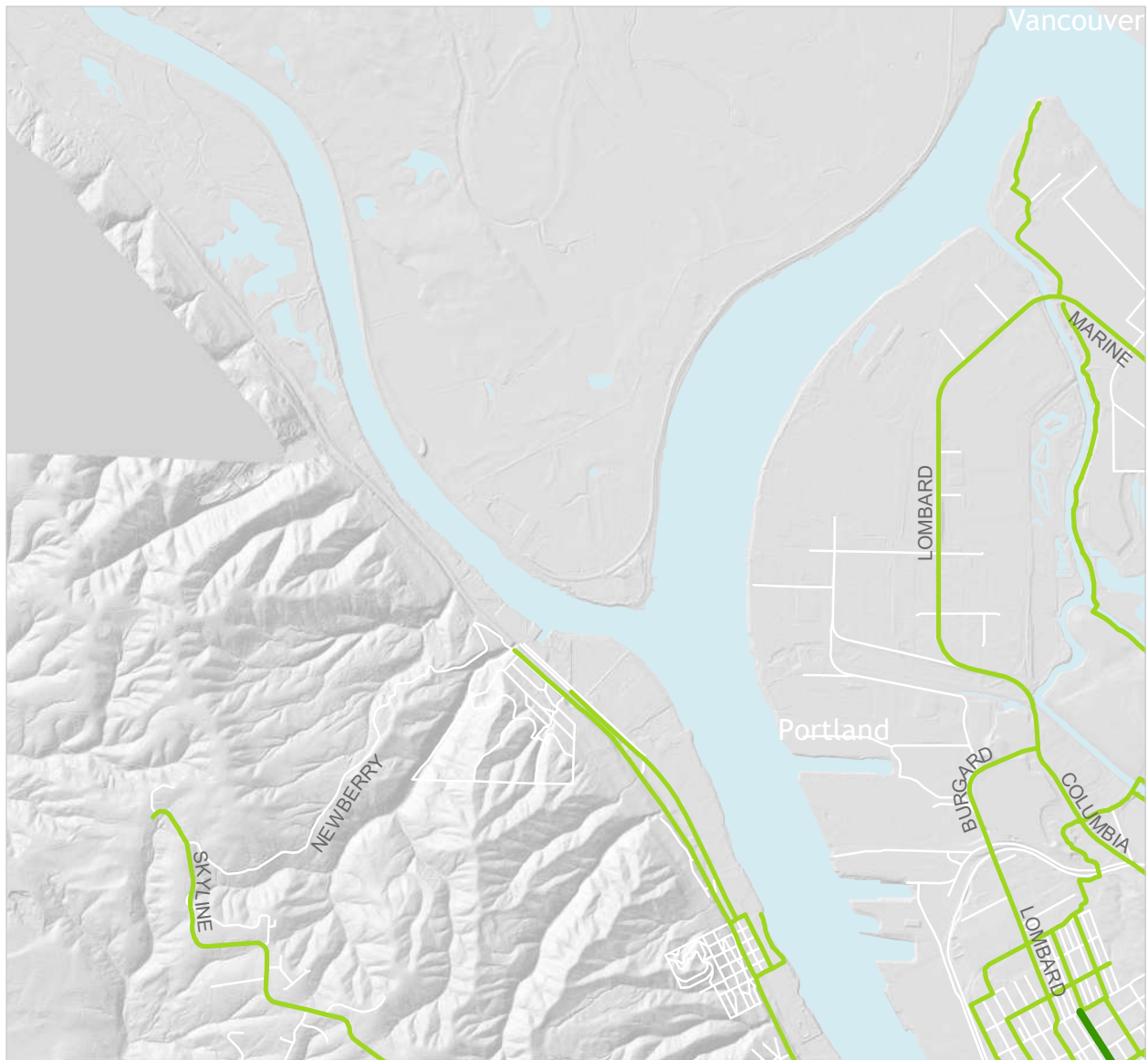


Pedestrian Classification

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

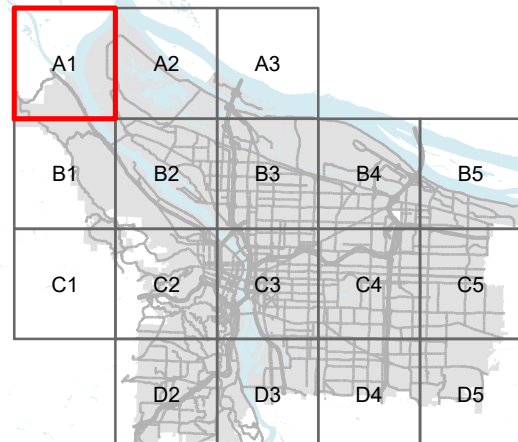


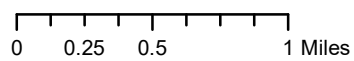
Bicycle Classification maps



Bicycle Classification

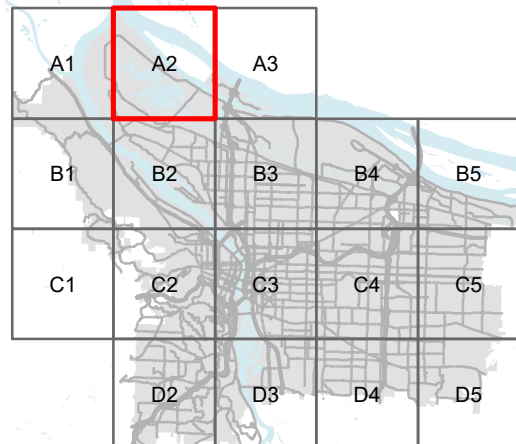
-  Major City Bikeway
-  City Bikeway
-  Local Service Bikeway
-  Bicycle Districts





Bicycle Classification

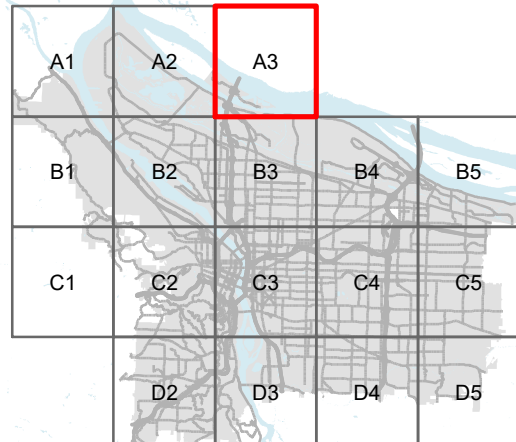
- Major City Bikeway
- City Bikeway
- Local Service Bikeway
- Bicycle Districts

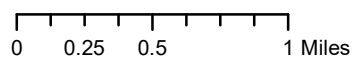
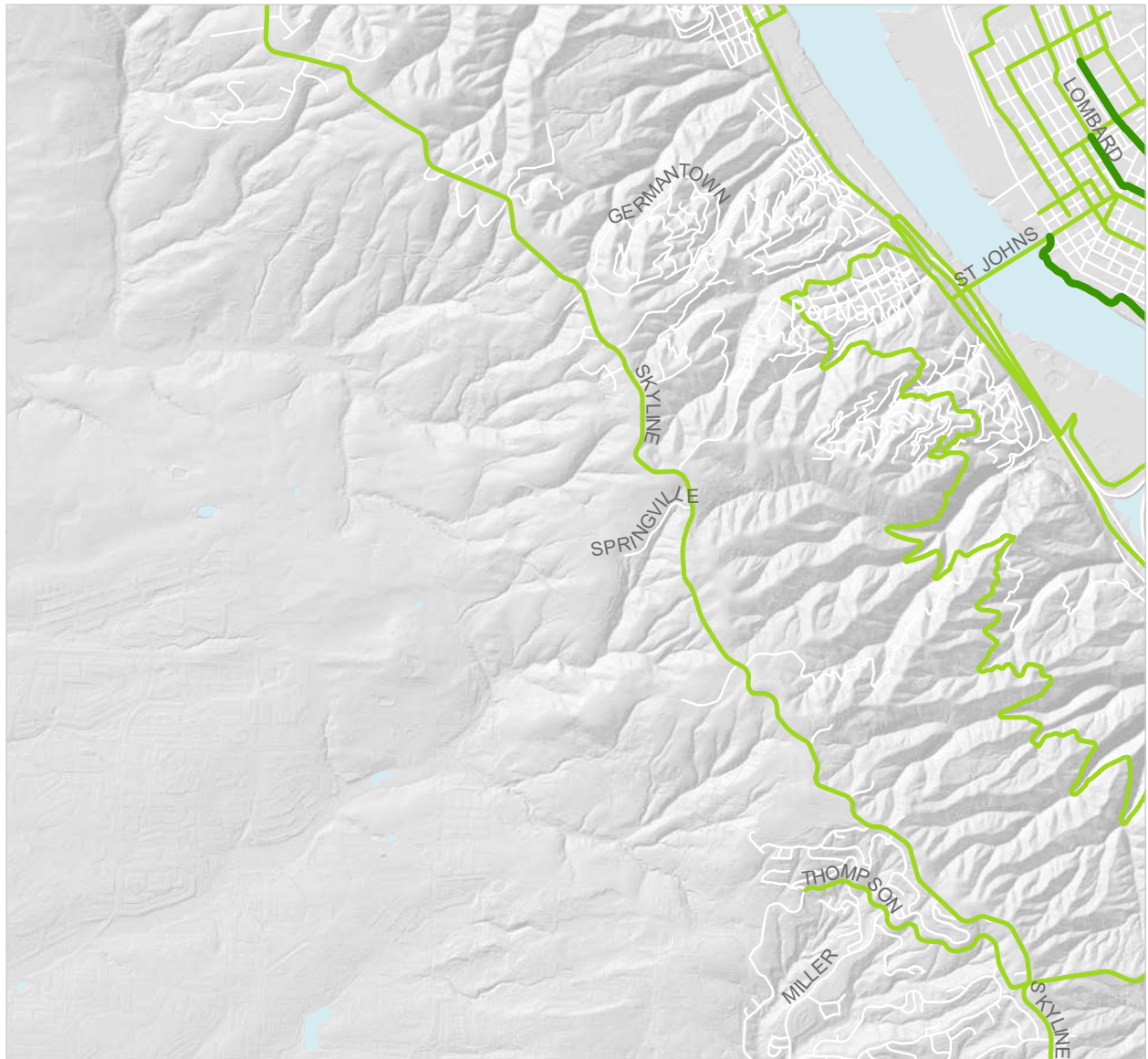




Bicycle Classification

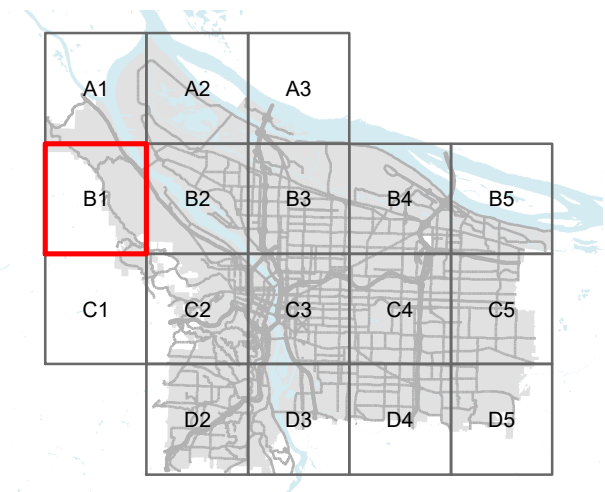
- Major City Bikeway
- City Bikeway
- Local Service Bikeway
- Bicycle Districts

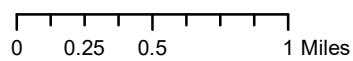
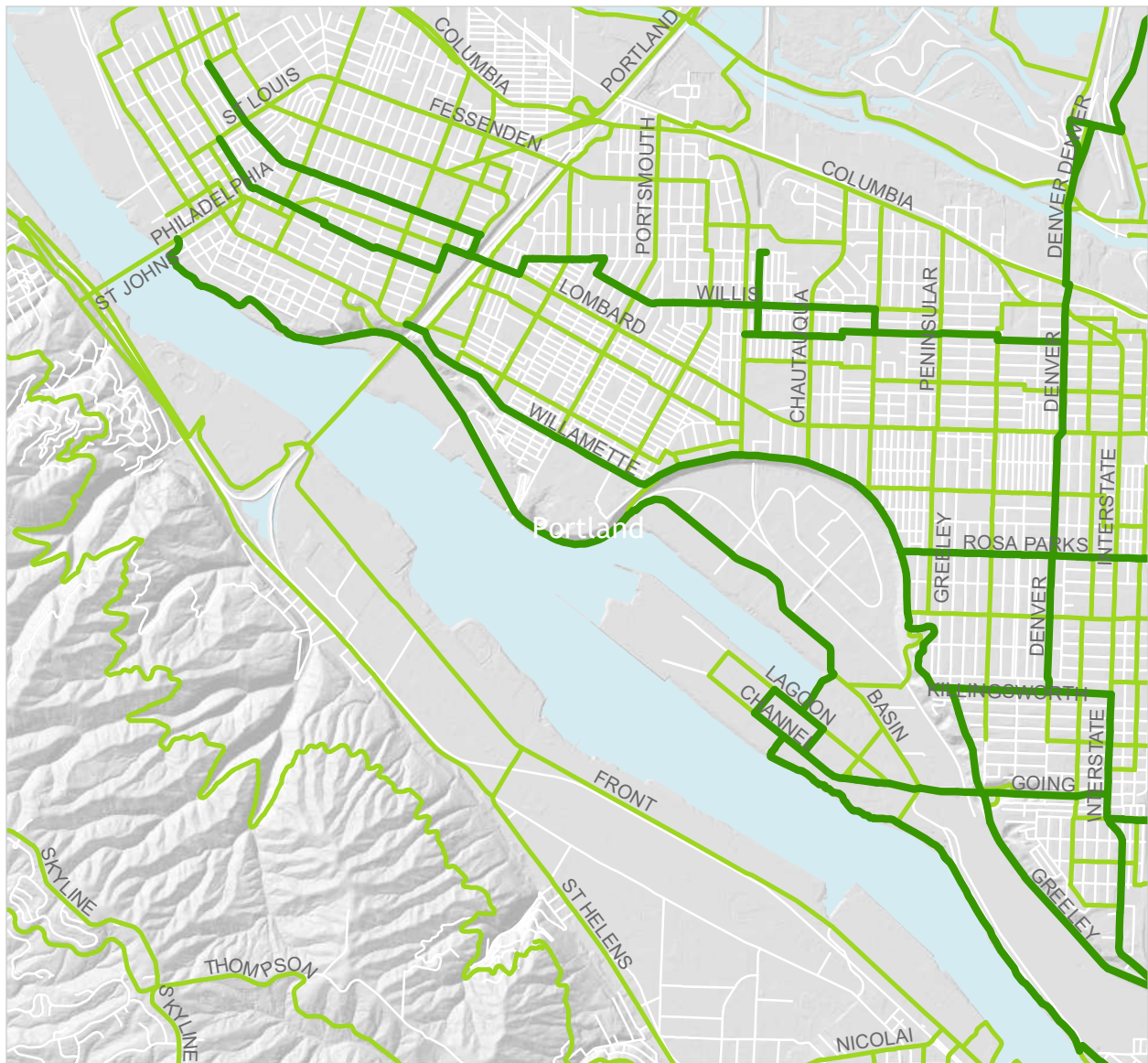




Bicycle Classification

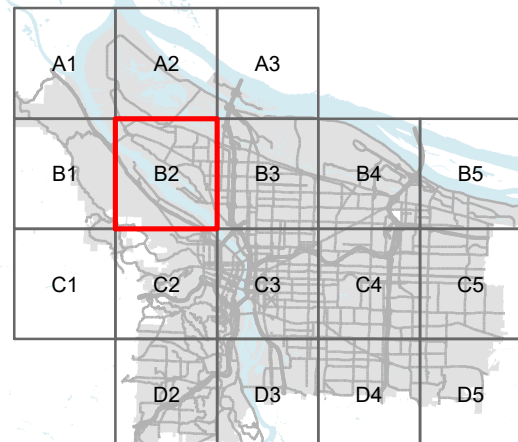
- Major City Bikeway
- City Bikeway
- Local Service Bikeway
- Bicycle Districts

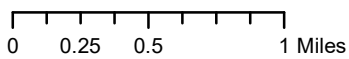
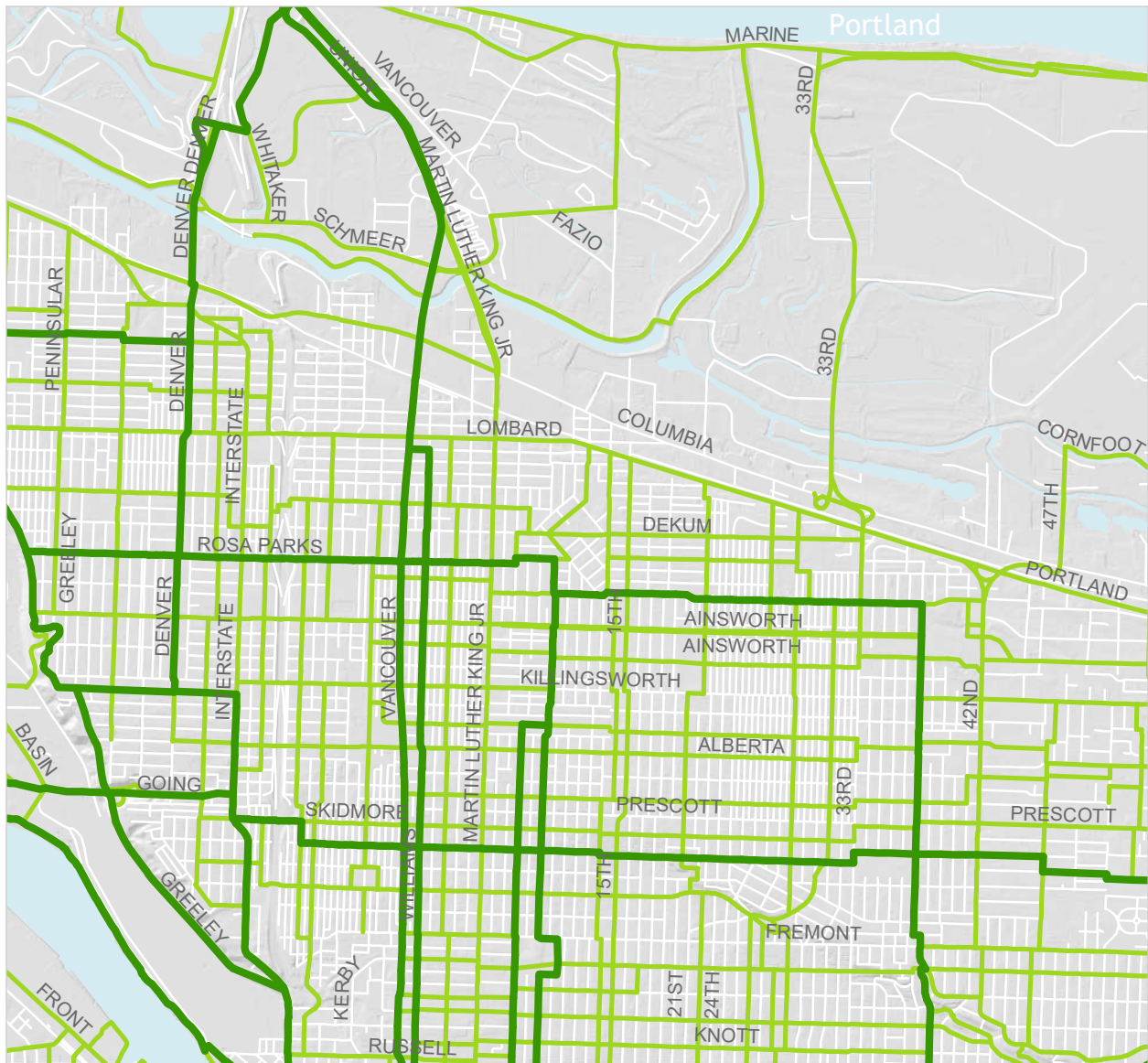




Bicycle Classification

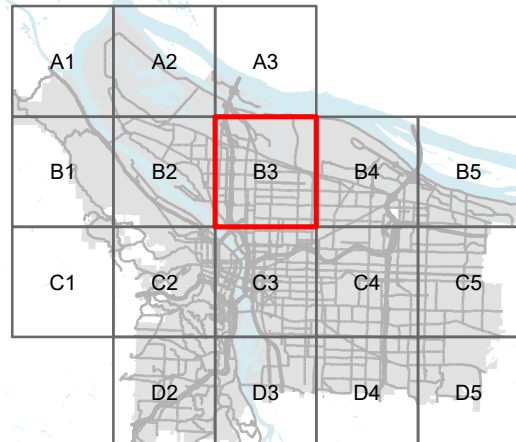
- Major City Bikeway
- City Bikeway
- Local Service Bikeway
- Bicycle Districts

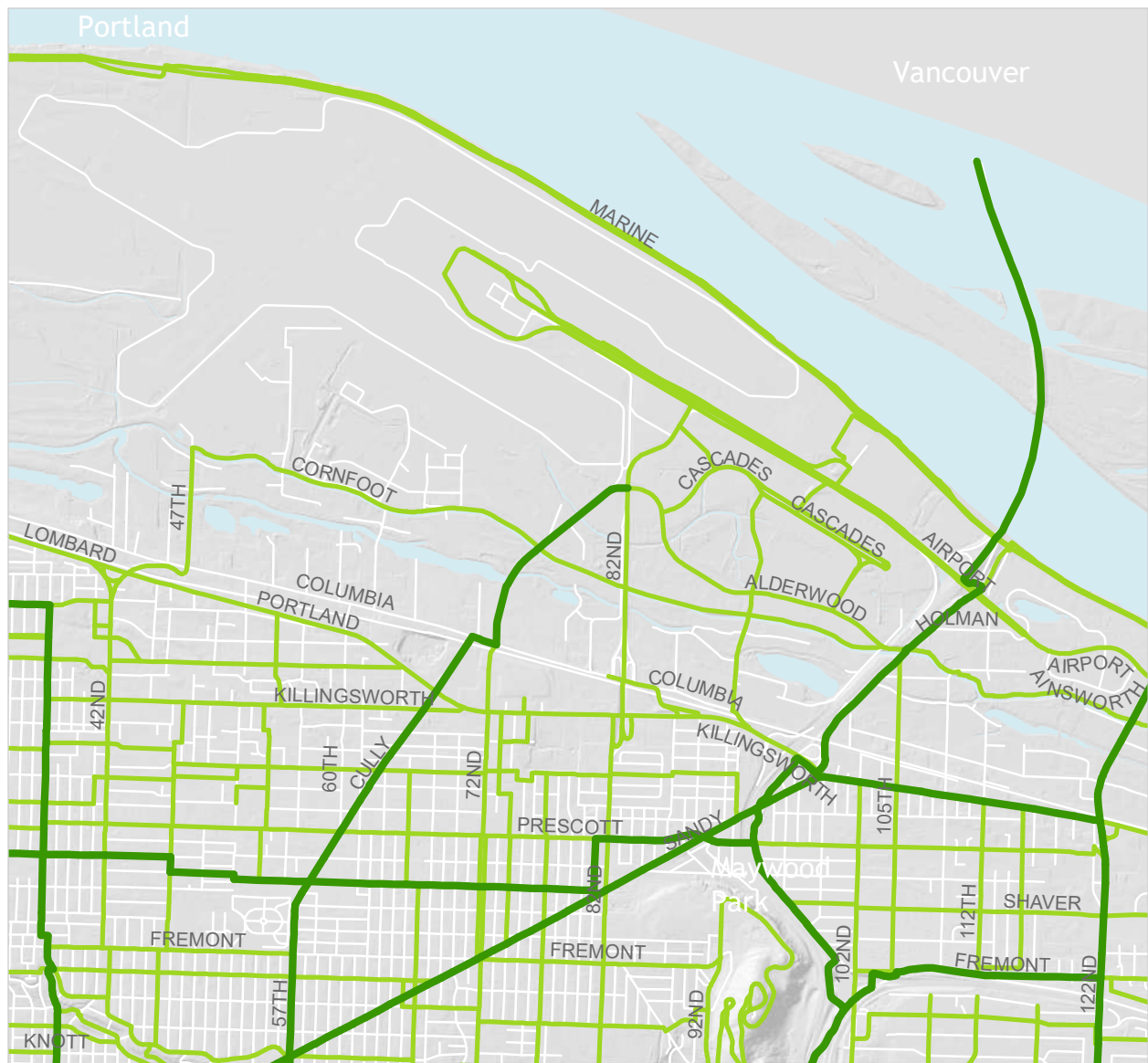




Bicycle Classification

- Major City Bikeway
- City Bikeway
- Local Service Bikeway
- Bicycle Districts

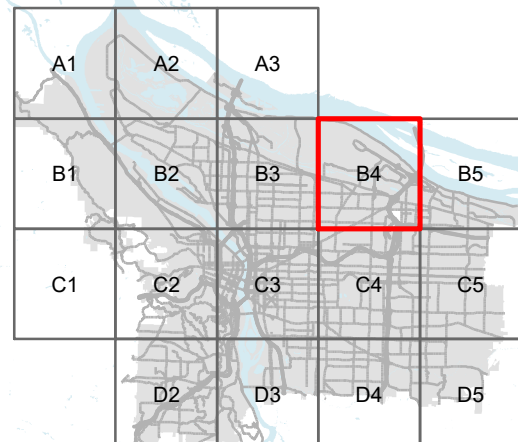


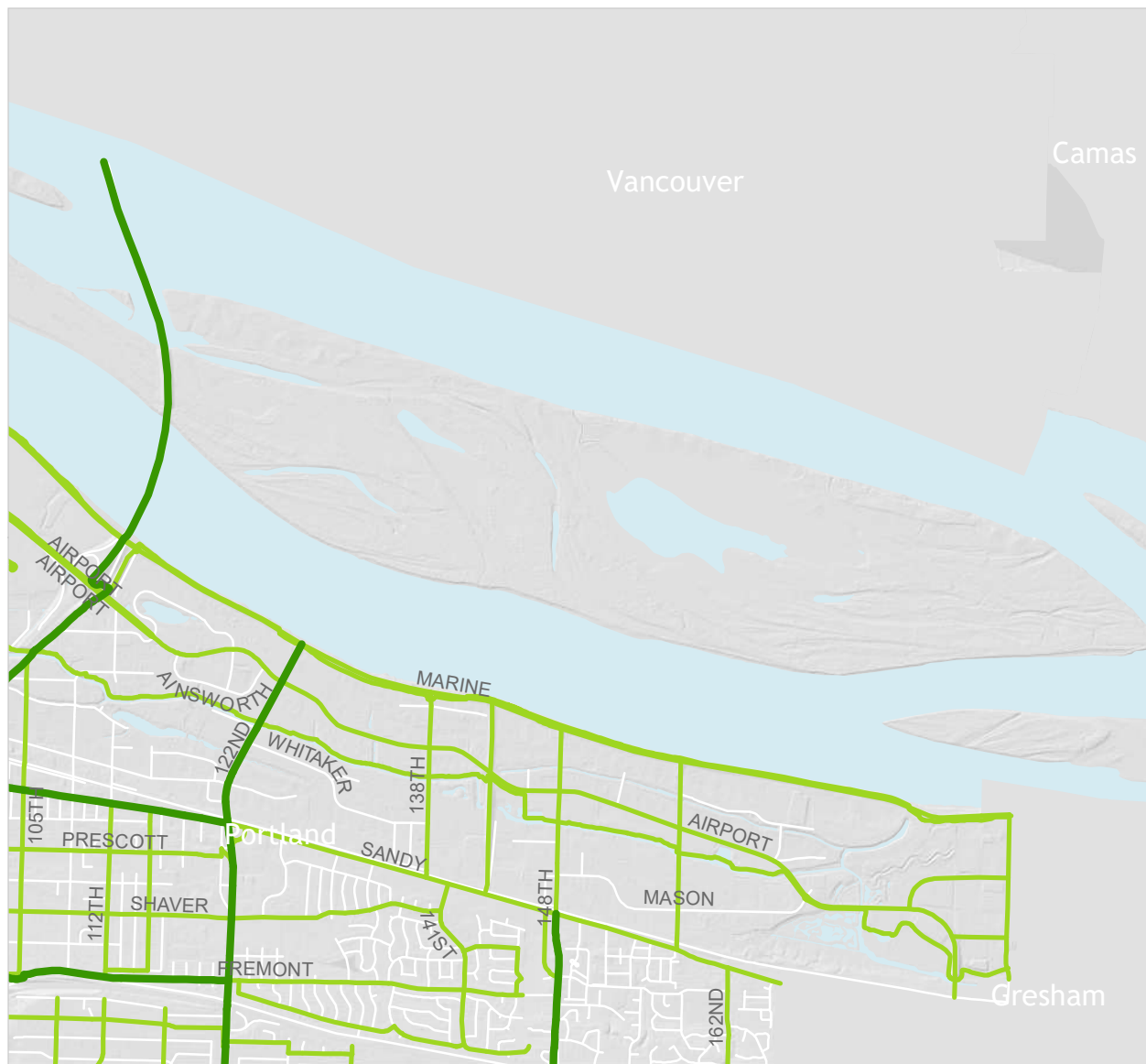


0 0.25 0.5 1 Miles

Bicycle Classification

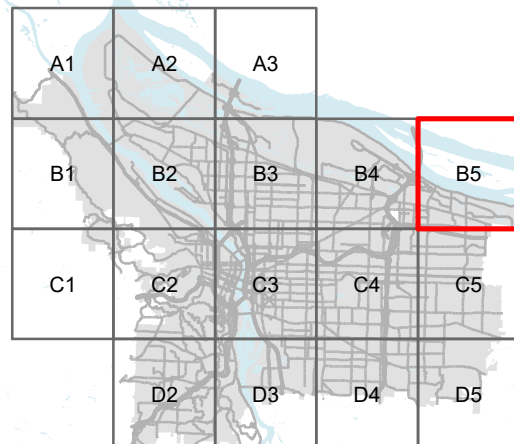
- Major City Bikeway
- City Bikeway
- Local Service Bikeway
- Bicycle Districts

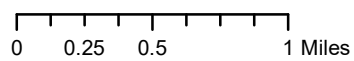
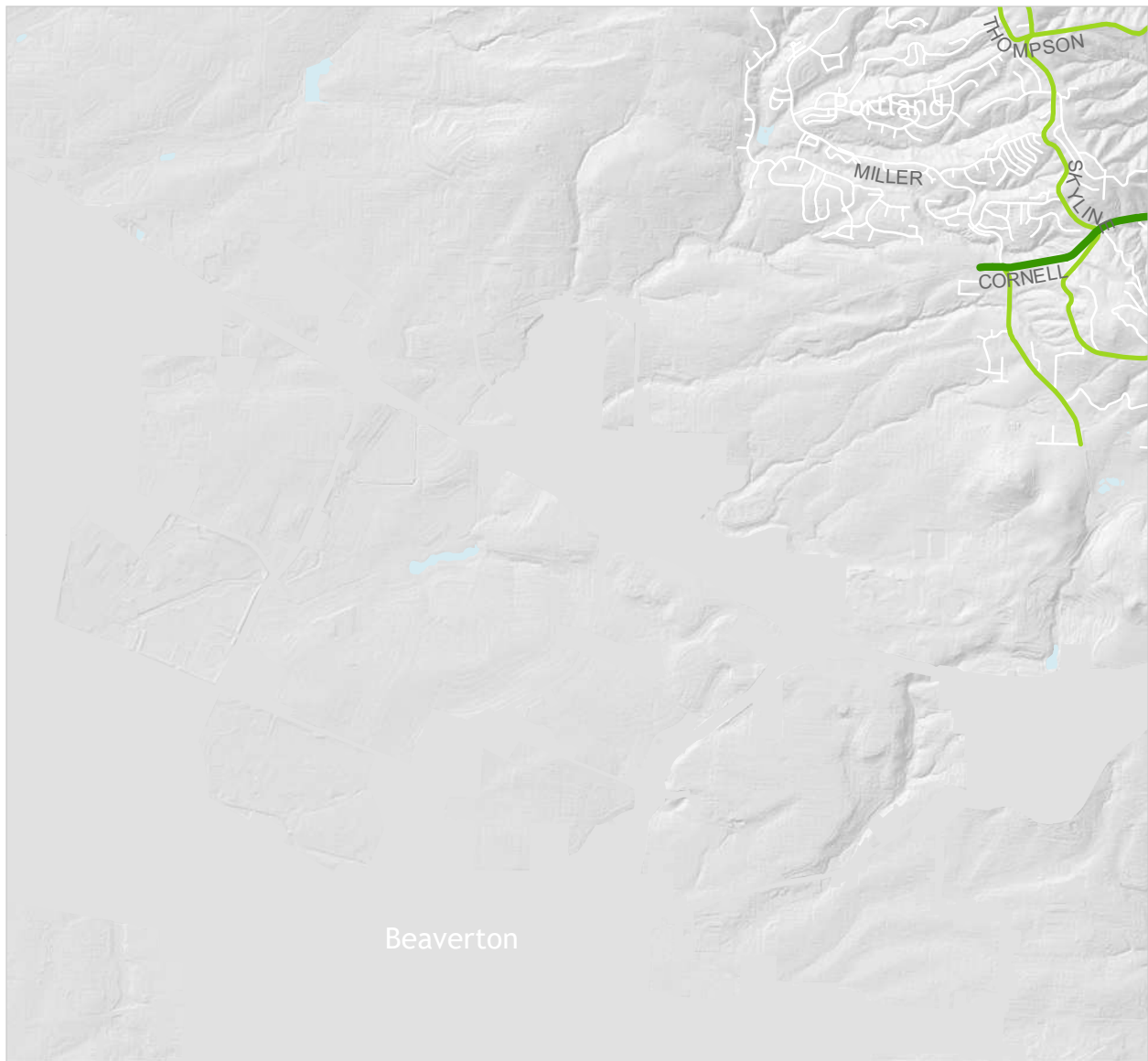




Bicycle Classification

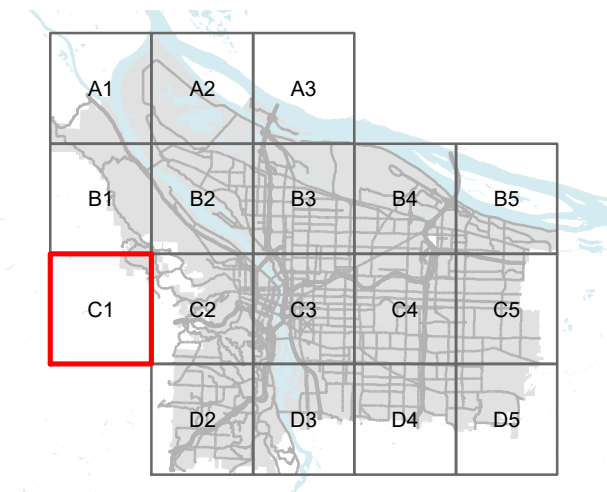
- Major City Bikeway
- City Bikeway
- Local Service Bikeway
- Bicycle Districts

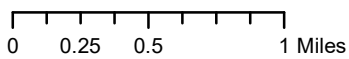
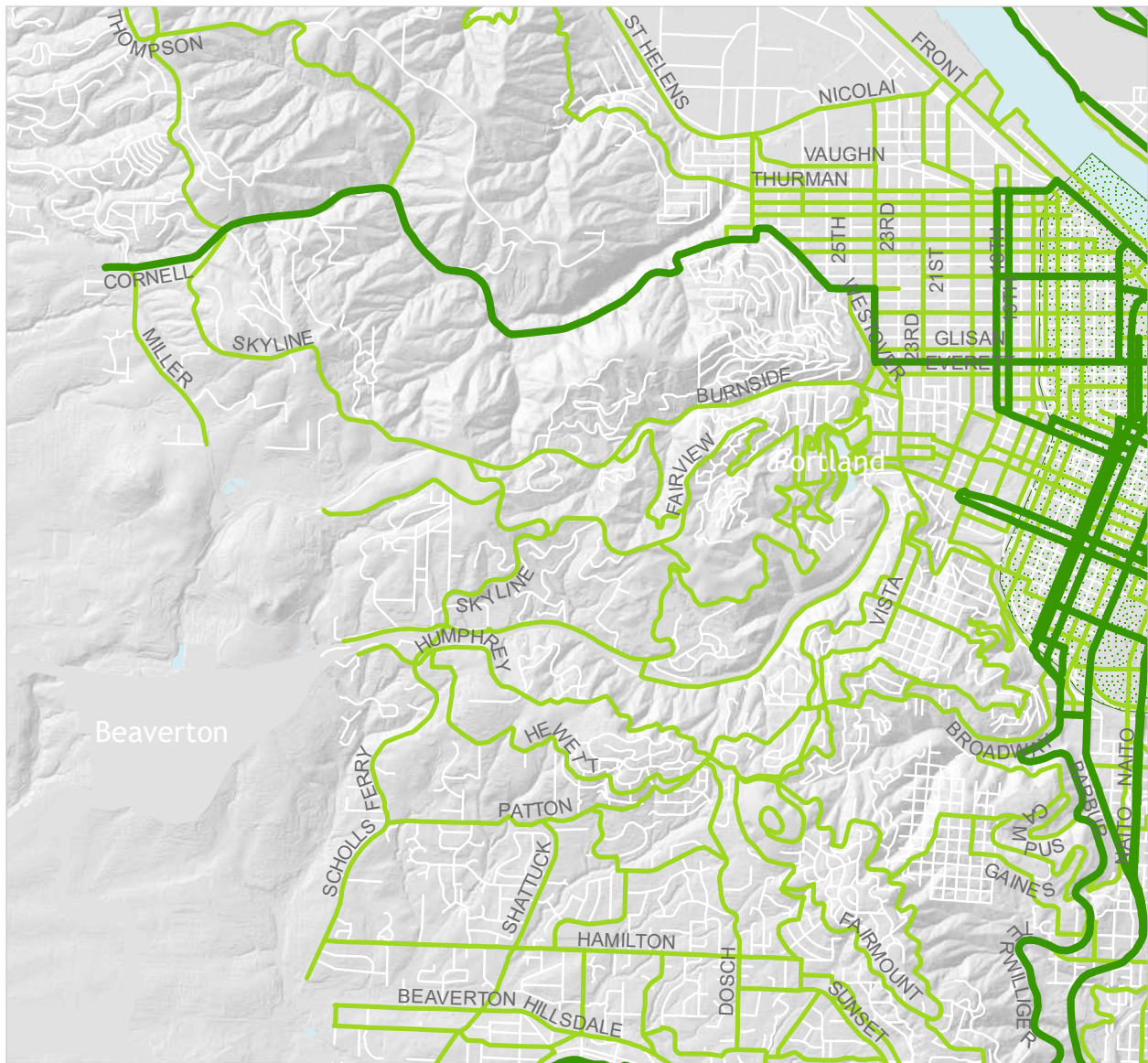




Bicycle Classification

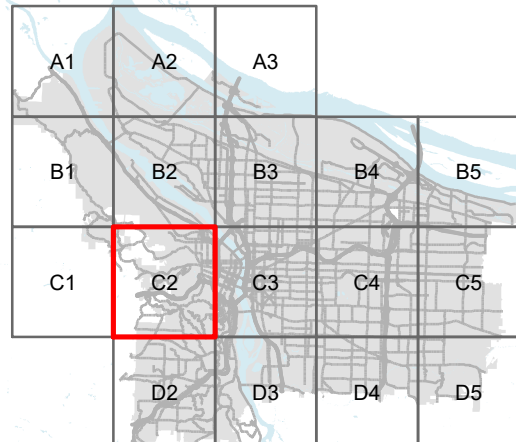
-  Major City Bikeway
-  City Bikeway
-  Local Service Bikeway
-  Bicycle Districts

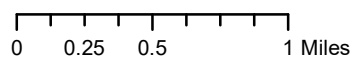
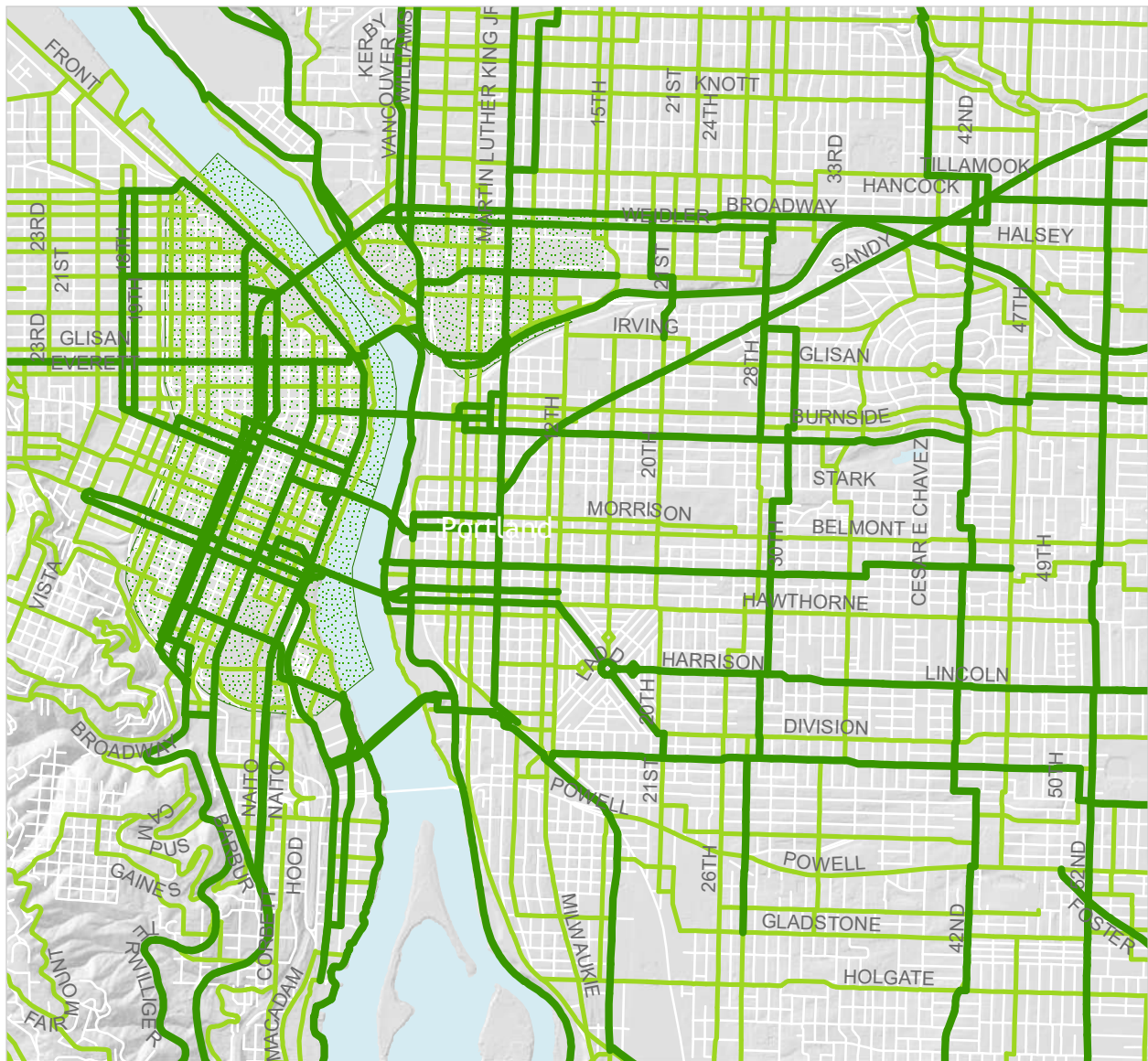




Bicycle Classification

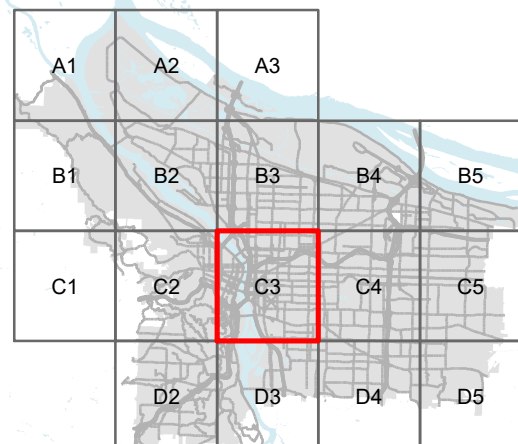
- Major City Bikeway
- City Bikeway
- Local Service Bikeway
- Bicycle Districts

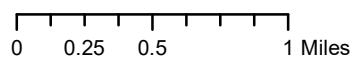
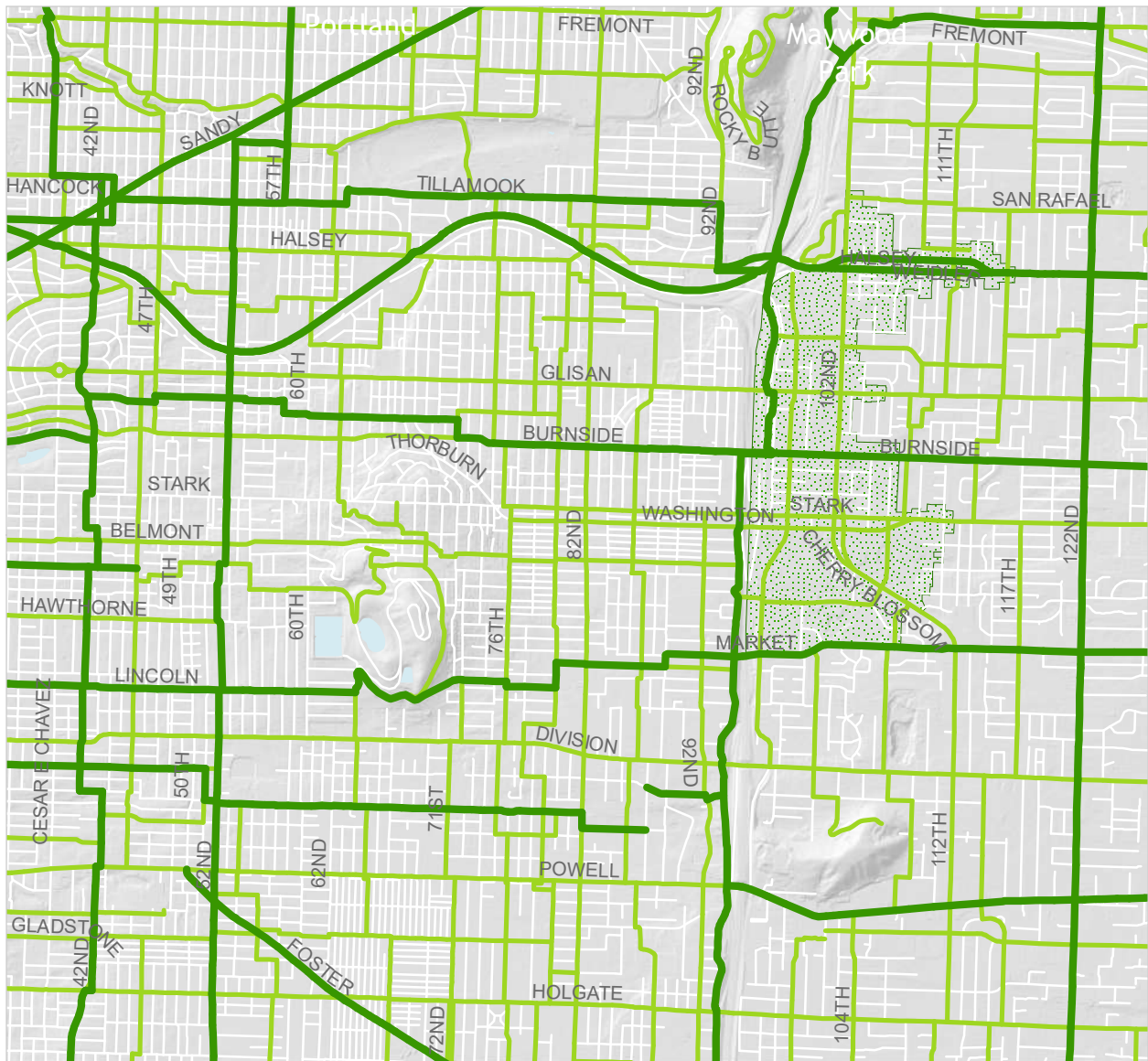




Bicycle Classification

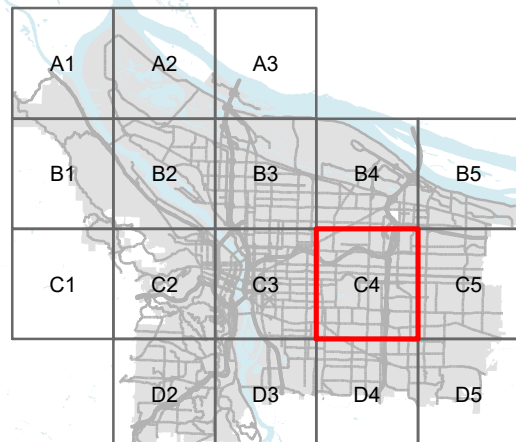
- Major City Bikeway
- City Bikeway
- Local Service Bikeway
- Bicycle Districts

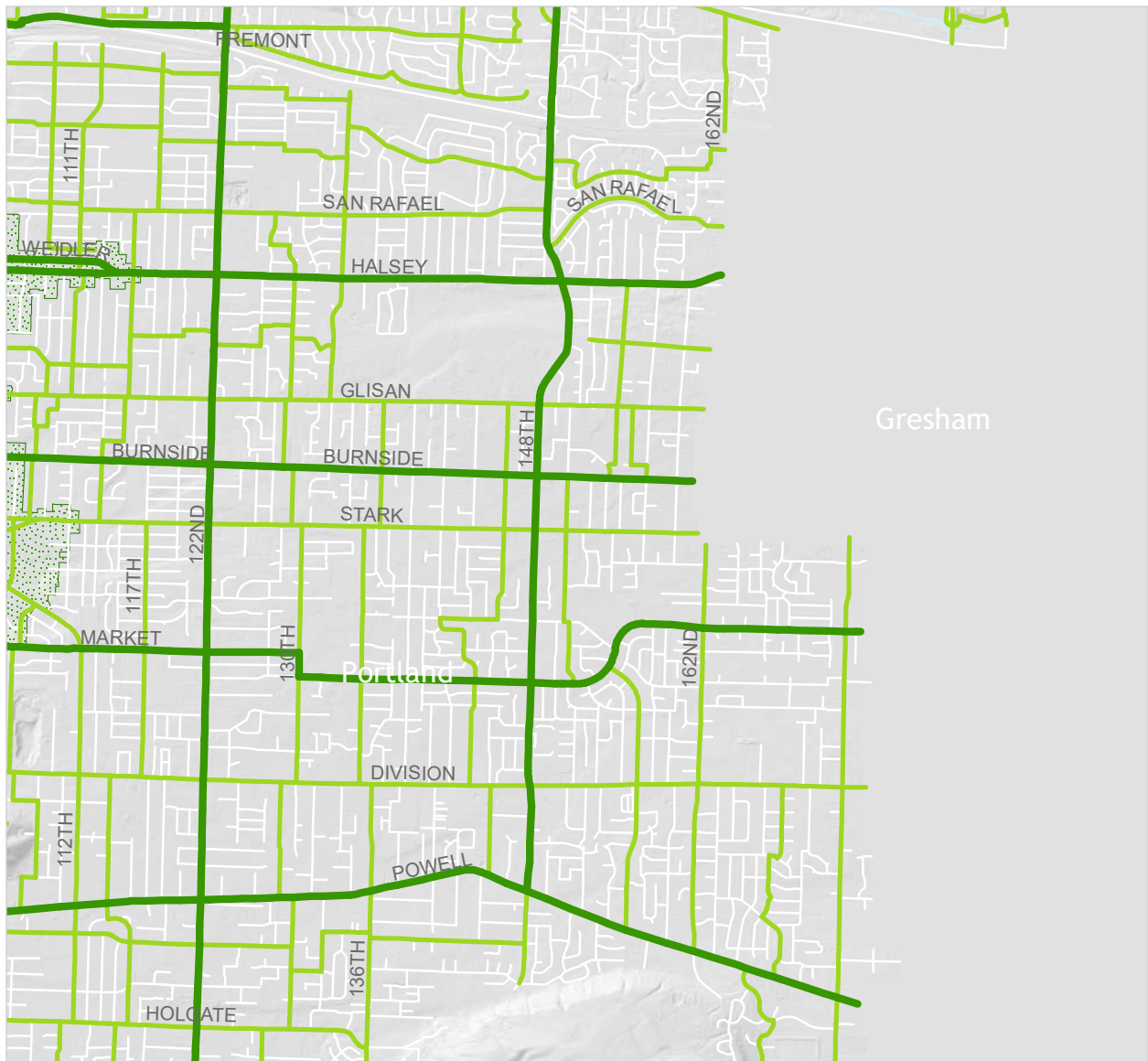




Bicycle Classification

- Major City Bikeway
- City Bikeway
- Local Service Bikeway
- Bicycle Districts

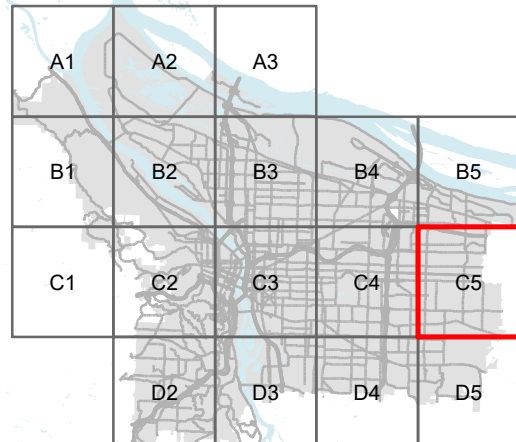


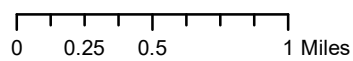
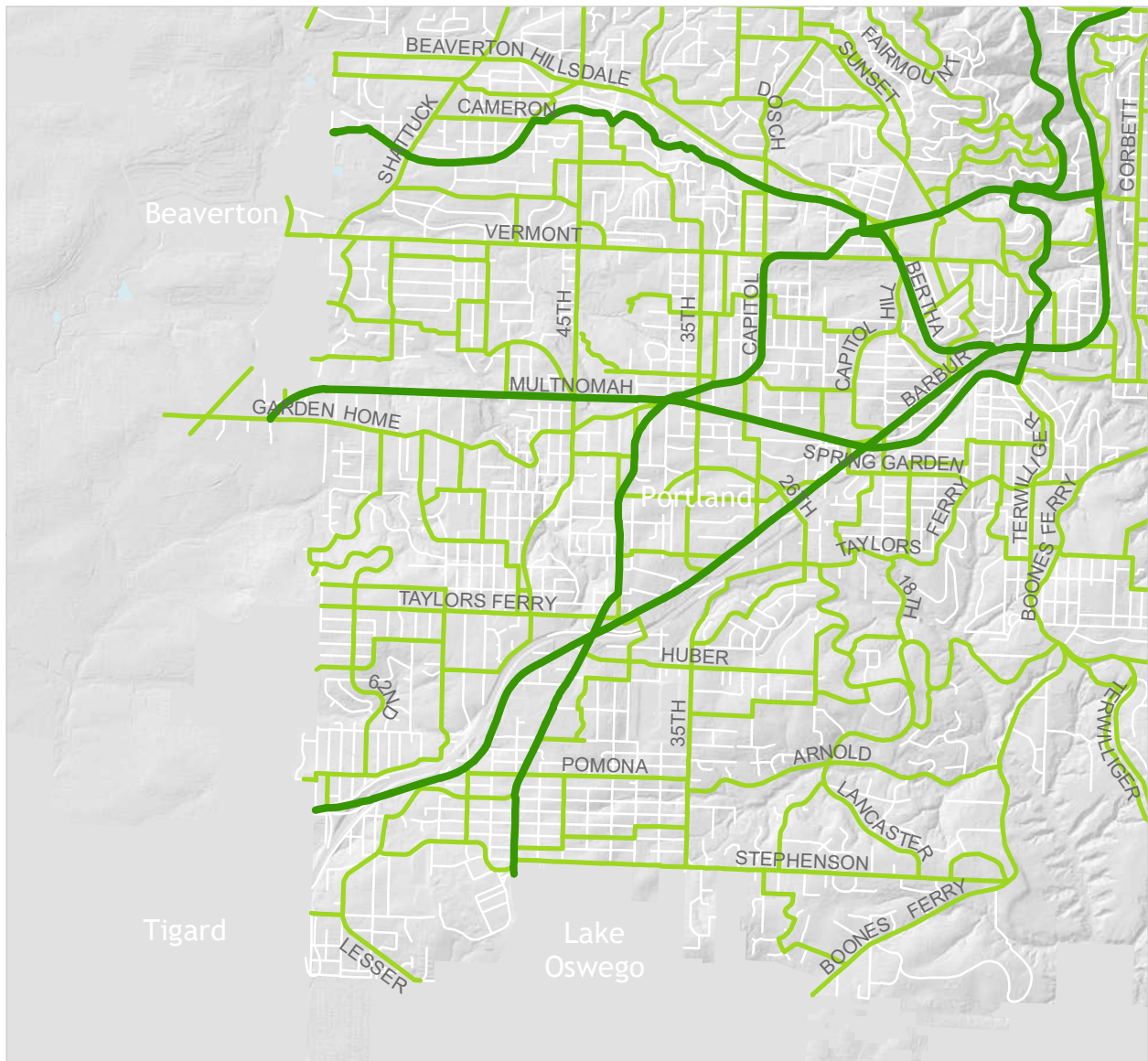


0 0.25 0.5 1 Miles

Bicycle Classification

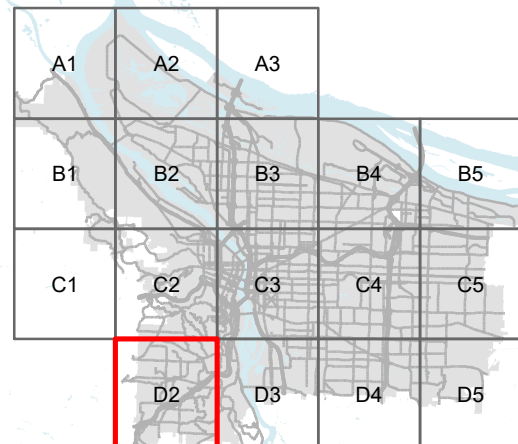
- Major City Bikeway
- City Bikeway
- Local Service Bikeway
- Bicycle Districts

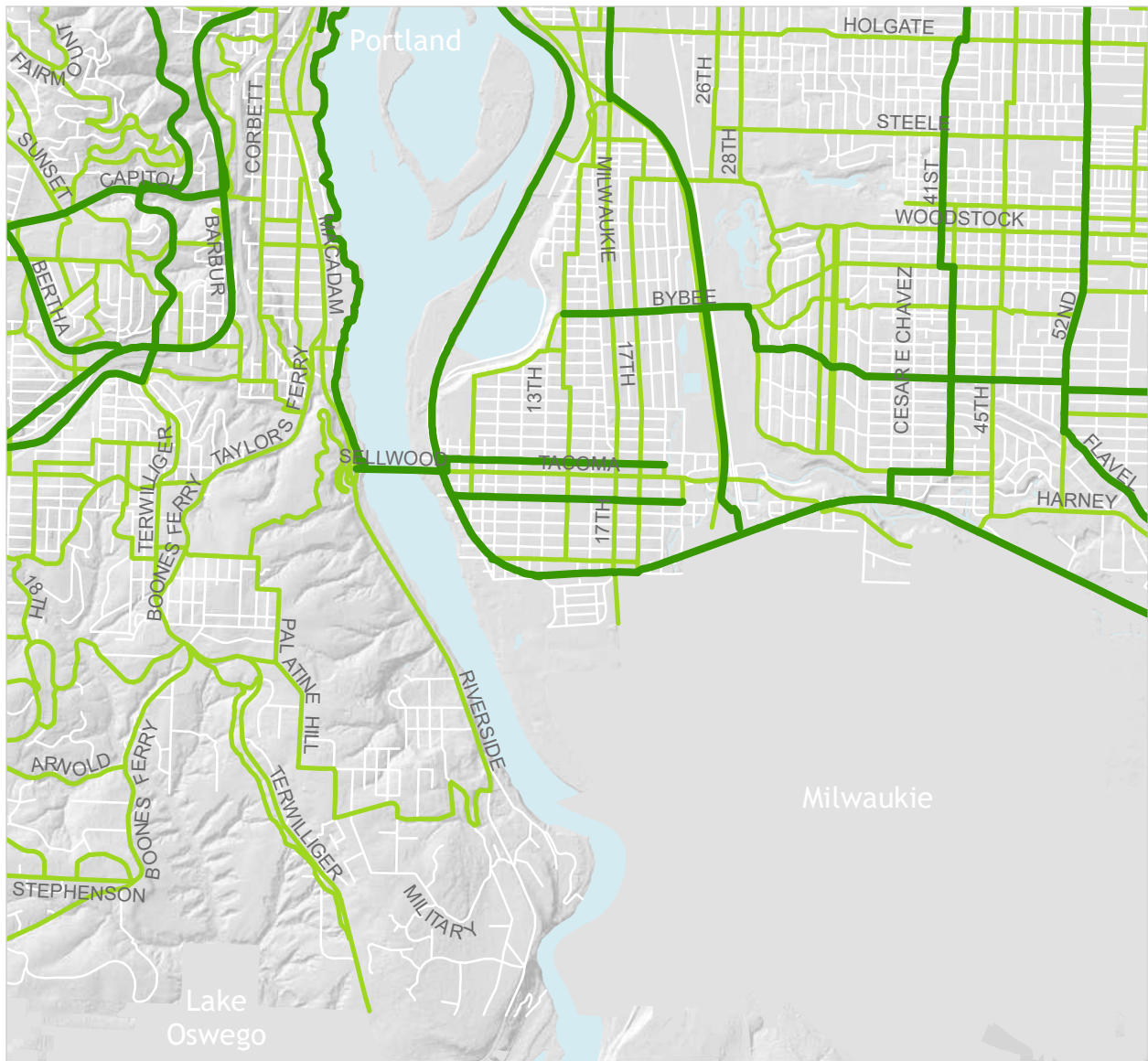




Bicycle Classification

- Major City Bikeway
- City Bikeway
- Local Service Bikeway
- Bicycle Districts

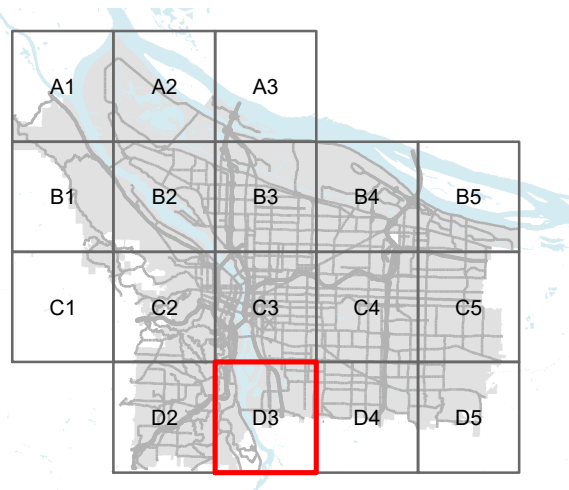


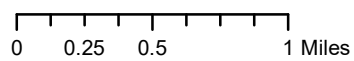
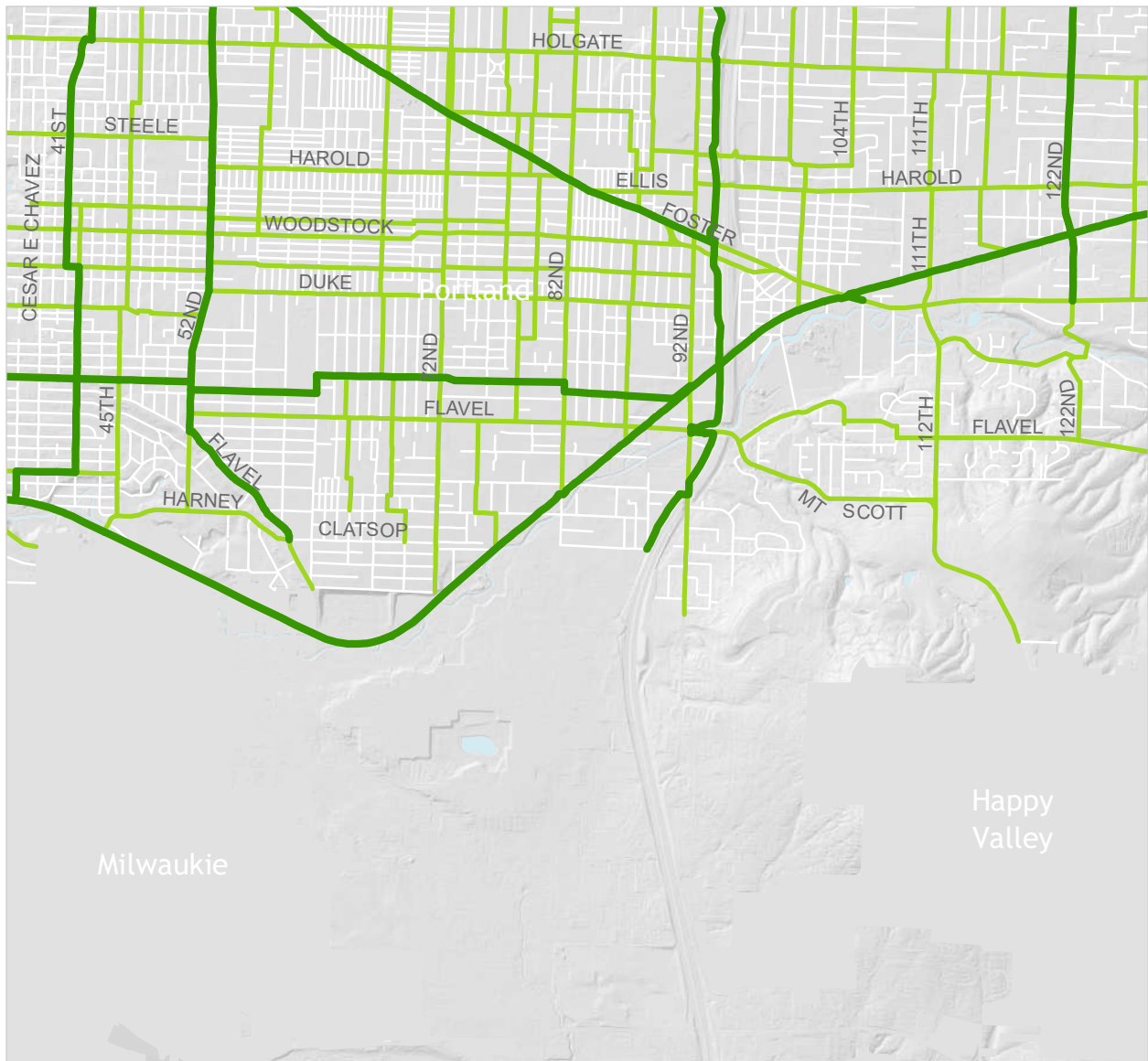


0 0.25 0.5 1 Miles

Bicycle Classification

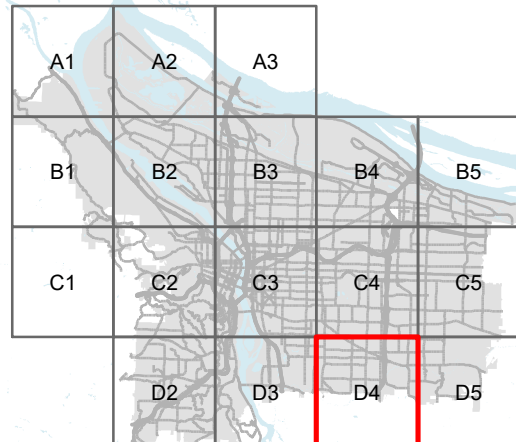
- Major City Bikeway
- City Bikeway
- Local Service Bikeway
- Bicycle Districts

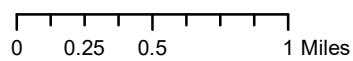
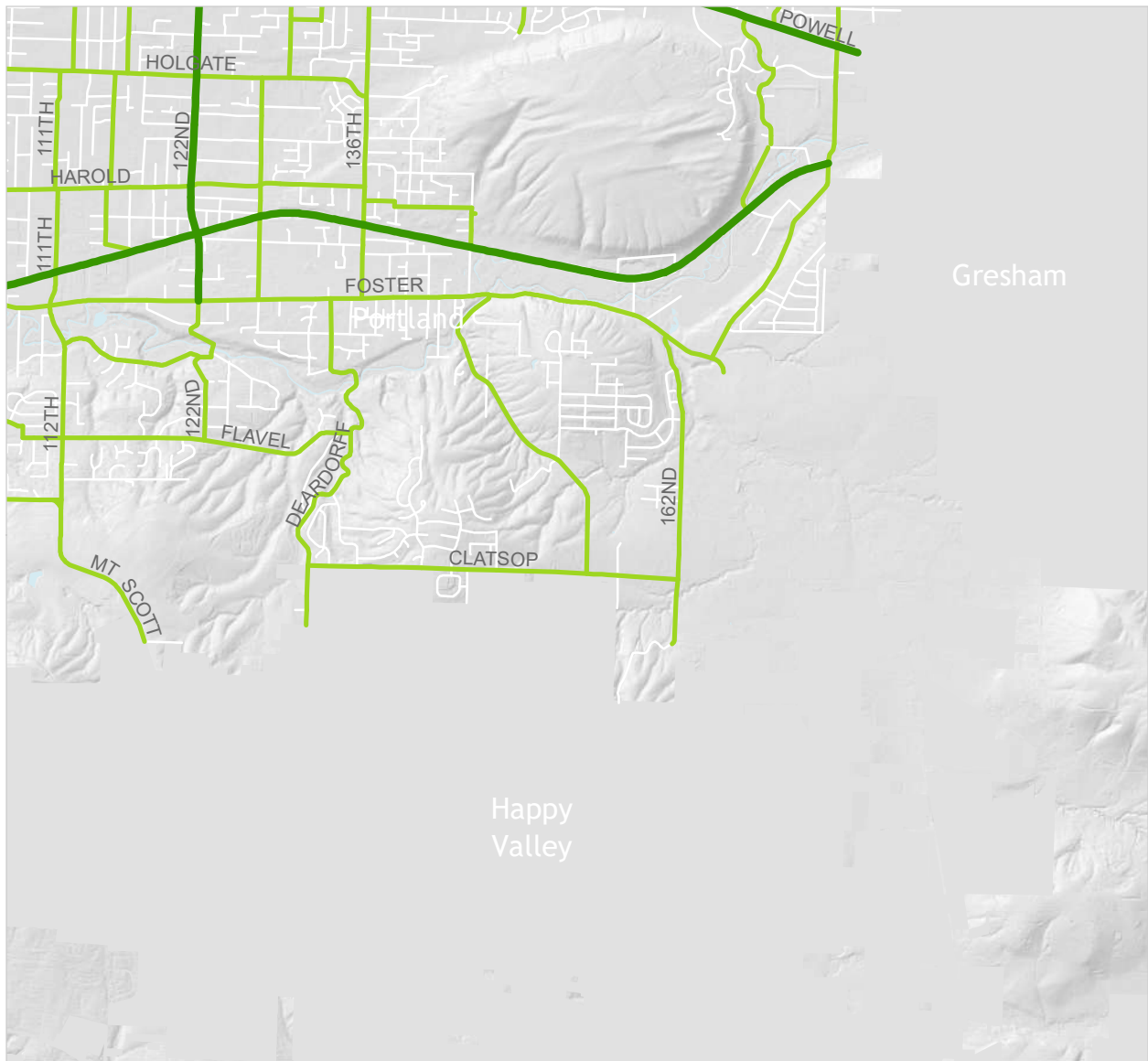




Bicycle Classification

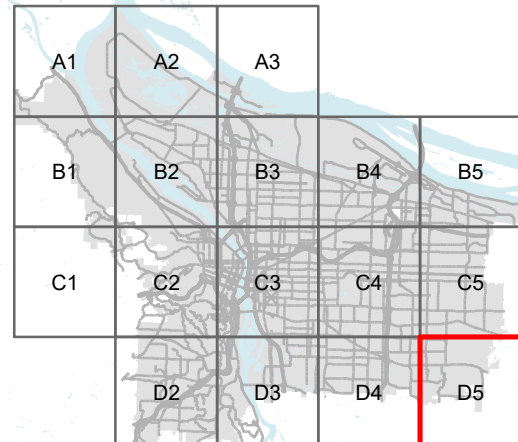
-  Major City Bikeway
-  City Bikeway
-  Local Service Bikeway
-  Bicycle Districts



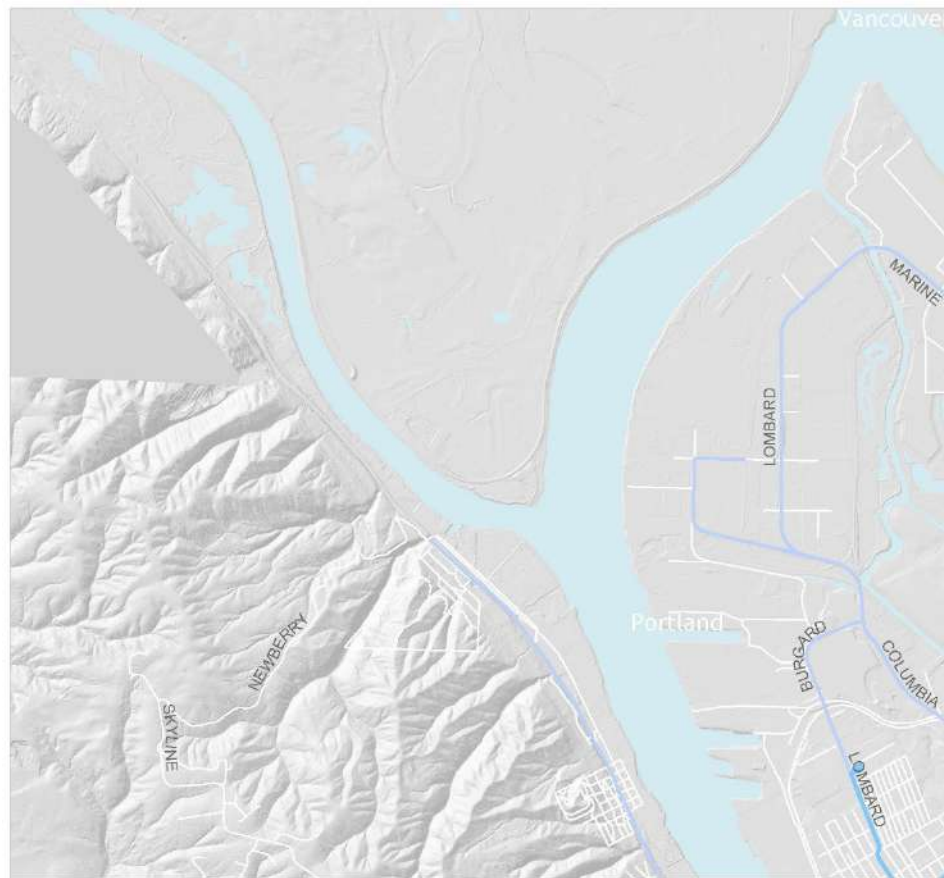


Bicycle Classification

- Major City Bikeway
- City Bikeway
- Local Service Bikeway
- Bicycle Districts



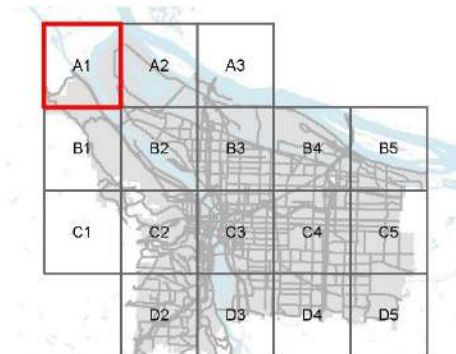
Transit Classification maps

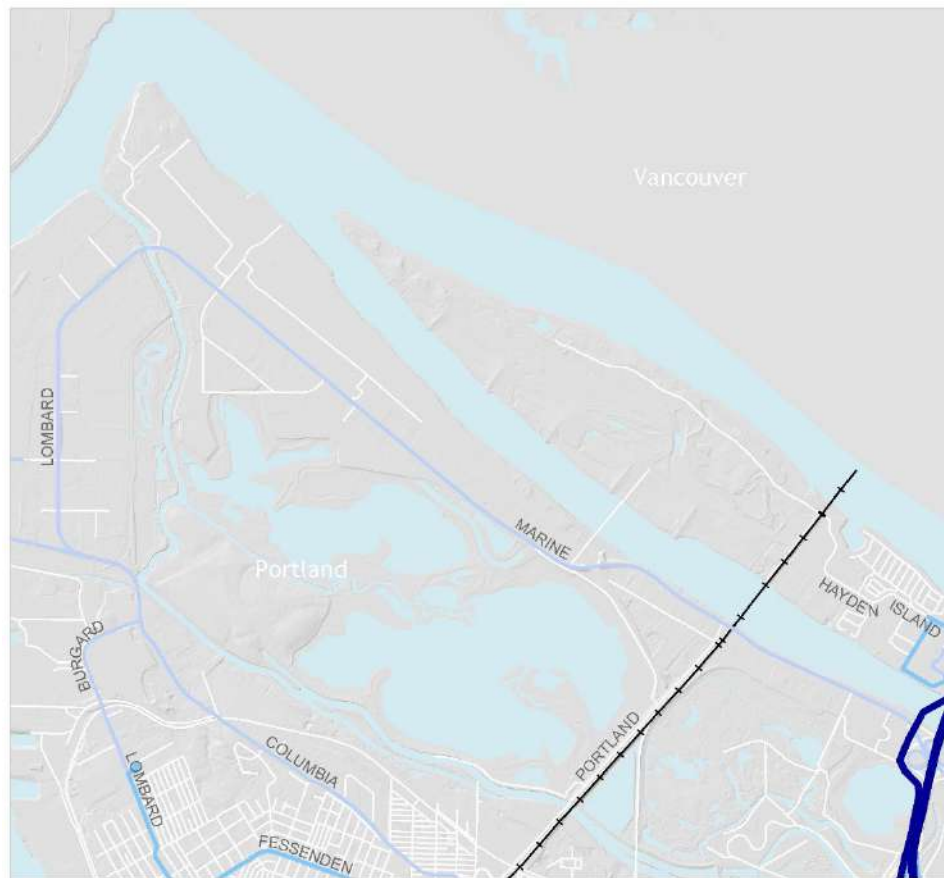


0 0.25 0.5 1 Miles

Transit Classification

- Regional Transitway
- Regional Transit/Major Transit Priority
- Major Transit Priority
- Transit Access Street
- Local Service Transit Street
- + + Intercity Passenger Rail



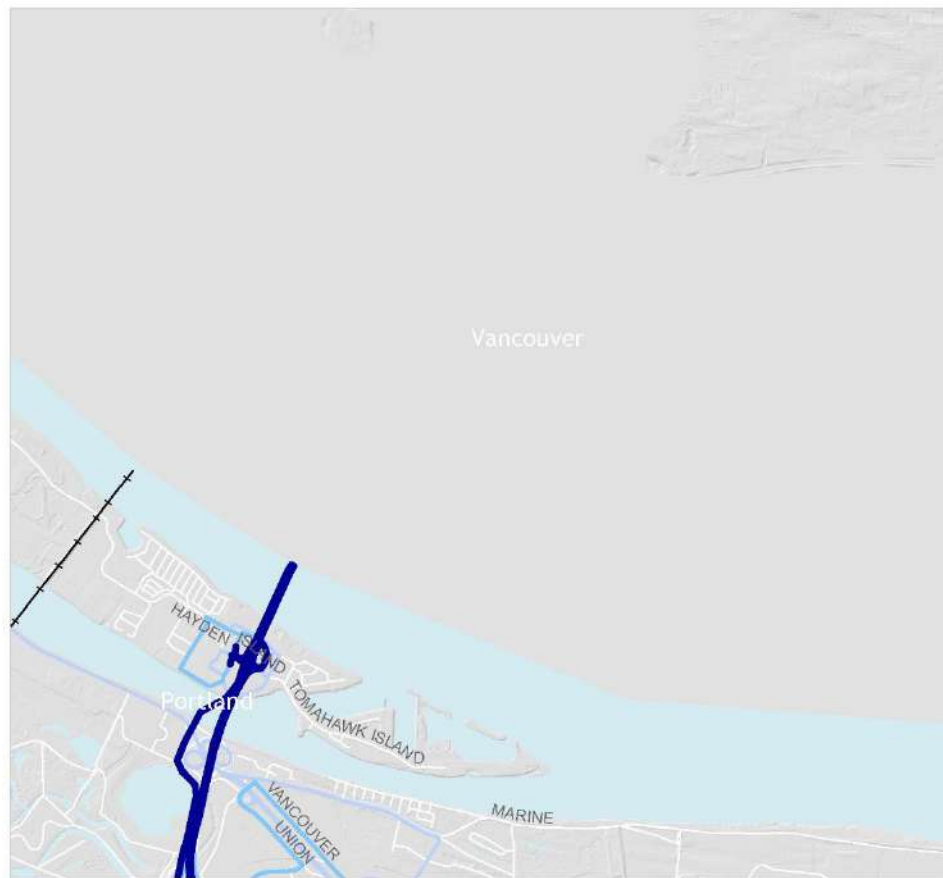


0 0.25 0.5 1 Miles

Transit Classification

- Regional Transitway
- Regional Transit/Major Transit Priority
- Major Transit Priority
- Transit Access Street
- Local Service Transit Street
- + + Intercity Passenger Rail





0 0.25 0.5 1 Miles

Transit Classification

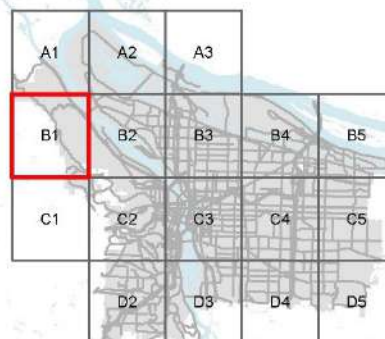
- Regional Transitway
- Regional Transit/Major Transit Priority
- Major Transit Priority
- Transit Access Street
- Local Service Transit Street
- +— Intercity Passenger Rail

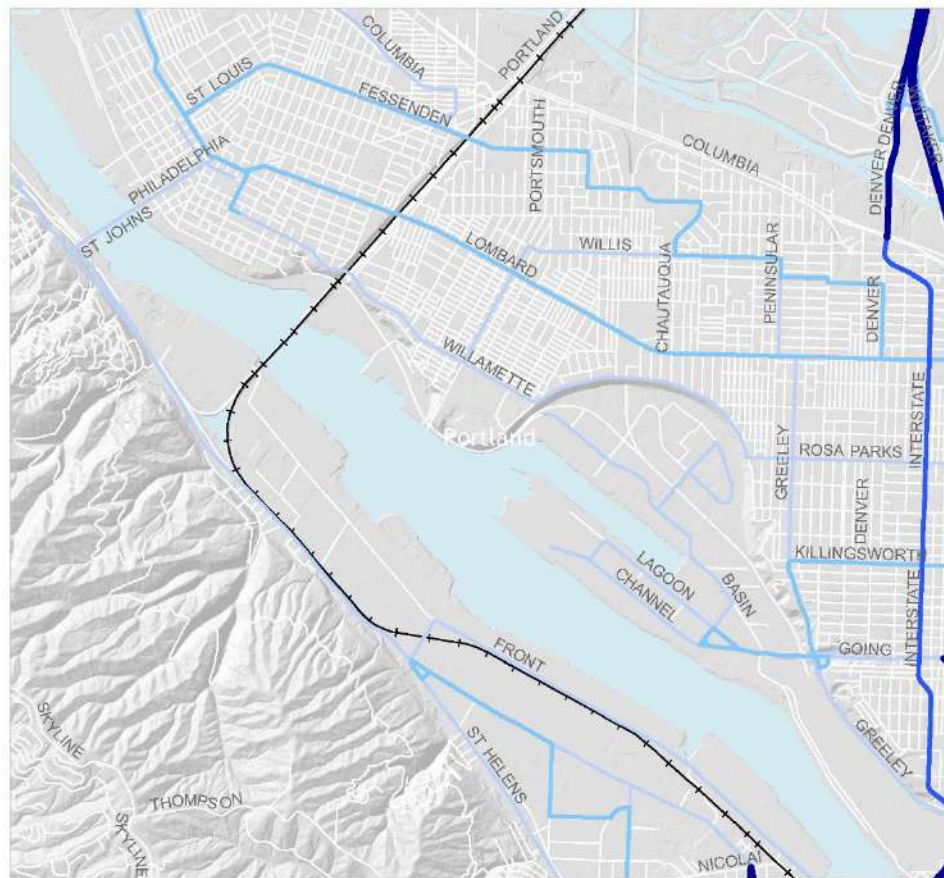




Transit Classification

- Regional Transitway
- Regional Transit/Major Transit Priority
- Major Transit Priority
- Transit Access Street
- Local Service Transit Street
- Intercity Passenger Rail



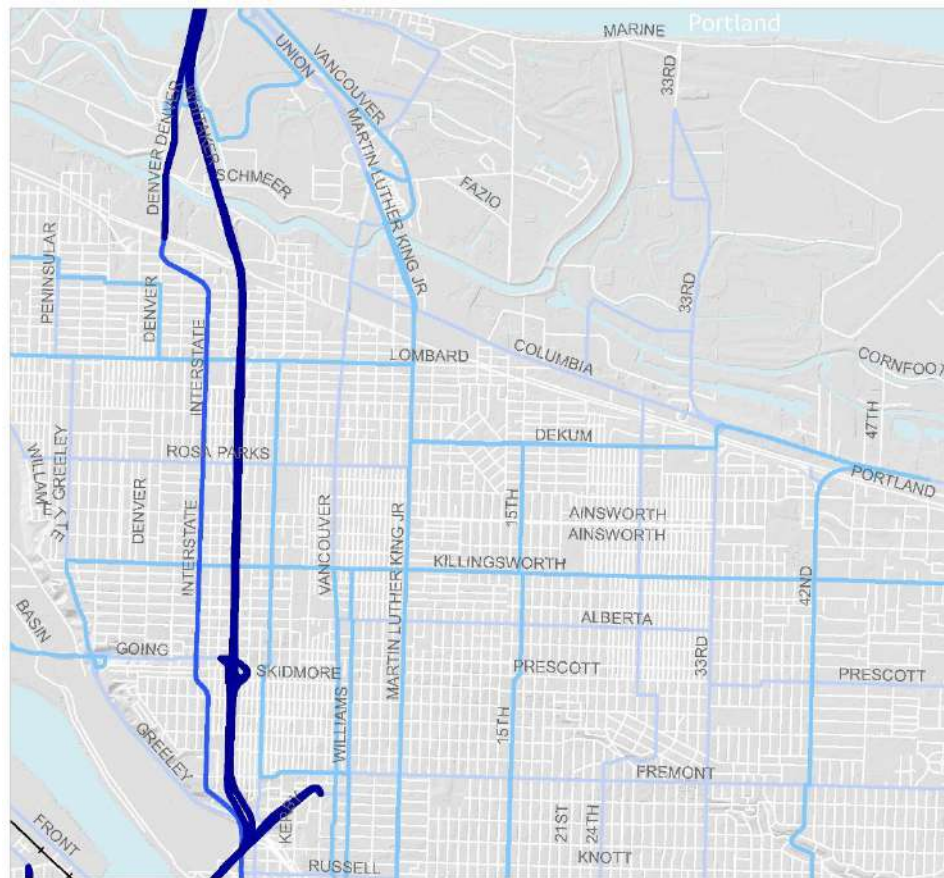


0 0.25 0.5 1 Miles

Transit Classification

- Regional Transitway
- Regional Transit/Major Transit Priority
- Major Transit Priority
- Transit Access Street
- Local Service Transit Street
- + + Intercity Passenger Rail

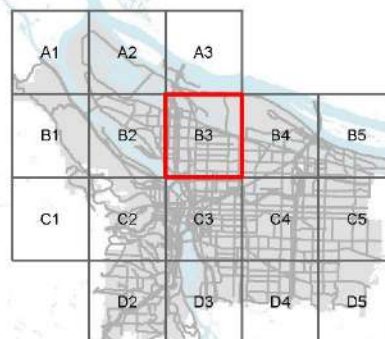


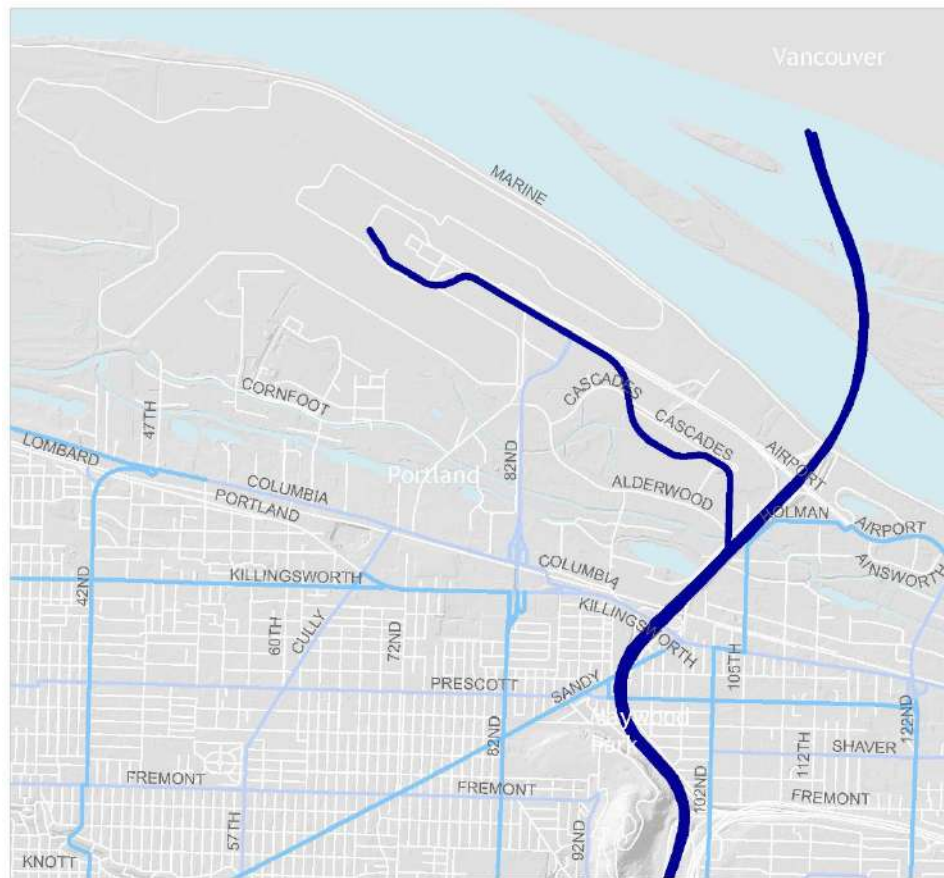


0 0.25 0.5 1 Miles

Transit Classification

- Regional Transitway
- Regional Transit/Major Transit Priority
- Major Transit Priority
- Transit Access Street
- Local Service Transit Street
- + + Intercity Passenger Rail



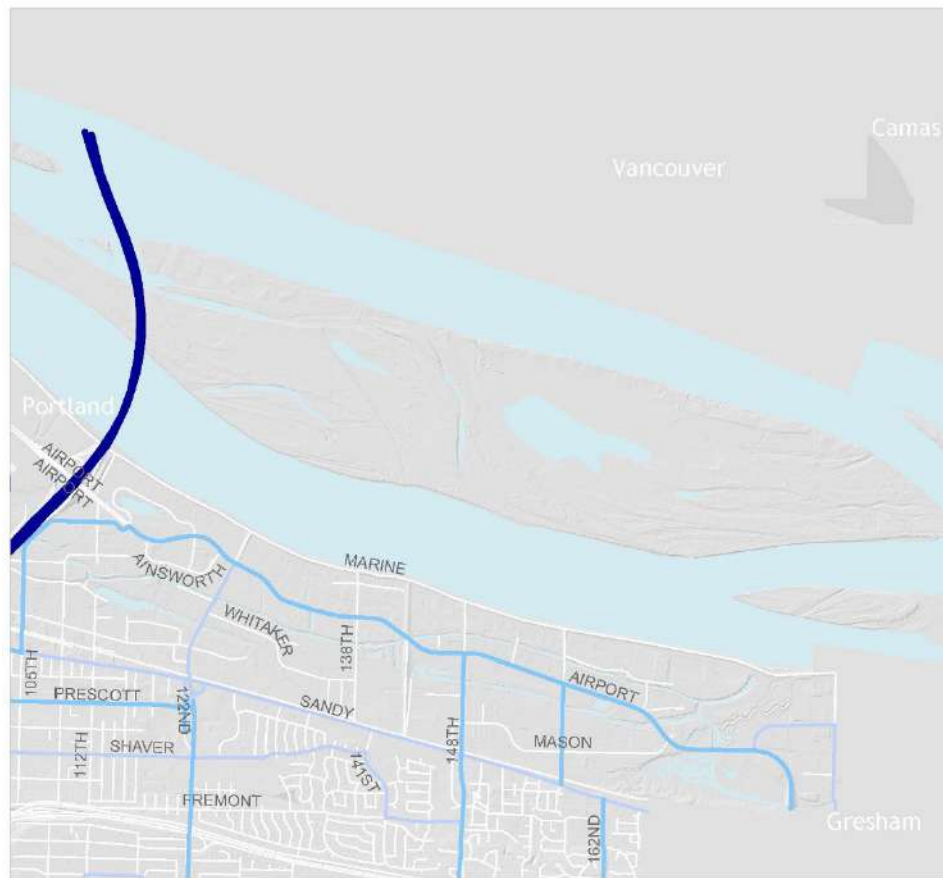


0 0.25 0.5 1 Miles

Transit Classification

- Regional Transitway
- Regional Transit/Major Transit Priority
- Major Transit Priority
- Transit Access Street
- Local Service Transit Street
- + + + Intercity Passenger Rail



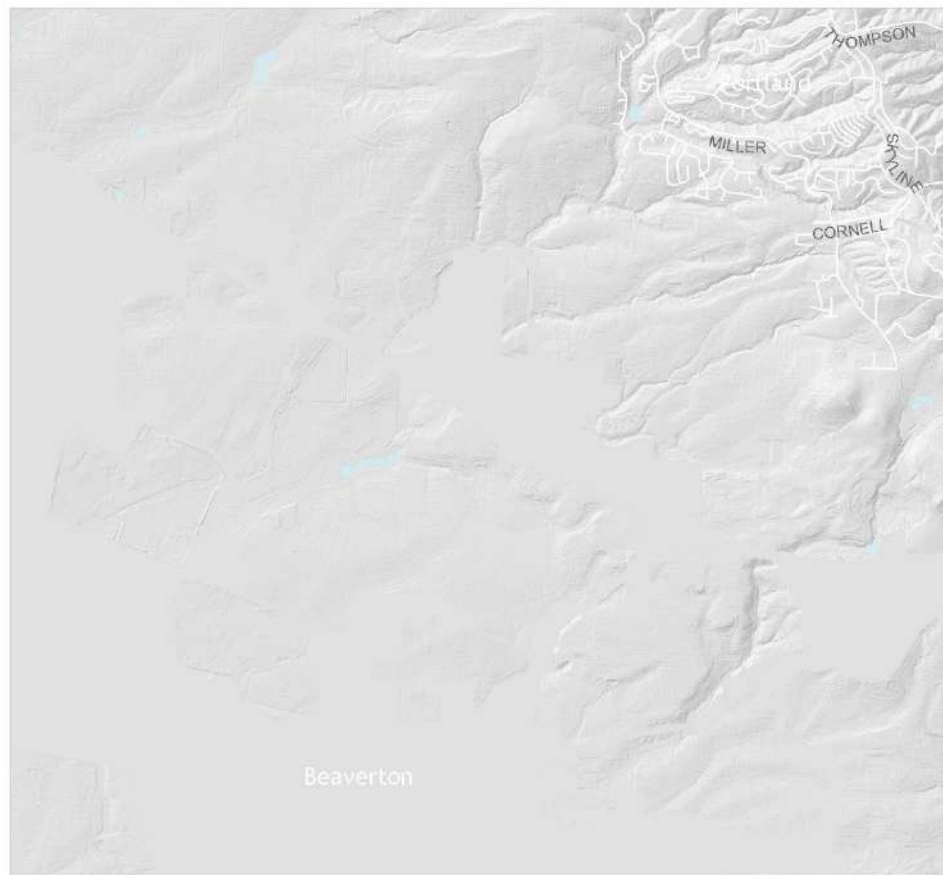


0 0.25 0.5 1 Miles

Transit Classification

- Regional Transitway
- Regional Transit/Major Transit Priority
- Major Transit Priority
- Transit Access Street
- Local Service Transit Street
- +— Intercity Passenger Rail

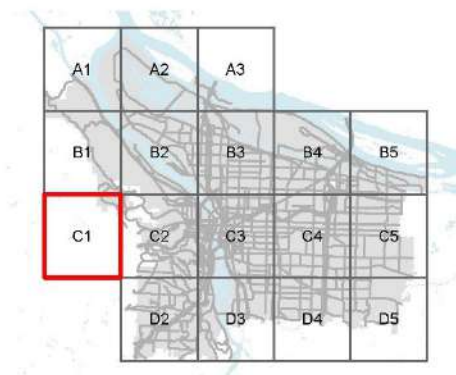


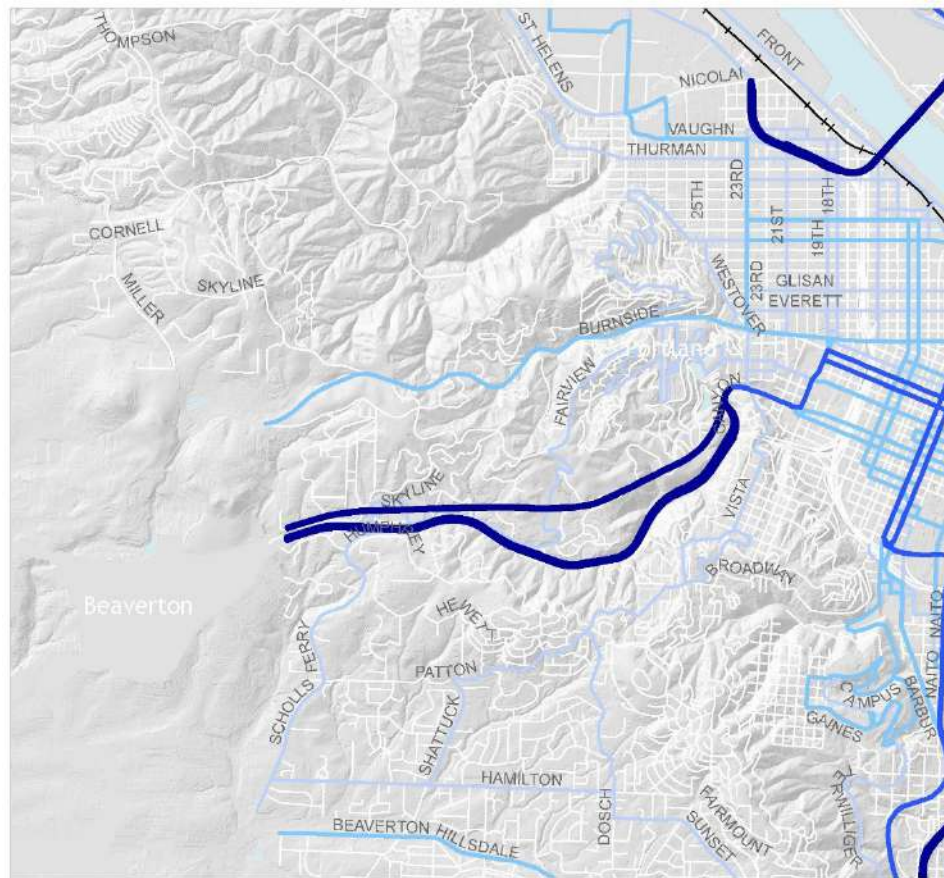


0 0.25 0.5 1 Miles

Transit Classification

- Regional Transitway
- Regional Transit/Major Transit Priority
- Major Transit Priority
- Transit Access Street
- Local Service Transit Street
- + + Intercity Passenger Rail



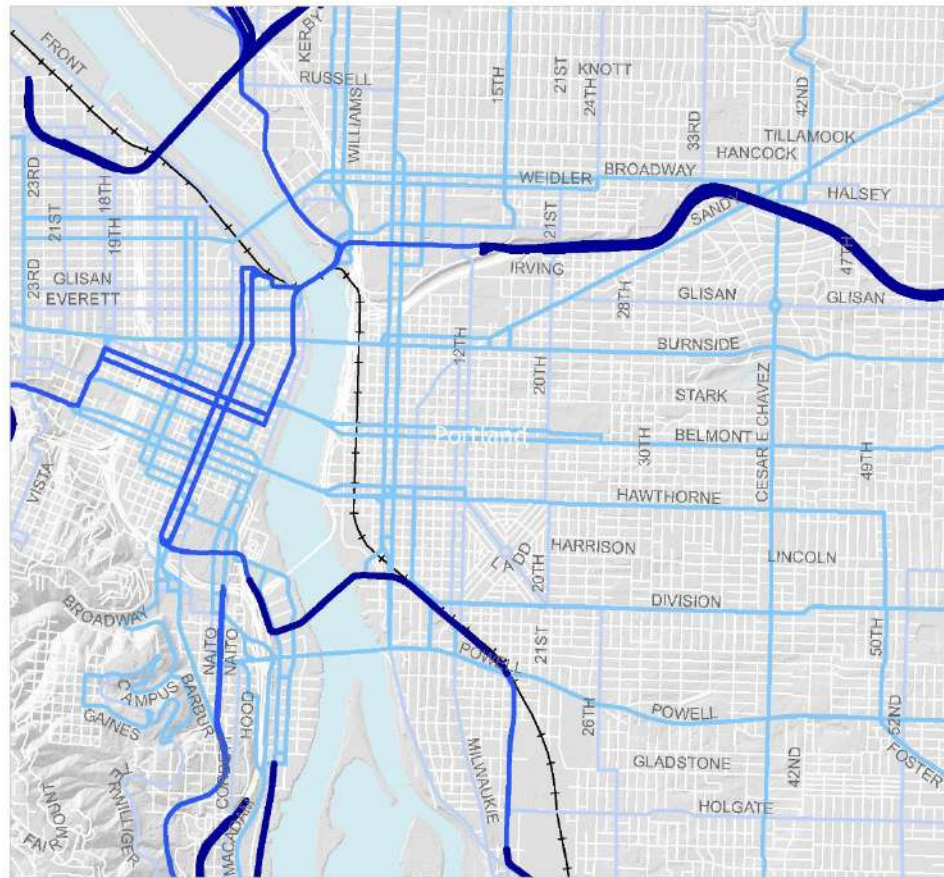


0 0.25 0.5 1 Miles

Transit Classification

- Regional Transitway
- Regional Transit/Major Transit Priority
- Major Transit Priority
- Transit Access Street
- Local Service Transit Street
- + + Intercity Passenger Rail

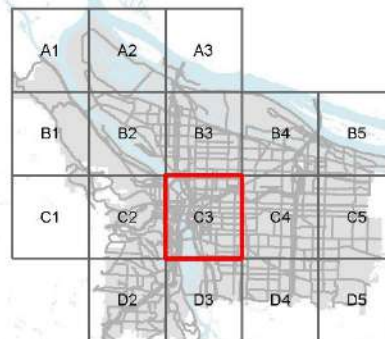


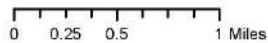
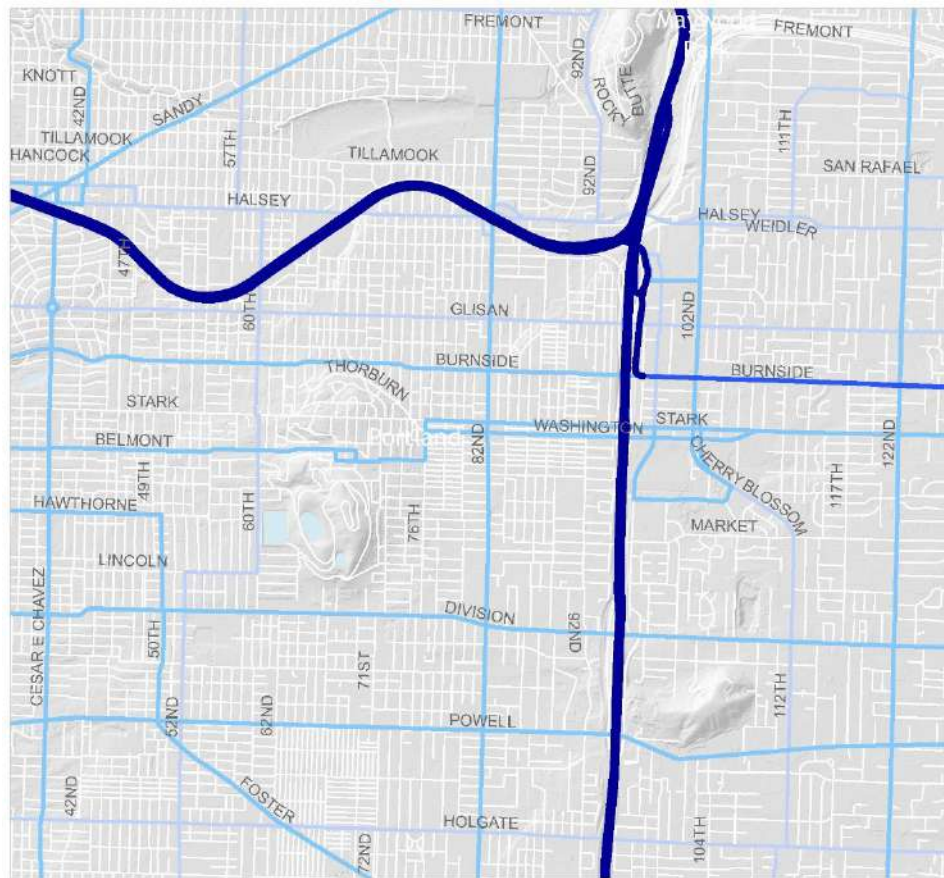


0 0.25 0.5 1 Miles

Transit Classification

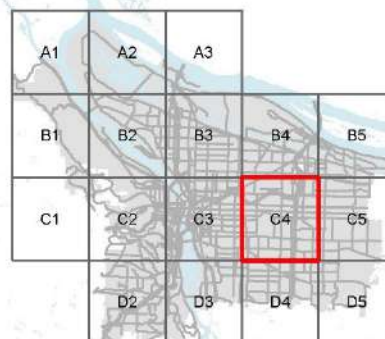
- Regional Transitway
- Regional Transit/Major Transit Priority
- Major Transit Priority
- Transit Access Street
- Local Service Transit Street
- + + Intercity Passenger Rail

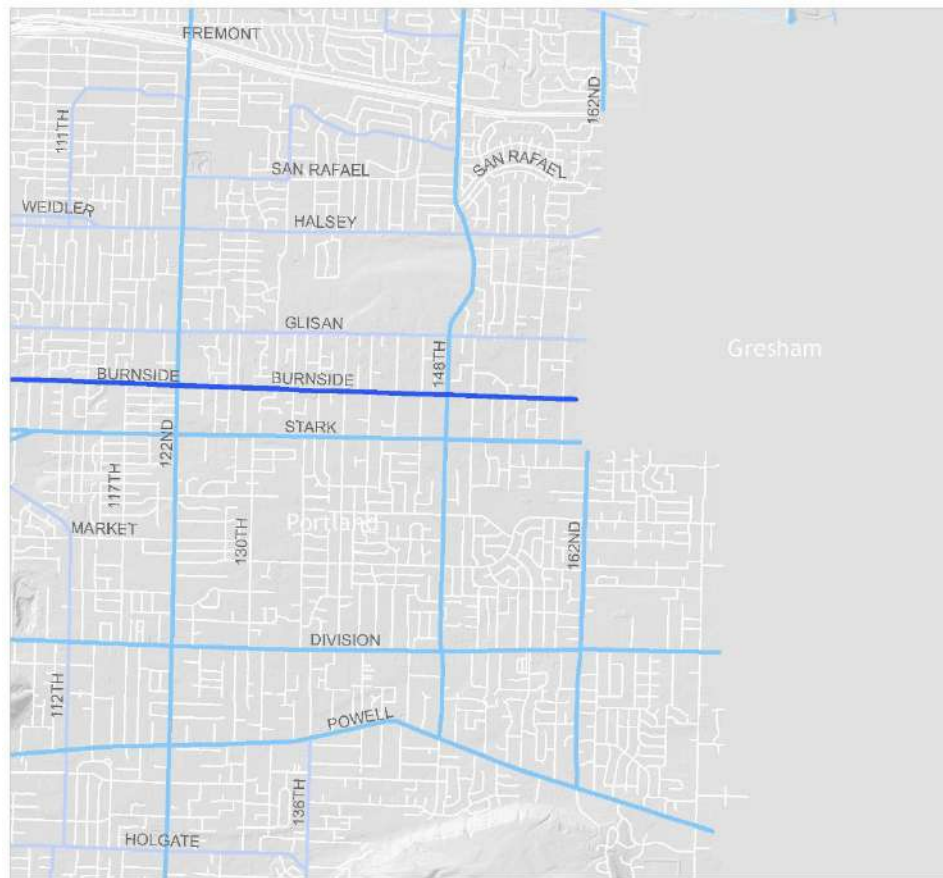




Transit Classification

- Regional Transitway
- Regional Transit/Major Transit Priority
- Major Transit Priority
- Transit Access Street
- Local Service Transit Street
- + + Intercity Passenger Rail





0 0.25 0.5 1 Miles

Transit Classification

- Regional Transitway
- Regional Transit/Major Transit Priority
- Major Transit Priority
- Transit Access Street
- Local Service Transit Street
- + + Intercity Passenger Rail

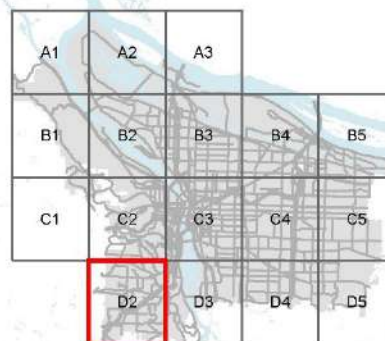


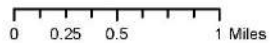
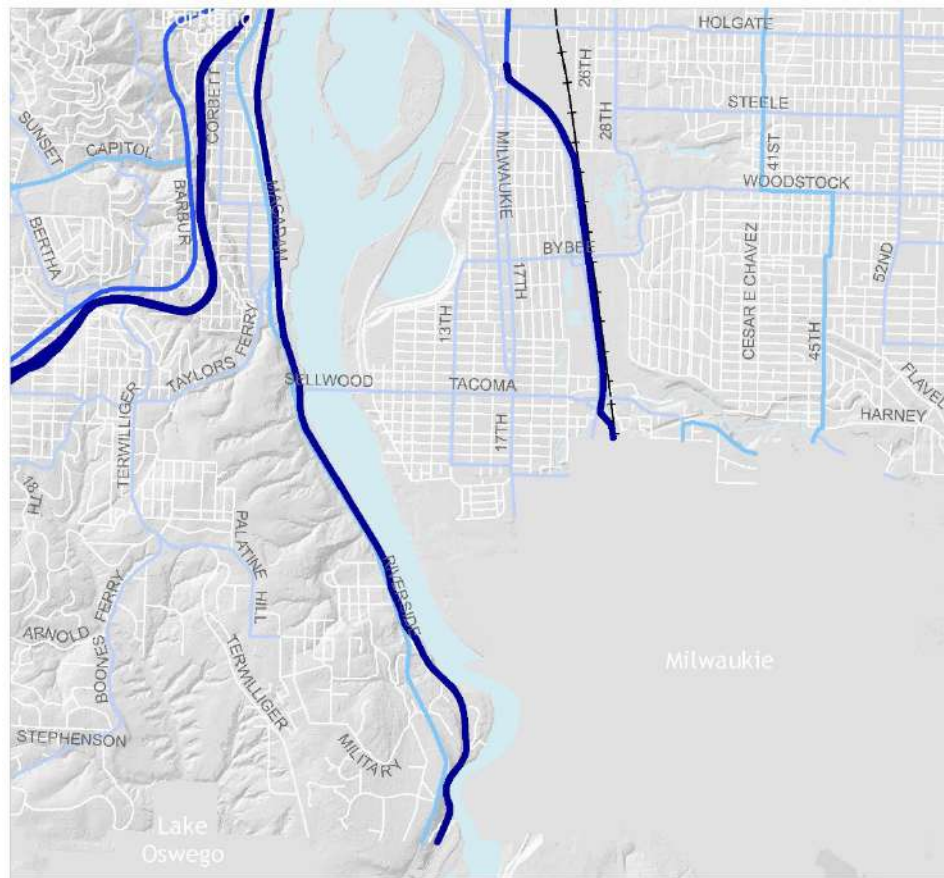


0 0.25 0.5 1 Miles

Transit Classification

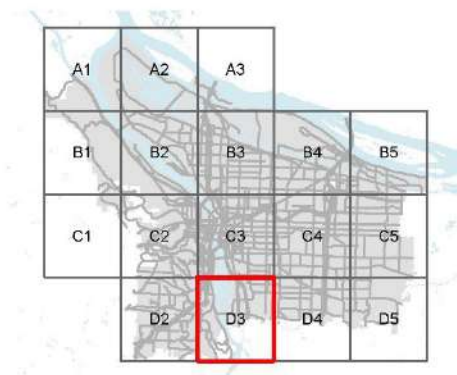
- Regional Transitway
- Regional Transit/Major Transit Priority
- Major Transit Priority
- Transit Access Street
- Local Service Transit Street
- + + Intercity Passenger Rail

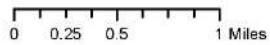
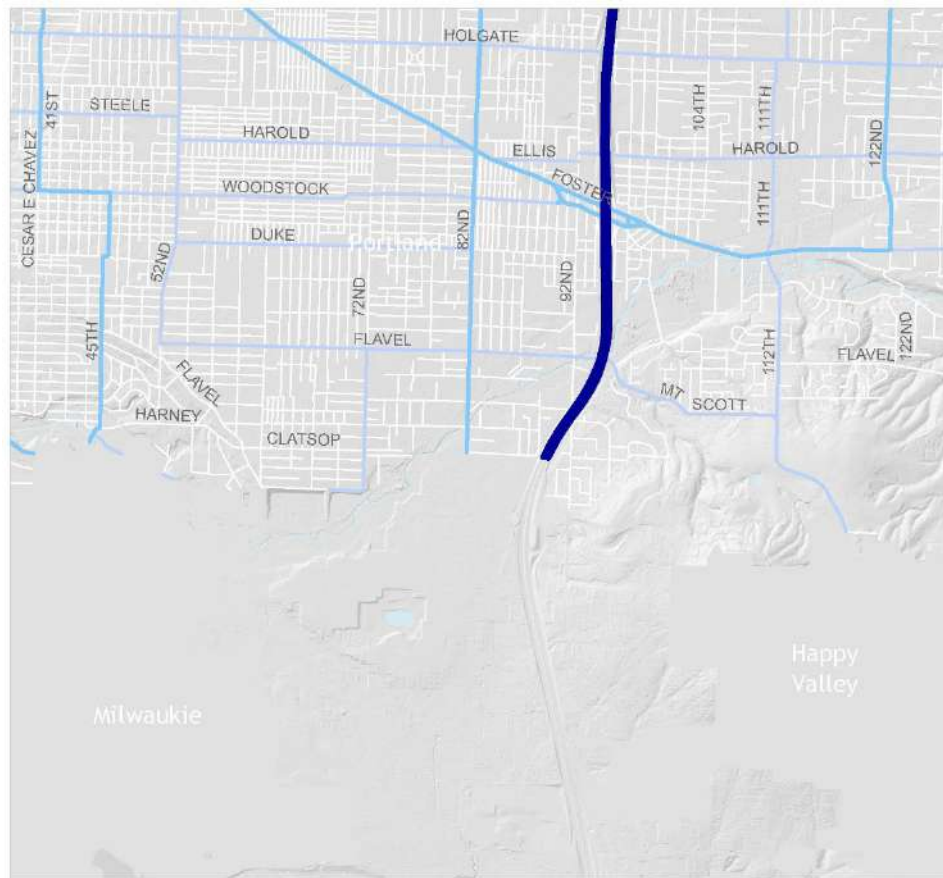




Transit Classification

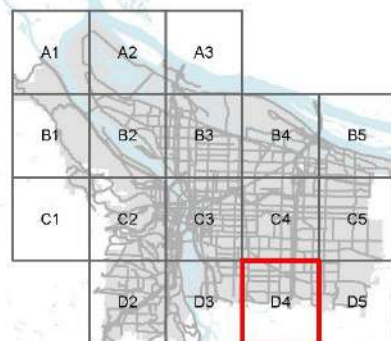
- Regional Transitway
- Regional Transit/Major Transit Priority
- Major Transit Priority
- Transit Access Street
- Local Service Transit Street
- + + Intercity Passenger Rail

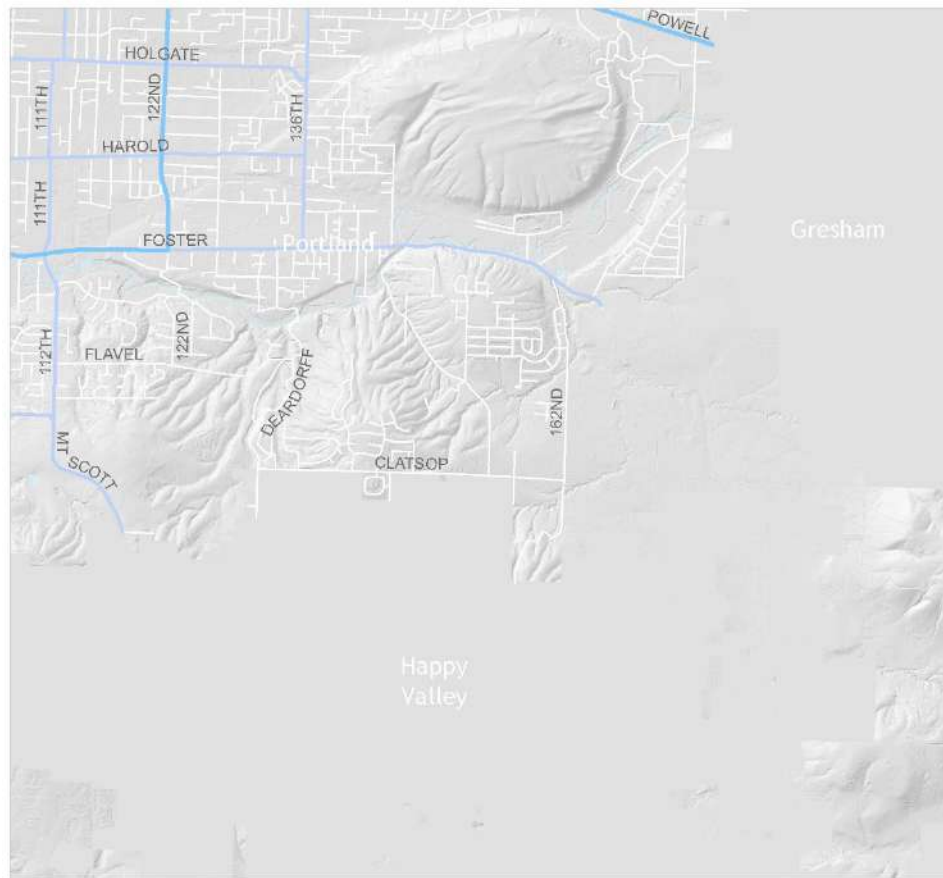




Transit Classification

- Regional Transitway
- Regional Transit/Major Transit Priority
- Major Transit Priority
- Transit Access Street
- Local Service Transit Street
- + + Intercity Passenger Rail

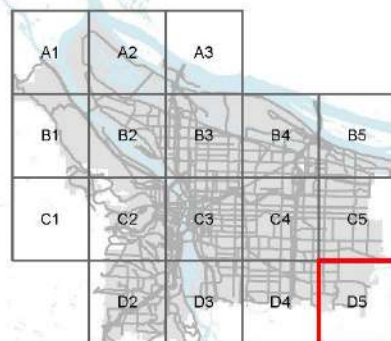




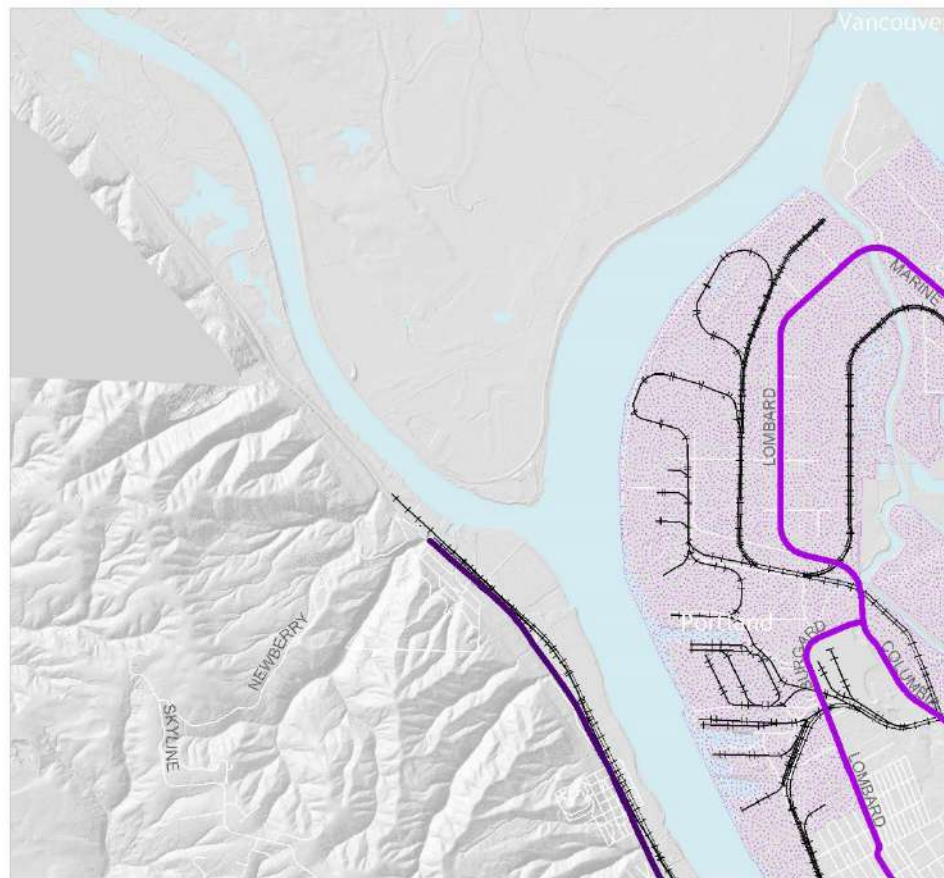
0 0.25 0.5 1 Miles

Transit Classification

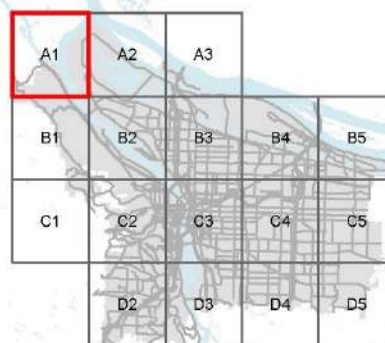
- Regional Transitway
- Regional Transit/Major Transit Priority
- Major Transit Priority
- Transit Access Street
- Local Service Transit Street
- + + Intercity Passenger Rail

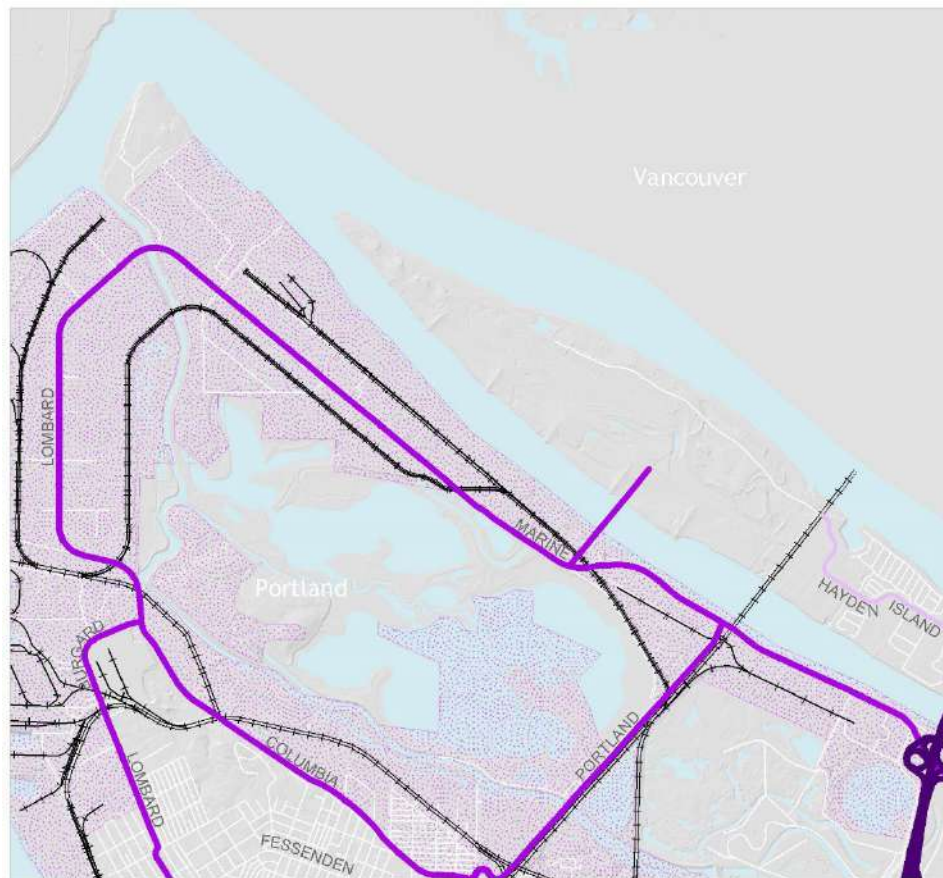


Freight Classification maps



0 0.25 0.5 1 Miles

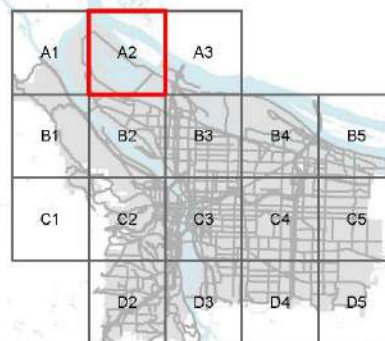


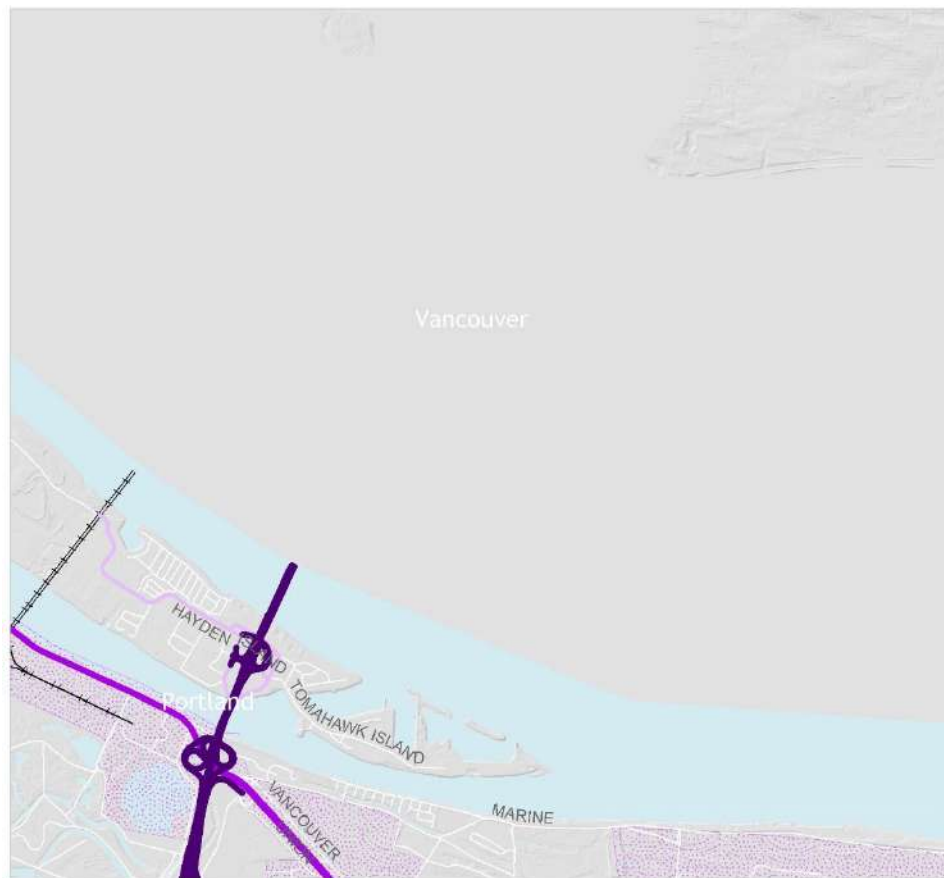


0 0.25 0.5 1 Miles

Freight Classification

- Regional Truckway
- Priority Truck Street
- Major Truck Street
- Truck Access Street
- Local Service Truck Street
- +— Railroad Branch Line
- +—+— Railroad Main Line
- Freight District



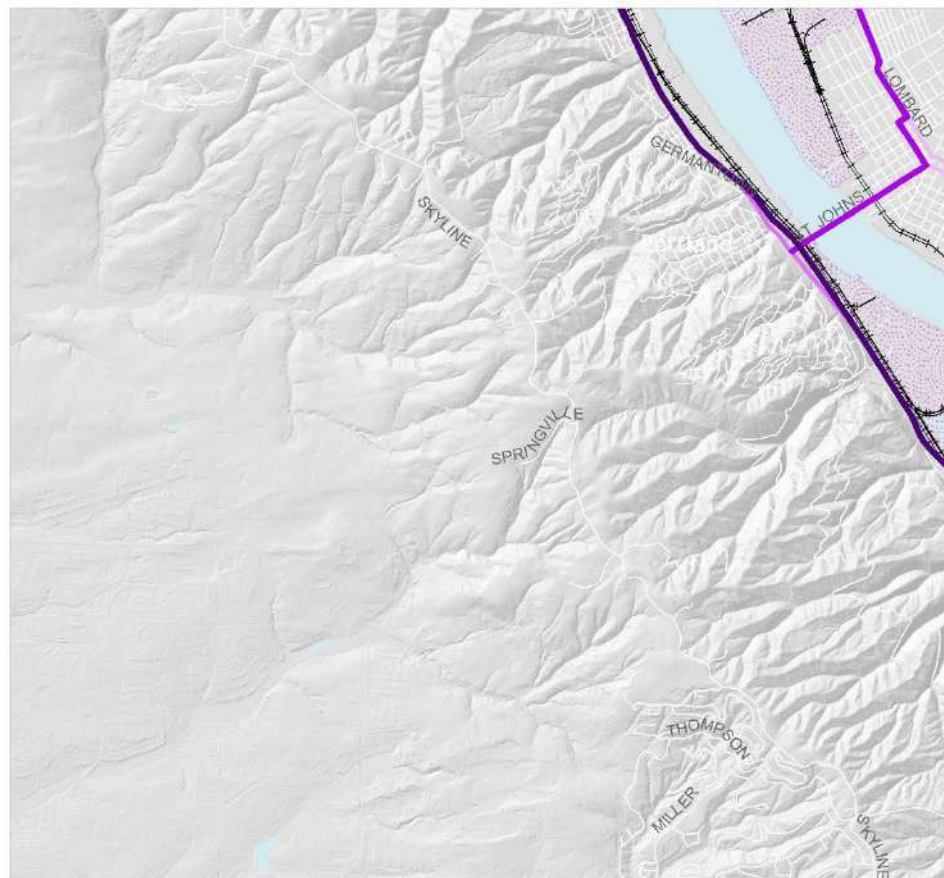


0 0.25 0.5 1 Miles

Freight Classification

- Regional Truckway
- Priority Truck Street
- Major Truck Street
- Truck Access Street
- Local Service Truck Street
- Railroad Branch Line
- Railroad Main Line
- Freight District

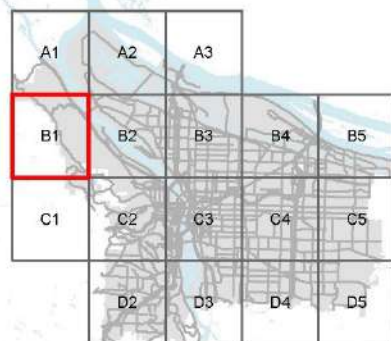


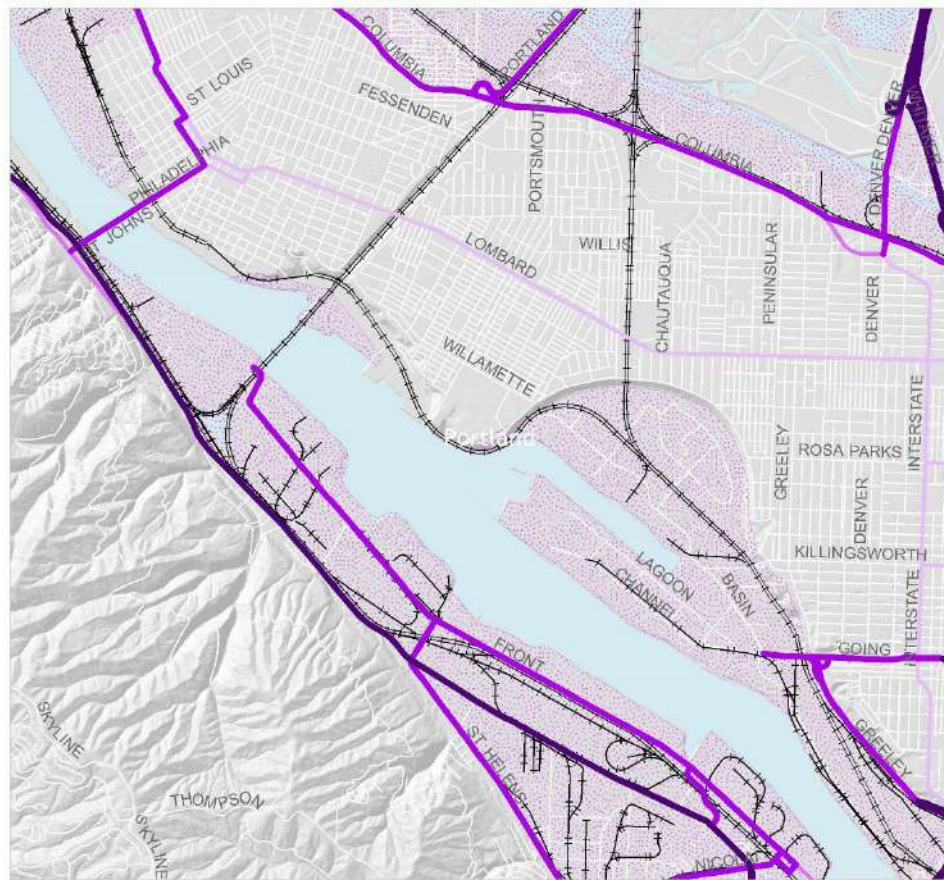


0 0.25 0.5 1 Miles

Freight Classification

-  Regional Truckway
-  Priority Truck Street
-  Major Truck Street
-  Truck Access Street
-  Local Service Truck Street
-  Railroad Branch Line
-  Railroad Main Line
-  Freight District

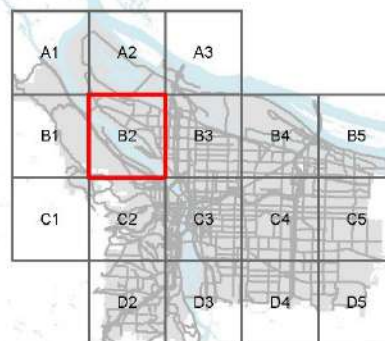


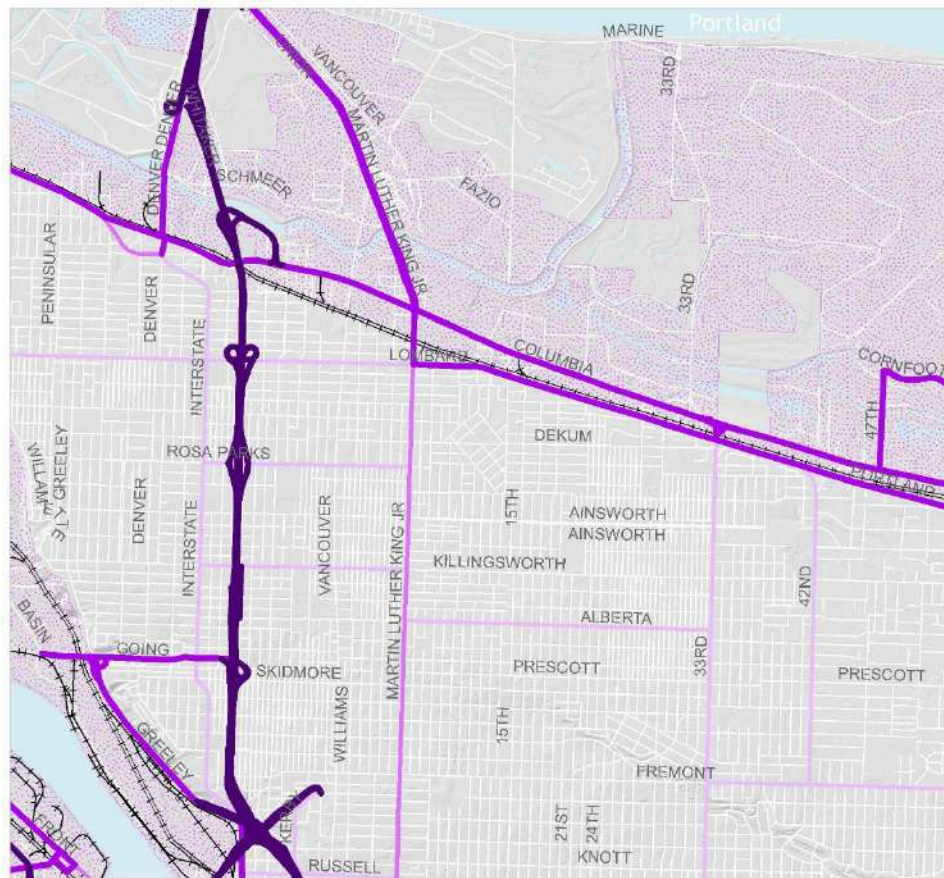


0 0.25 0.5 1 Miles

Freight Classification

- Regional Truckway
- Priority Truck Street
- Major Truck Street
- Truck Access Street
- Local Service Truck Street
- +— Railroad Branch Line
- +—+— Railroad Main Line
- Freight District

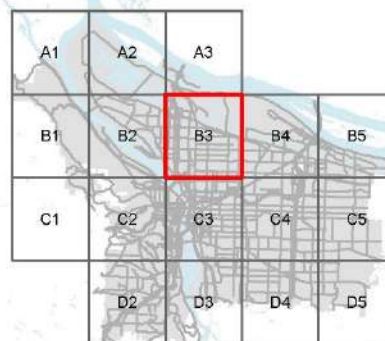


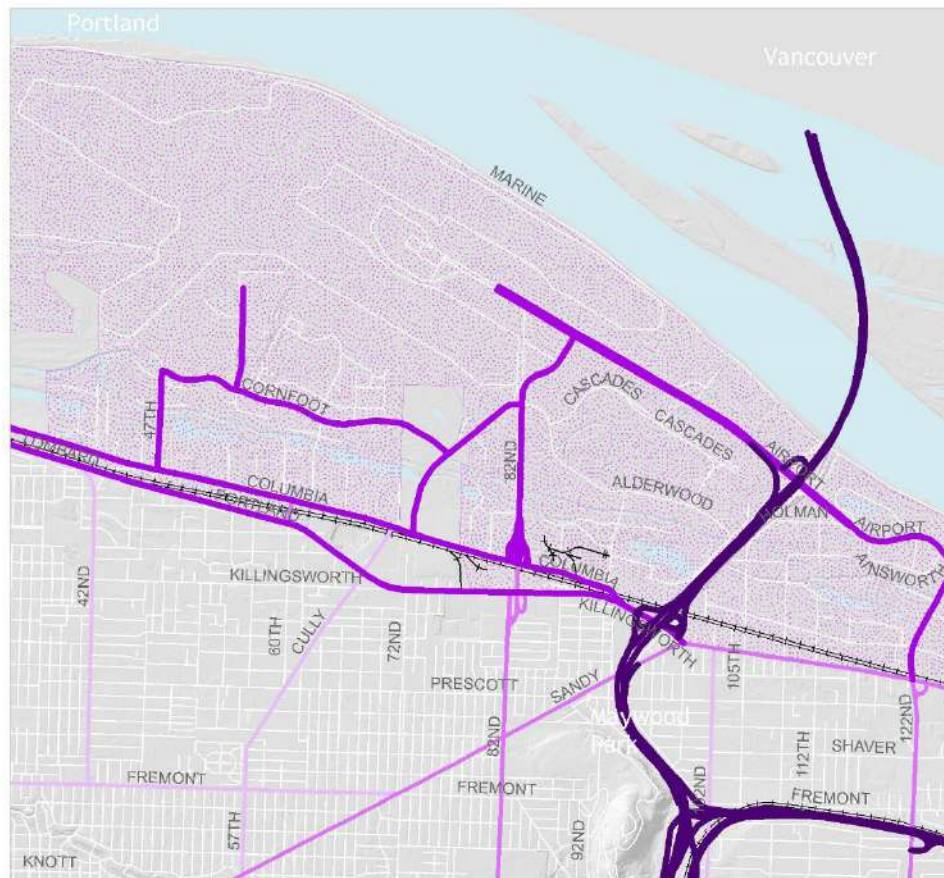


0 0.25 0.5 1 Miles

Freight Classification

- Regional Truckway
- Priority Truck Street
- Major Truck Street
- Truck Access Street
- Local Service Truck Street
- + + Railroad Branch Line
- = = Railroad Main Line
- Freight District

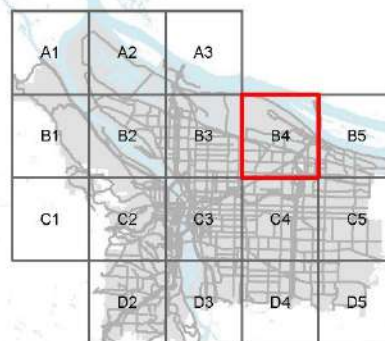


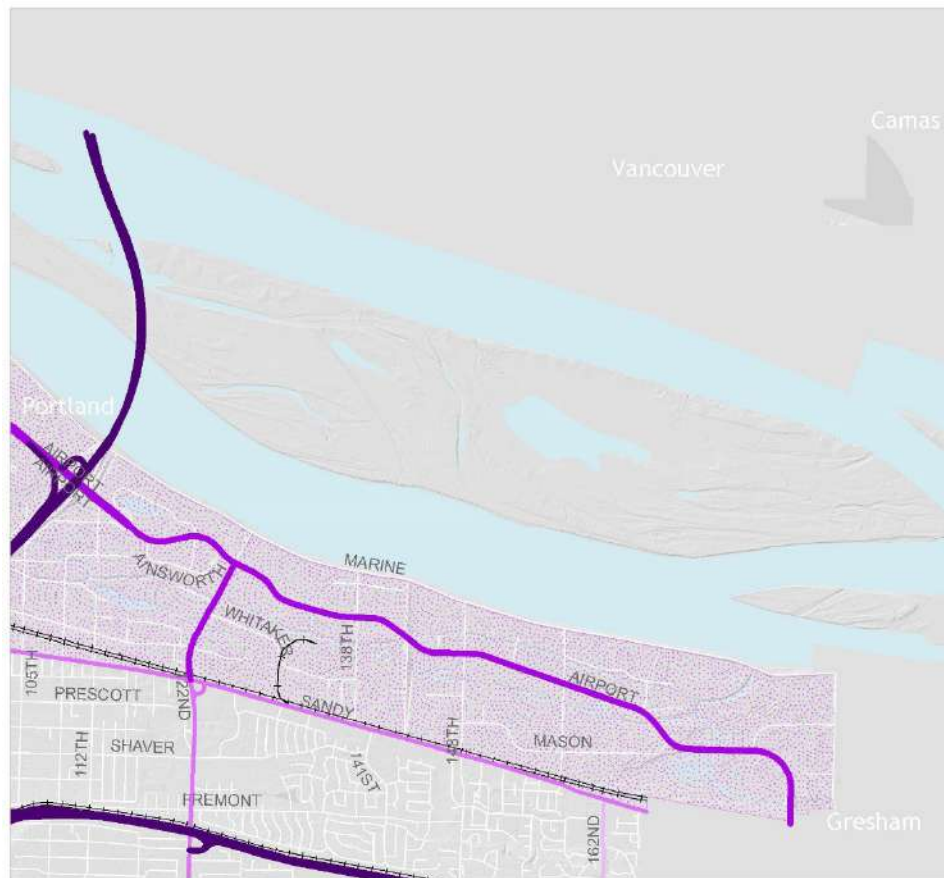


0 0.25 0.5 1 Miles

Freight Classification

- Regional Truckway
- Priority Truck Street
- Major Truck Street
- Truck Access Street
- Local Service Truck Street
- + + Railroad Branch Line
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- Freight District



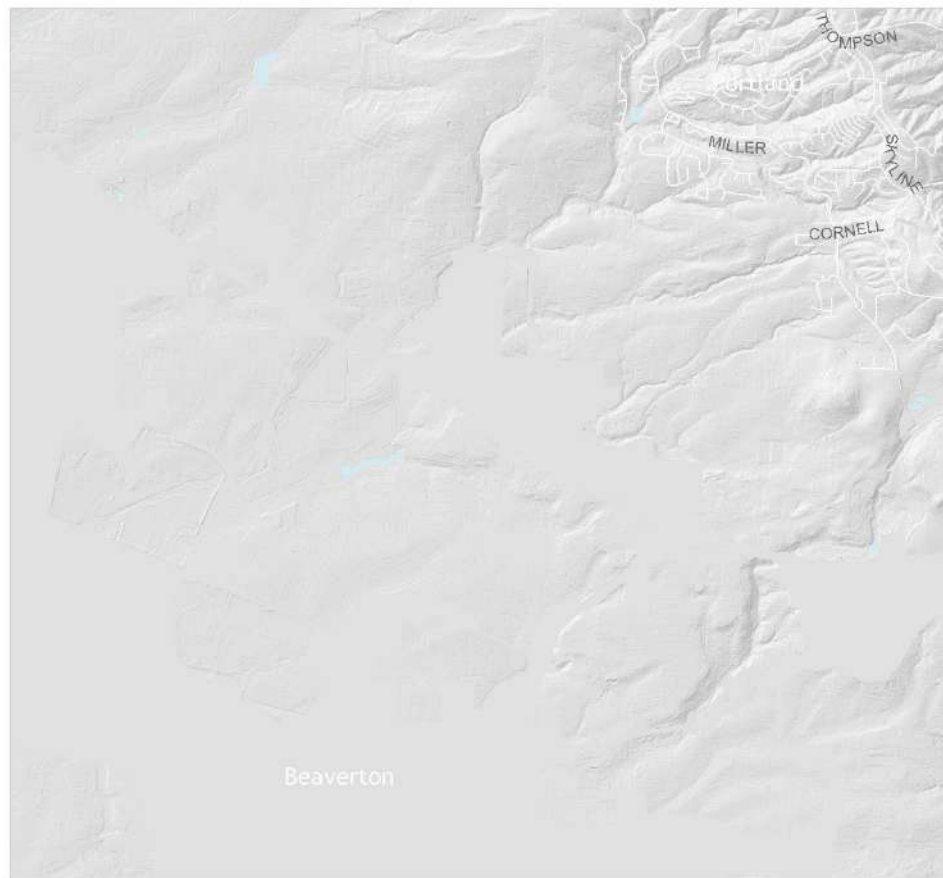


0 0.25 0.5 1 Miles

Freight Classification

- Regional Truckway
- Priority Truck Street
- Major Truck Street
- Truck Access Street
- Local Service Truck Street
- + + + Railroad Branch Line
- = = = Railroad Main Line
- Freight District

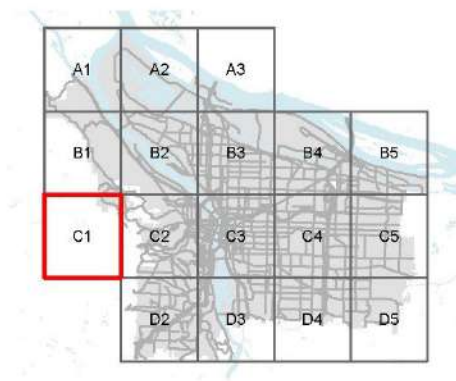


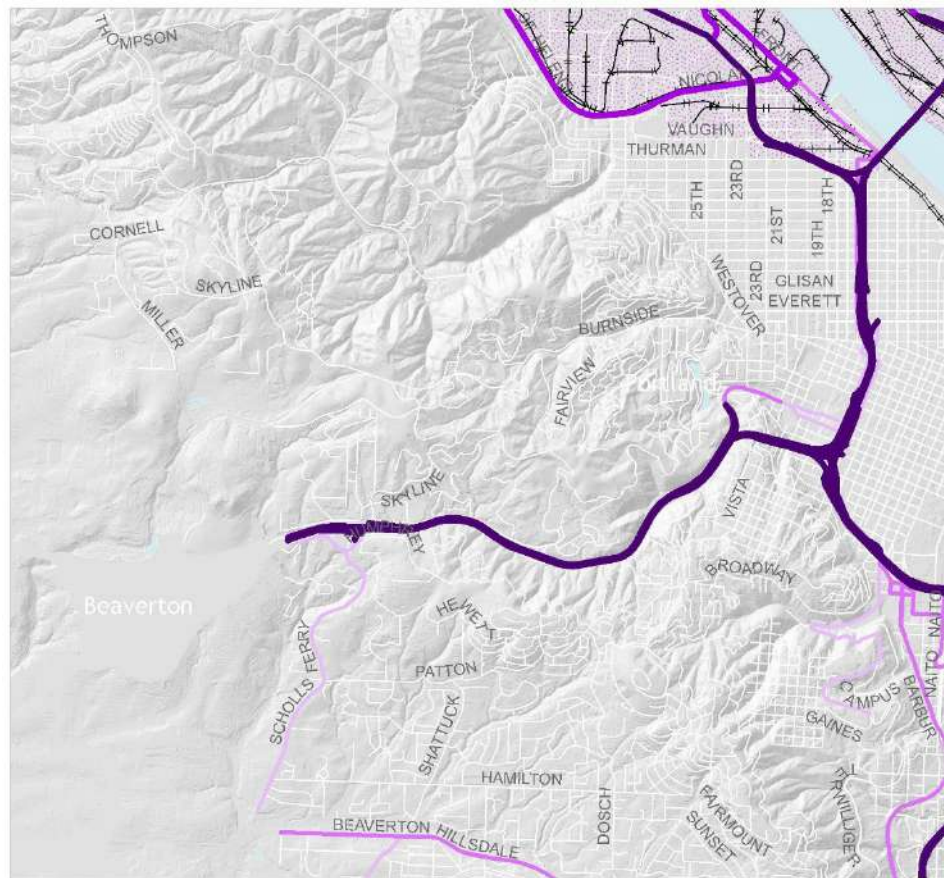


0 0.25 0.5 1 Miles

Freight Classification

-  Regional Truckway
-  Priority Truck Street
-  Major Truck Street
-  Truck Access Street
-  Local Service Truck Street
-  Railroad Branch Line
-  Railroad Main Line
-  Freight District

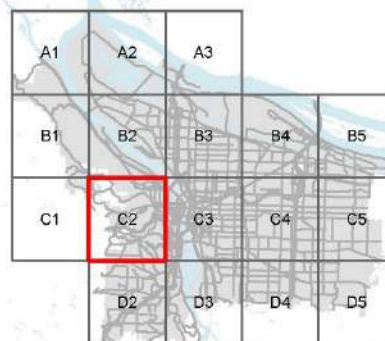


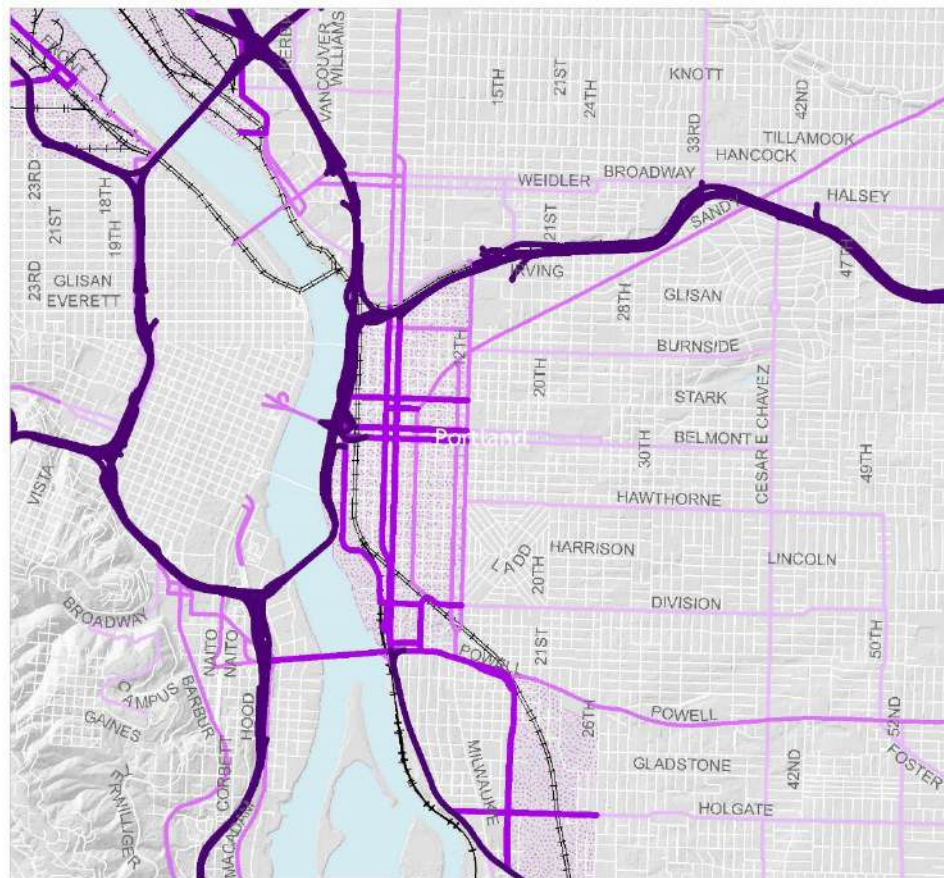


0 0.25 0.5 1 Miles

Freight Classification

- Regional Truckway
- Priority Truck Street
- Major Truck Street
- Truck Access Street
- Local Service Truck Street
- + + + Railroad Branch Line
- = = = Railroad Main Line
- Freight District

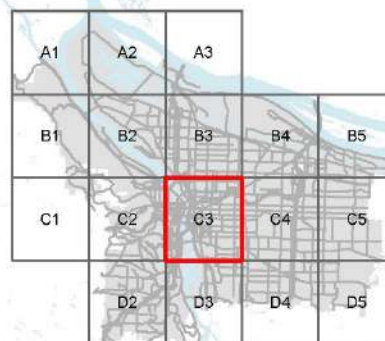


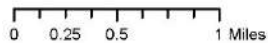
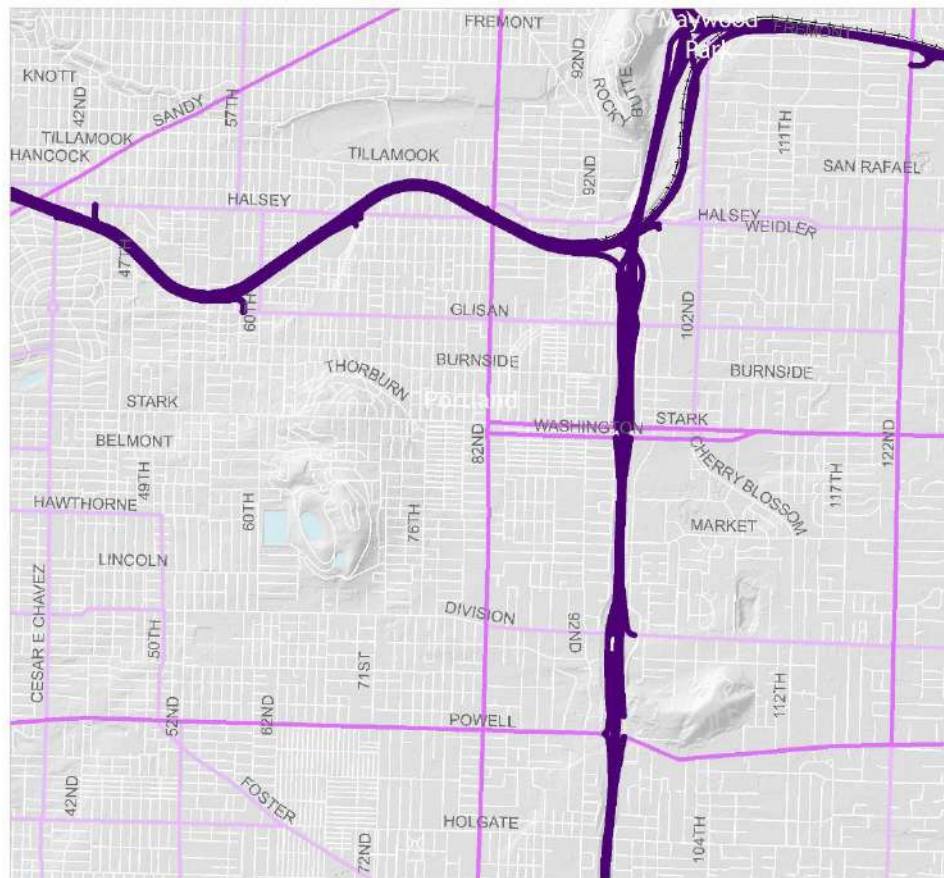


0 0.25 0.5 1 Miles

Freight Classification

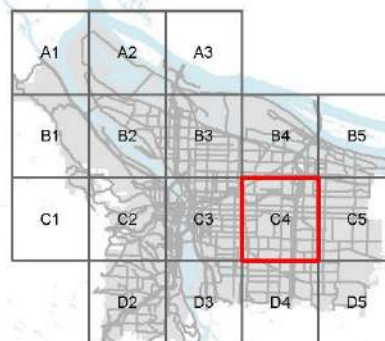
- Regional Truckway
- Priority Truck Street
- Major Truck Street
- Truck Access Street
- Local Service Truck Street
- + + Railroad Branch Line
- = = Railroad Main Line
- Freight District

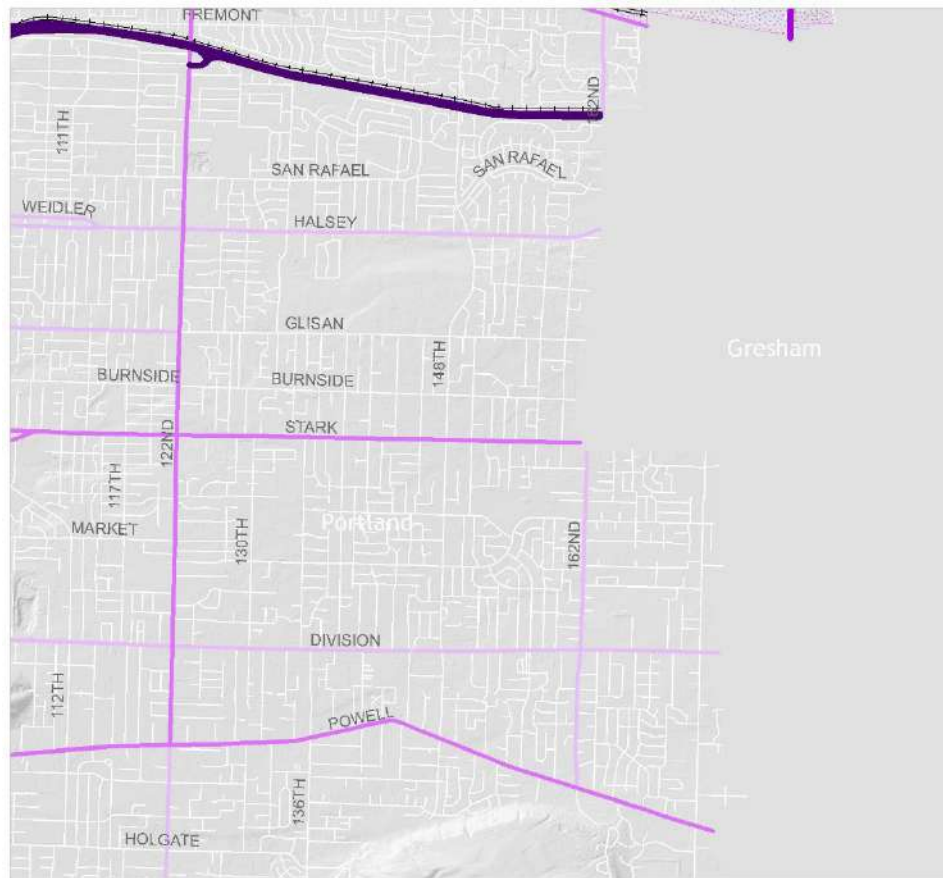




Freight Classification

- Regional Truckway
- Priority Truck Street
- Major Truck Street
- Truck Access Street
- Local Service Truck Street
- +— Railroad Branch Line
- +—+— Railroad Main Line
- Freight District



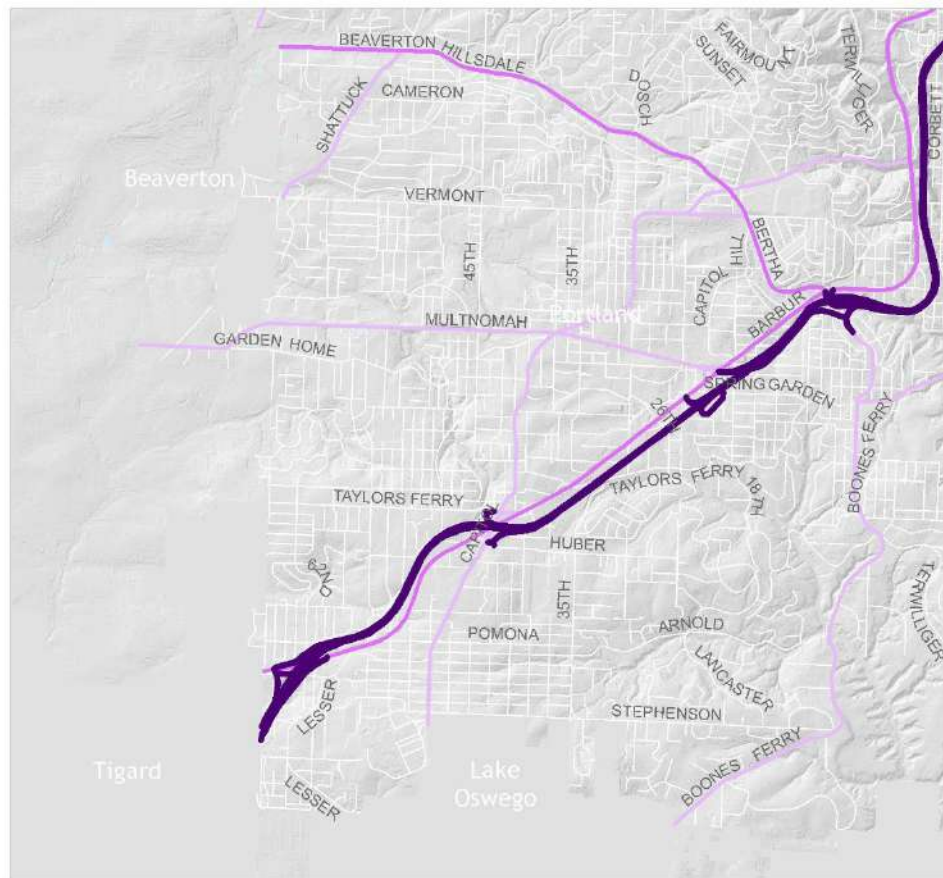


0 0.25 0.5 1 Miles

Freight Classification

- Regional Truckway
- Priority Truck Street
- Major Truck Street
- Truck Access Street
- Local Service Truck Street
- +— Railroad Branch Line
- +—+— Railroad Main Line
- Freight District

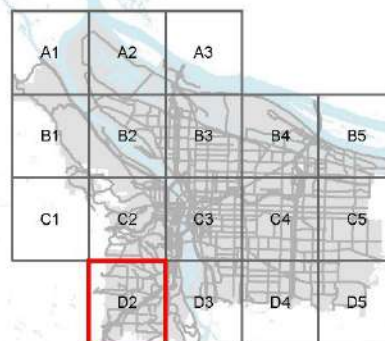


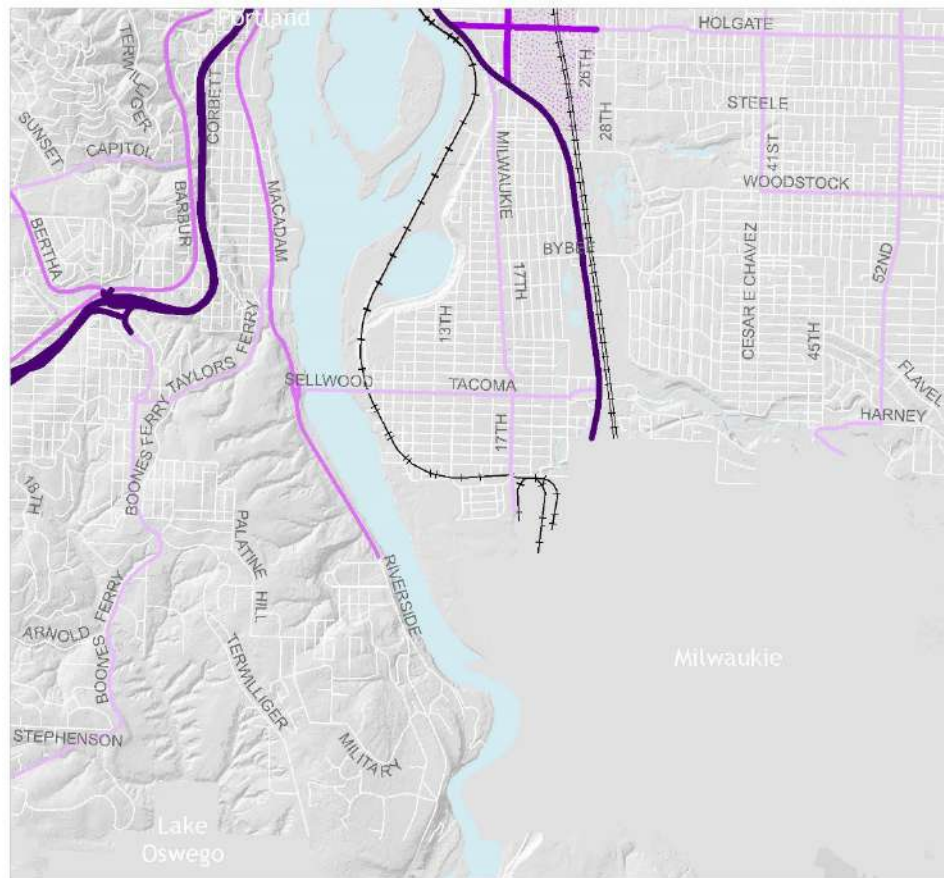


0 0.25 0.5 1 Miles

Freight Classification

- Regional Truckway
- Priority Truck Street
- Major Truck Street
- Truck Access Street
- Local Service Truck Street
- +— Railroad Branch Line
- +—+— Railroad Main Line
- Freight District

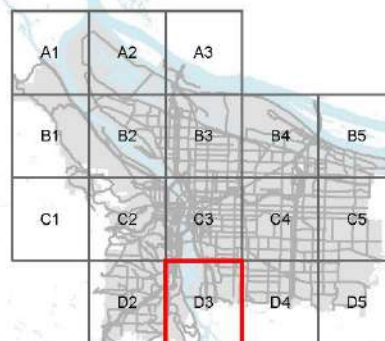


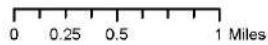
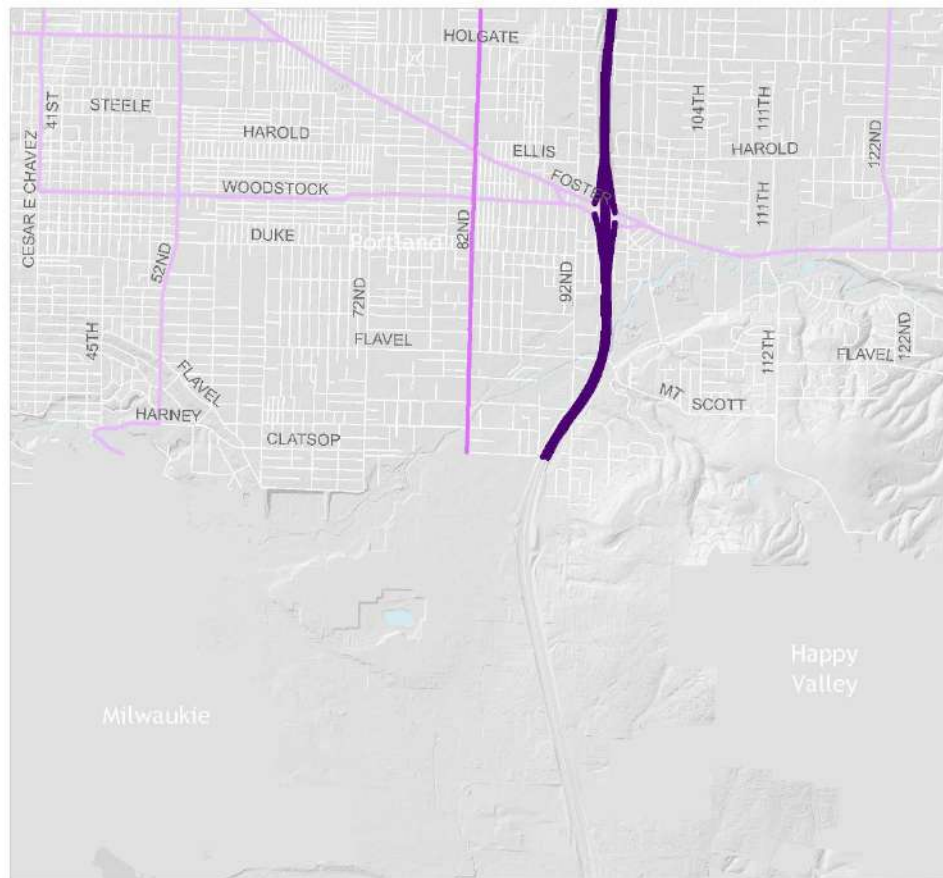


0 0.25 0.5 1 Miles

Freight Classification

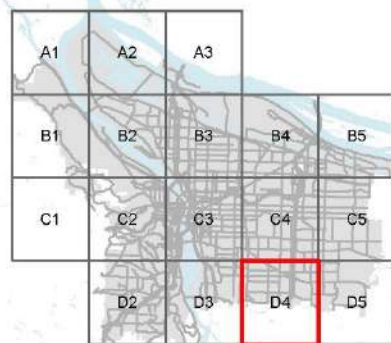
- Regional Truckway
- Priority Truck Street
- Major Truck Street
- Truck Access Street
- Local Service Truck Street
- + + Railroad Branch Line
- = = Railroad Main Line
- Freight District

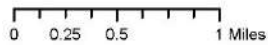




Freight Classification

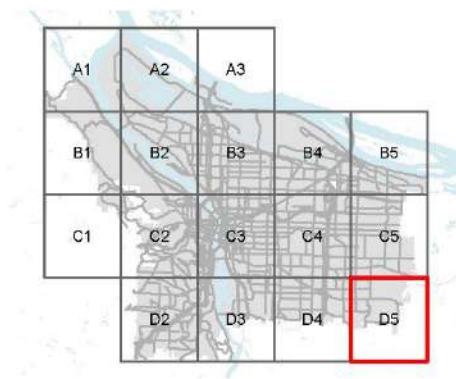
-  Regional Truckway
-  Priority Truck Street
-  Major Truck Street
-  Truck Access Street
-  Local Service Truck Street
-  Railroad Branch Line
-  Railroad Main Line
-  Freight District



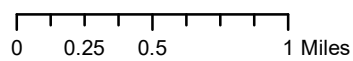
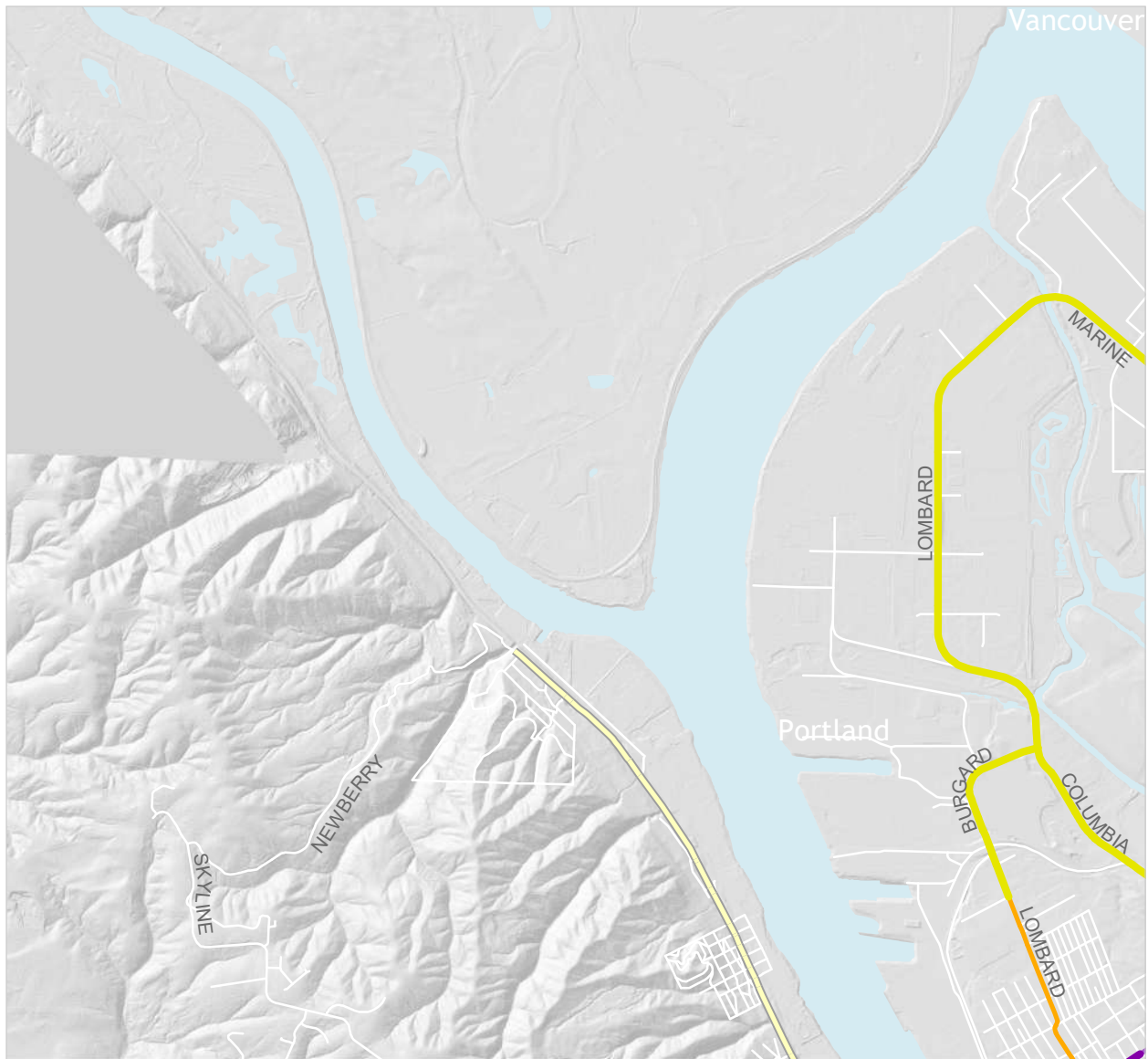


Freight Classification

- Regional Truckway
- Priority Truck Street
- Major Truck Street
- Truck Access Street
- Local Service Truck Street
- Railroad Branch Line
- Railroad Main Line
- Freight District

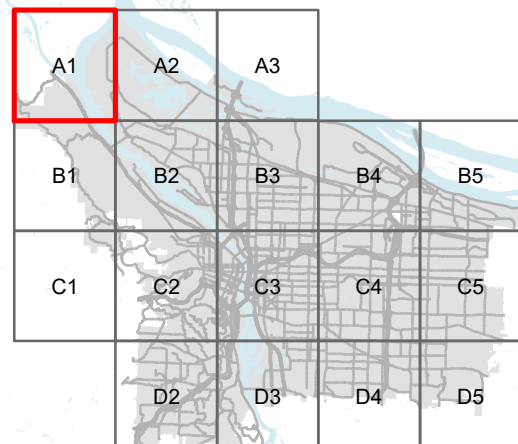


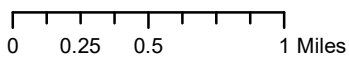
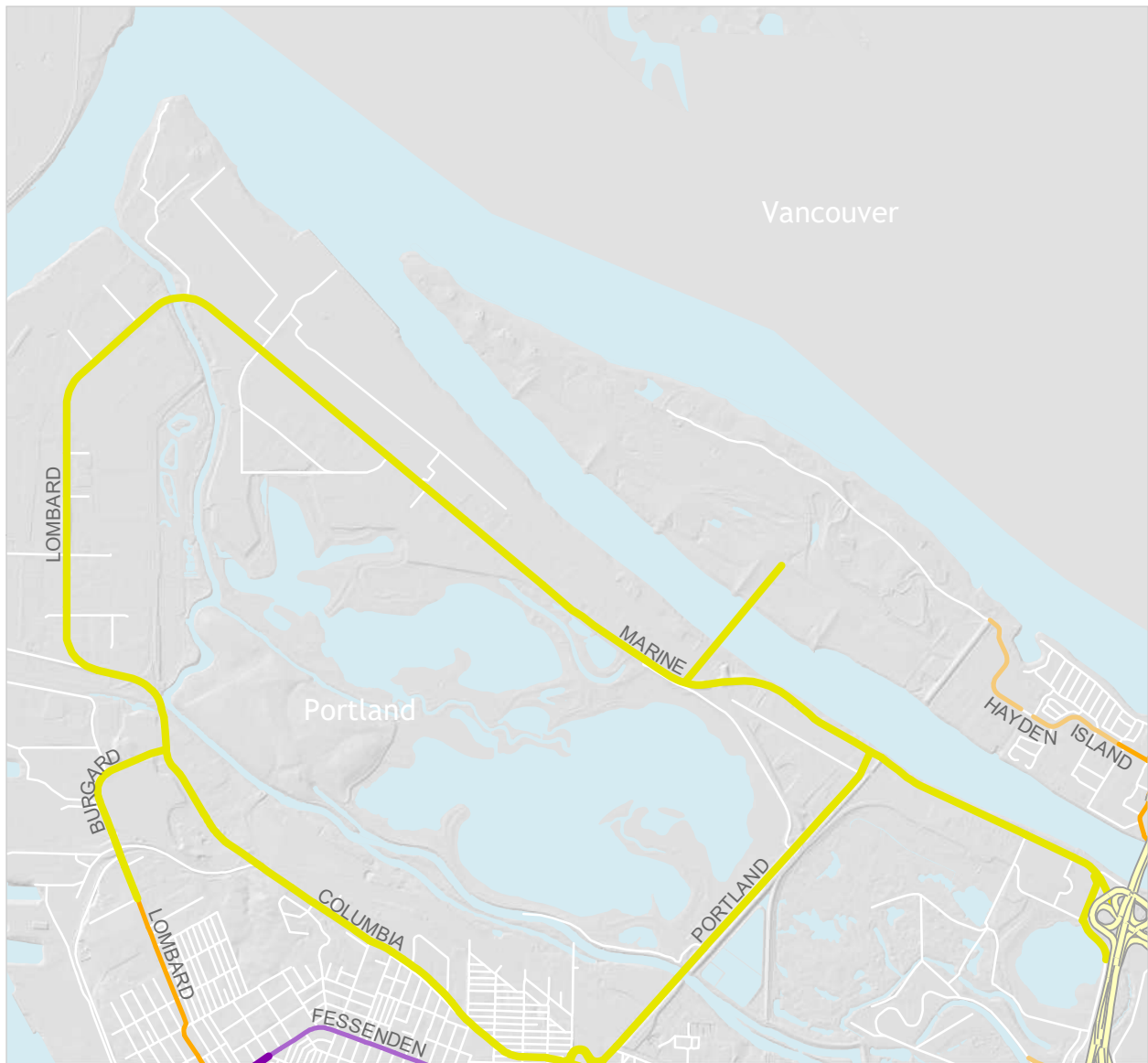
Street Design Classification maps



Street Design Classification

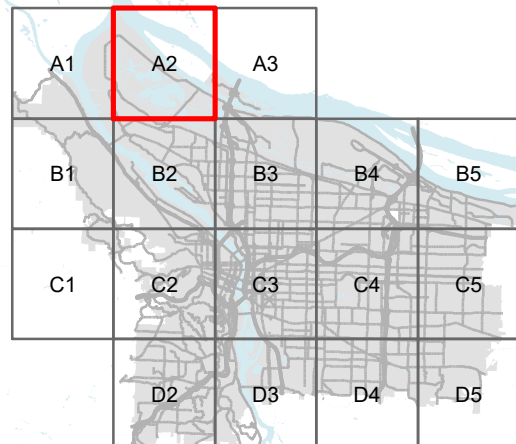
- Urban Throughway
- Industrial Road
- Civic Main Street
- Neighborhood Main Street
- Civic Corridor
- Neighborhood Corridor
- Regional Corridor
- Community Corridor
- Local Street





Street Design Classification

- Urban Throughway
- Industrial Road
- Civic Main Street
- Neighborhood Main Street
- Civic Corridor
- Neighborhood Corridor
- Regional Corridor
- Community Corridor
- Local Street

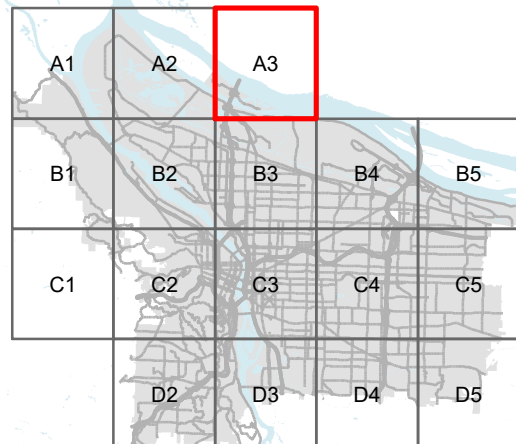


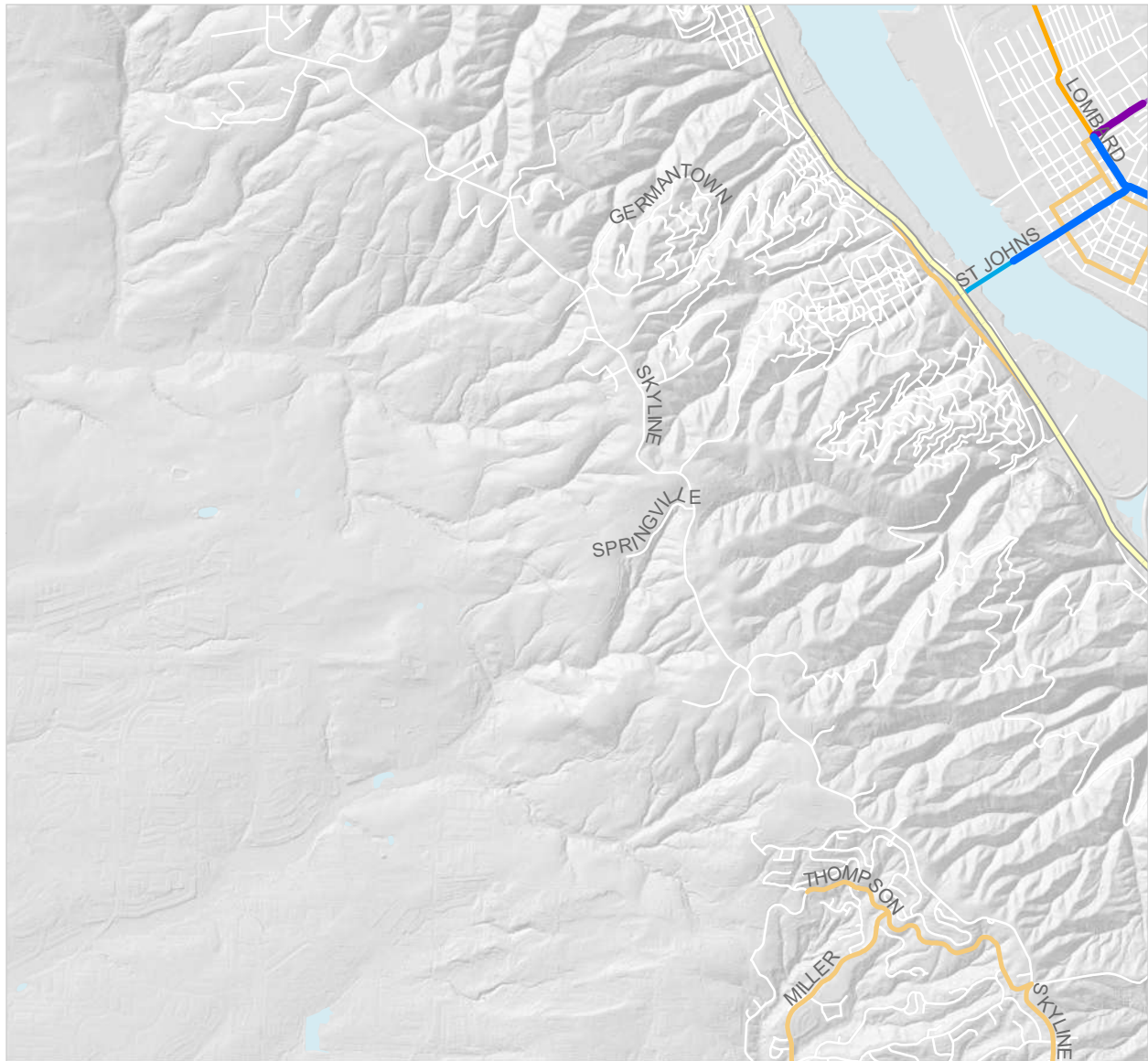


0 0.25 0.5 1 Miles

Street Design Classification

- Urban Throughway
- Industrial Road
- Civic Main Street
- Neighborhood Main Street
- Civic Corridor
- Neighborhood Corridor
- Regional Corridor
- Community Corridor
- Local Street

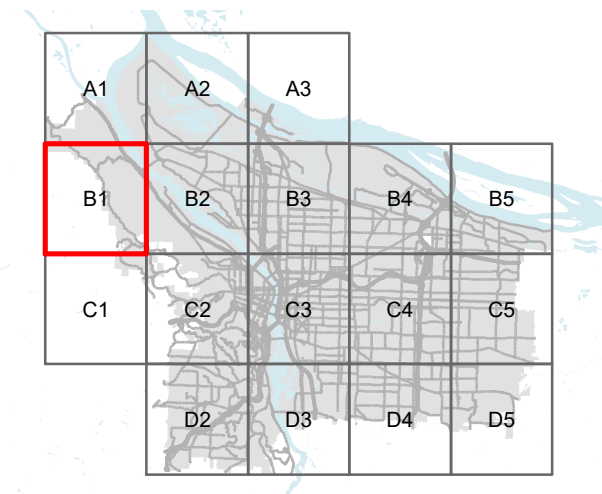


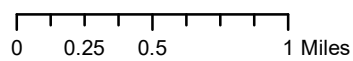
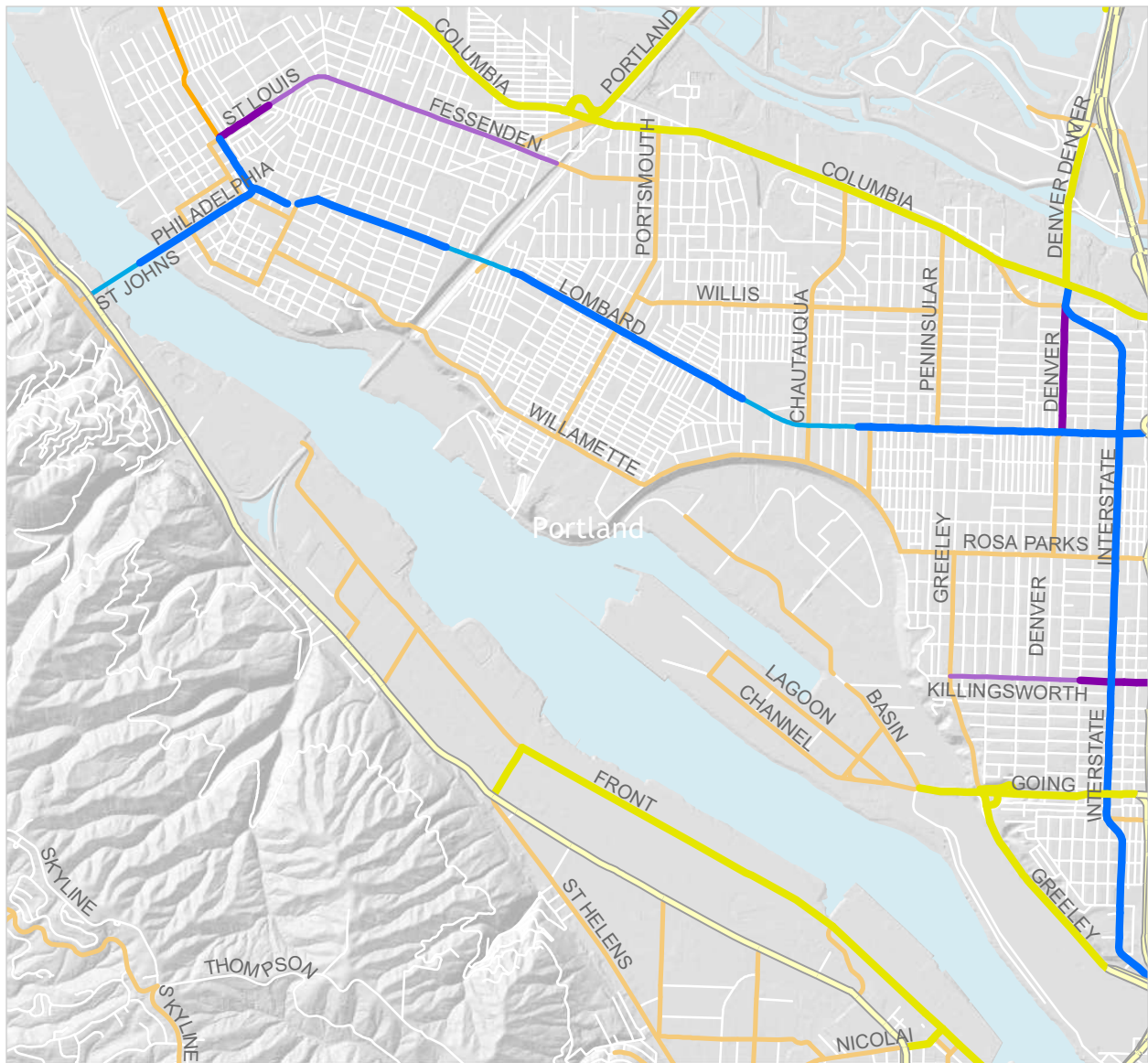


0 0.25 0.5 1 Miles

Street Design Classification

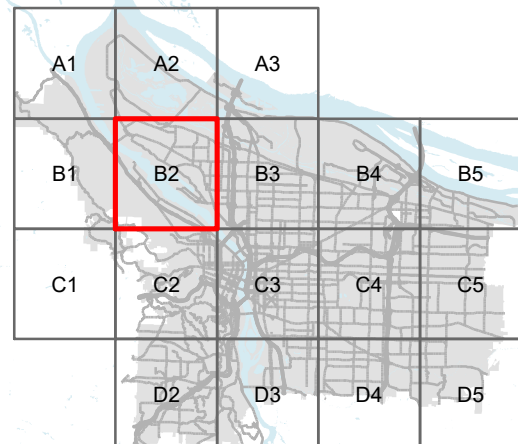
- Urban Throughway
- Industrial Road
- Civic Main Street
- Neighborhood Main Street
- Civic Corridor
- Neighborhood Corridor
- Regional Corridor
- Community Corridor
- Local Street

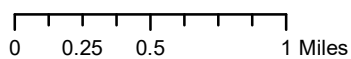
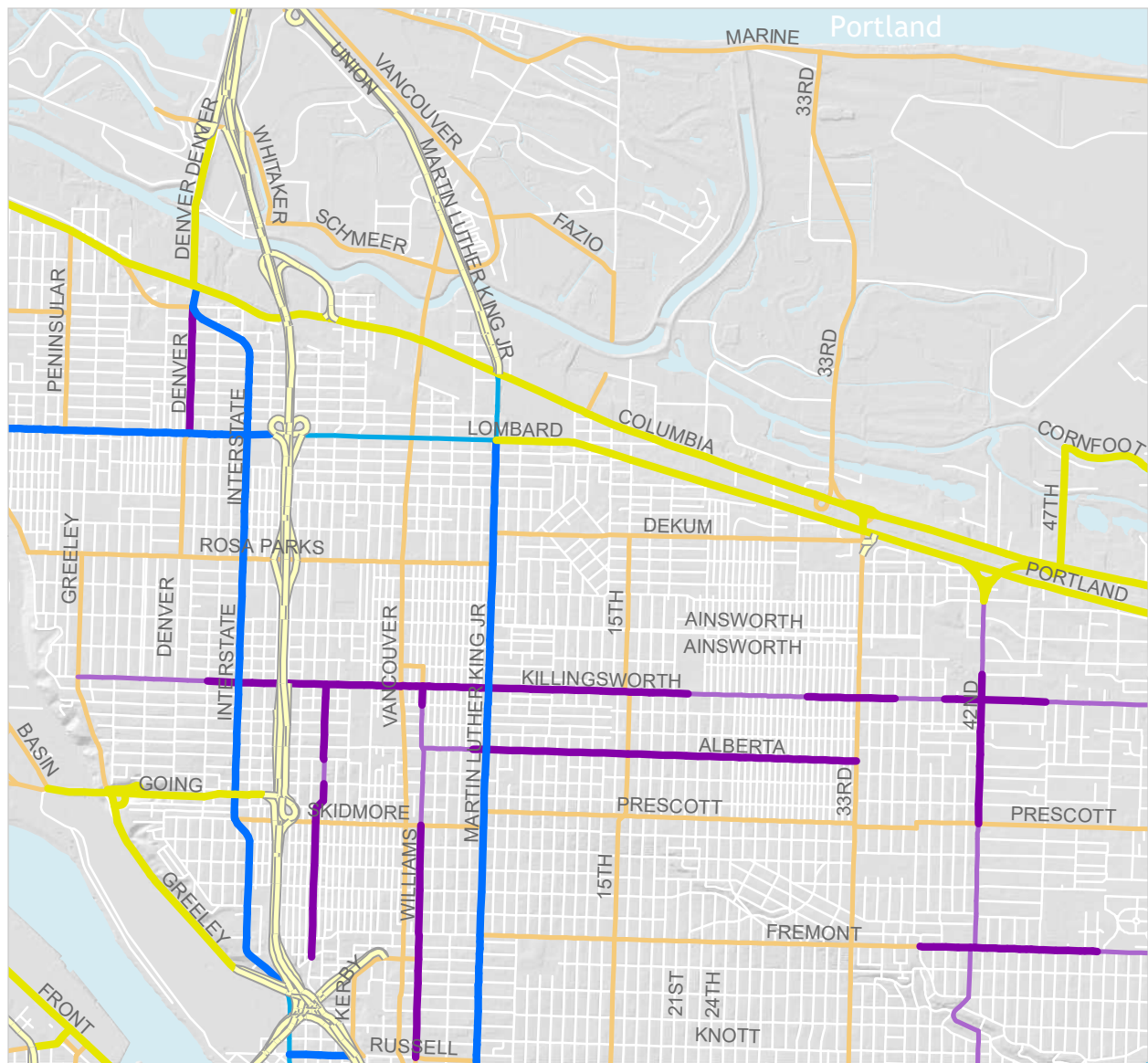




Street Design Classification

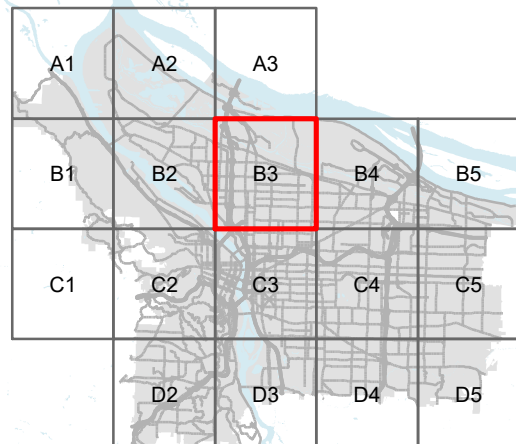
- Urban Throughway
- Industrial Road
- Civic Main Street
- Neighborhood Main Street
- Civic Corridor
- Neighborhood Corridor
- Regional Corridor
- Community Corridor
- Local Street

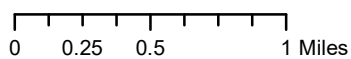
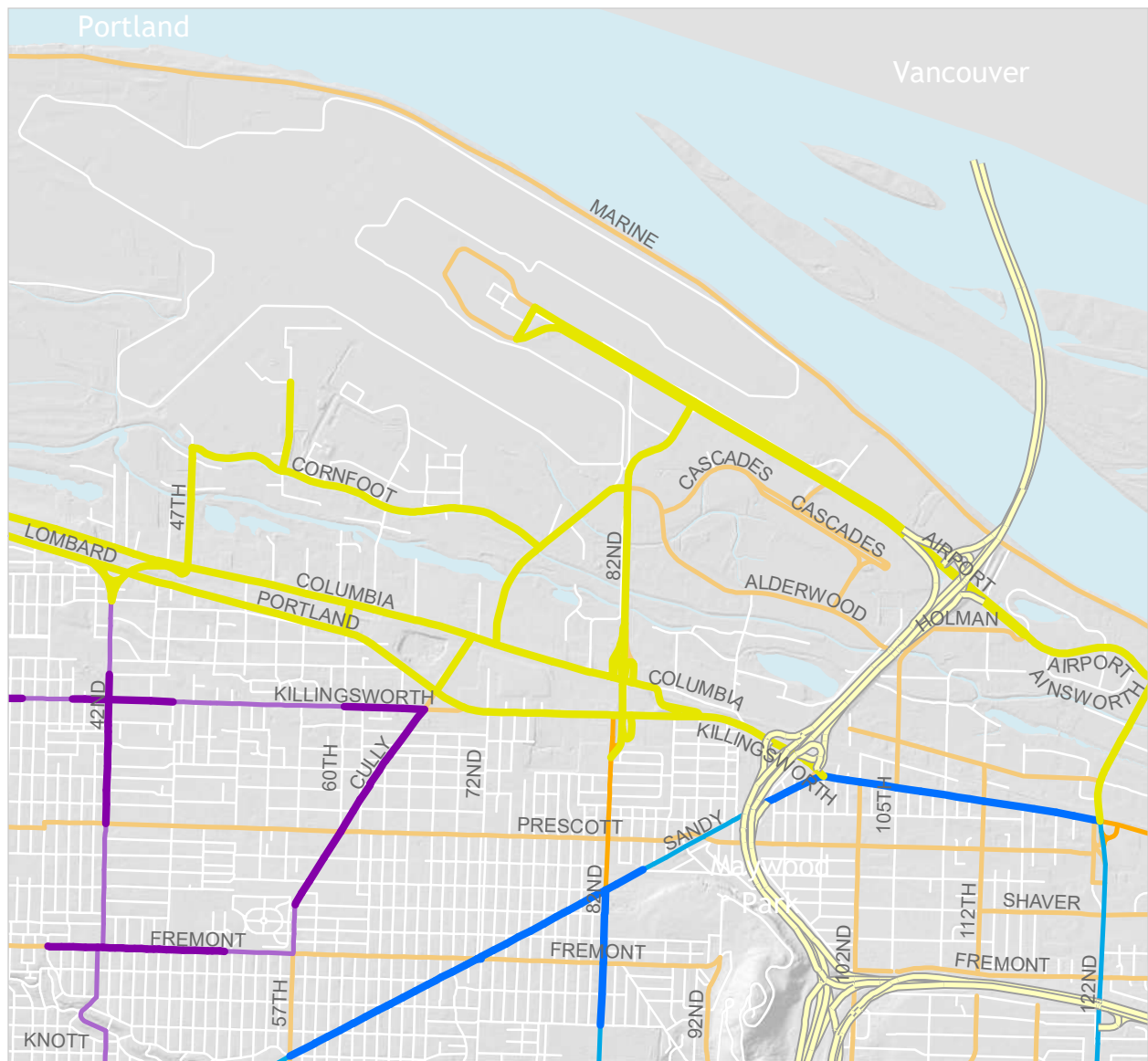




Street Design Classification

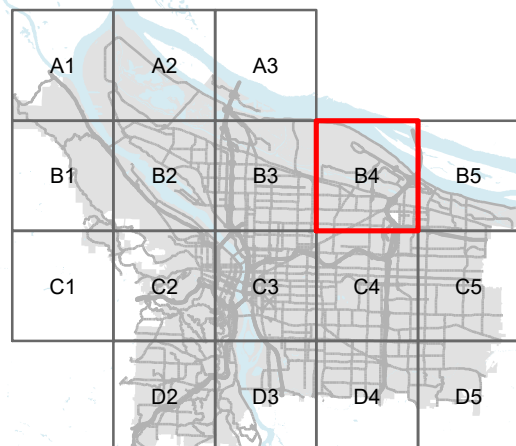
- Urban Throughway
- Industrial Road
- Civic Main Street
- Neighborhood Main Street
- Civic Corridor
- Neighborhood Corridor
- Regional Corridor
- Community Corridor
- Local Street

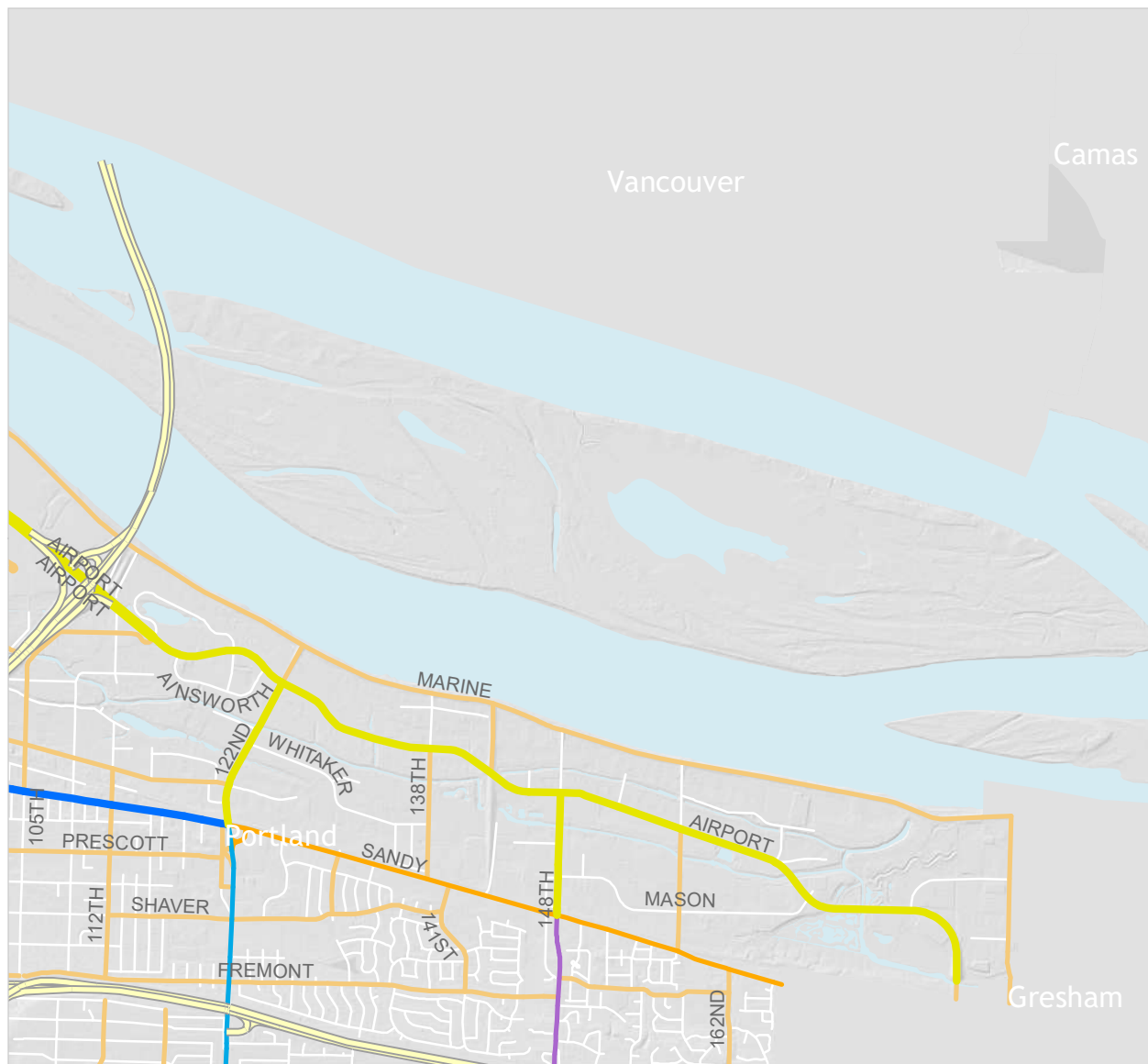




Street Design Classification

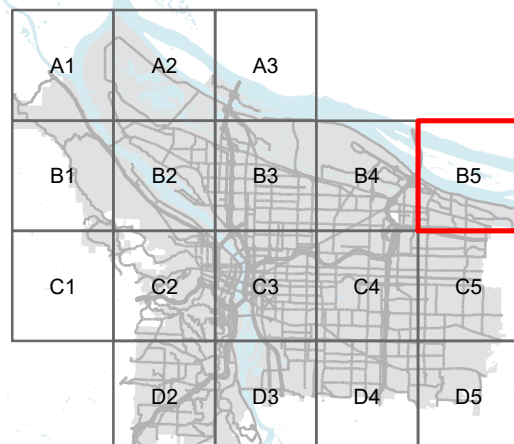
- Urban Throughway
- Industrial Road
- Civic Main Street
- Neighborhood Main Street
- Civic Corridor
- Neighborhood Corridor
- Regional Corridor
- Community Corridor
- Local Street

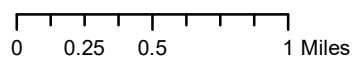
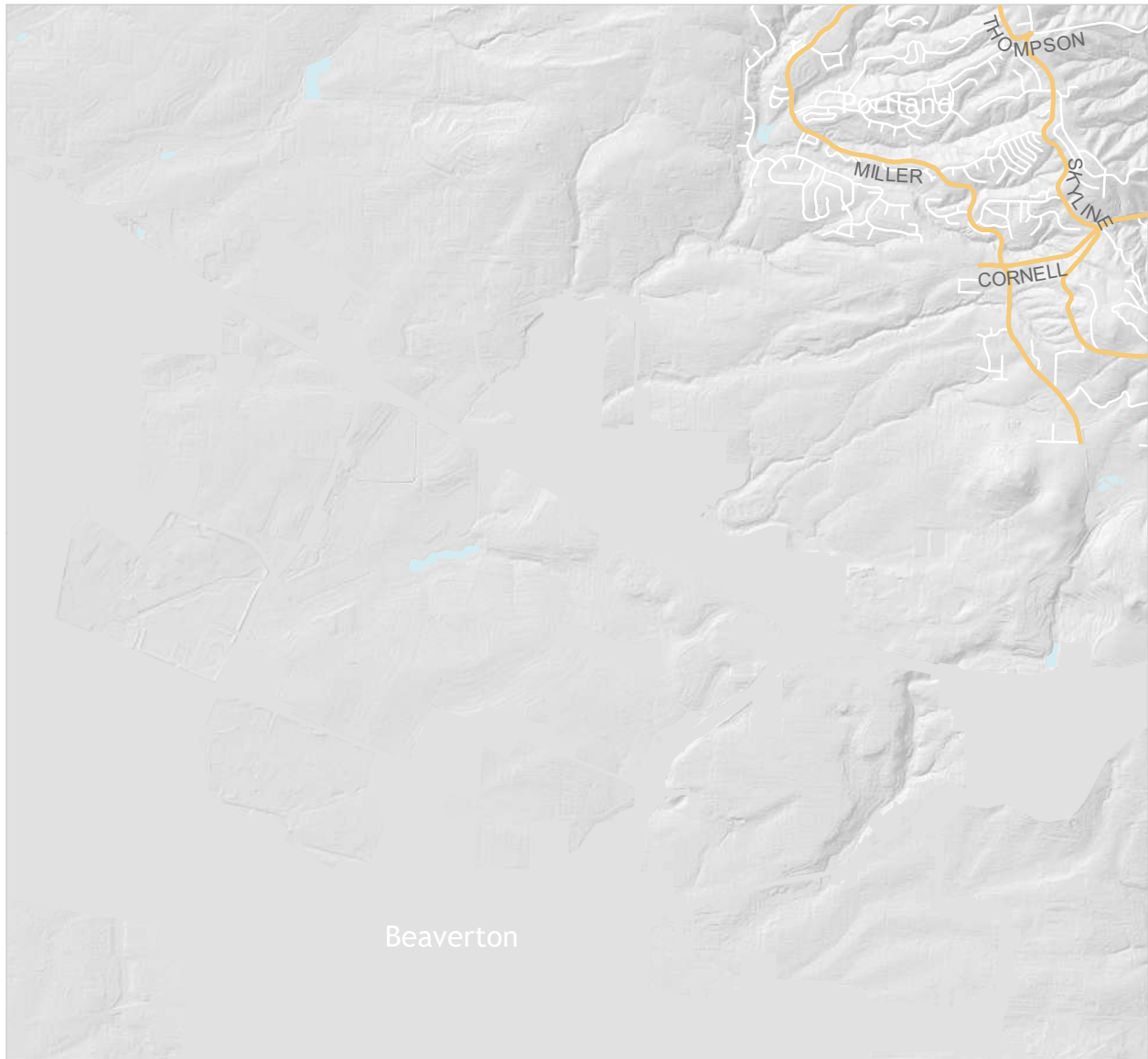




Street Design Classification

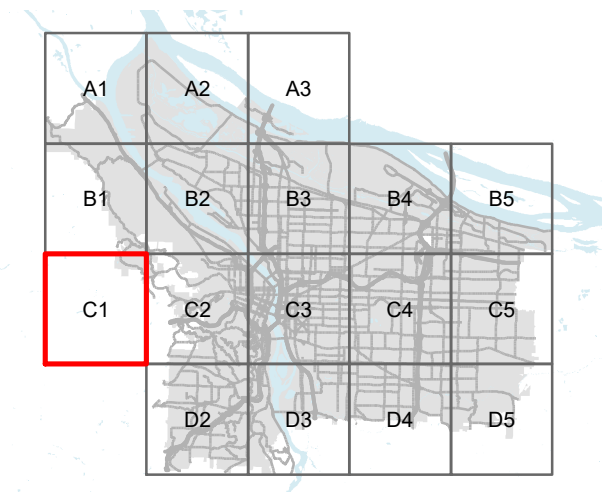
- Urban Throughway
- Industrial Road
- Civic Main Street
- Neighborhood Main Street
- Civic Corridor
- Neighborhood Corridor
- Regional Corridor
- Community Corridor
- Local Street

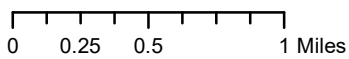
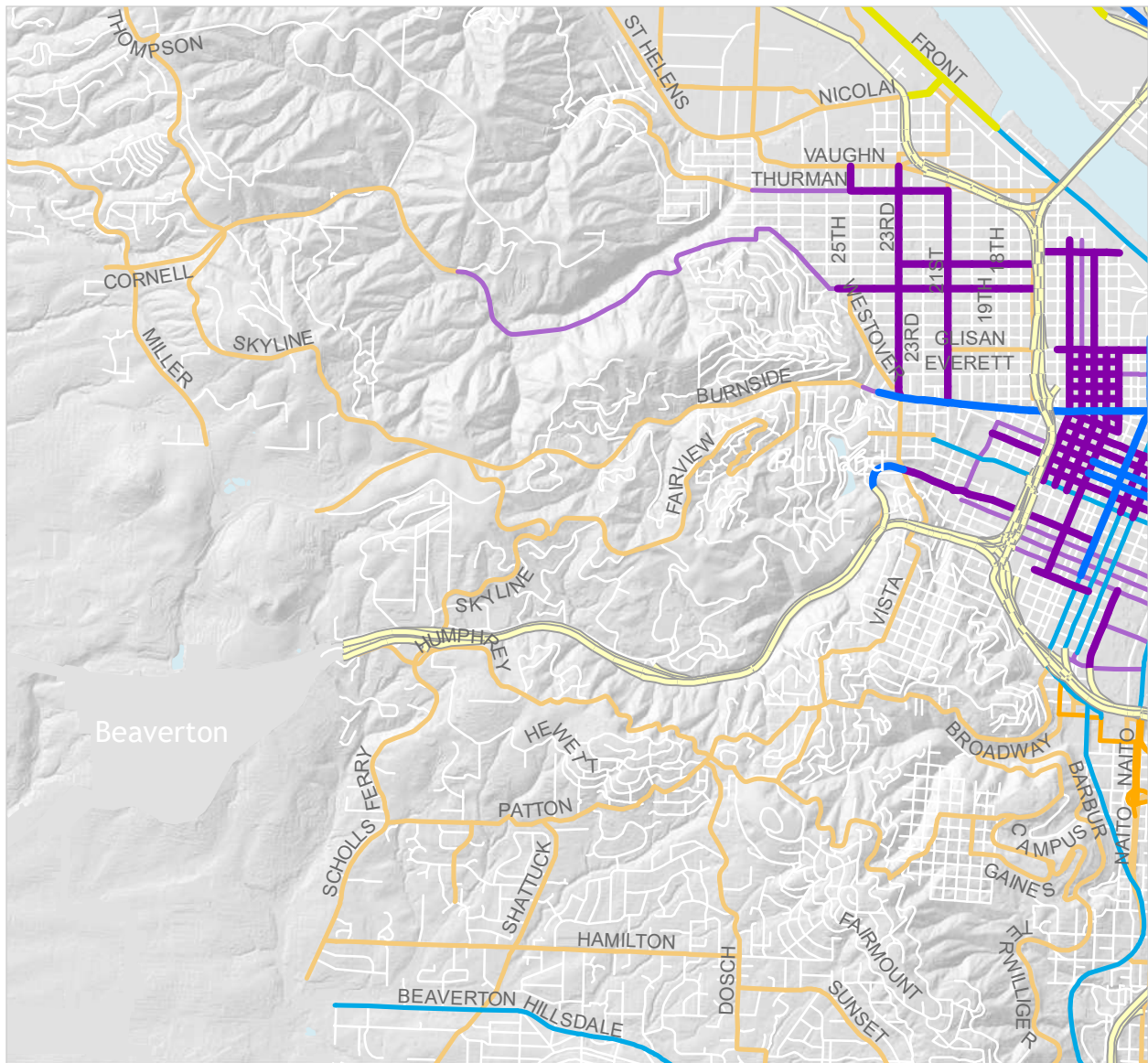




Street Design Classification

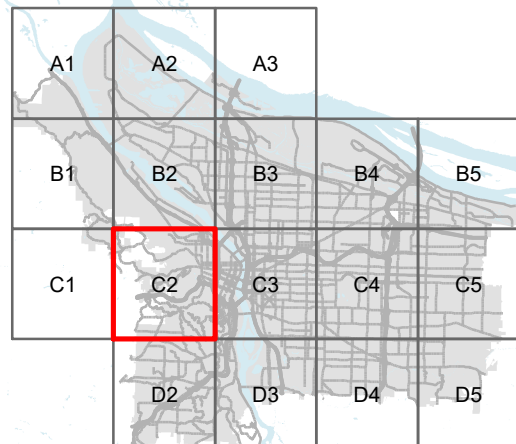
-  Urban Throughway
-  Industrial Road
-  Civic Main Street
-  Neighborhood Main Street
-  Civic Corridor
-  Neighborhood Corridor
-  Regional Corridor
-  Community Corridor
-  Local Street

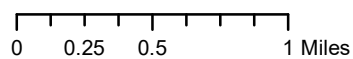
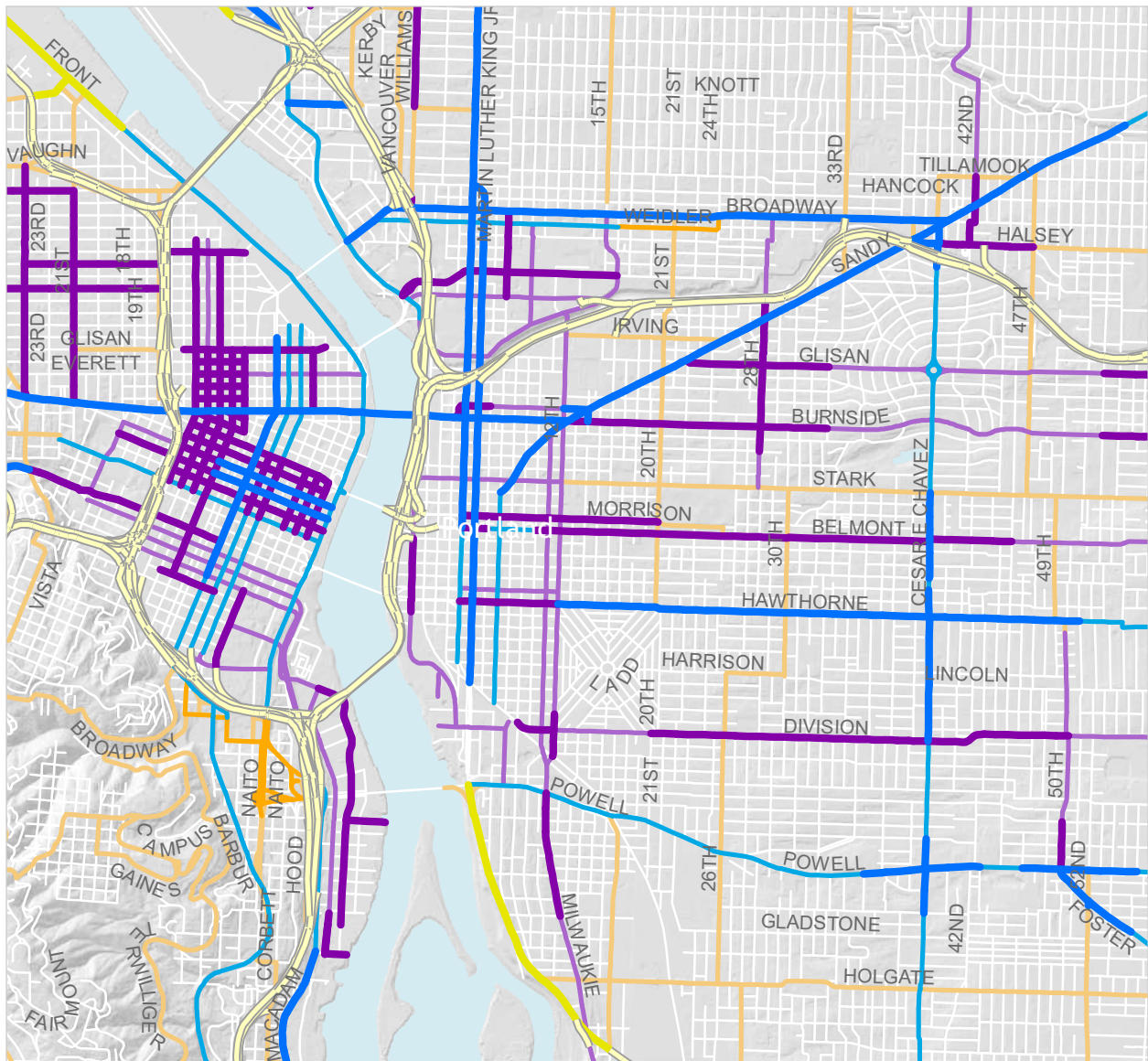




Street Design Classification

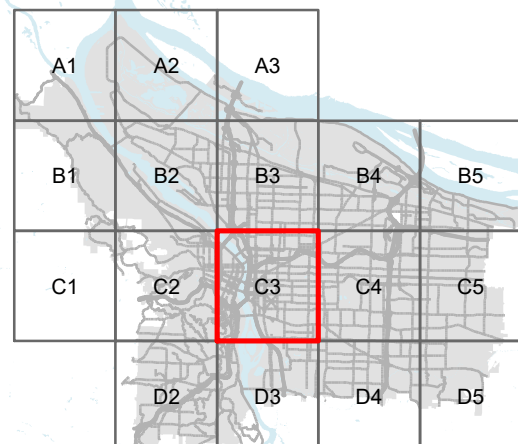
- Urban Throughway
- Industrial Road
- Civic Main Street
- Neighborhood Main Street
- Civic Corridor
- Neighborhood Corridor
- Regional Corridor
- Community Corridor
- Local Street

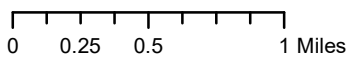
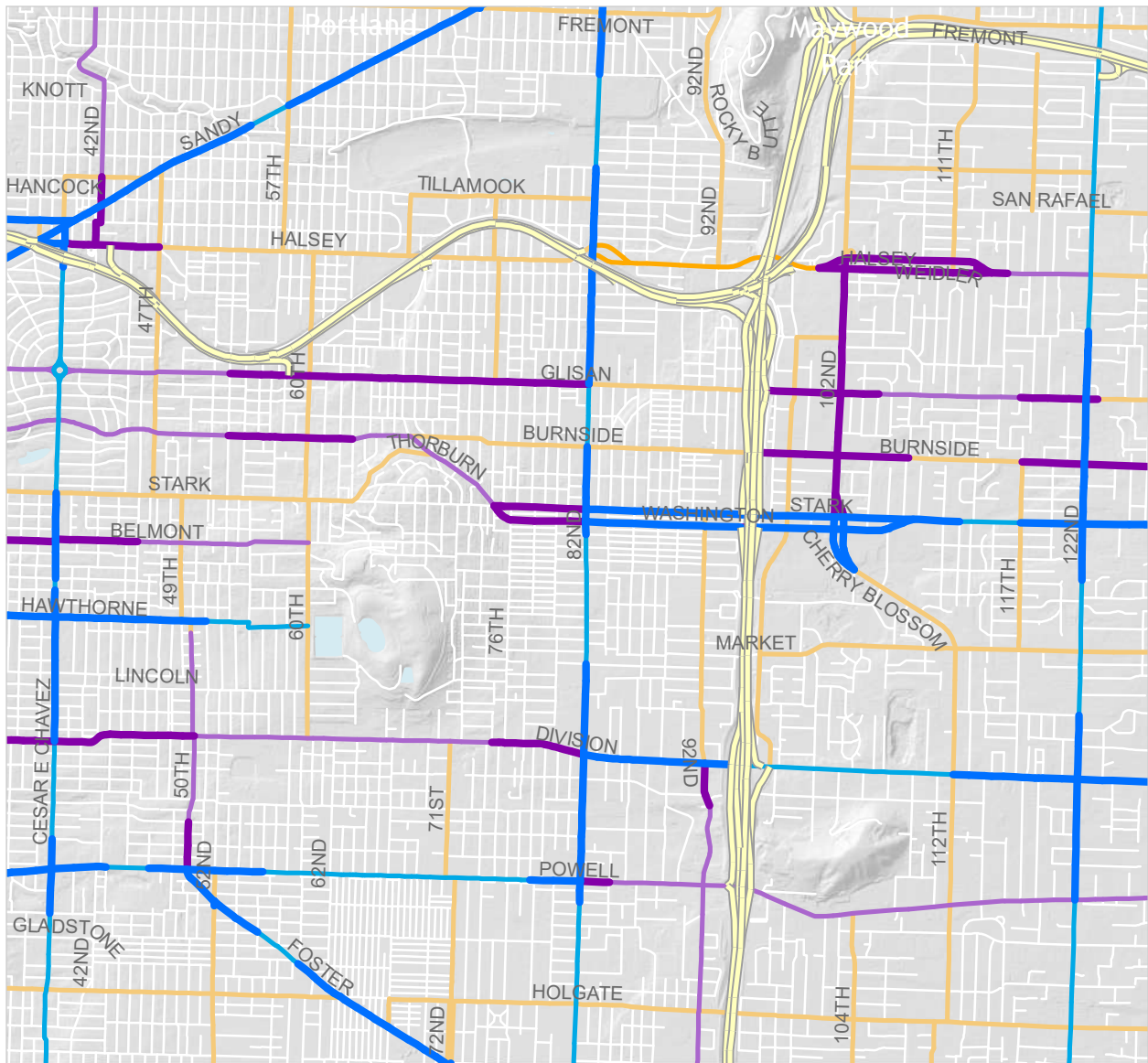




Street Design Classification

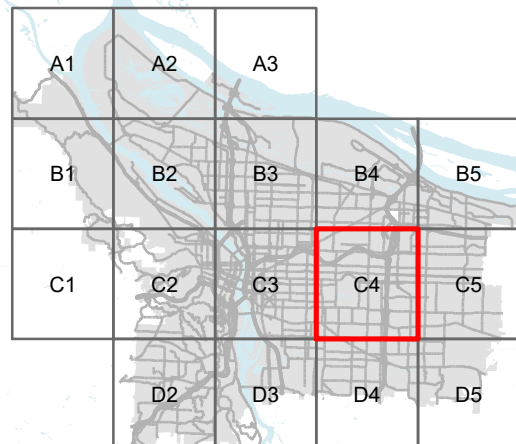
- Urban Throughway
- Industrial Road
- Civic Main Street
- Neighborhood Main Street
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- Local Street

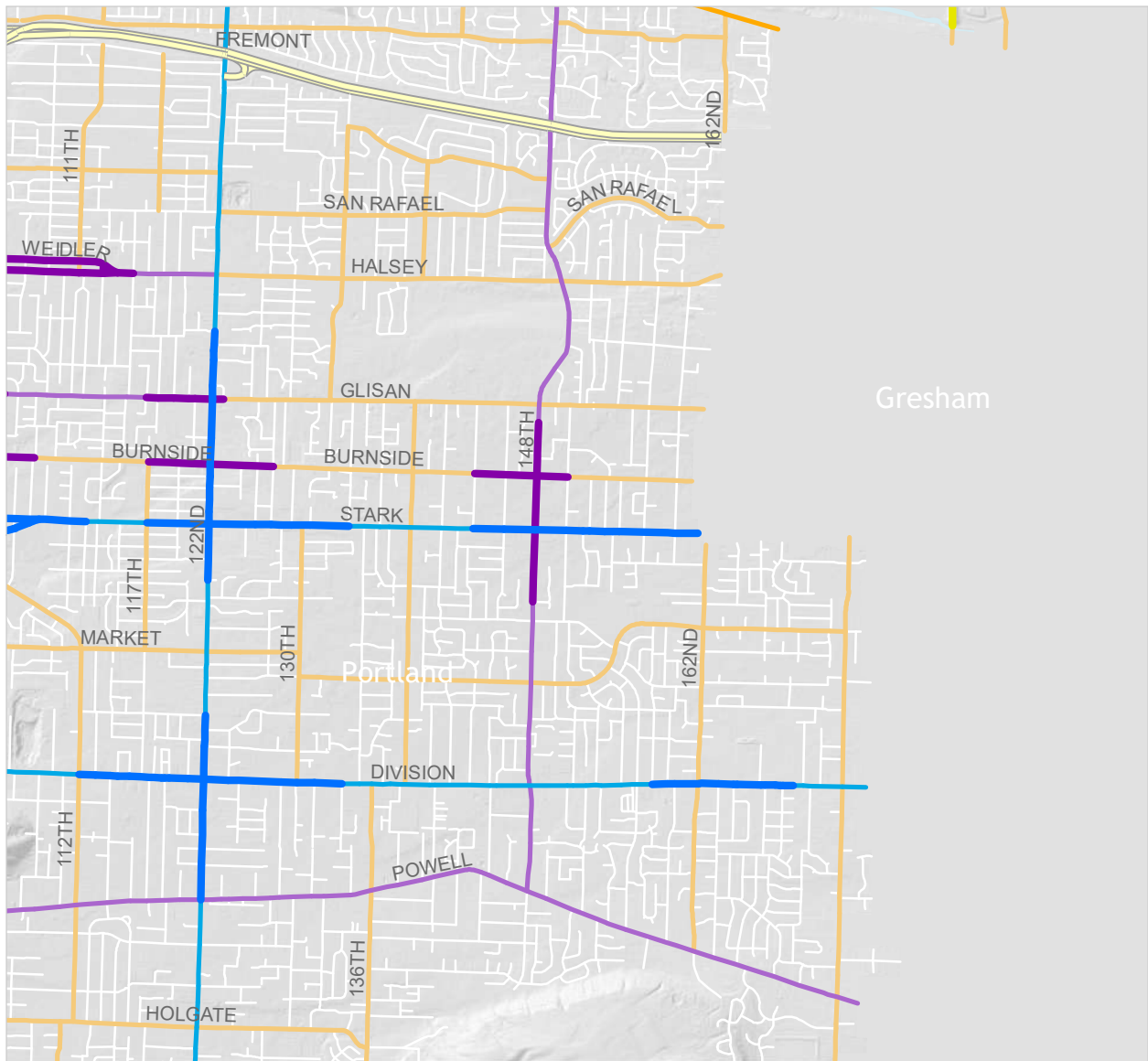




Street Design Classification

- Urban Throughway
- Industrial Road
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- Neighborhood Main Street
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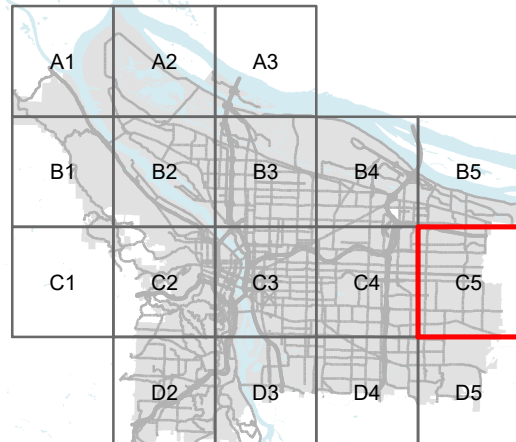


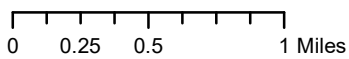
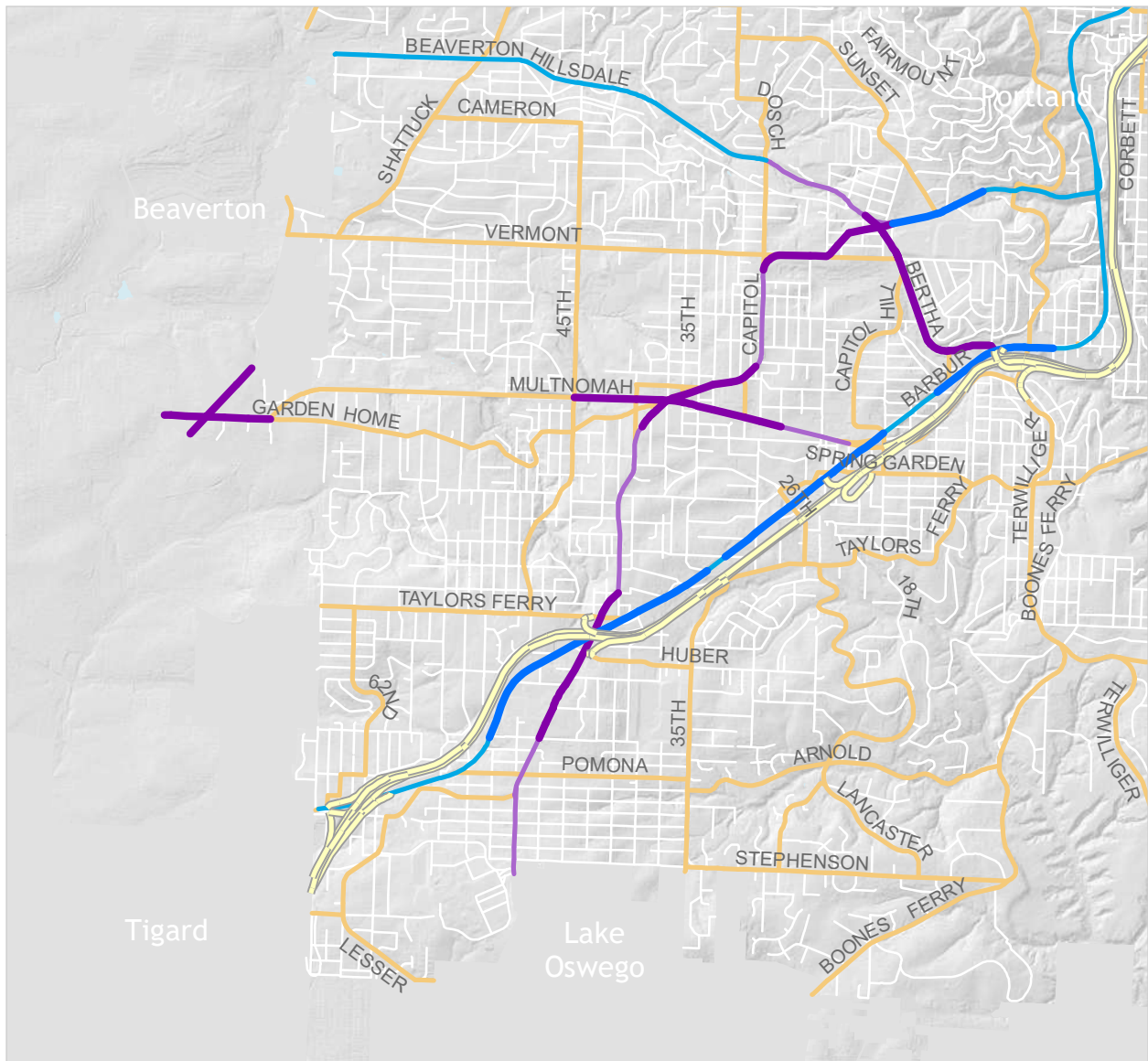


0 0.25 0.5 1 Miles

Street Design Classification

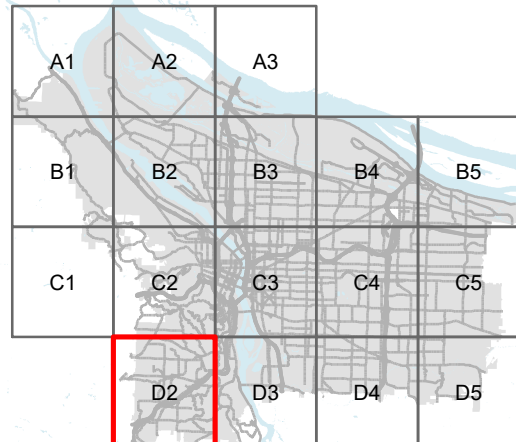
- Urban Throughway
- Industrial Road
- Civic Main Street
- Neighborhood Main Street
- Civic Corridor
- Neighborhood Corridor
- Regional Corridor
- Community Corridor
- Local Street

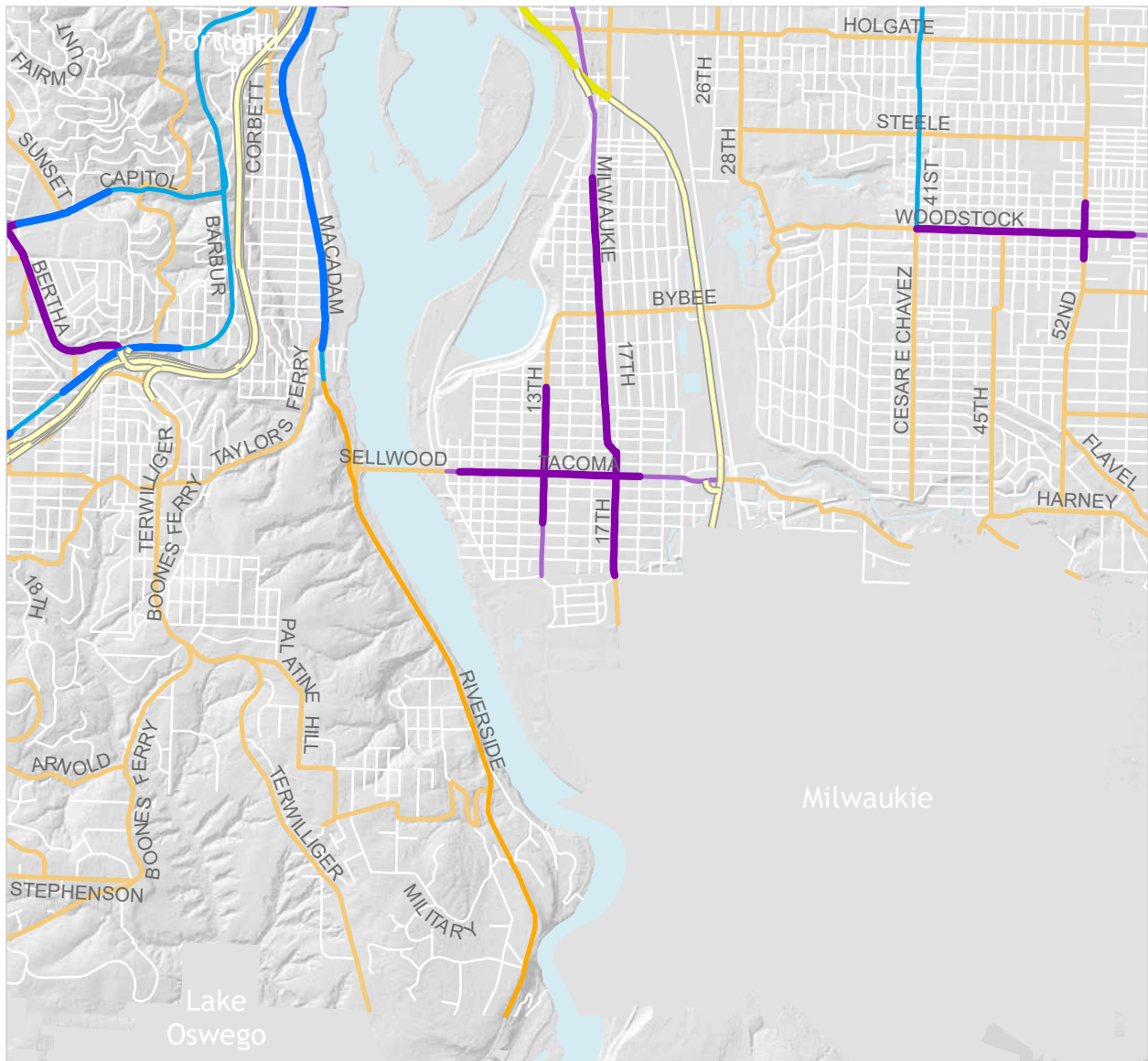




Street Design Classification

- Urban Throughway
- Industrial Road
- Civic Main Street
- Neighborhood Main Street
- Civic Corridor
- Neighborhood Corridor
- Regional Corridor
- Community Corridor
- Local Street

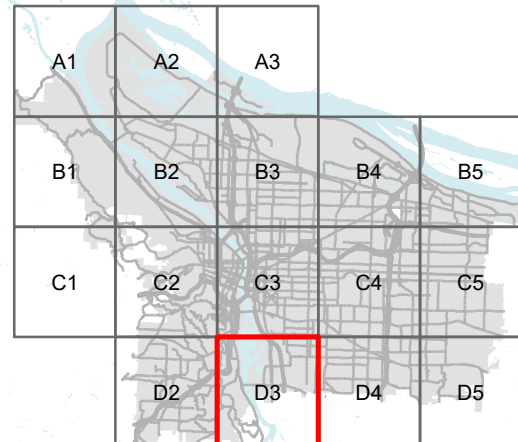


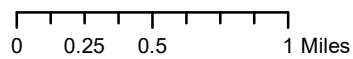
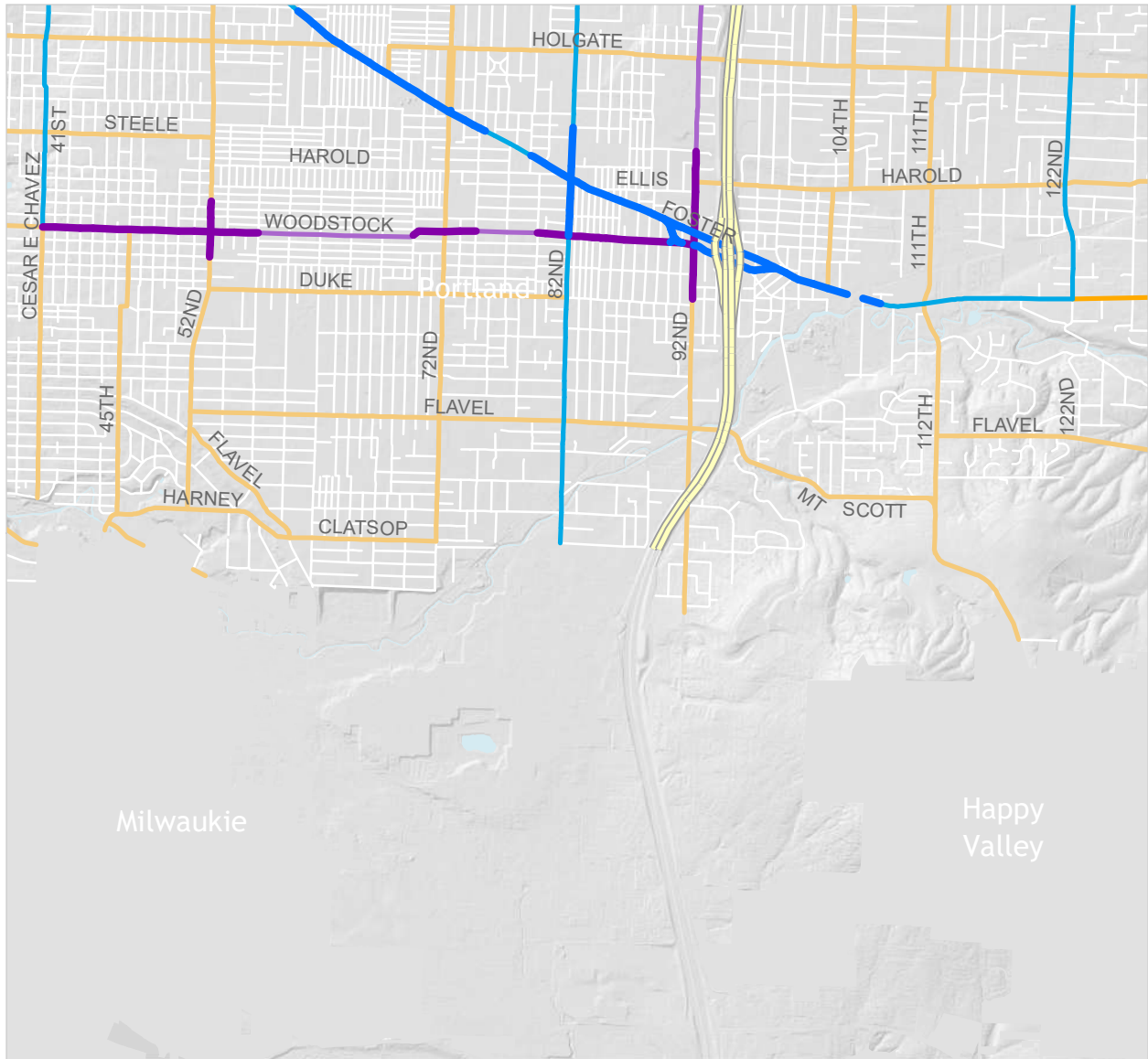


0 0.25 0.5 1 Miles

Street Design Classification

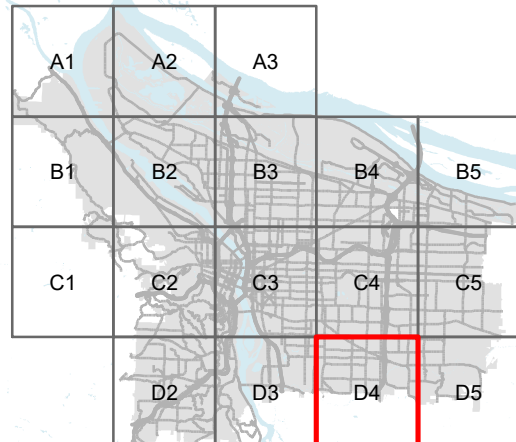
- Urban Throughway
- Industrial Road
- Civic Main Street
- Neighborhood Main Street
- Civic Corridor
- Neighborhood Corridor
- Regional Corridor
- Community Corridor
- Local Street



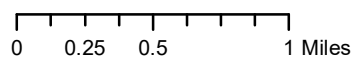
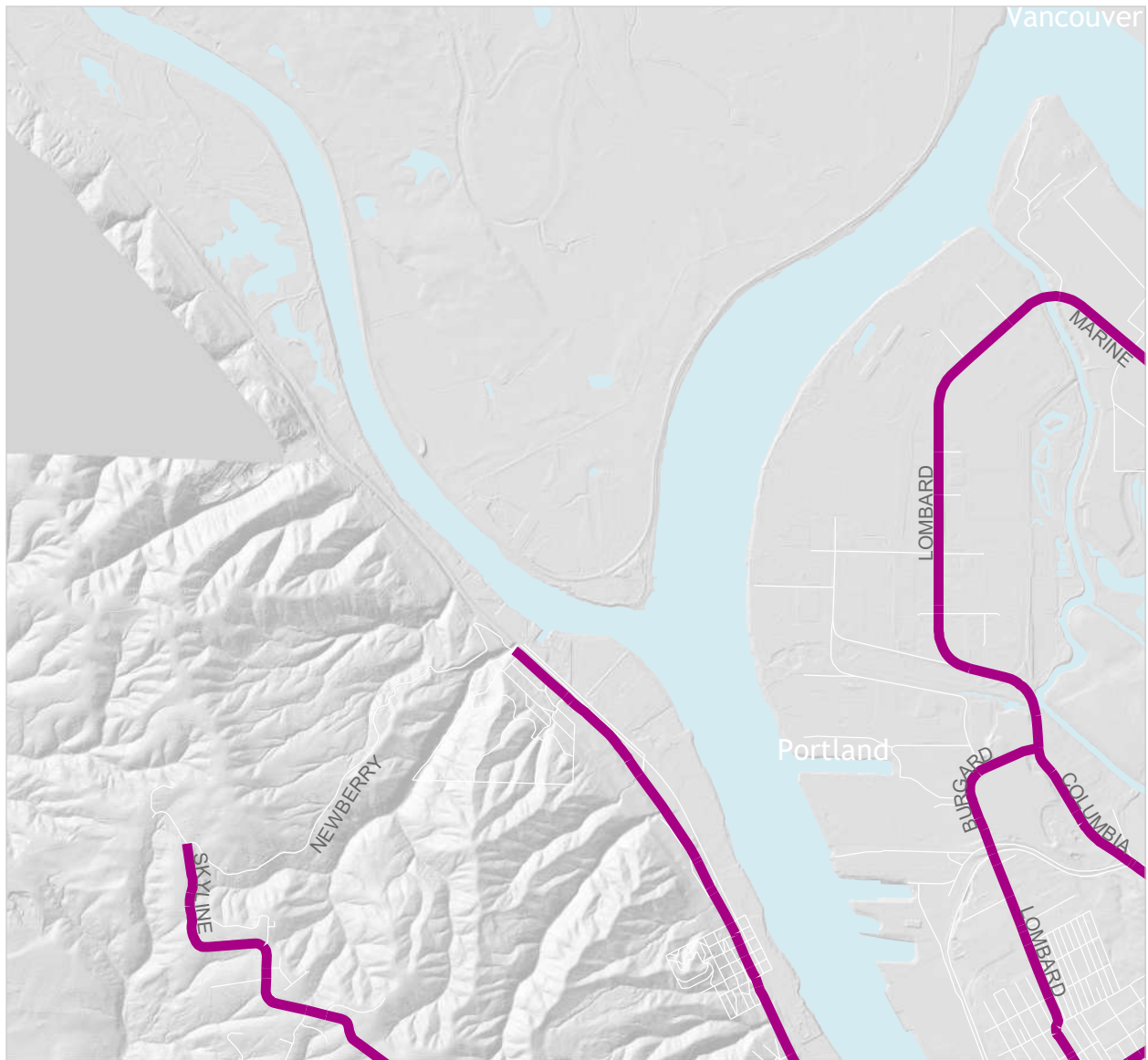


Street Design Classification

- Urban Throughway
- Industrial Road
- Civic Main Street
- Neighborhood Main Street
- Civic Corridor
- Neighborhood Corridor
- Regional Corridor
- Community Corridor
- Local Street

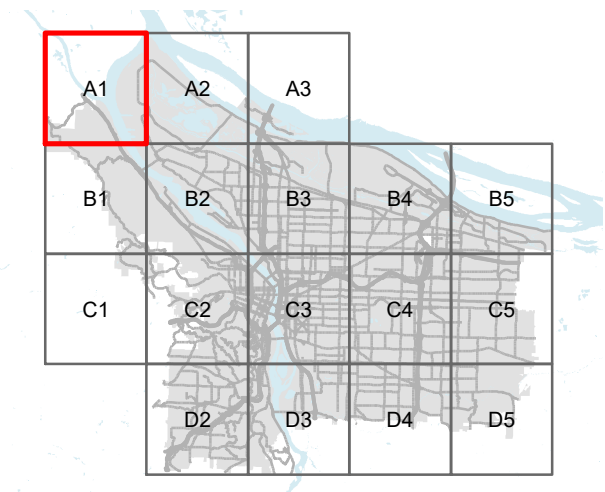


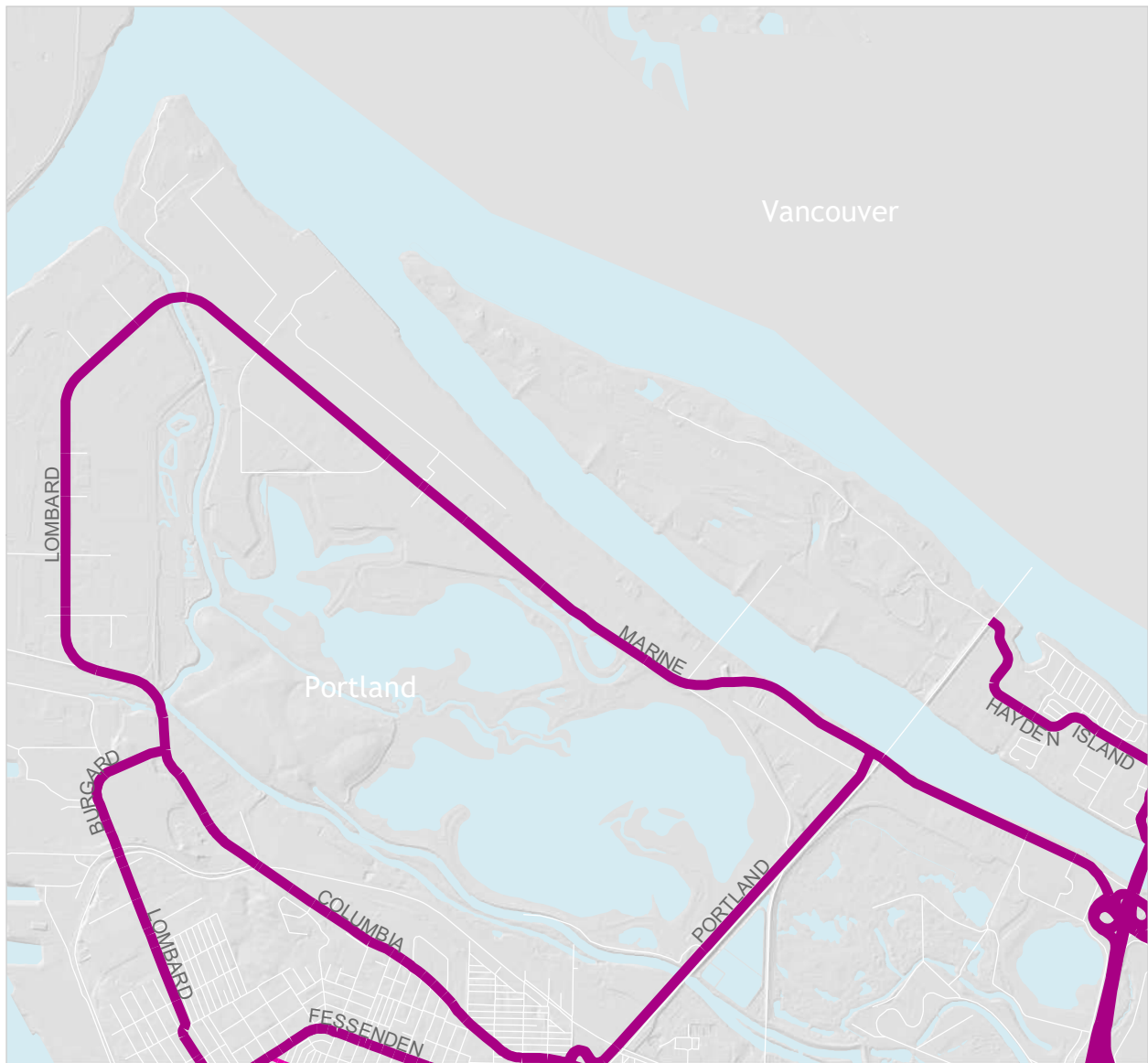
Emergency Classification maps



Emergency Response Classification

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

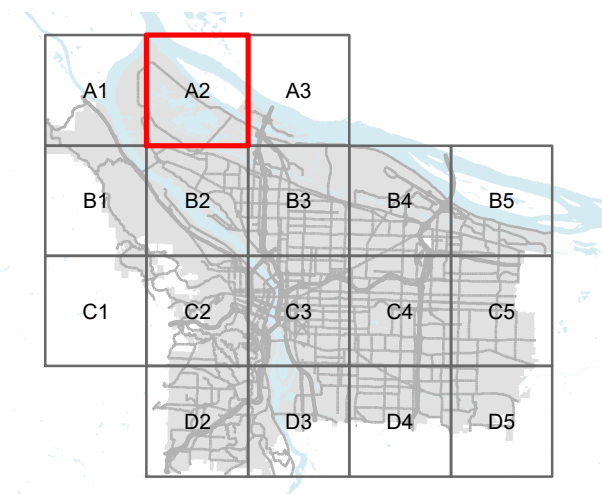


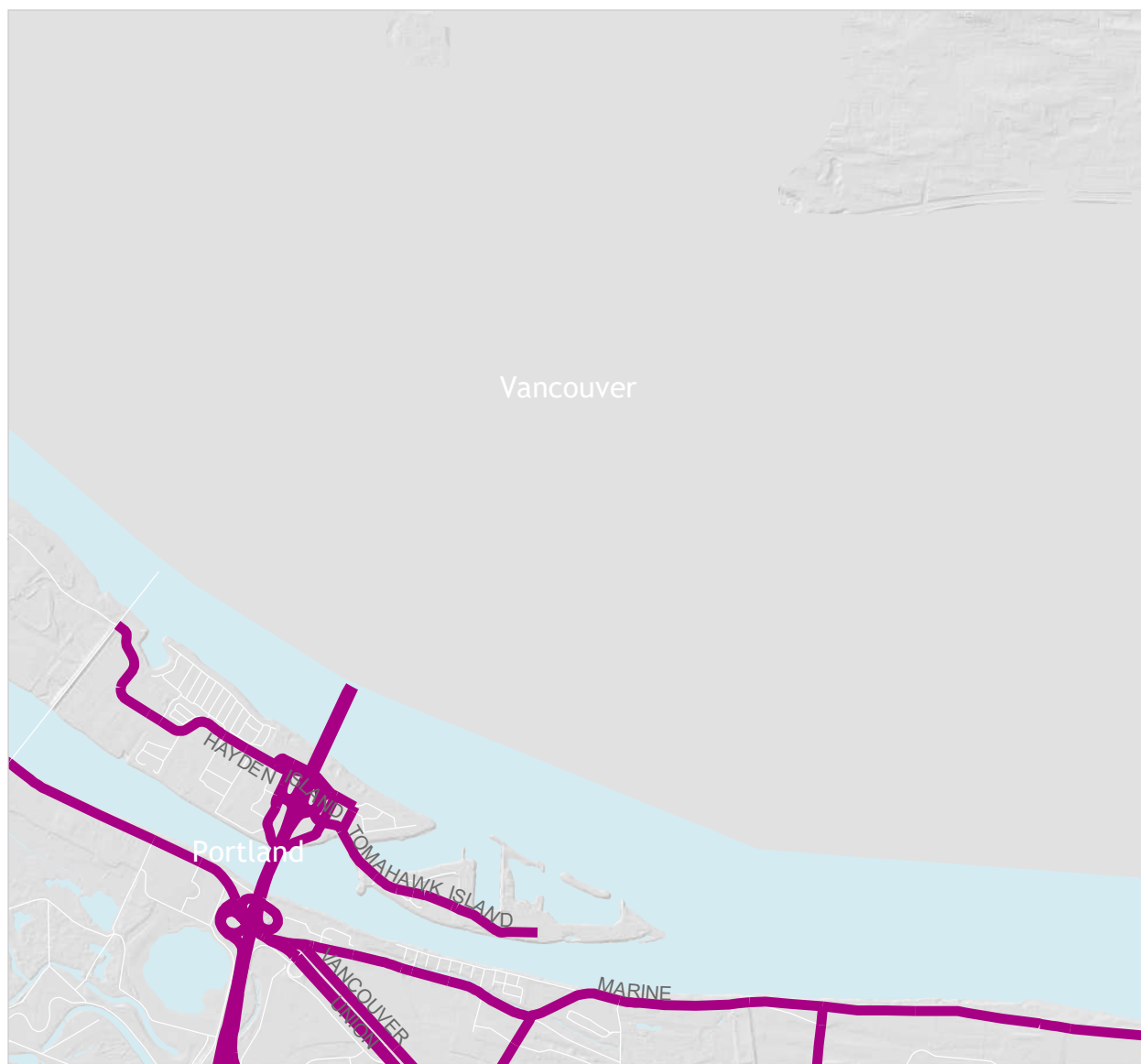


0 0.25 0.5 1 Miles

Emergency Response Classification

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

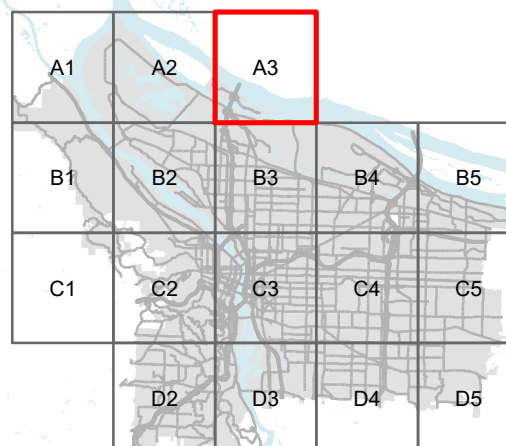


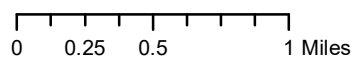
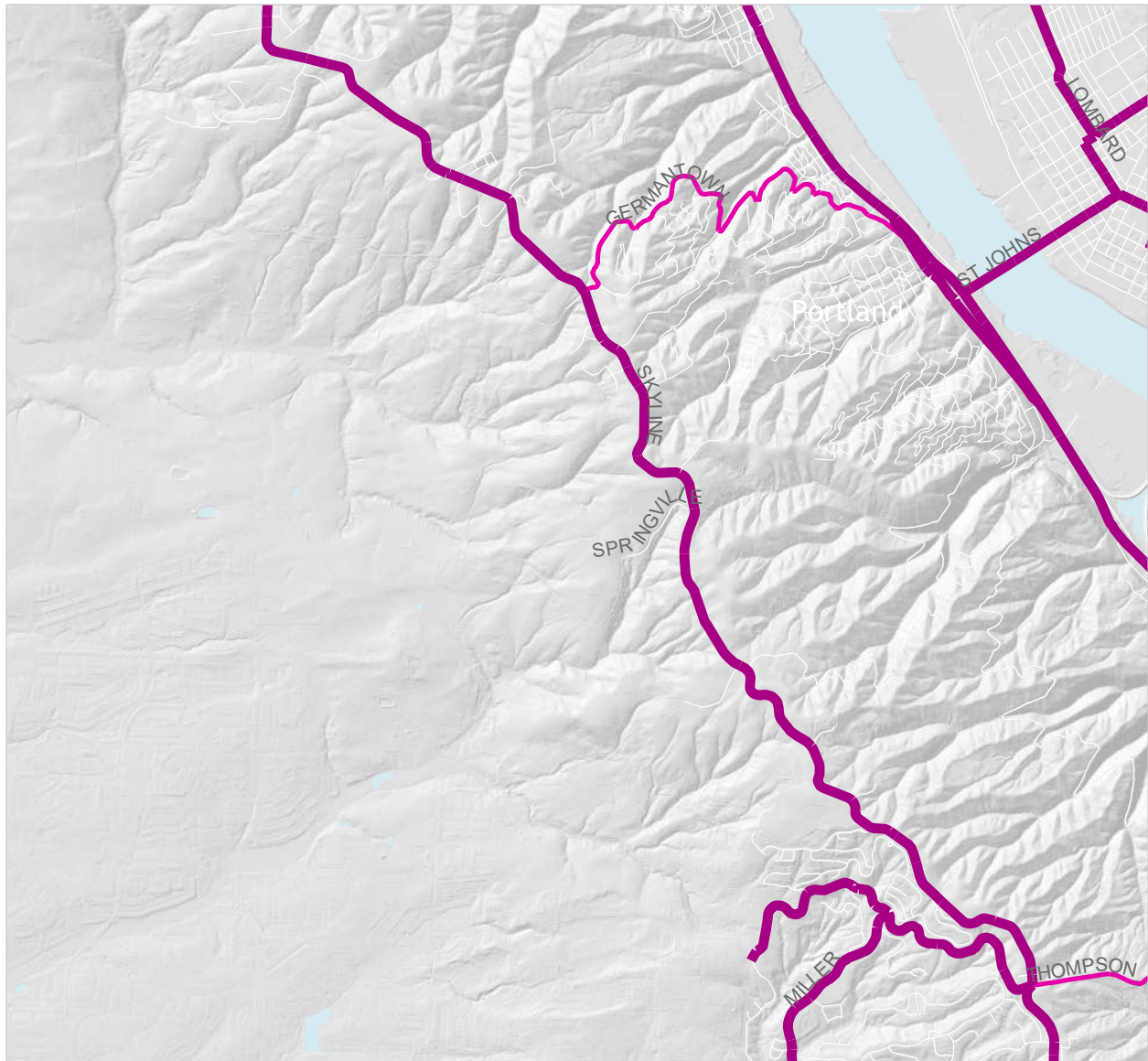


0 0.25 0.5 1 Miles

Emergency Response Classification

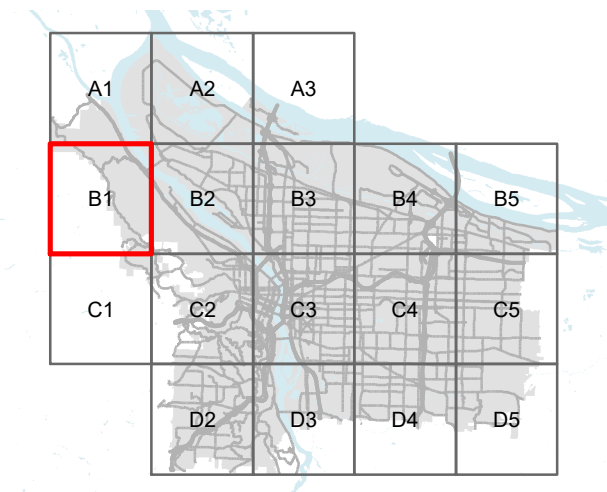
- █ Major Emergency Response
- █ Secondary Emergency Response
- █ Minor Emergency Response

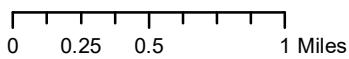
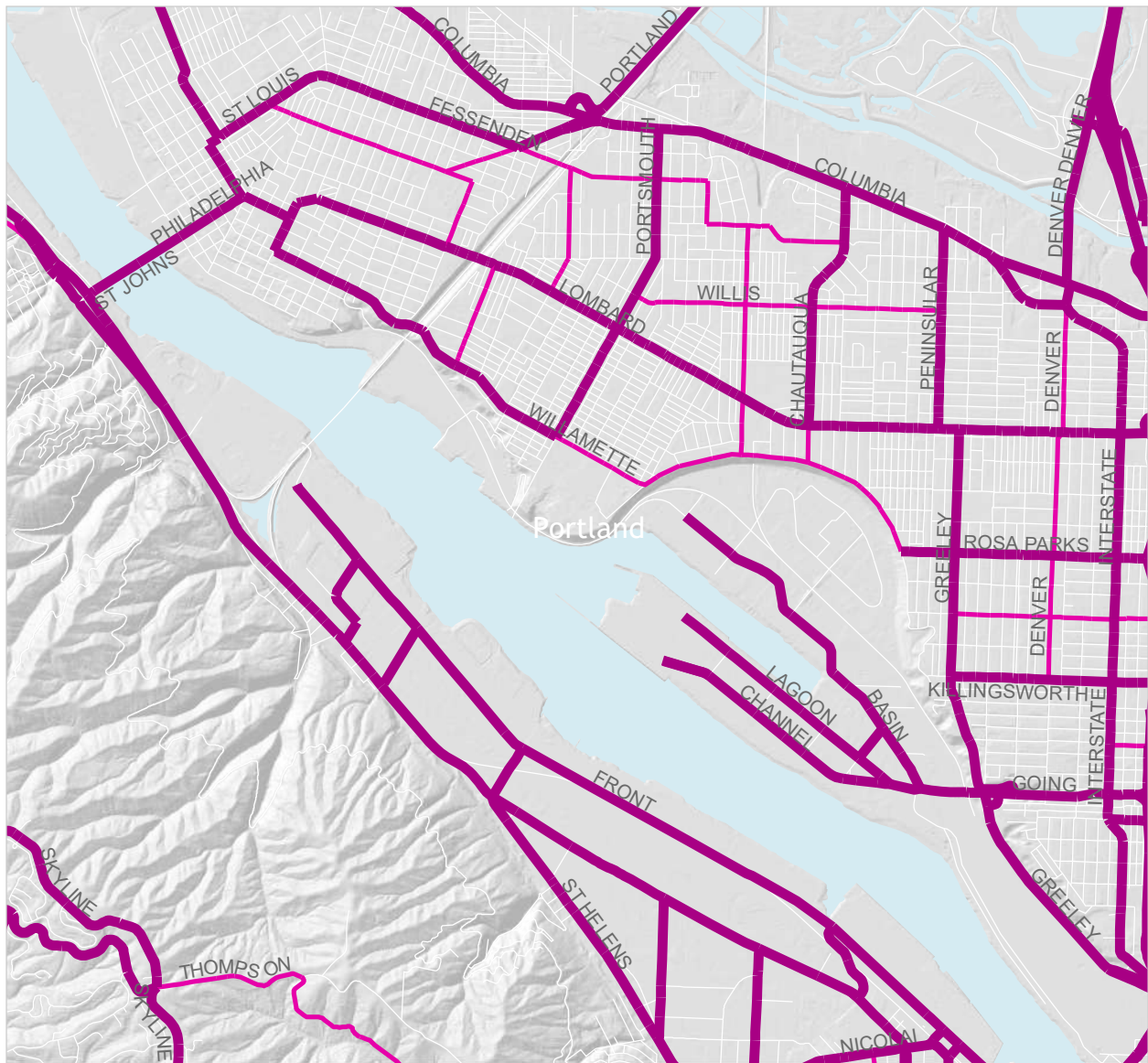




Emergency Response Classification

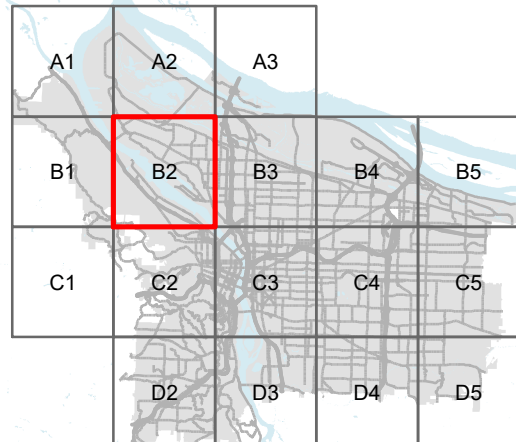
- Major Emergency Response
- Secondary Emergency Response
- Minor Emergency Response

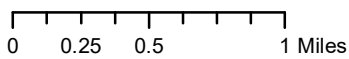
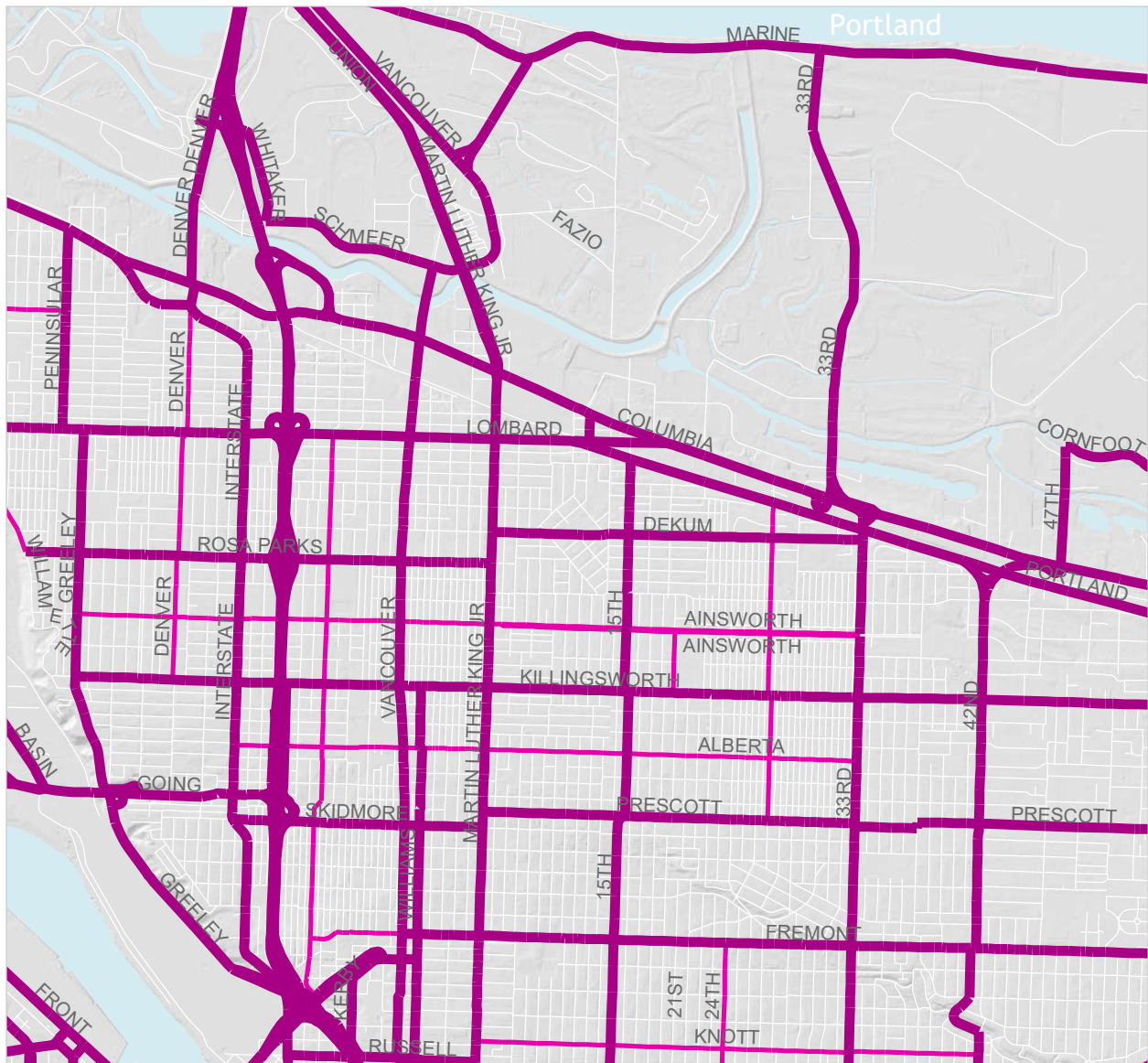




Emergency Response Classification

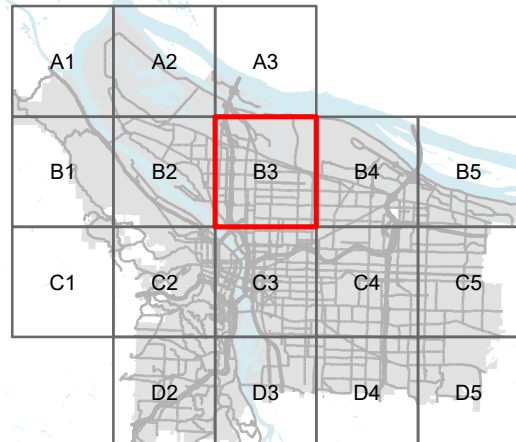
- Major Emergency Response
- Secondary Emergency Response
- Minor Emergency Response

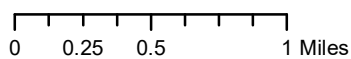
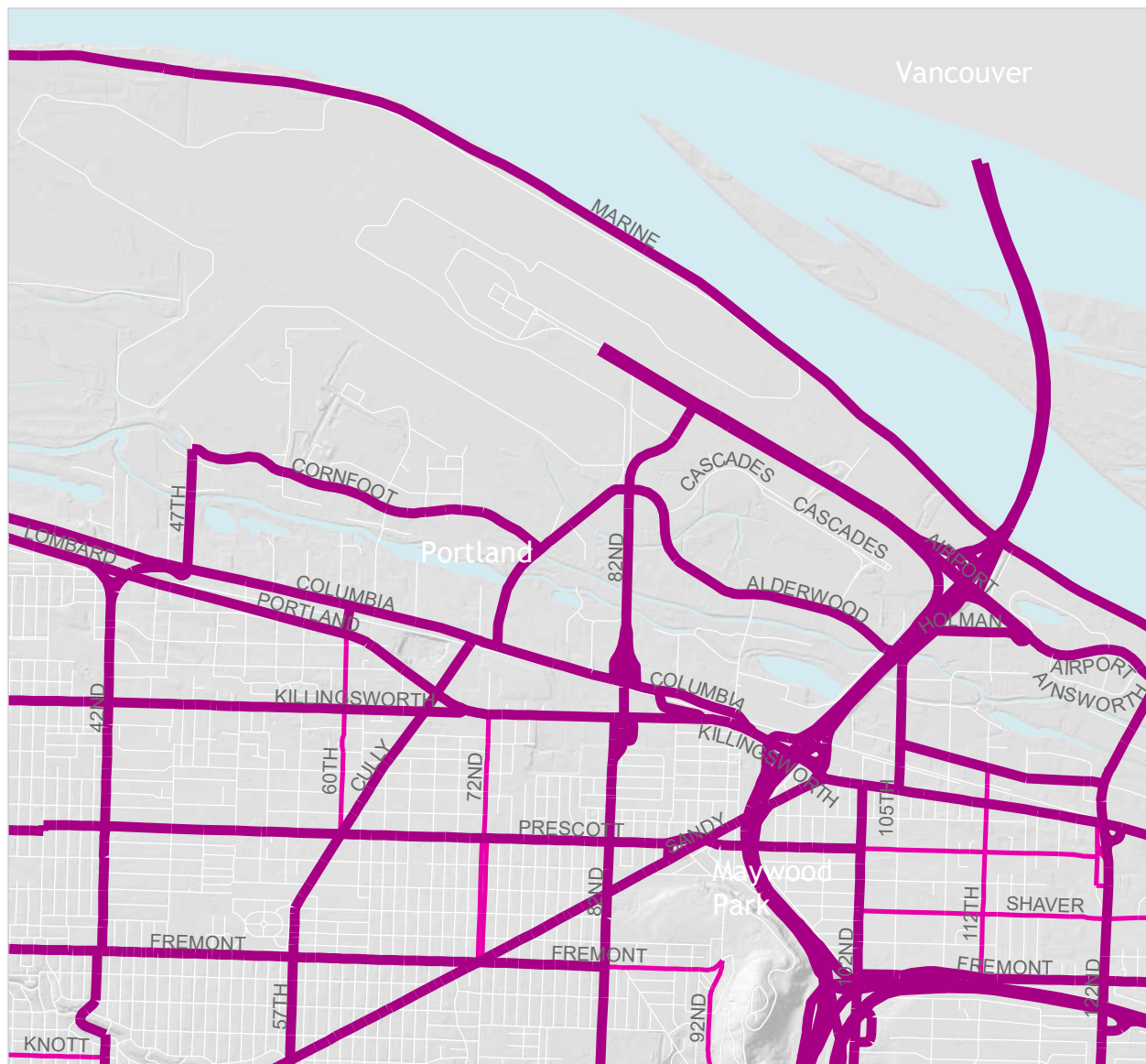




Emergency Response Classification

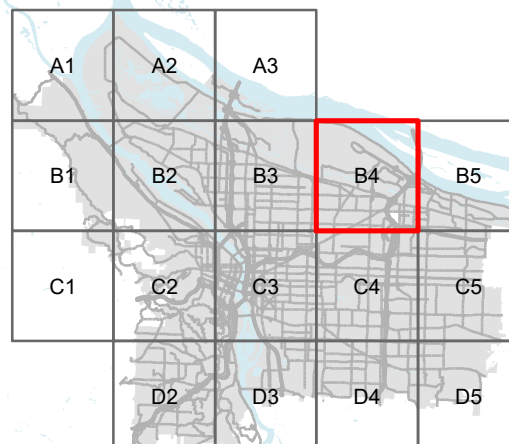
- Major Emergency Response
- Secondary Emergency Response
- Minor Emergency Response

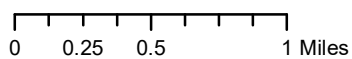
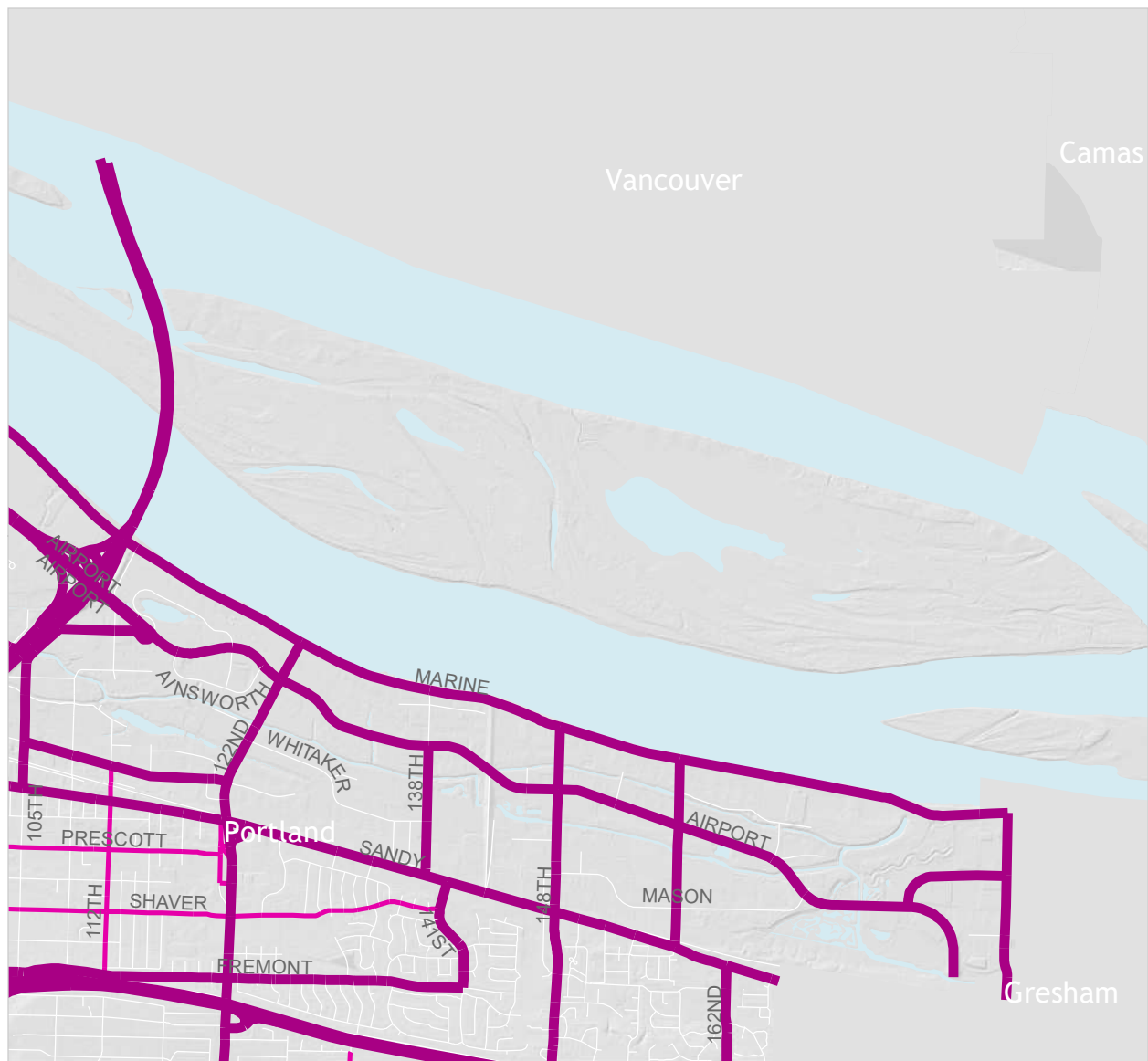




Emergency Response Classification

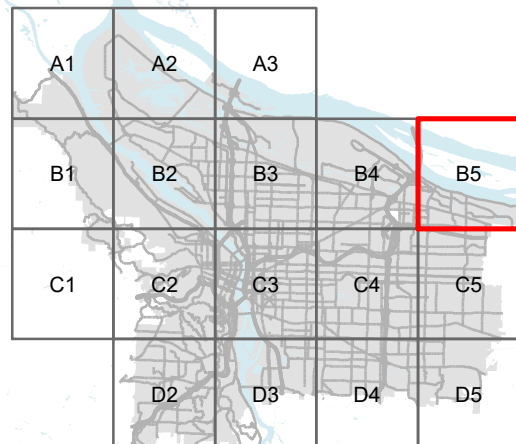
- Major Emergency Response
- Secondary Emergency Response
- Minor Emergency Response

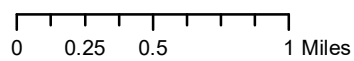
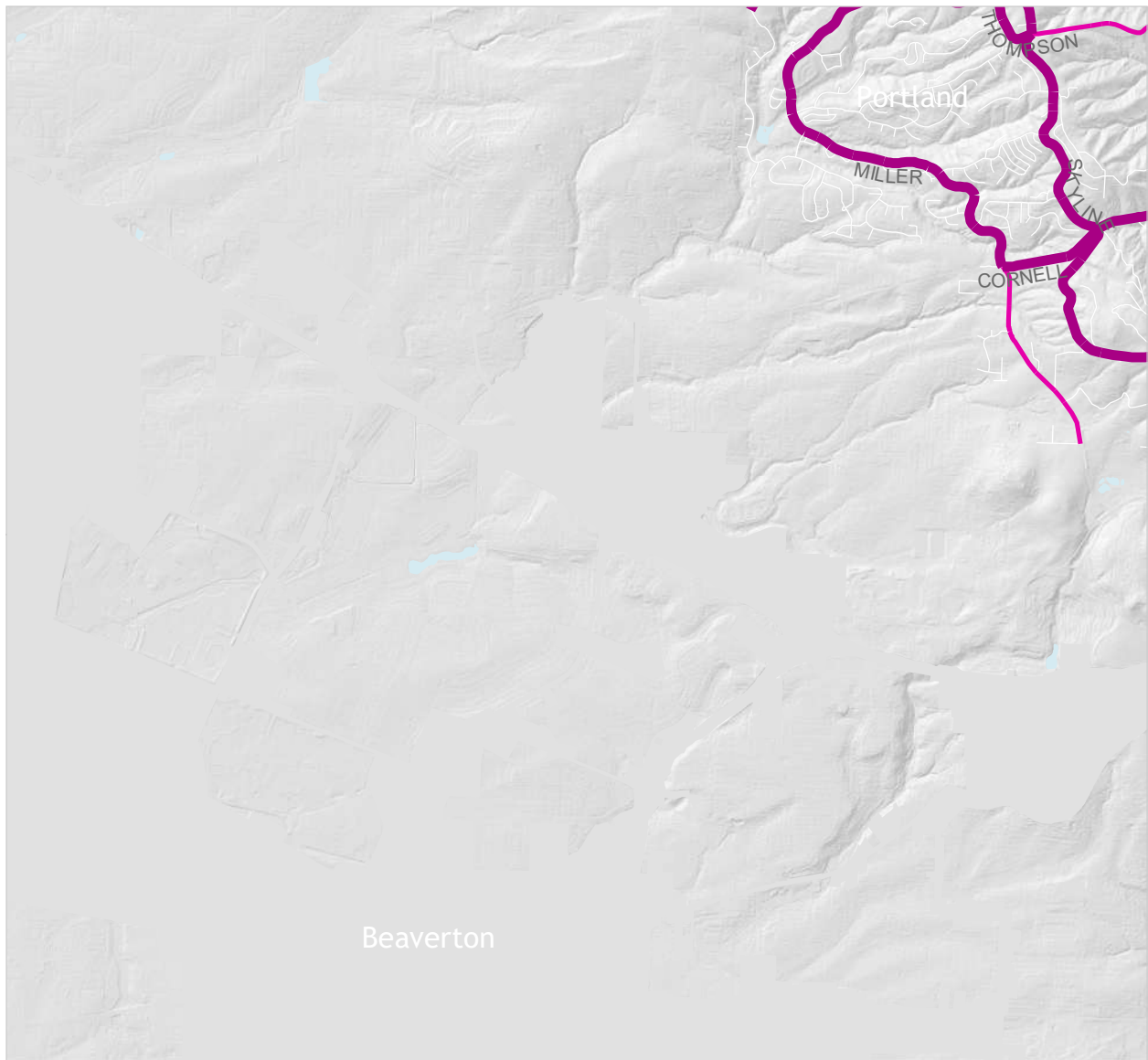




Emergency Response Classification

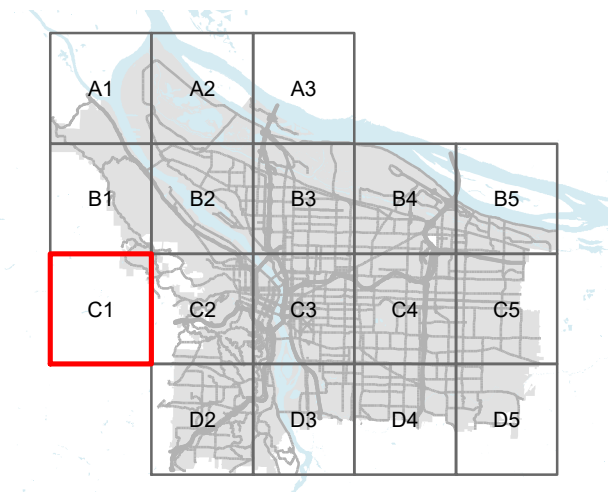
- Major Emergency Response
- Secondary Emergency Response
- Minor Emergency Response

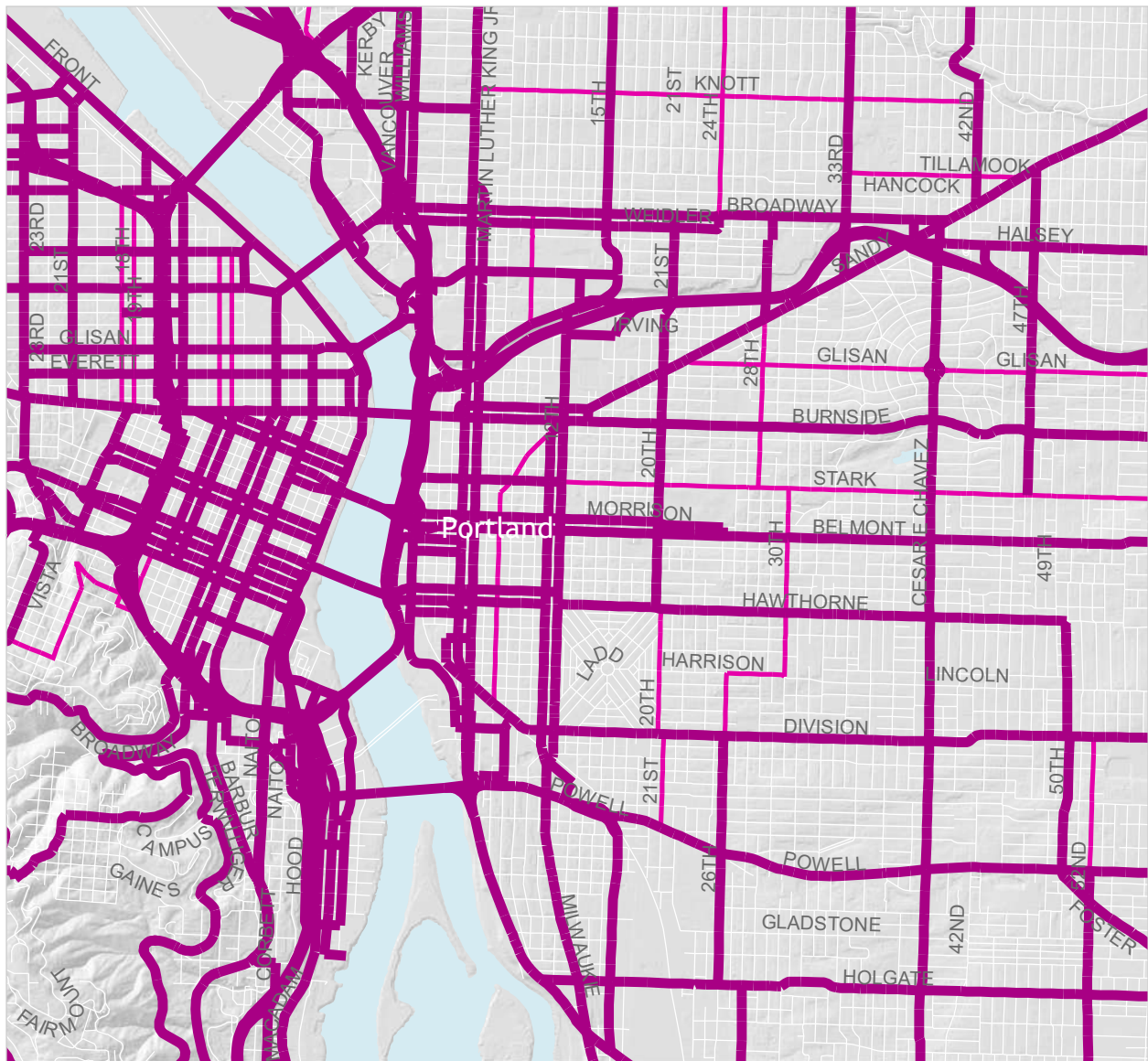




Emergency Response Classification

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

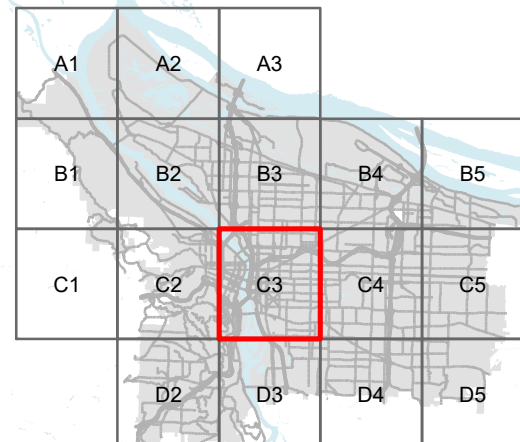


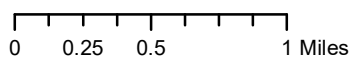
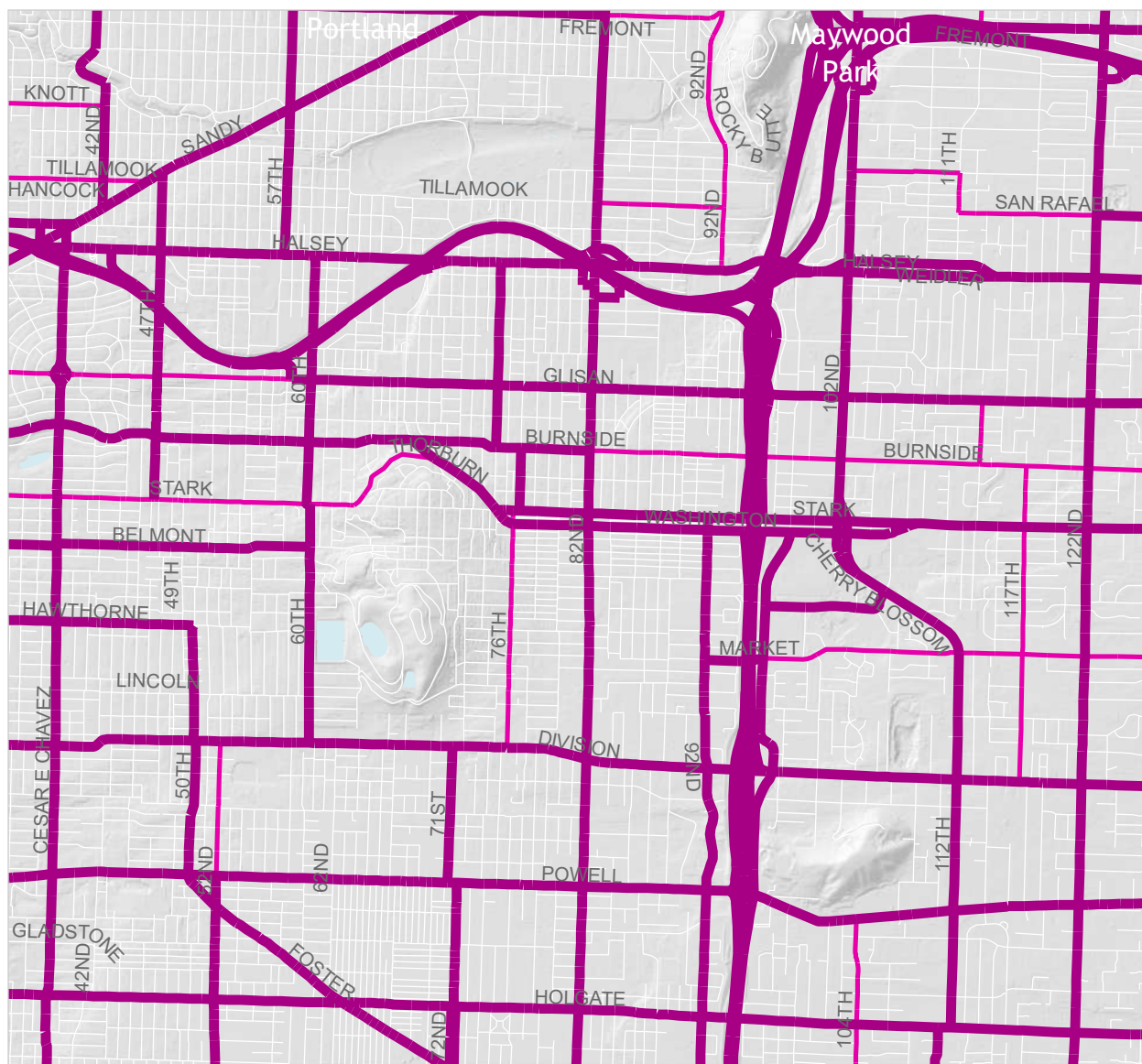


0 0.25 0.5 1 Miles

Emergency Response Classification

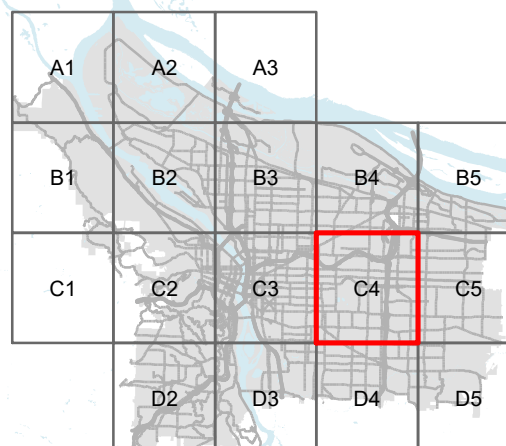
- Major Emergency Response
- Secondary Emergency Response
- Minor Emergency Response

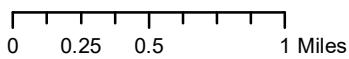
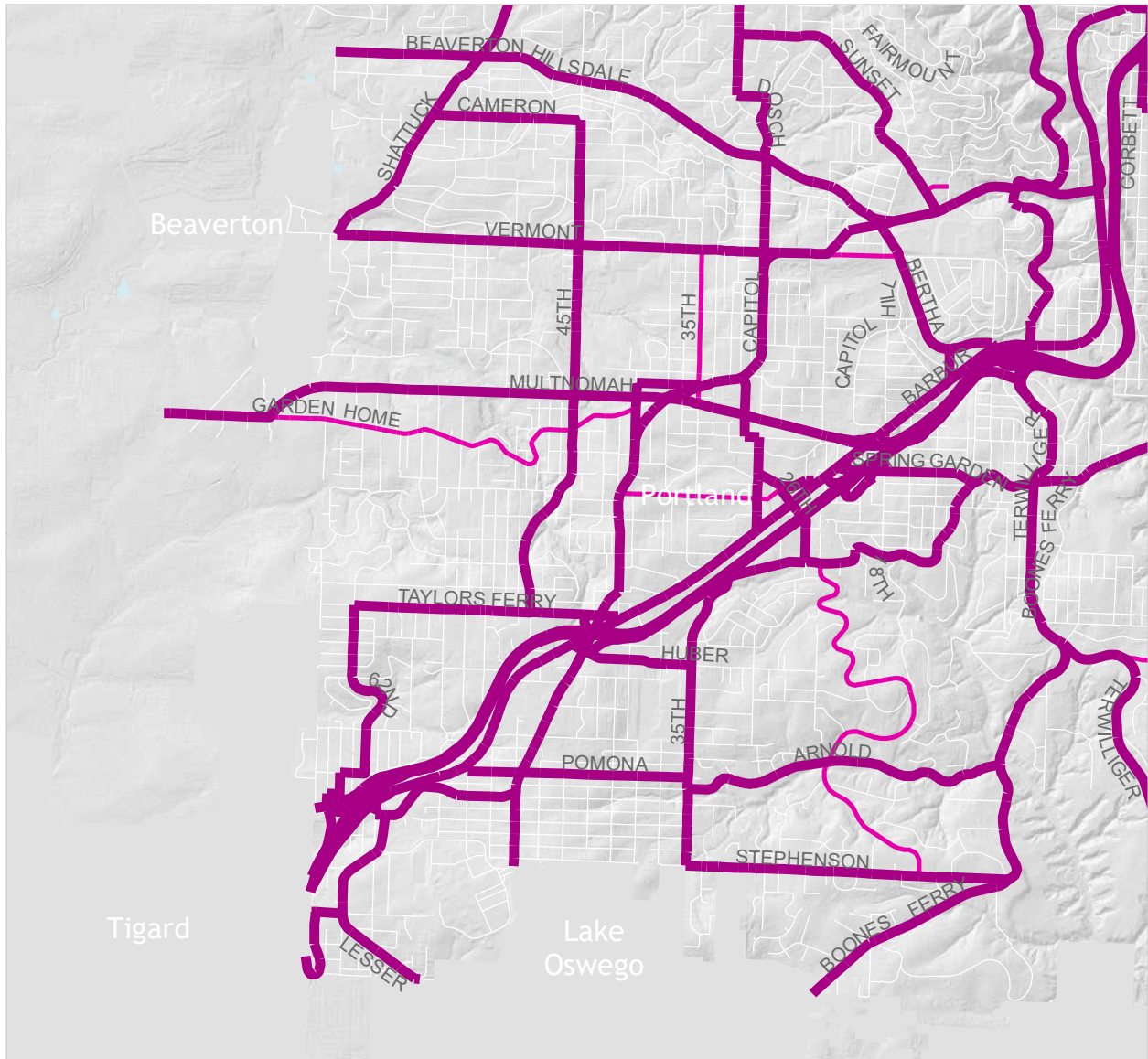




Emergency Response Classification

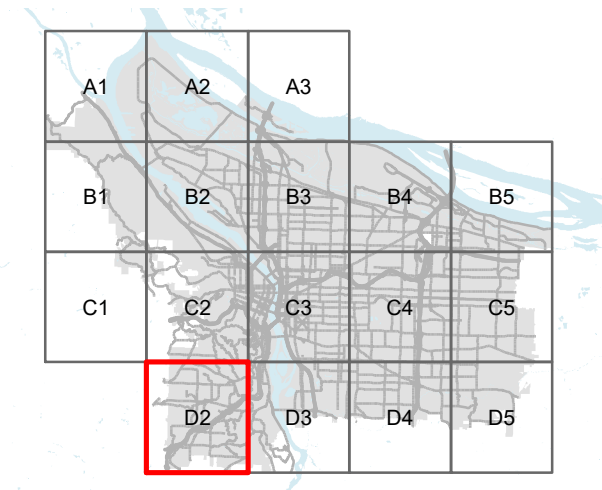
- █ Major Emergency Response
- █ Secondary Emergency Response
- █ Minor Emergency Response

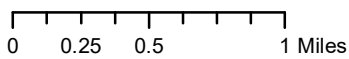
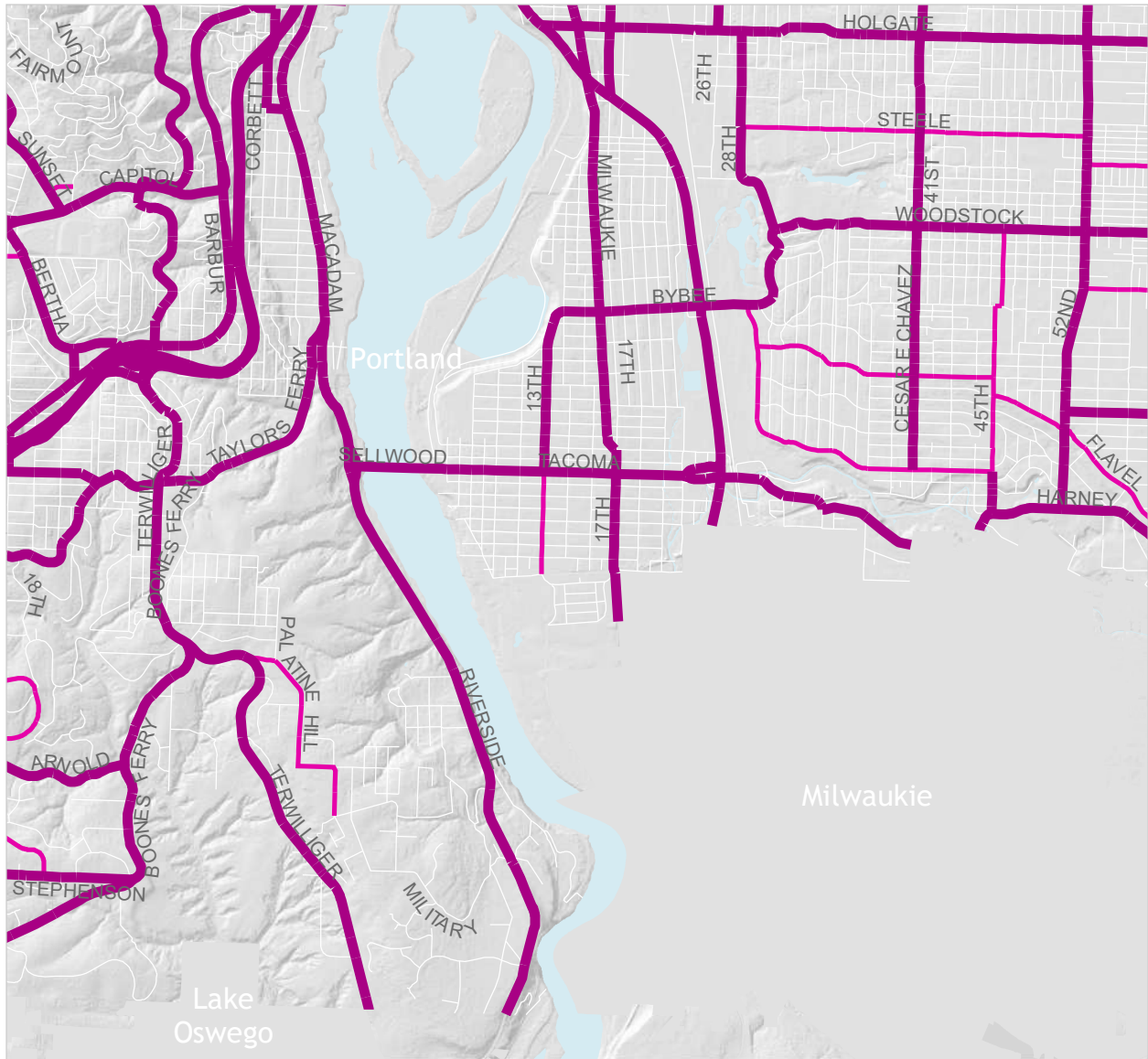




Emergency Response Classification

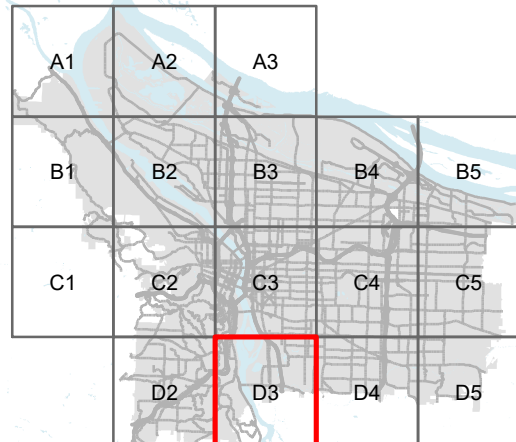
- Major Emergency Response
- Secondary Emergency Response
- Minor Emergency Response

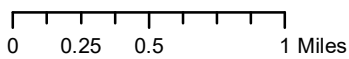
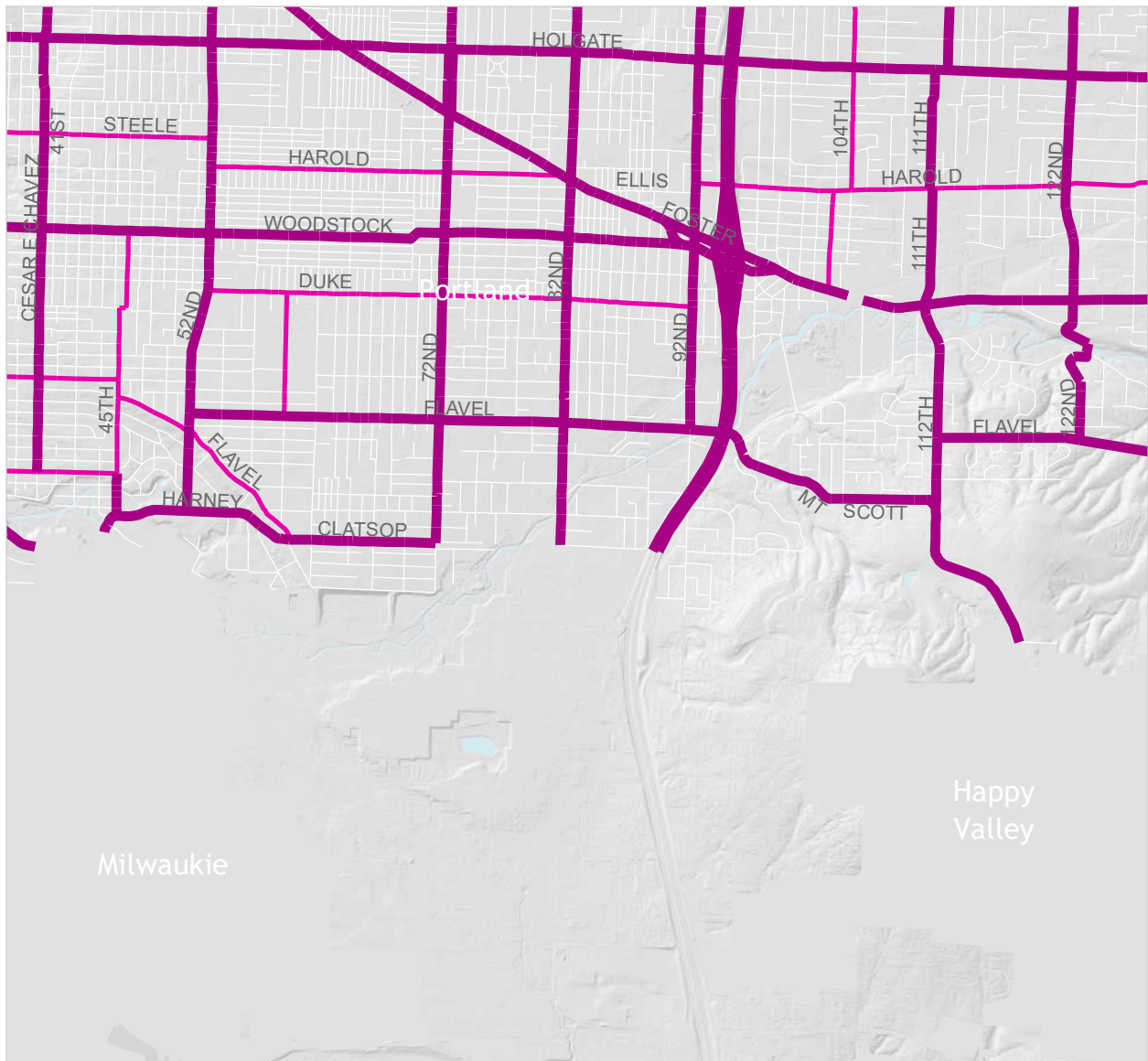




Emergency Response Classification

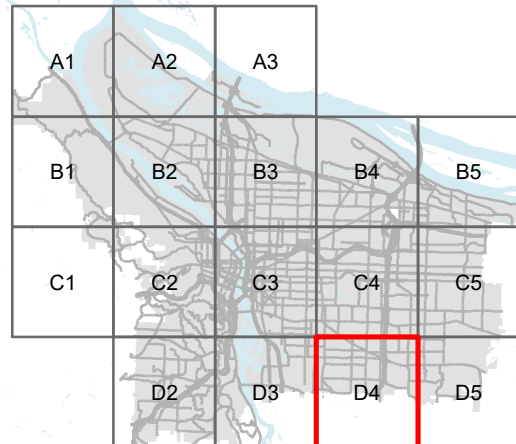
- Major Emergency Response
- Secondary Emergency Response
- Minor Emergency Response

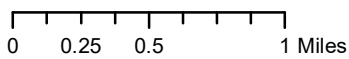
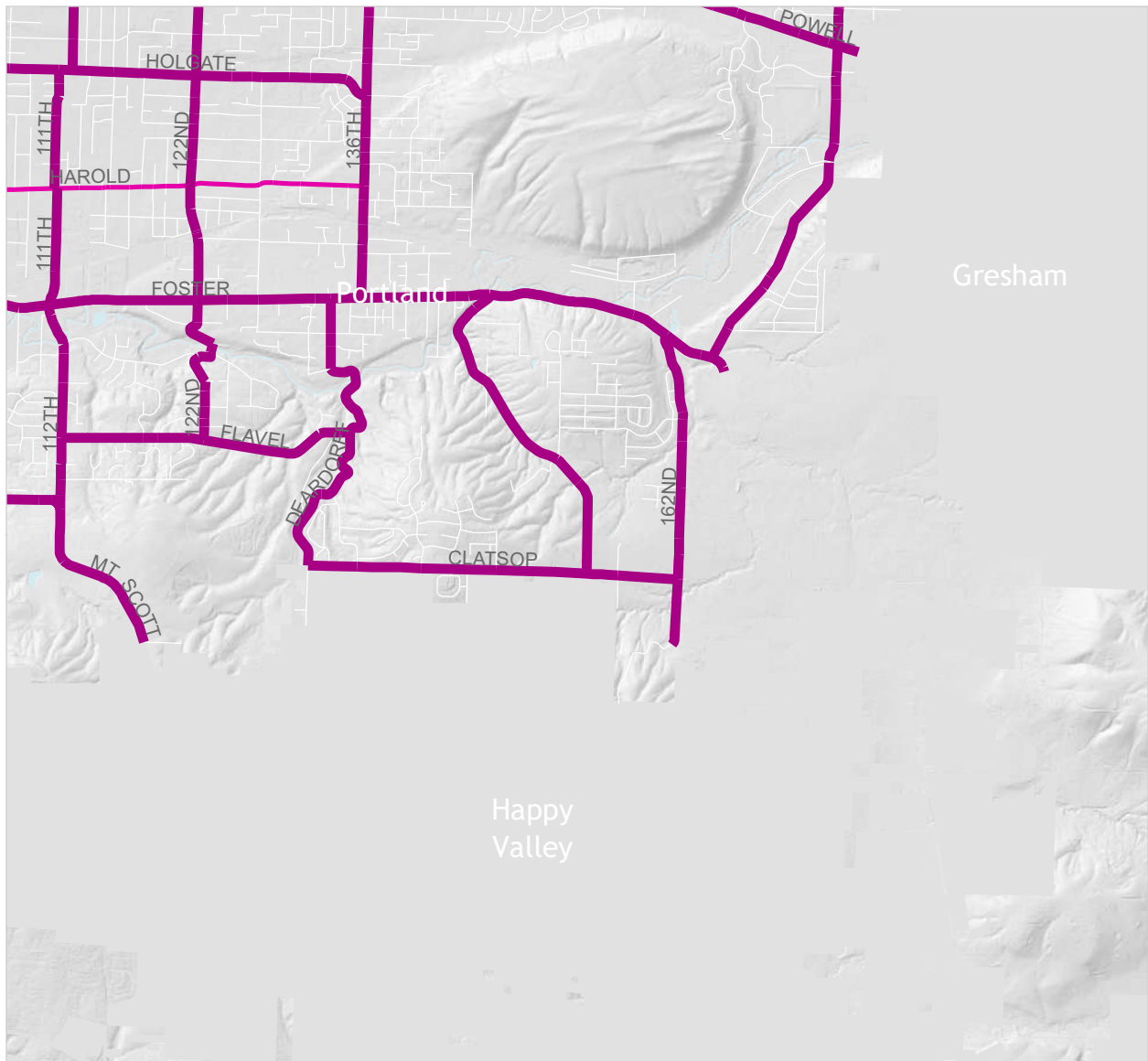




Emergency Response Classification

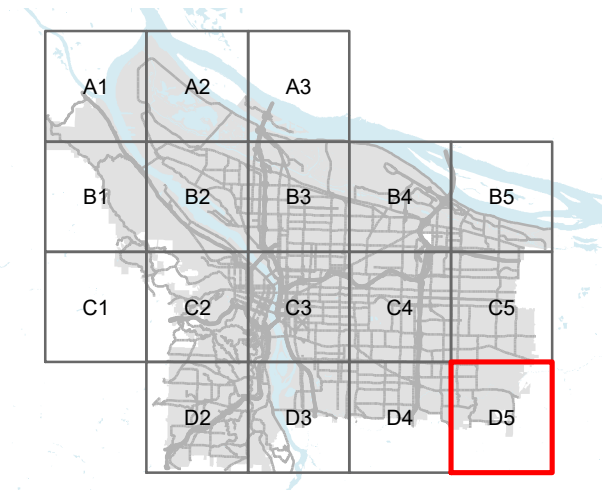
- Major Emergency Response
- Secondary Emergency Response
- Minor Emergency Response



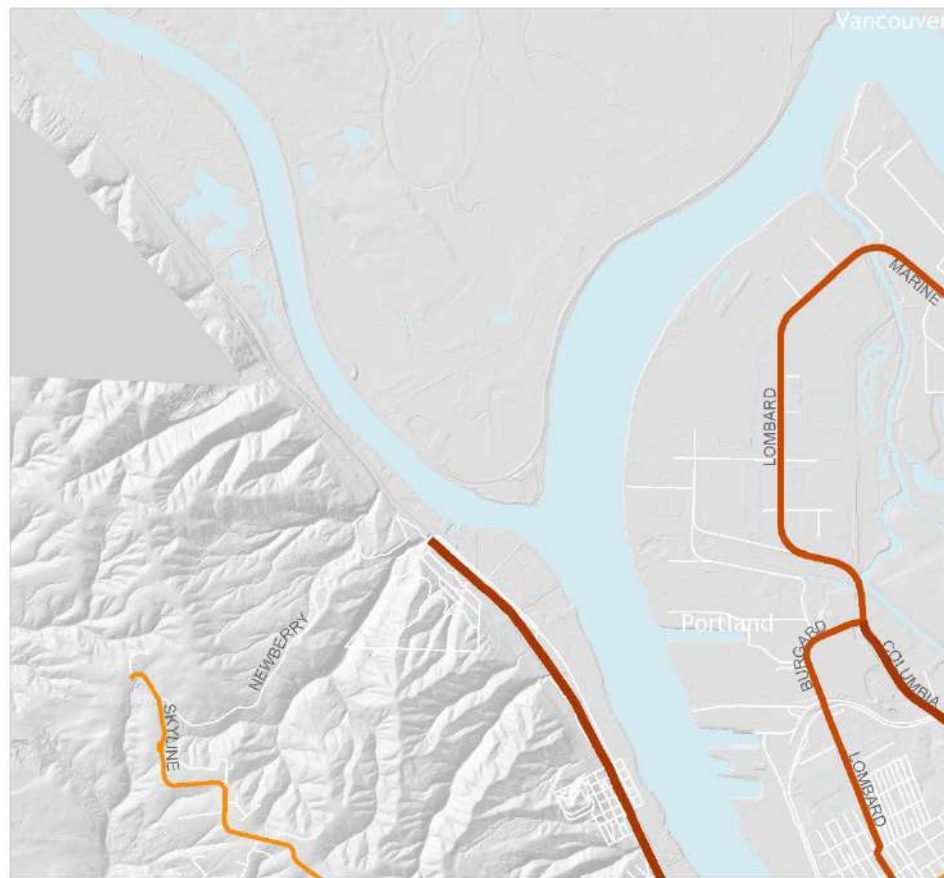


Emergency Response Classification

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



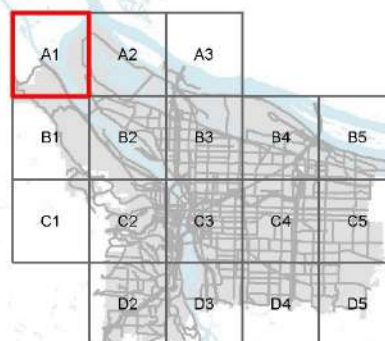
Traffic Classification maps

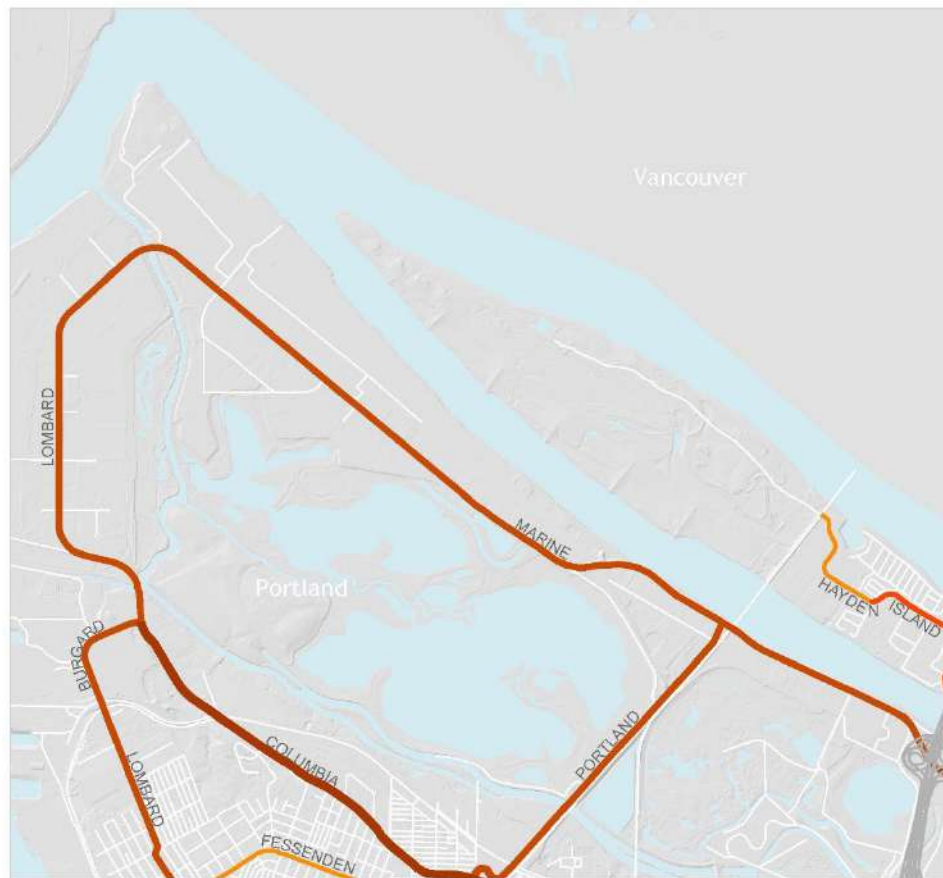


0 0.25 0.5 1 Miles

Traffic Classification

-  Regional Trafficway
-  Regional Trafficway/Major City Traffic Street
-  Major City Traffic Street
-  District Collector Street
-  Neighborhood Collector Street
-  Traffic Access Street (CCTMP only)
-  Local Service Traffic Street





0 0.25 0.5 1 Miles

Traffic Classification

-  Regional Trafficway
-  Regional Trafficway/Major City Traffic Street
-  Major City Traffic Street
-  District Collector Street
-  Neighborhood Collector Street
-  Traffic Access Street (CCTMP only)
-  Local Service Traffic Street



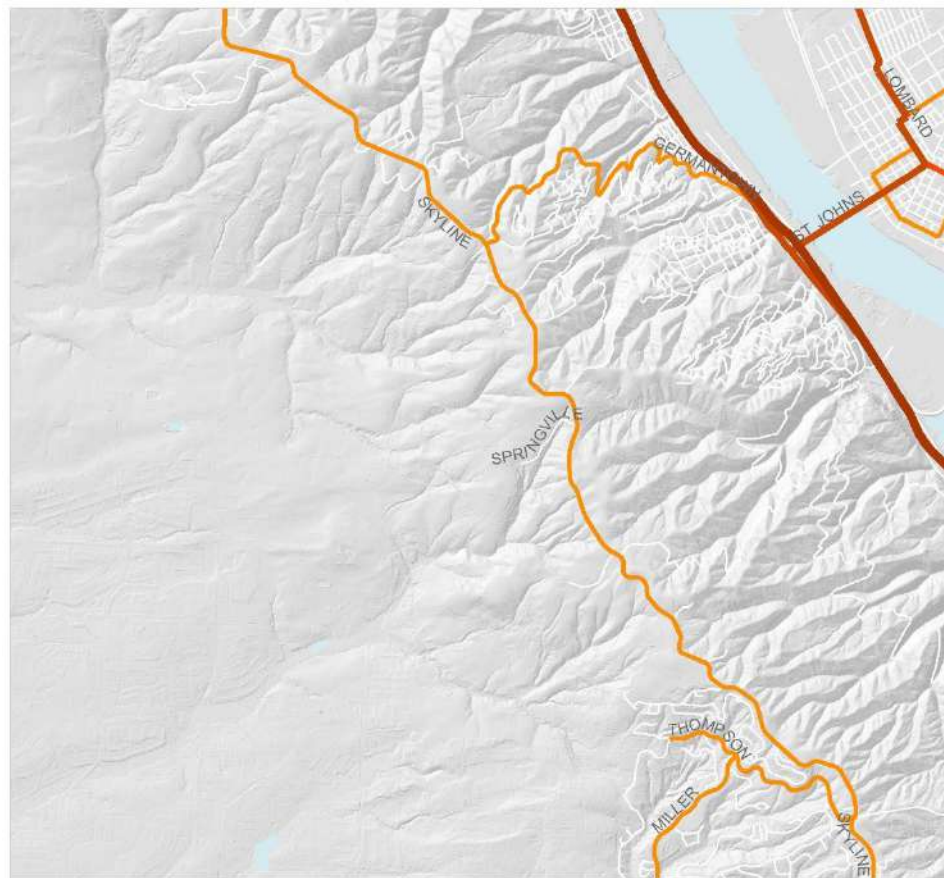


0 0.25 0.5 1 Miles

Traffic Classification

-  Regional Trafficway
-  Regional Trafficway/Major City Traffic Street
-  Major City Traffic Street
-  District Collector Street
-  Neighborhood Collector Street
-  Traffic Access Street (CCTMP only)
-  Local Service Traffic Street

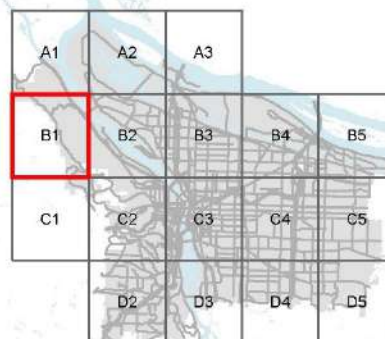


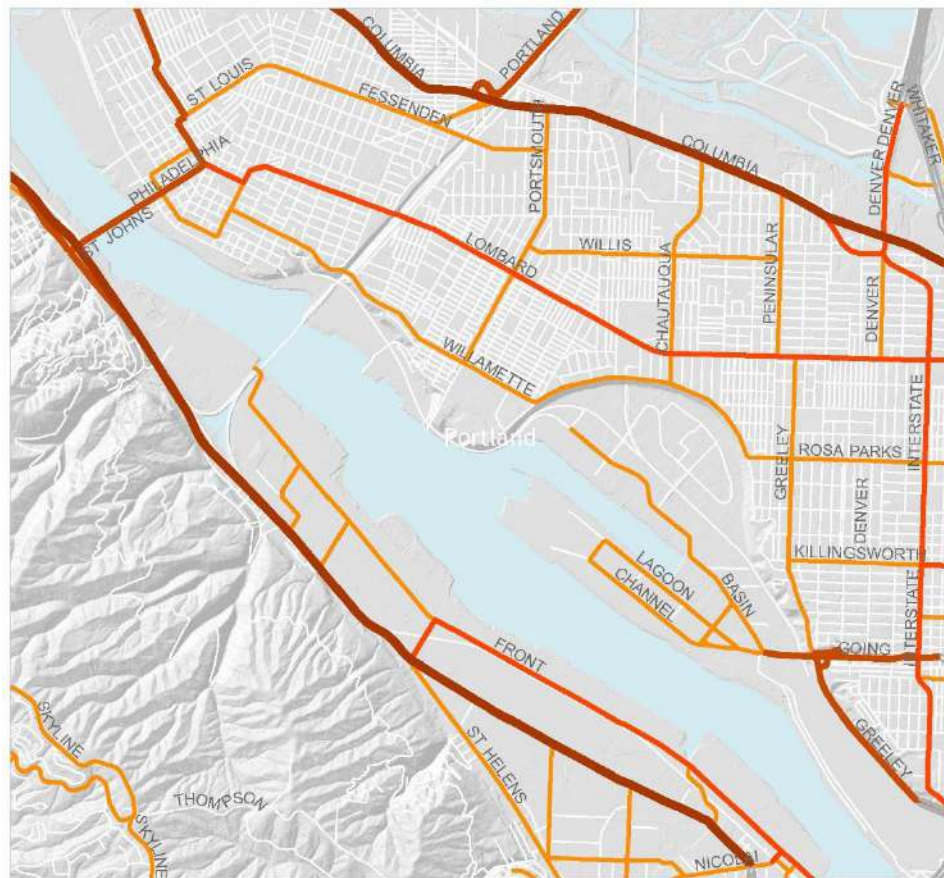


0 0.25 0.5 1 Miles

Traffic Classification

-  Regional Trafficway
-  Regional Trafficway/Major City Traffic Street
-  Major City Traffic Street
-  District Collector Street
-  Neighborhood Collector Street
-  Traffic Access Street (CCTMP only)
-  Local Service Traffic Street



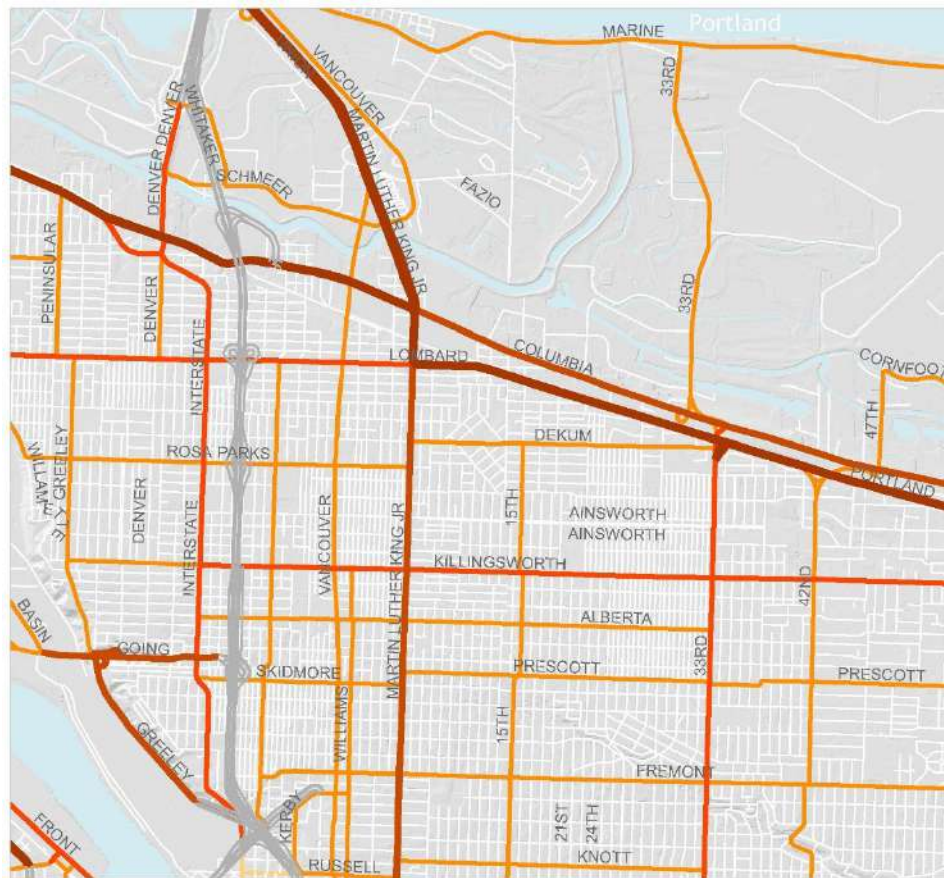


0 0.25 0.5 1 Miles

Traffic Classification

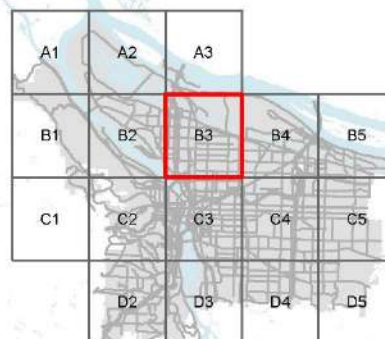
- Regional Trafficway
- Regional Trafficway/Major City Traffic Street
- Major City Traffic Street
- District Collector Street
- Neighborhood Collector Street
- Traffic Access Street (CCTMP only)
- Local Service Traffic Street

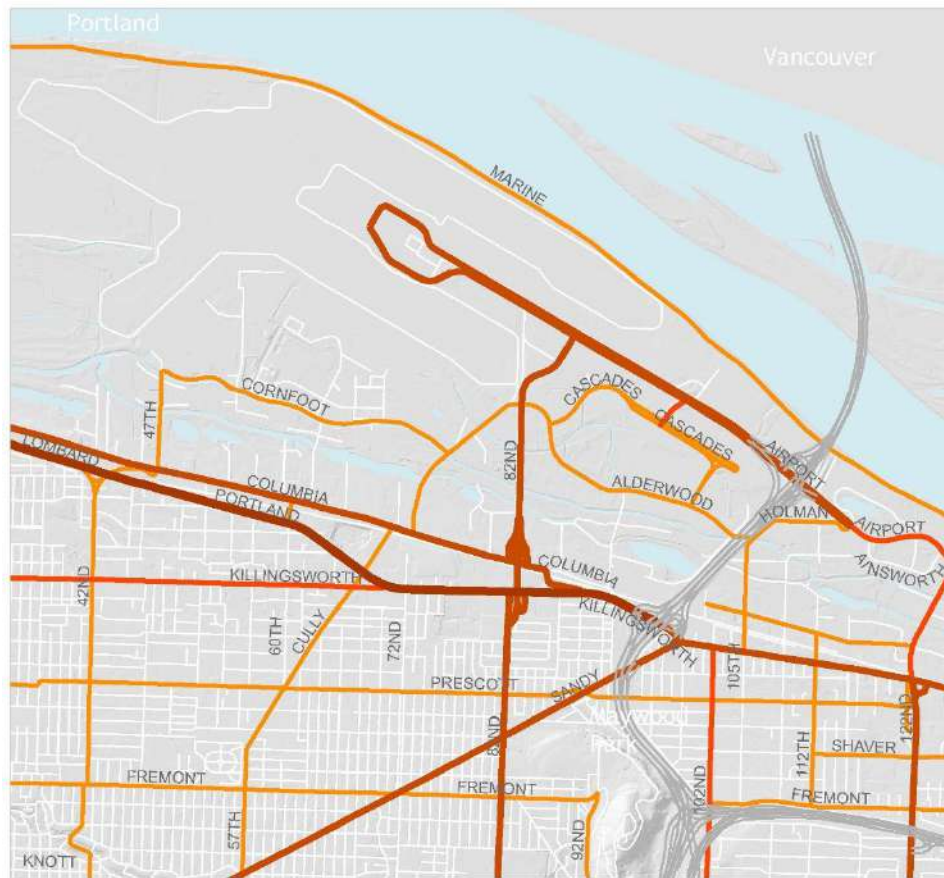




Traffic Classification

- Regional Trafficway
- Regional Trafficway/Major City Traffic Street
- Major City Traffic Street
- District Collector Street
- Neighborhood Collector Street
- Traffic Access Street (CCTMP only)
- Local Service Traffic Street



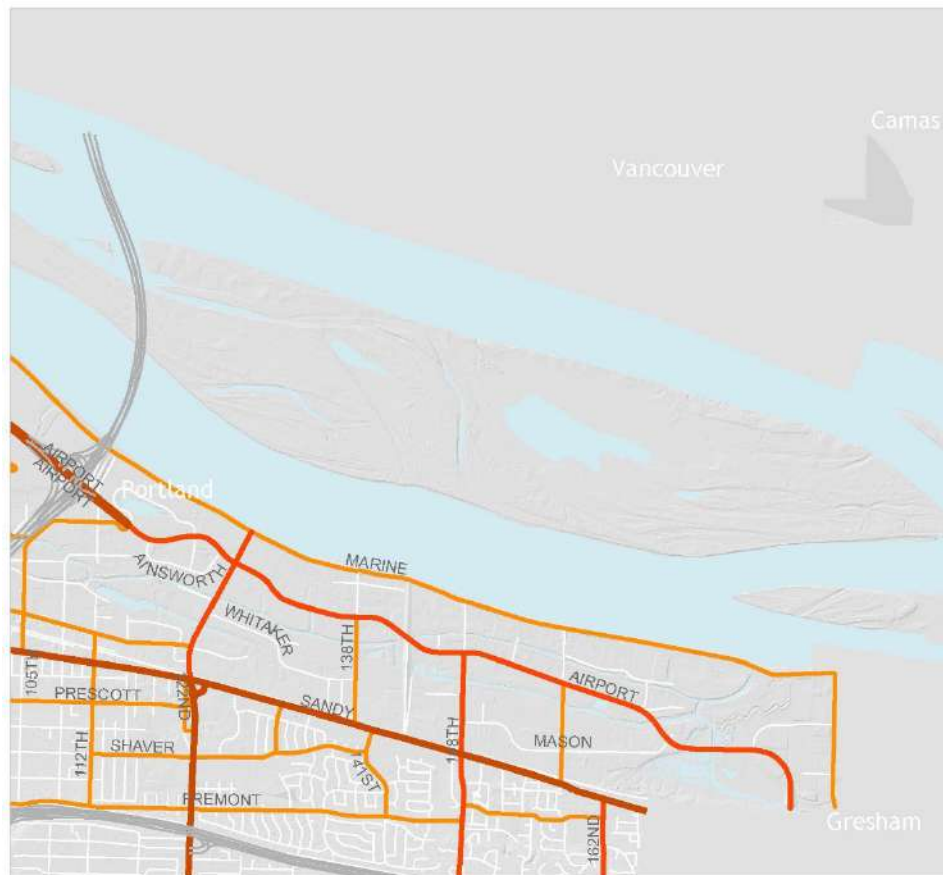


0 0.25 0.5 1 Miles

Traffic Classification

- Regional Trafficway
- Regional Trafficway/Major City Traffic Street
- Major City Traffic Street
- District Collector Street
- Neighborhood Collector Street
- Traffic Access Street (CCTMP only)
- Local Service Traffic Street



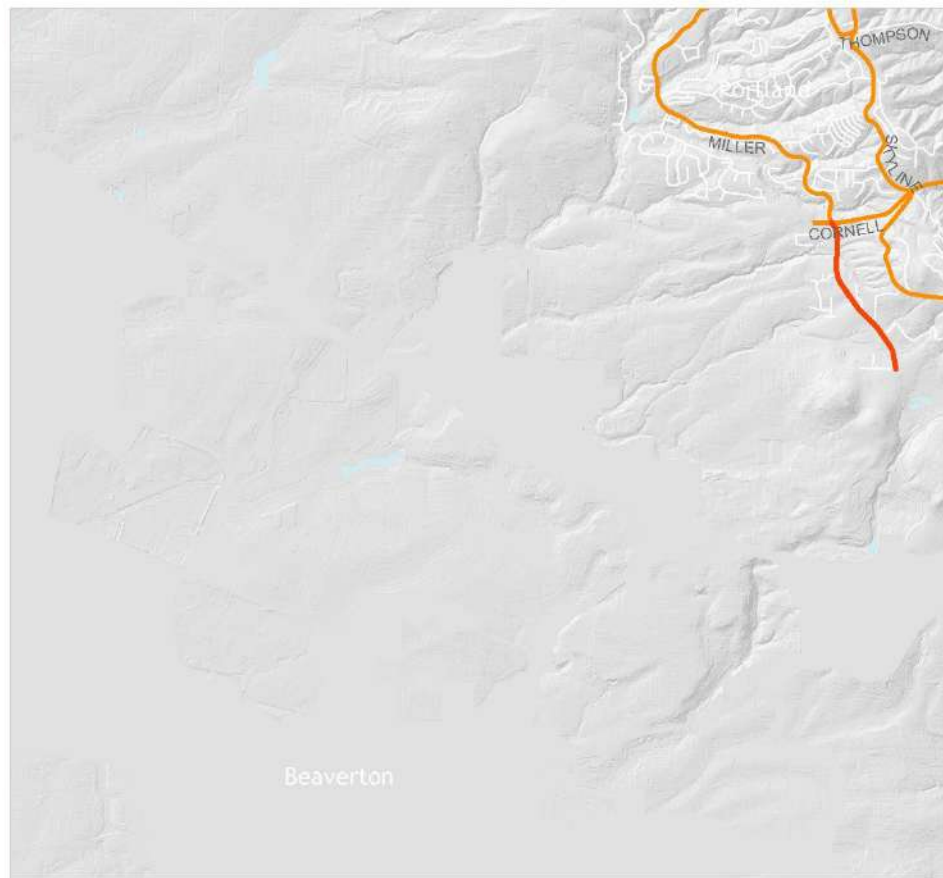


0 0.25 0.5 1 Miles

Traffic Classification

-  Regional Trafficway
-  Regional Trafficway/Major City Traffic Street
-  Major City Traffic Street
-  District Collector Street
-  Neighborhood Collector Street
-  Traffic Access Street (CCTMP only)
-  Local Service Traffic Street



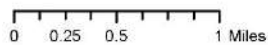
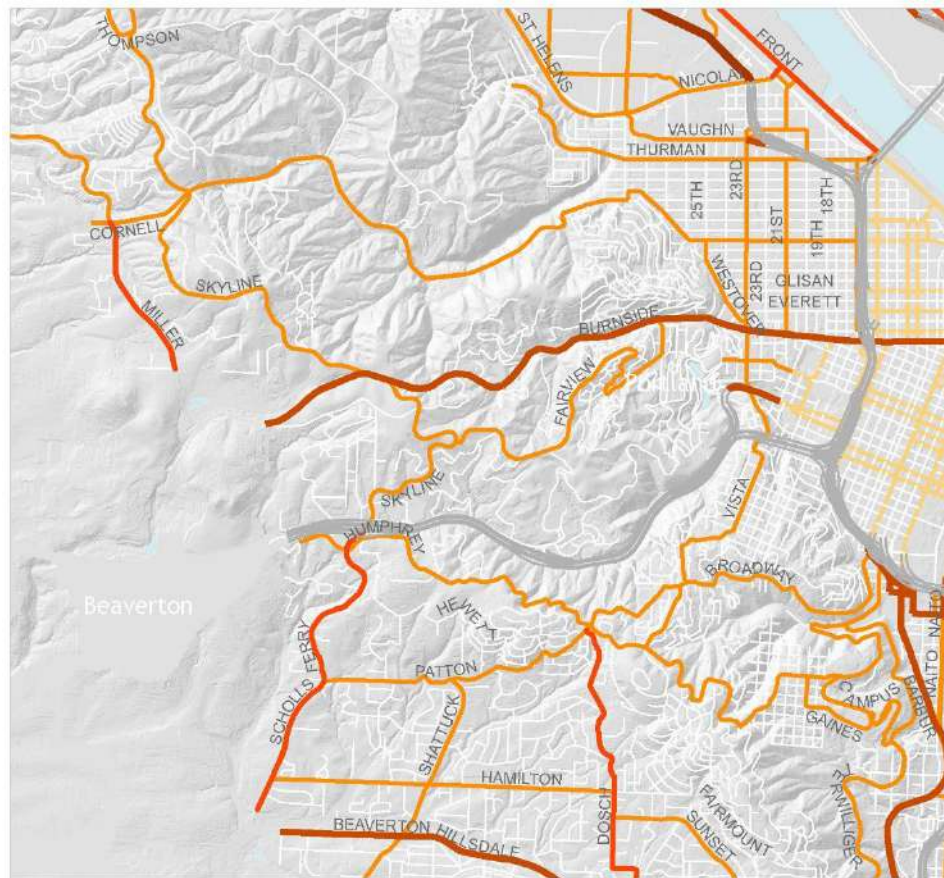


0 0.25 0.5 1 Miles

Traffic Classification

-  Regional Trafficway
-  Regional Trafficway/Major City Traffic Street
-  Major City Traffic Street
-  District Collector Street
-  Neighborhood Collector Street
-  Traffic Access Street (CCTMP only)
-  Local Service Traffic Street

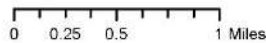
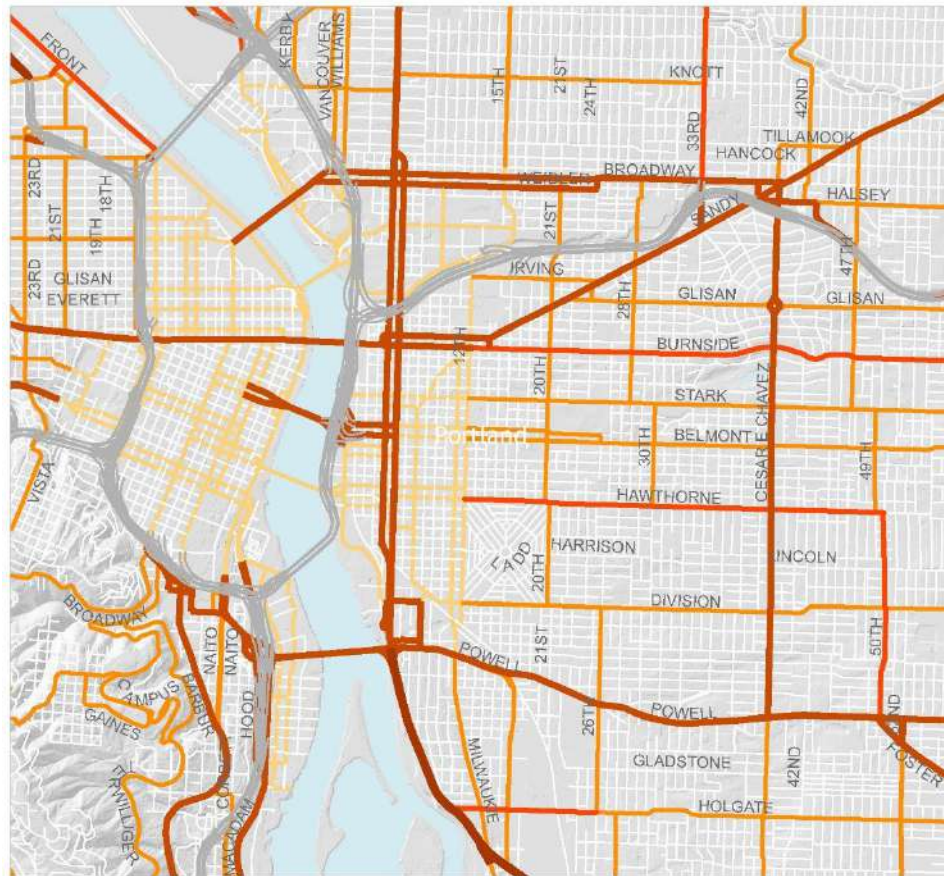




Traffic Classification

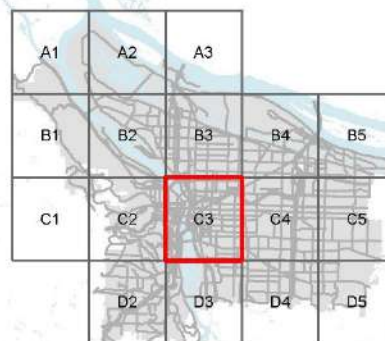
- Regional Trafficway
- Regional Trafficway/Major City Traffic Street
- Major City Traffic Street
- District Collector Street
- Neighborhood Collector Street
- Traffic Access Street (CCTMP only)
- Local Service Traffic Street

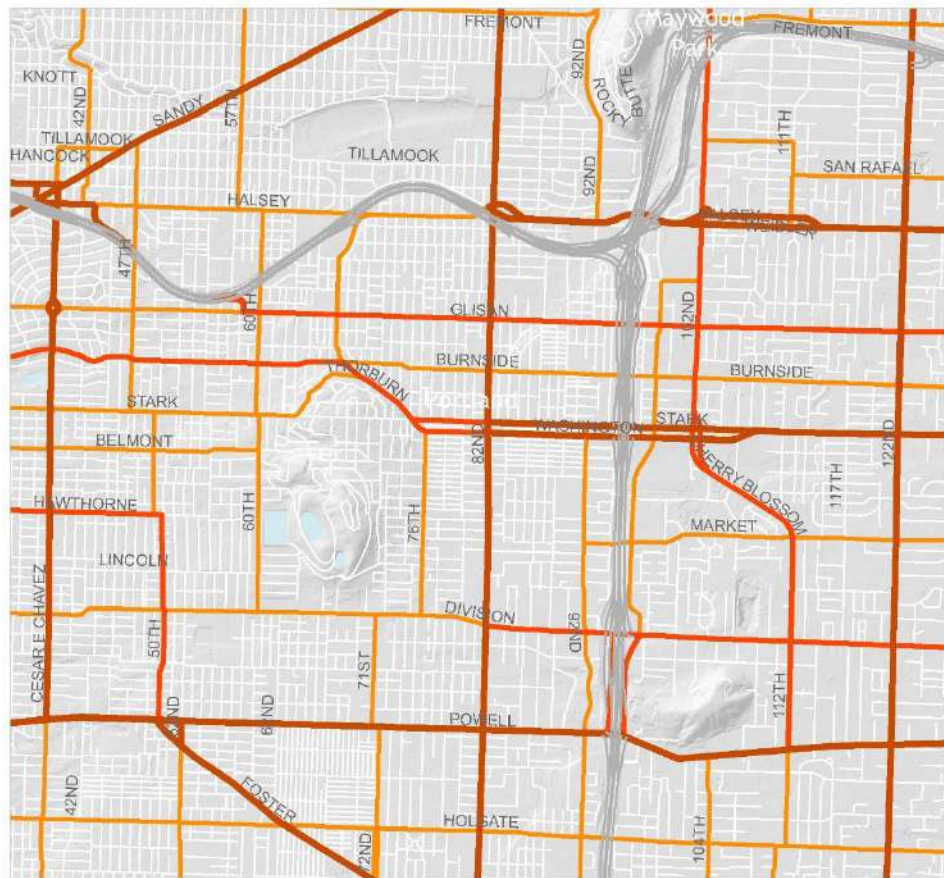




Traffic Classification

- Regional Trafficway
- Regional Trafficway/Major City Traffic Street
- Major City Traffic Street
- District Collector Street
- Neighborhood Collector Street
- Traffic Access Street (CCTMP only)
- Local Service Traffic Street

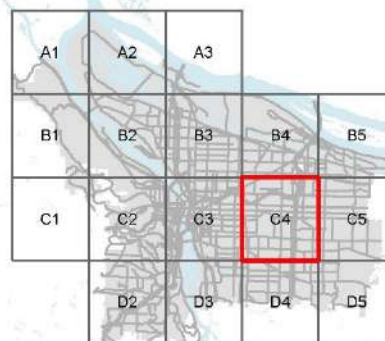


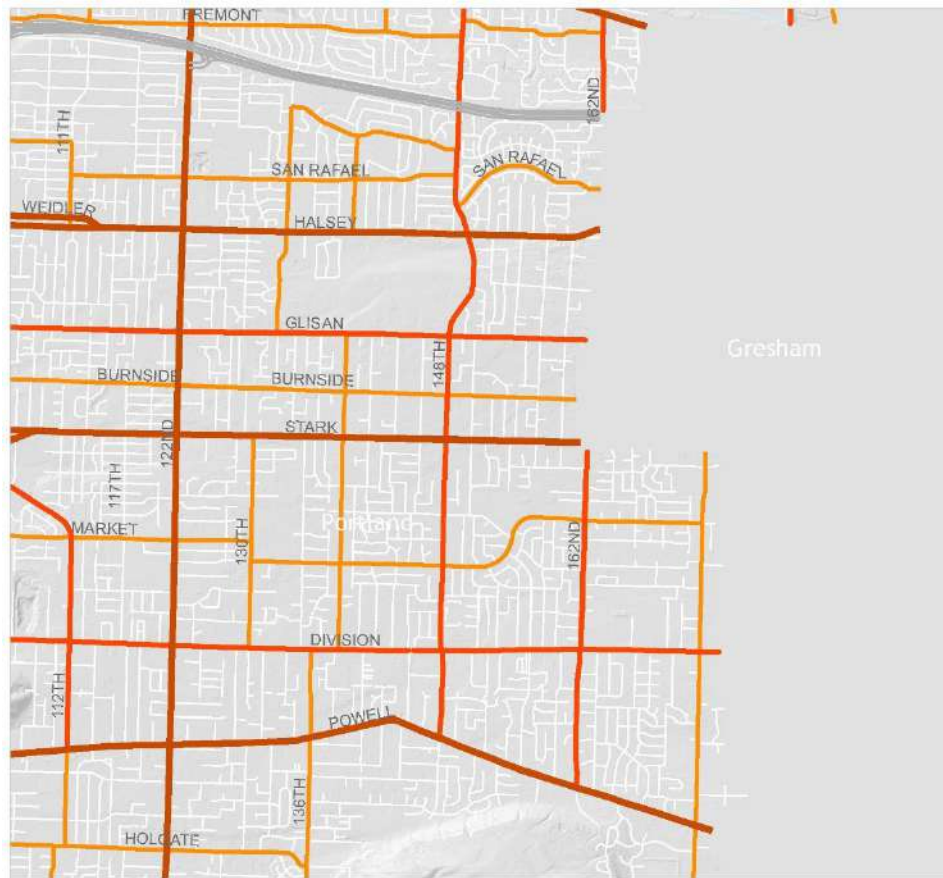


0 0.25 0.5 1 Miles

Traffic Classification

- Regional Trafficway
- Regional Trafficway/Major City Traffic Street
- Major City Traffic Street
- District Collector Street
- Neighborhood Collector Street
- Traffic Access Street (CCTMP only)
- Local Service Traffic Street



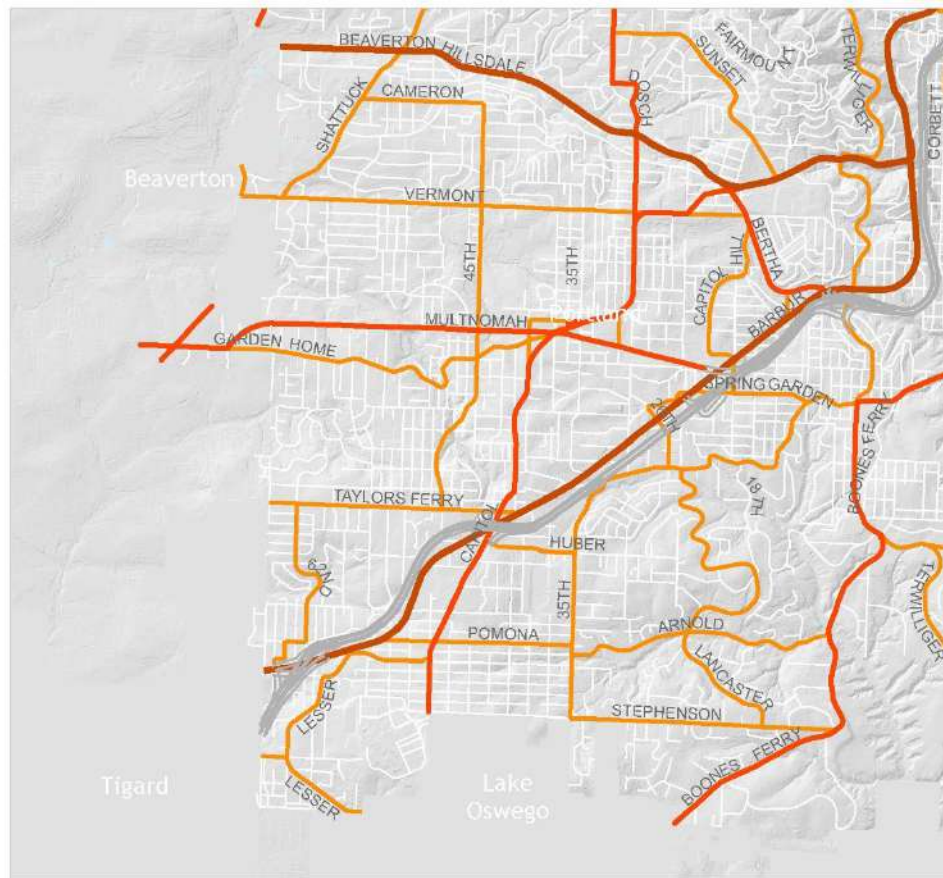


0 0.25 0.5 1 Miles

Traffic Classification

- Regional Trafficway
- Regional Trafficway/Major City Traffic Street
- Major City Traffic Street
- District Collector Street
- Neighborhood Collector Street
- Traffic Access Street (CCTMP only)
- Local Service Traffic Street

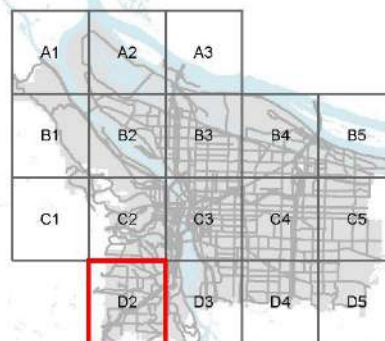


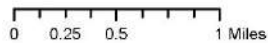
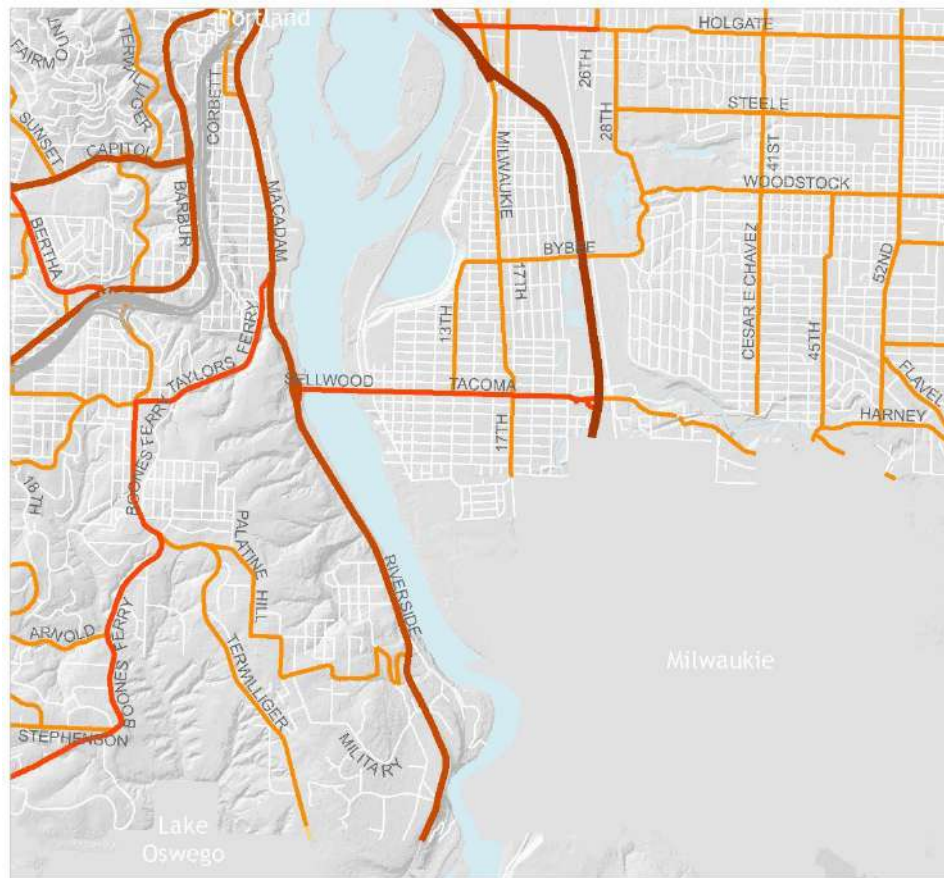


0 0.25 0.5 1 Miles

Traffic Classification

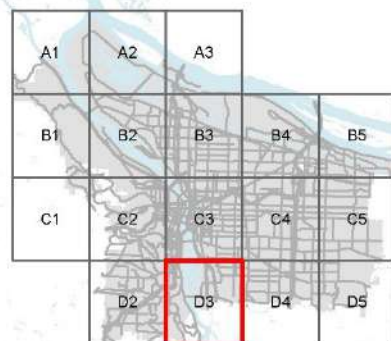
- Regional Trafficway
- Regional Trafficway/Major City Traffic Street
- Major City Traffic Street
- District Collector Street
- Neighborhood Collector Street
- Traffic Access Street (CCTMP only)
- Local Service Traffic Street

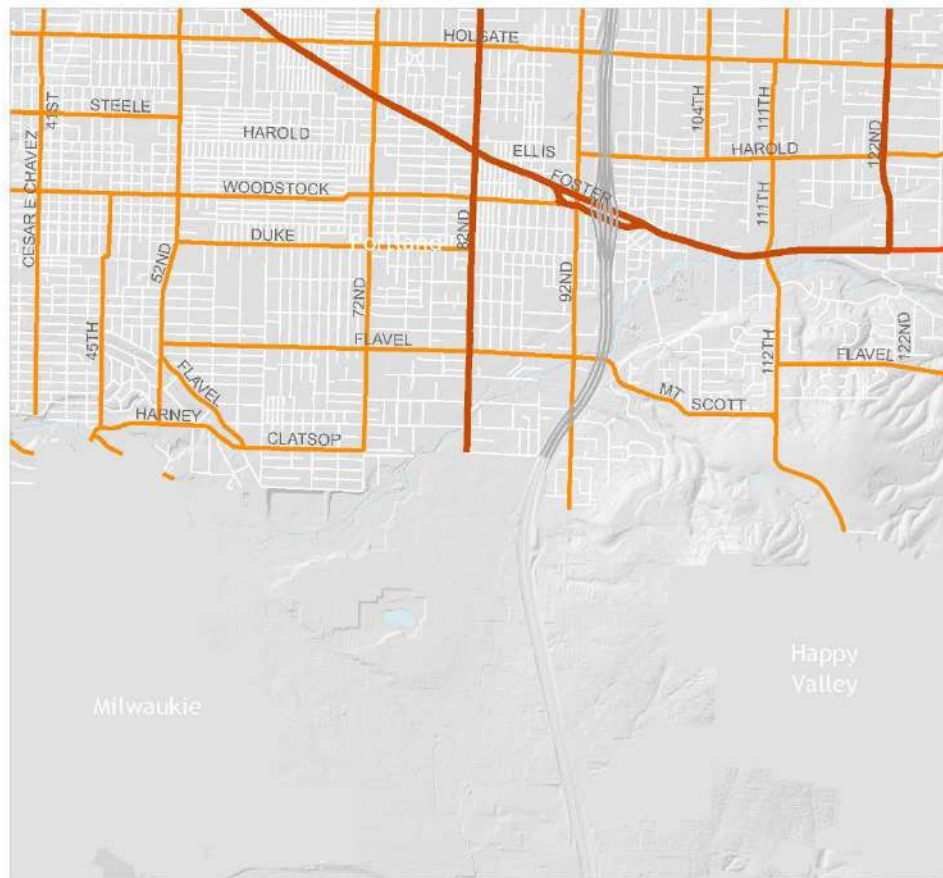




Traffic Classification

-  Regional Trafficway
-  Regional Trafficway/Major City Traffic Street
-  Major City Traffic Street
-  District Collector Street
-  Neighborhood Collector Street
-  Traffic Access Street (CCTMP only)
-  Local Service Traffic Street



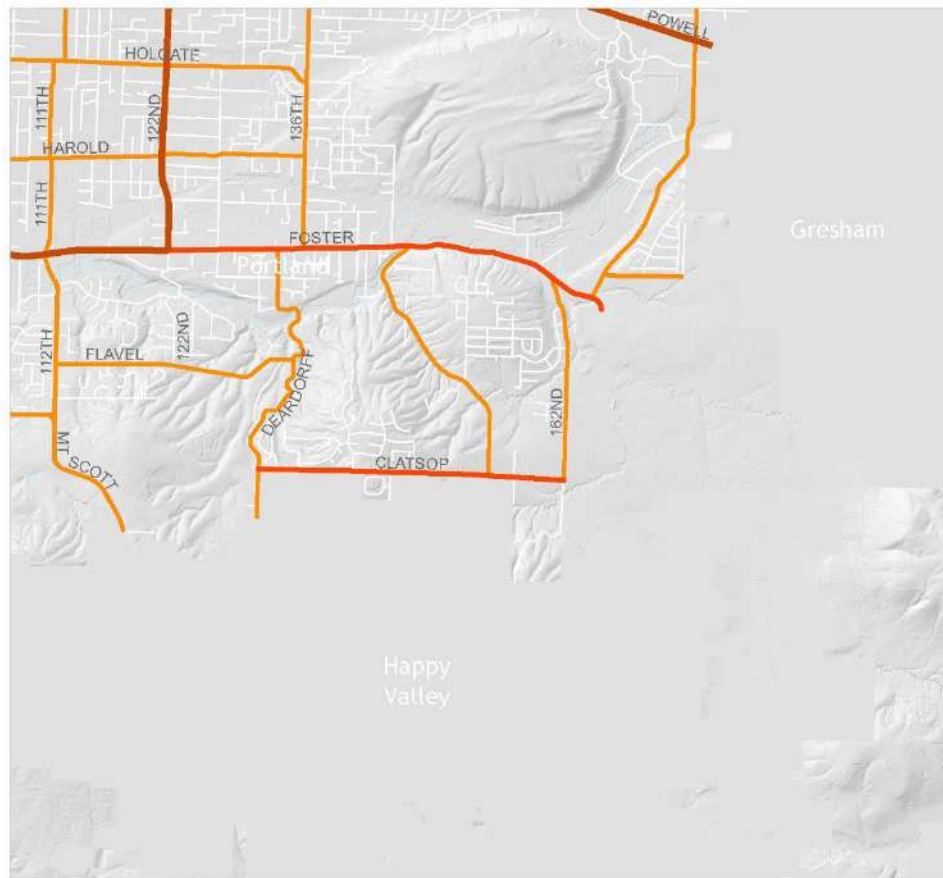


0 0.25 0.5 1 Miles

Traffic Classification

-  Regional Trafficway
-  Regional Trafficway/Major City Traffic Street
-  Major City Traffic Street
-  District Collector Street
-  Neighborhood Collector Street
-  Traffic Access Street (CCTMP only)
-  Local Service Traffic Street

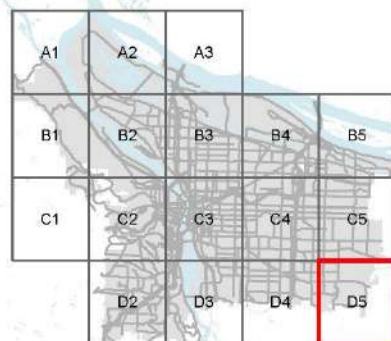




0 0.25 0.5 1 Miles

Traffic Classification

- Regional Trafficway
- Regional Trafficway/Major City Traffic Street
- Major City Traffic Street
- District Collector Street
- Neighborhood Collector Street
- Traffic Access Street (CCTMP only)
- Local Service Traffic Street



Chapter 4: Master Street Plans

The purpose of the Master Street Plans is to increase the efficiency of the transportation system through increased street connectivity and a finer mesh of pedestrian and bikeways. A dense grid of streets helps spread local vehicle trips more evenly over the local street network and reduces congestion on the arterial system. Studies show that improved local street connectivity improves arterial system capacity by as much as 25 percent.

Studies show that distance is one of the most important factors in mode choice. The lack of a dense grid of streets and pedestrian/bicycle connections results in out-of-direction travel that is particularly discouraging to potential pedestrians and bicyclists. The result is increased use of the automobile for trips to nearby (as the crow flies) destinations. Trips need to be relatively short and direct to encourage travel on foot or by bicycle.

Good street connectivity improves emergency response times. Police, fire, and ambulance services can reach their destinations more quickly because there is less out-of-direction travel. Multiple access routes can reduce travel times and provide access options if one route is blocked.

Good local street connections can reduce traffic volumes on other streets by spreading traffic over a denser network. With more intersections, traffic also moves more slowly because side street traffic and stop signs discourage drivers from speeding.

As properties are subdivided and developed, access needs are met primarily through new streets. The City's local street network has grown over time, as outlying areas became more urbanized or older areas are redeveloped. In the past, development was not always required to address connections to adjacent areas as well as internal circulation. The result has been large areas of the City with poor connectivity, particularly in newer areas where the counties previously regulated development.

State requirements

Street connectivity must be part of transportation system plans (TSPs) and adopting Ordinances. The Oregon Administrative Rule for State Land Use Goal 12, Transportation, Section 660-012-0020, Elements of Transportation Systems Plans, requires:

A road plan for a system of arterials and collectors and standards for the layout of local streets and other important non-collector street connections.... The standards for the layout of local streets shall provide for safe and convenient bike and pedestrian circulation necessary to carry out OAR 660-012-045(3)(b).

The State Transportation Planning Rule (TPR) states that the intent of the requirement is to provide guidance on the spacing of future extensions and connections along existing and future streets that are needed to provide reasonably direct routes for bicycle and pedestrian travel.

The rule referenced above goes on to state:

“On-site facilities shall be provided which accommodate safe and convenient pedestrian and bicycle access from within new subdivisions, multi-family developments, planned developments, shopping centers, and commercial districts to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development. Single-family residential developments shall generally include streets and accessways. Pedestrian circulation through parking lots should generally be provided in the form of accessways.”

The TPR also states that local jurisdictions should establish their own standards or criteria for providing streets and accessways consistent with the intent stated above. This may be accomplished through standards for spacing of streets or accessways, and standards for excessive out-of-direction travel. The TPR defines ‘safe and convenient’ access as being:

- Reasonably free from hazards
- Meeting the needs of cyclists and pedestrians, considering destination and length of trip

Metro requirements

The Regional Transportation Function Plan (RTFP), adopted in 2010 (Ordinance 10-1241B) and updated in 2012, requires jurisdictions to implement two types of street plans:

1. Conceptual street plans that:

- Map contiguous areas of vacant and redevelopable parcels of five or more acres planned or zoned for residential or mixed-use development

-
- Identify appropriate connections to adjacent areas.
 - Demonstrate opportunities to extend and connect to existing streets, provide direct public right-of-way routes, and limit the potential of cul-de-sac and other closed-end street designs

2. A street map for new residential or mixed-use development that will require construction of a new street(s) that:

- Responds to and expands on the conceptual street plan map
- Provides for street connections no further apart than 530 feet, except where prevented by barriers such as topography, railroads, freeways, pre-existing development, or water features where regulations do not allow construction of or prescribe different standards for streets
- Provides bicycle and/or pedestrian connections when full street connections are not possible, no further apart than 330 feet, except where prevented by barriers as noted above
- Limits the use of cul-de-sac or closed street systems
- Includes street cross-sections

Areas meeting connectivity requirements

Many areas of Portland meet the RTP connectivity standards or are not required to have Master Street Plans. Areas not required to meet connectivity standards include industrial sanctuaries, open space, and protected environmental areas.

Existing Master Street Plans

The following Master Street Plans were completed or updated since the TSP was last updated in 2007; they have since been adopted into the Comprehensive Plan. Although they are not specifically intended to meet the State and regional requirements, they do function as Master Street Plans. These plans cover the following areas:

- Gateway Regional Center
- Airport Way (Columbia Corridor)
- St Johns Master Street Plan
- Multnomah County Unincorporated Urban Pockets
- South Waterfront (Central City)
- South Portland (west end of the Ross Island Bridge)
-
- Cully Local Street Plan
- River District (Central City)
- Bridgeton (Northeast district adjacent to Marine Drive)
- Outer Powell Blvd Conceptual Plan Design
- Division-Midway Neighborhood Street Plan
- Southwest District Master Street Plan
- Tryon-Stephens Headwaters Neighborhood Street Plan

Each plan or study is summarized below, along with maps derived from the original documents.

Gateway Regional Center Street Plan

Background

The 2040 Growth Concept identifies the Gateway Regional Center as the only Regional Center in Portland. Planning for Gateway began with the Outer Southeast Community Plan and continued with the Opportunity Gateway Concept Plan and Redevelopment Strategy. City Council accepted Opportunity Gateway in February 2000 (Resolution No. 35867). The Outer Southeast Community Plan resulted in a plan district and transit-supportive zoning.

The Central Gateway portion of the Gateway District Master Street Plan was amended in 2009. This amendment was based on a recommendation in the Central Gateway Redevelopment Strategy, which was adopted by the Portland Development Commission in August 2007. The Central Gateway Redevelopment Strategy concluded that the street plan for Central Gateway should be updated, with the goal of increasing connectivity in Central Gateway, providing greater certainty to developers about street requirements and opening up parcels to redevelopment.

Street Connectivity

A discontinuous network of streets and sidewalks, high volumes of through-traffic, and underutilized property characterize Gateway Regional Center. Access to the transit stations in Gateway's northwest corner and at 102nd and Burnside is problematic. Discontinuous streets discourage walking and bicycling, resulting in significant out-of-direction travel for all modes.

Increasing street connectivity would disperse trips among many alternate routes, thereby reducing congestion, shortening trip lengths, and increasing the mode split for alternatives to the automobile.

Central Gateway Street Plan 2009

The Central Gateway Master Street Plan revision was developed to provide flexibility for connections while maintaining larger parcels for redevelopment, recognizing existing parcel lines, provide connections on the local network without altering the district or neighborhood collectors and to foster redevelopment in the City's only Regional Center. Criteria were established for consideration in the proposed plan. Other goals of the plan included aligning streets on parcel boundaries for shared investment in right-of-way improvements; consider common or multiple parcel ownership; minimize parcel impacts and maintain reminder parcels; preserve some large parcels or contiguous ownership parcels; discourage cut-through traffic

while providing access; discourage off-set intersections; consider potential spacing of crosswalks or signals.

With these criteria and goals, a revised street plan for Central Gateway was developed. The revised street plan provided needed multi-modal connections within the Central Gateway area without changing the function of the major traffic streets and collectors surrounding the area, such as 102nd Ave., Glisan, Burnside, and Stark.

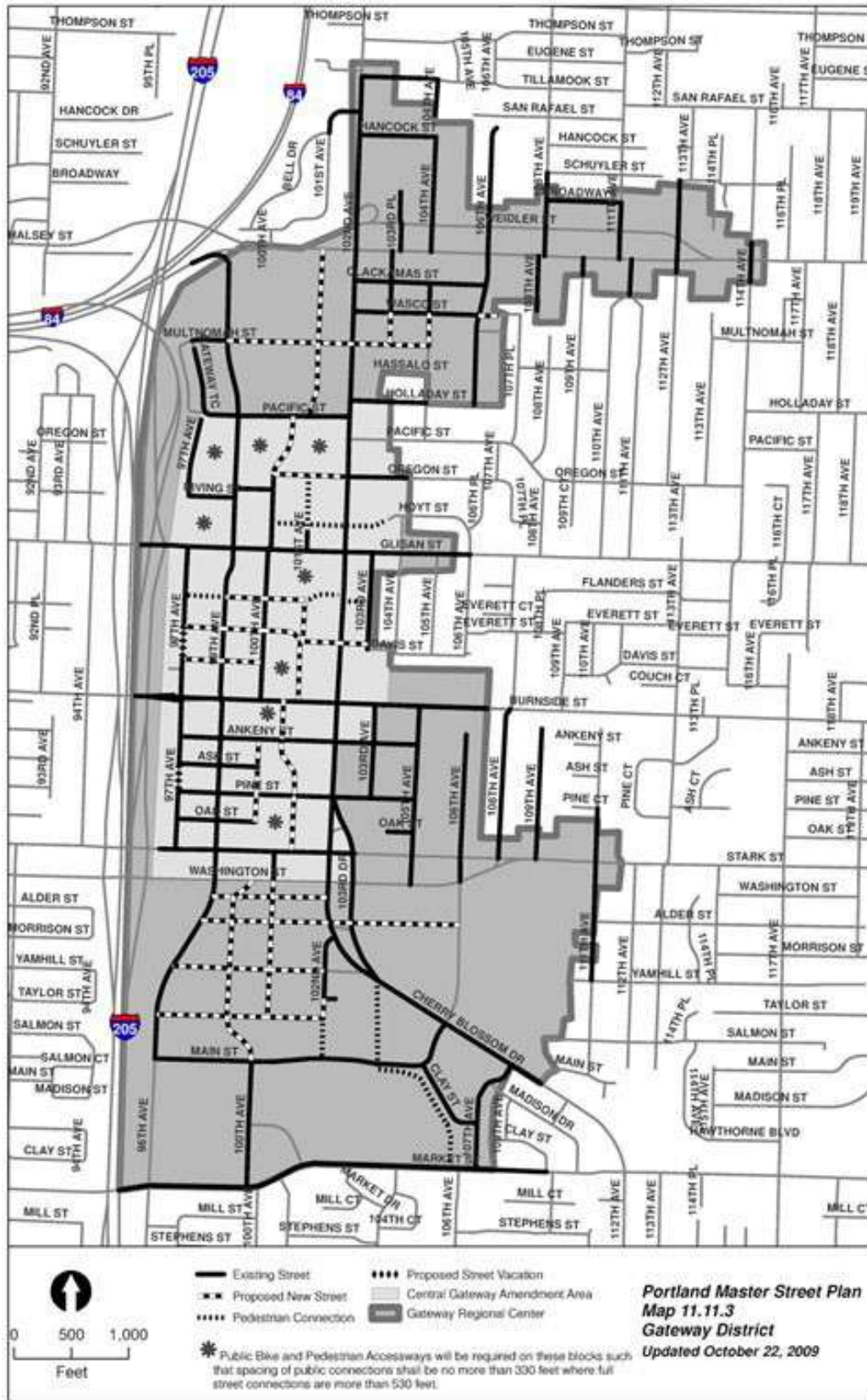
Characteristics of the revised street plan:

- East-west connections between 97th Ave. and 102nd Ave. on Flanders St. and Davis St. North-south connection on 100th Ave. between Oak St. and Burnside and also between Oregon St. and Pacific St.
- North-south connection on 101st Ave. between Stark St. and approximately Flanders St., improving multi-modal access to the light-rail station on 102nd and Burnside.
- Internal connection on Oregon St. approximately Hoyt St., Coach St., and 101st Ave.
- Vacating portions of 97th Ave. to allow developable parcels near I-205. This would continue to allow multi-modal access to the parcels.
- Maintaining existing large parcels for development and redevelopment while also providing public bicycle and pedestrian access ways. Large parcels would have the option to have public bike and pedestrian access ways on the site rather than full streets, as was required in the prior master street plan. Public bike and pedestrian access ways will be required on certain blocks such that spacing of public connections shall be no more than 330 feet where full street connections are more than 530 feet. Additionally, pedestrian connections would be required throughout Central Gateway.

Because large parcels were maintained for development and redevelopment, the revised street plan does not include some of the proposed streets that were in the previous in the street plan for the Gateway District. These include:

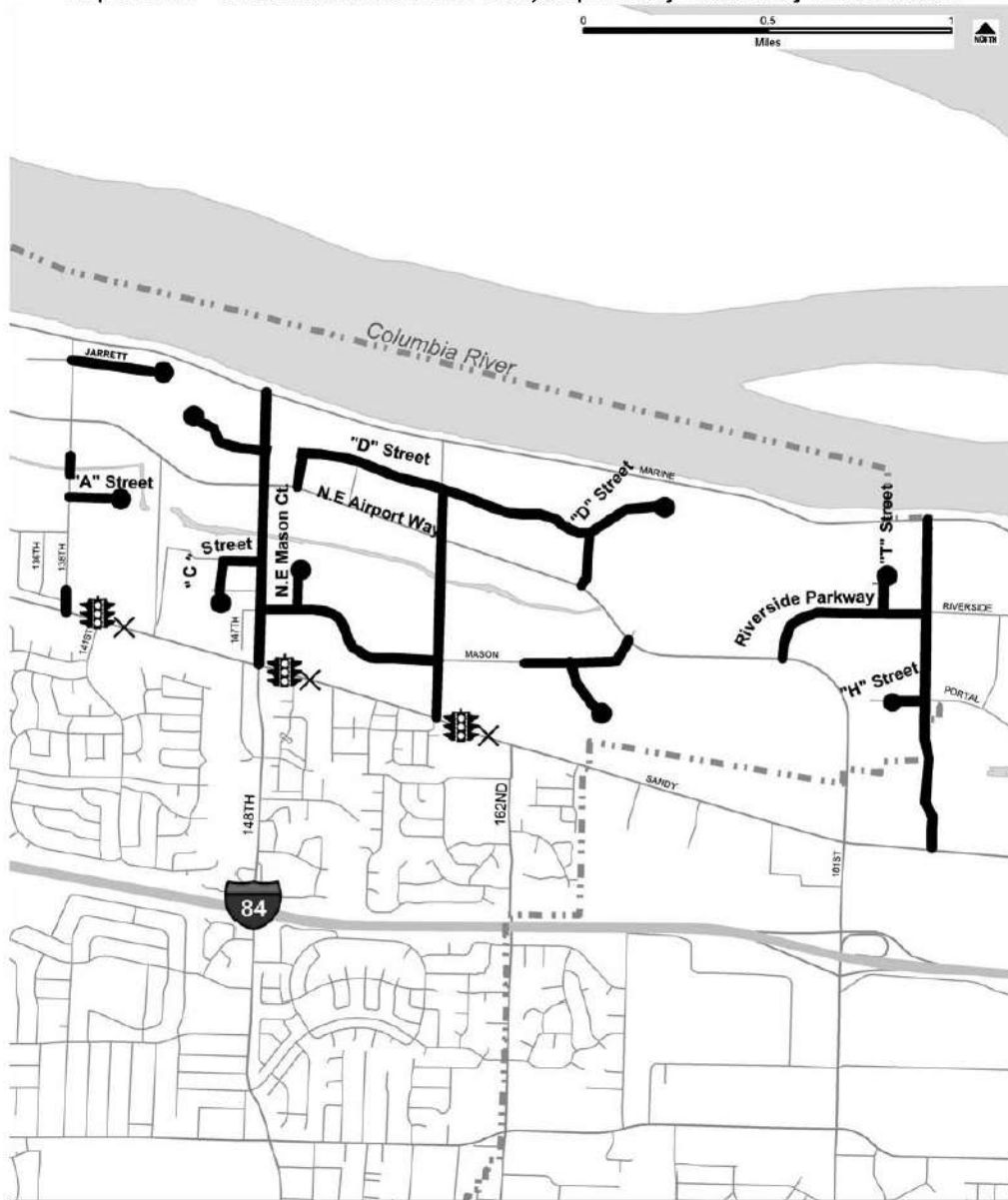
- Extension of Oregon St. between 97th Ave. and 98th Ave. However, the revised street plan proposes to keep the Irving St. alignment as existing between 97th Ave. and 100th Ave., whereas the prior plan showed this segment as vacated.
- Full street connection of Hoyt St. between 97th Ave. and 104th Ave.

-
- Full street connection of roughly the Davis St. alignment between 97th Ave. and 103rd Ave. The revised street plan proposes that some portions of the alignment would be full street while other portions would be pedestrian connection.
 - Extension of 101st Ave. between Washington St. and Pacific St. The revised street plan proposes a mix of full streets and pedestrian connections on some portions of the 101st Ave. alignment. Other portions of the alignment would not have connections. Unlike as in the prior plan, the revised street plan does not intend for 101st Ave. to become a neighborhood collector. Rather, 99th Ave. would be a through street, with 100th Ave. also providing significant connectivity.
 - Extension of 100th Ave. between Oak St. and Washington St. The revised street plan does not include any connectivity at this location. Vehicles, pedestrians, and bicycles could access the area from connections at 97th Ave., and 101st.



Airport Way Master Street Plan

Map 11.11.4 – Portland Master Street Plan, Airport Way Secondary Infrastructure



Portland Master Street Plan - Map 11.11.4
Airport Way Secondary Infrastructure

- Existing or Proposed New Road Improvements
- New Traffic Signal
- New Railroad Crossing
- City of Portland Boundary

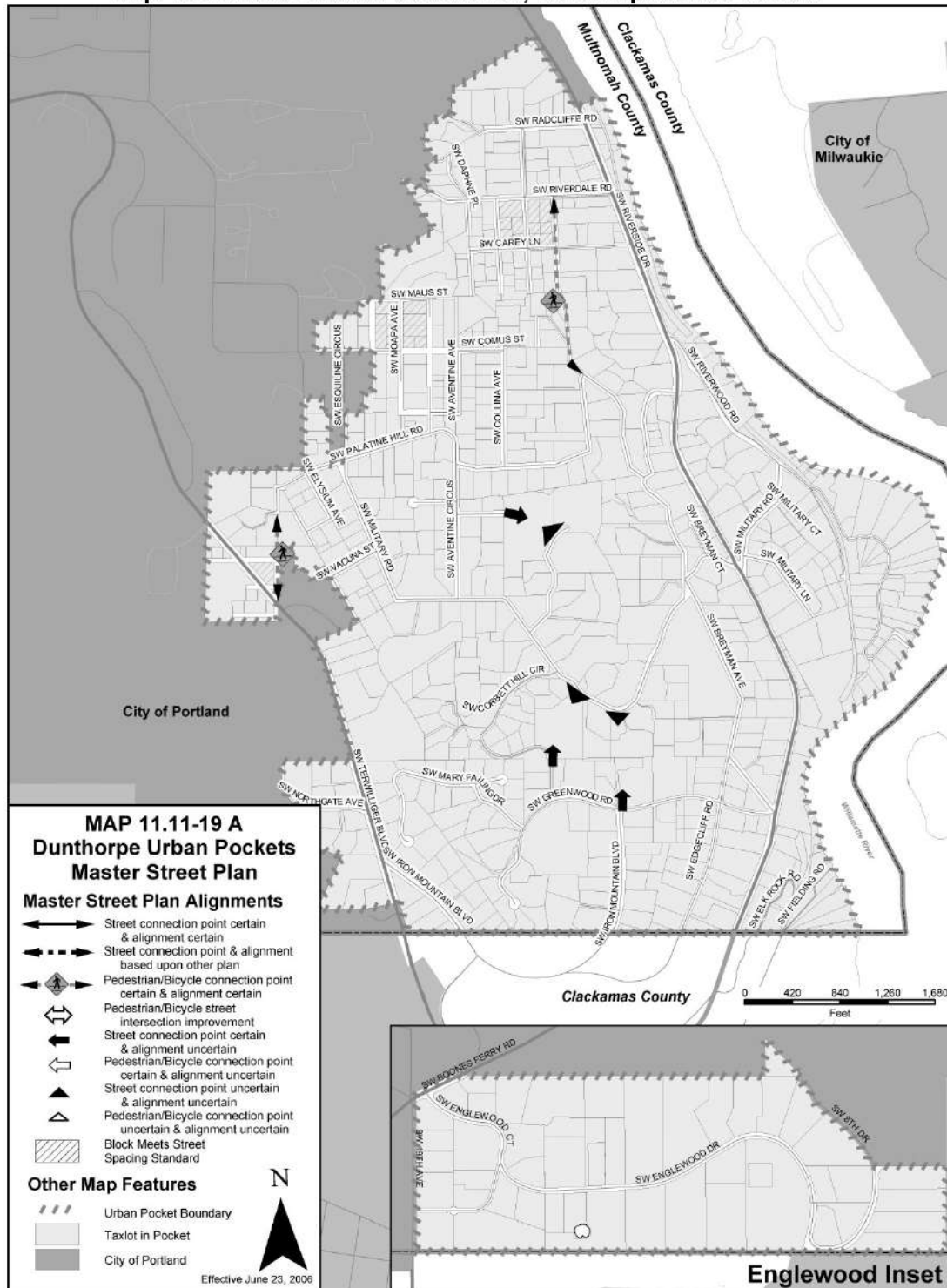
Effective November 12, 2004

St. Johns Master Street Plan

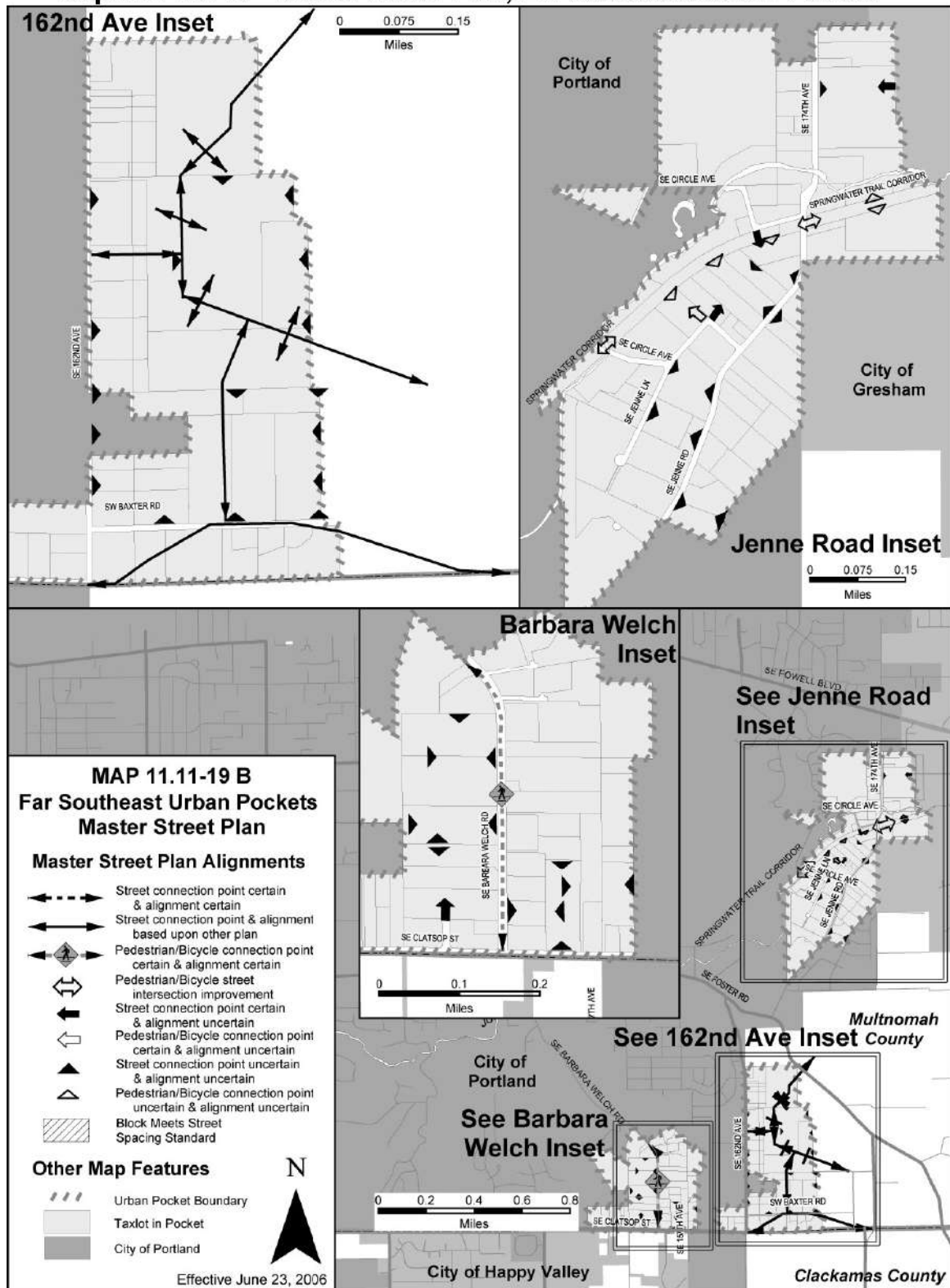


Multnomah County Unincorporated Urban Pockets

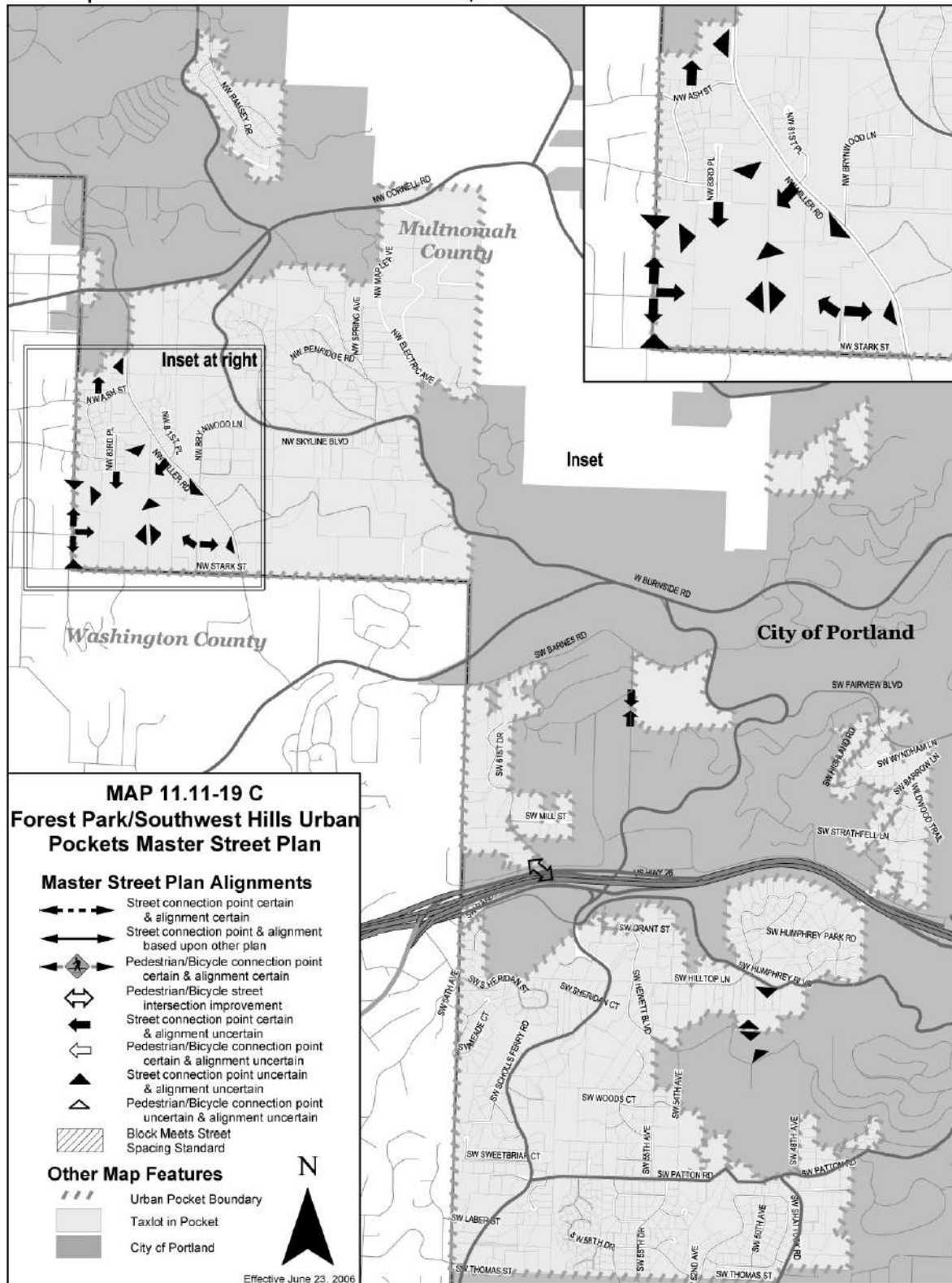
Map 11.11.19-A – Master Street Plan, Dunthorpe Urban Pocket 19



Map 11.11.19-B – Master Street Plan, Far Southeast Urban Pocket 20



Map 11.11.19-C – Master Street Plan, Forest Park/SW Hills Urban Pocket 21



South Waterfront District Street Plan, Criteria, and Standards

Background

In 1996, the Portland City Council accepted the City Engineer's Report titled North Macadam District Street Plan, which identified and classified a street system for the North Macadam District. On January 20, 2003, City Council adopted amendments to the Central City Plan and updated the District's special design guidelines and the zoning code. At the same time, City Council changed the North Macadam District name to South Waterfront District (the District). By authority of the City Engineer under Title 17 City Code, the South Waterfront Street Plan, Criteria and Standards was amended in 2007 providing updated design criteria and standard details for the District's public rights-of-way. The 2009 document update amends the North District (the area south of Sheridan St and north of Gibbs St) rights-of-way alignment and standards to accommodate future light rail and property development, as well as expanded streetcar service and bicycle and pedestrian infrastructure.

The South Waterfront District of the Central City of Portland lies along the Willamette River and south of downtown. The district boundaries are the River, Interstate 5, the Marquam Bridge and SW Hamilton Court. Adopted City policy envisions this as a mixed-use neighborhood with significant residential development along the River and commercial development focused along transit corridors. With just over one mile of River frontage the District contains approximately 140 acres. Some land is developed or being developed and some land is vacant land or has redevelopment potential.

The primary development constraint in the District is transportation access to and from regional highway and transit systems. The South Waterfront Plan of January 20, 2003 includes a vision, policies and an Urban Design Plan that promotes high density housing and commercial development with a full range of businesses that contribute to the region's job growth. The vision also includes frequent public connections to the river, limiting the size and amount of surface parking lots, and integrating development and services.



In 1998 the North Macadam District Street Design Standards and Criteria Plan: Transportation Report considered and analyzed South Waterfront's limited access and adjacency to I-5 and Ross Island Bridge ramps. The analysis included the three district portal intersections: River Parkway and Harbor Drive (north), Curry and Macadam (center) and Bancroft and Macadam (south). The analysis was based on the District's 20-year goals for accommodating 10,000 jobs and 3,000 housing units and a 30 percent mode split. The housing goal has since been increased to 5,000 units.

Conclusions were:

- Bancroft and Macadam portal improvements would accommodate traffic growth and transit access at acceptable levels of service. South Waterfront (North Macadam District) became part of the Central City in 1988.
- Moving the central portal from Gibbs to Curry and improving the Curry and Macadam intersection would better accommodate traffic operation, growth and access from I-5 to the District.
- As the District's growth nears 10,000 jobs and 5,000 housing units, portal access will degrade and as a result function at a marginally acceptable level.
- River Parkway and Harbor Drive would operate at acceptable levels although backups on I-5 and Naito Parkway could interfere with operations on a more frequent basis in the future.

The 1998 transportation analysis demonstrated that while the District will experience increased congestion over time, the portal capacity with the identified portal improvements and increased transit service should continue to provide acceptable levels of service to the District and the regional transportation system.

Since the 1998 report, plans for portal improvements have been altered. Through the South Portal Study, conducted in 2006, the recommended south portal shifted south to Hamilton St and Macadam. In addition, the planned central portal improvements at Curry have been scaled back and north portal improvements at River Parkway and Harbor Drive have been added. In fact, in 2009 the Portland Bureau of Transportation updated the technical analysis through the North Macadam Transportation Development Strategy (resolution no. 36696 adopted April 8, 2009). The report identified multi-modal project priorities and a funding strategy to guide project implementation necessary to support continued development of the urban renewal area, including portal improvements.

The 2007 update of the South Waterfront District Street Plan, Criteria and Standards primarily responded to development in the Central District and completion of infrastructure projects, including the Portland Streetcar extension to Lowell St and the Portland Aerial Tram to Oregon Health Sciences University. Transportation studies, such as the 2004 South Waterfront District Transportation Improvements Evaluation and 2006 South Portal Study had also been completed. Major updates included changes to the street lighting design standards, certain street furniture standards, and the modification of the street plan based on the recommendations of the South Portal Study and the new Greenstreet Policy (Resolution no. 36500 adopted in April of 2007). Other changes included modest refinements to various street dimensional standards developed through preliminary engineering and construction of these streets and to refinements of various performance criteria.

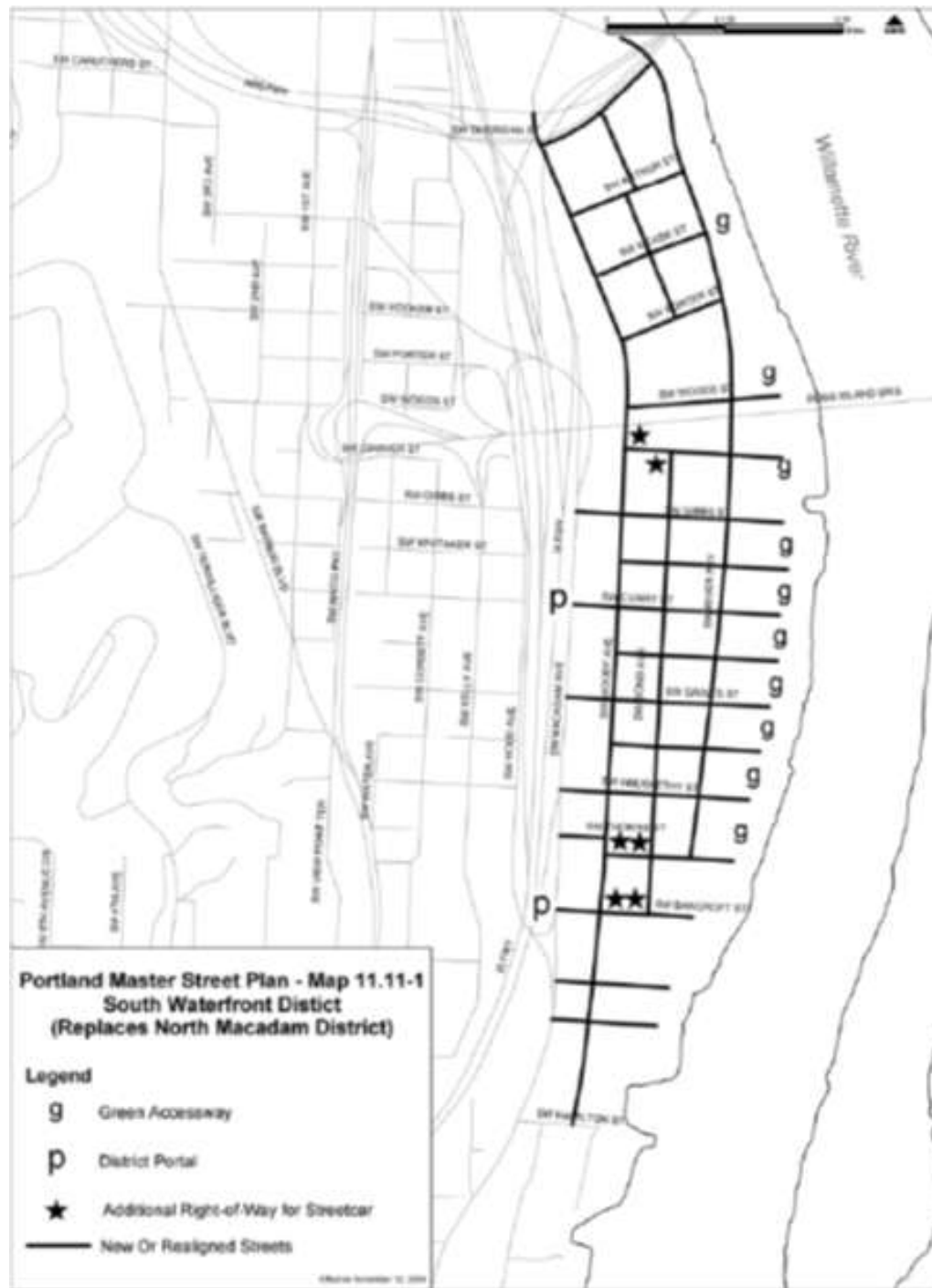
South Waterfront 2009 Update

Since the 2007 update, the City of Portland has endorsed the Locally Preferred Alternative (LPA) for the Portland to Milwaukie Light Rail alignment. This alignment extended light rail south into the North District and included bus service and streetcar utilizing the same alignment. In addition, the OHSU Schnitzer Campus master plan and the North Macadam Transportation Development Strategy report, with a prioritized list of multi-modal projects and a funding strategy, have been completed. These activities generated the need to refine and update various elements of the Street Plan. Major updates include changes to the street alignments and designations in the Concept Street Plan Map, updates of some street widths in the Right-of-Way Width Map changes to street descriptions in the Street Classification and Function Table, and adjustments to the Standard Street Sections.

Specific changes made to the Concept Street Plan map are as follows:

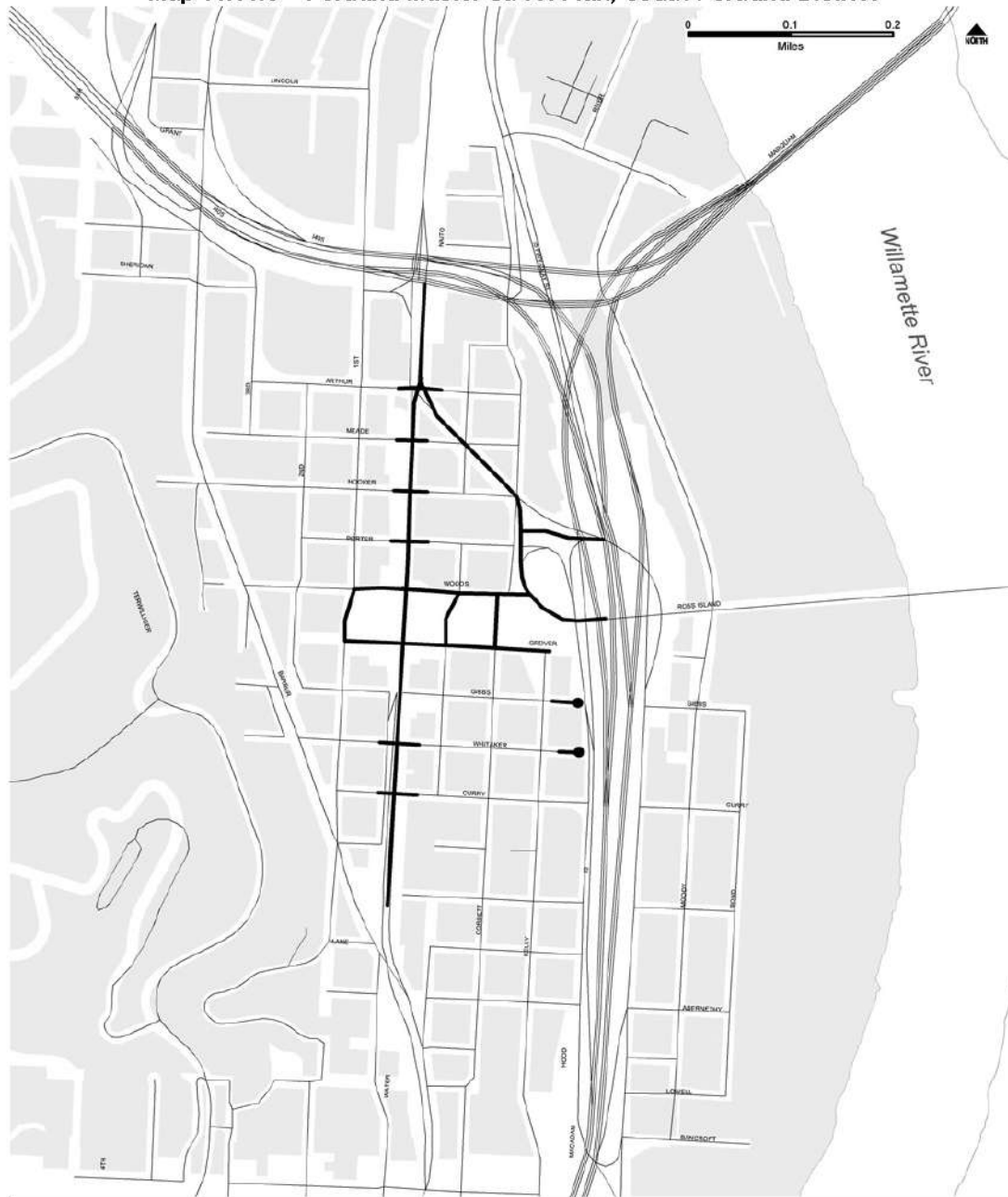
- Bond Ave extends north through the District.
- Bond Ave is one-way northbound through the District.
- Moody Ave is one-way southbound for vehicular traffic through the District; and one-way southbound for streetcar south of Woods St.
- Moody Ave remains two-way streetcar north of Woods St.
- Moody Ave includes a two-way bike path along the west-side to minimize bike/streetcar interactions.
- The grades of Moody Ave and Porter St are raised to a level consistent with the Willamette River Crossing Partnership findings necessary for light rail.
- Porter St carries light rail, streetcar and bus in two directions only; private vehicles are not accommodated on this street.

-
- River Pkwy (south of the Marquam Bridge) terminates at Woods St.
 - Alignments are adjusted for local east-west streets north of Gibbs St.
 - “Special Design Area” beneath the Ross Island Bridge has been relocated to reflect the location of the potential active-use park. Grover St is aligned on either side of the Ross Island Bridge.



South Portland Master Street Plan

Map 11.11.8 – Portland Master Street Plan, South Portland District



Portland Master Street Plan - Map 11.11.8
South Portland District

- Proposed New Streets or Existing Street Improvements
- Discontinued Connection

Effective November 12, 2004

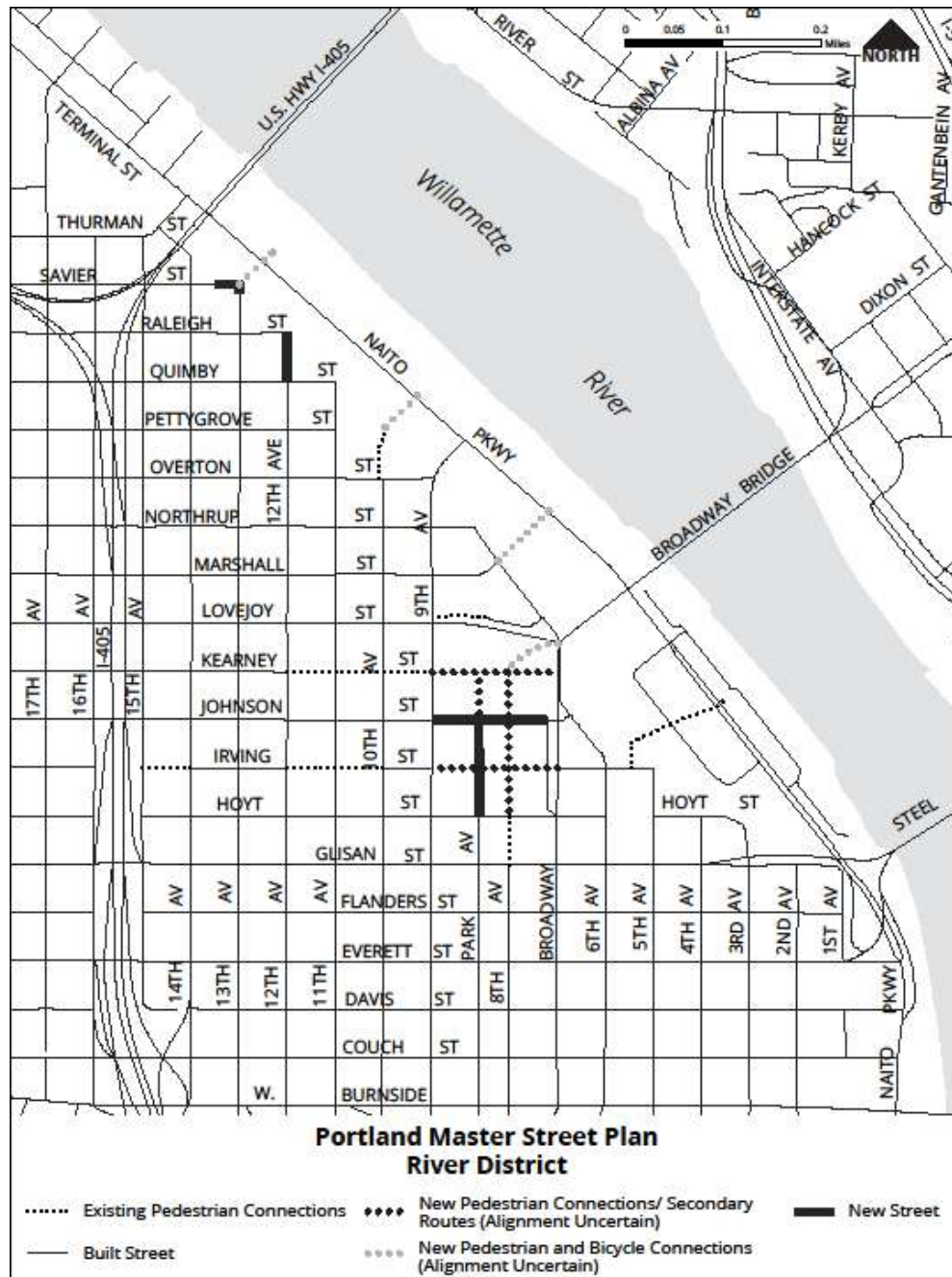
Cully Neighborhood Local Street Plan (2012)

The Cully Commercial Corridor and Local Street Plan was adopted by Resolution 36952 in August 2012. Its development was funded by a Transportation Growth Management Grant from the Oregon Department of Transportation. Its recommendations were also influenced by the Portland Plan (April 2012) which had recommendations related to alternative right-of-way improvements, developing new options for unimproved rights-of-way and accelerating the creation of safe pedestrian connections. The Cully Neighborhood Local Street Plan identified new street or pedestrian/bicycle connections to improve street connectivity and address gaps in transportation networks.



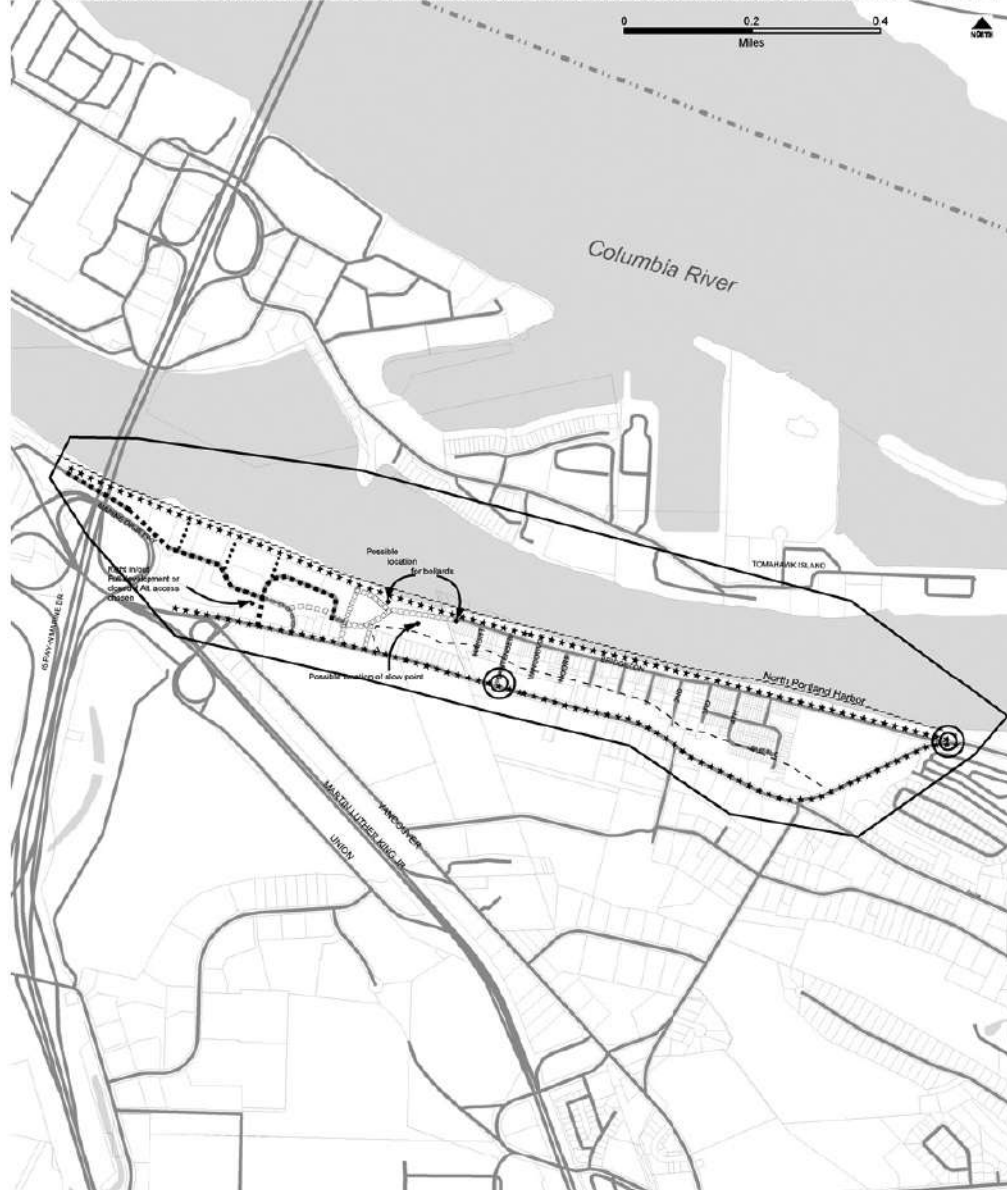
River District Master Street Plan

Revisions to the River District Master Street Plan were adopted by City Council on May 24th 2018.



Bridgeton Master Street Plan

Map 11.11.2 – Portland Master Street Plan, Bridgeton Transportation Network Concept



Portland Master Street Plan - Map 11.11.2
Bridgeton Transportation Network Concept

- ■ ■ ■ Approximate Alternative Locations for New Streets
- □ □ □ Approximate Alternative Locations for New Streets
- ★ ★ ★ ★ 40 Mile Loop Recreational Trail
- ● ● ● Approximate Alternative Locations for New Pedestrian Pathways
- ~~~~~ Scenic Corridors
- Bridgeton Slough
- ⊙ Intersection Improvements by City Designated Neighborhood Gateways
- City of Portland Boundary

Effective November 12, 2004

Southwest and Far Southeast

The City completed Master Street Plans for the Southwest and Far Southeast transportation districts in June 2001. These two Master Street Plans satisfy the State and regional requirements to identify the location and type of new local street connections. The methodology and criteria used to develop the plans are described briefly below. The SW and Far SE Master Street Plan – Final Report and Recommendations contains quarter-section level maps and tables that detail the recommended connections. The report identifies three objectives to be met:

- Reduce the uncertainty in the development review process regarding when and where new street connections will be an issue.
- Provide for better coordination of the local street system development.
- Comply with the mandates of the State Transportation Planning Rule and Regional Transportation Plan for street connectivity.

The Southwest and Far Southeast Master Street Plans were developed through a number of steps, with mapping associated with each step:

Step One

- Define blocks in the study area that meet the spacing standard.
- Define areas being excluded (areas where streets are complete or underway; parcels zoned as park, open space, or industrial; religious or educational institutions).

Step Two

- Define remaining areas that have development or redevelopment potential (land value greater than improvement value; different Comprehensive Plan and zoning designations; two-acre or larger parcels).
- Define development constraints (street spacing not met, but parcels don't meet development potential).

Step Three

- Define blocks with barriers to connectivity (environmentally constrained).

Step Four

- Group the remaining areas into focus areas.

Step Five

- Define locations of new connections.
- Determine specificity of connections – specific points or along a block face.
- Apply type of connection – street or pedestrian/bicycle.

The plans' recommendations include information about the location, level of alignment specificity, type of connection, barriers, presence of environmental zones, traffic impacts, field notes, and comments from the public or technical staff.

While the Master Street Plans identify a number of future connections, the absence of a connection does not mean a connection is not needed or feasible. All areas within the study areas are still subject to relevant policy and spacing standards.

Far Southeast Portland Master Street Plans

Study Area

The Far Southeast Portland Master Street Plan includes nearly all of the Far Southeast Transportation District, from I-205 east to the City limit, and from Burnside south to the City limits. Some portions of this area are excluded from the plan: the Gateway Regional Center because a street plan already exists, and Burnside light rail station areas (102nd to 162nd, NE Glisan to SE Stark), where Master Street Plans will be completed as part of TSP refinement plans.

Land Use

The Far Southeast is predominantly in residential use, with interspersed commercial/retail uses. Commercial/retail uses are located in strip commercial development along arterials such as 122nd and Division or in malls such as Mall 205 or the San Rafael Shopping Center. Institutions, such as colleges, hospitals, and schools, can create barriers, but offer limited opportunities for street connections. Cemeteries and parks also occupy significant tracts of land in the district. There are only a few pockets of industrial uses, principally near the Lents town center.

Zoning

The Far Southeast Master Street Plan Study area includes virtually all of the various City commercial zones, except some designed specifically for the Central City. The area includes nearly all the residential zones, excluding only the most dense zones. The employment and industrial zoning currently in place is confined primarily to the southern edge of the district. Significant tracts of open space zoning exist, with Powell Butte the largest. Environmental

overlays are applied to areas with steep slopes and near streams and wetland areas, principally in the southeast portion of the district.

Area Character

Terrain and the density of development largely determine the area's character. Some less developed areas display a rural appearance, with open fields and large out-buildings. The majority of the district has a more suburban appearance, with large tracts of single-dwelling homes on medium to large lots. Some areas display a more urban character, with smaller lots and buildings closer to the street. Steep slopes with numerous streams and gullies are located in the southern portion of the area, along Johnson Creek and in Pleasant Valley.

Long-term county stewardship, along with recent population growth, has resulted in relatively few public streets in some areas, and large redevelopable parcels of land. Many of the area's local service streets and collectors are not fully improved. The lack of sidewalks results in a street system that is not particularly pedestrian friendly. The lack of public streets contributes significantly to out-of-direction travel patterns, and very wide major arterials carry many local trips as well as through-trips.

Issues and Constraints

Barriers (such as terrain, streams, and existing development) will continue to limit a connected street system, including bicycle/pedestrian accessways, in Far Southeast Portland. With expected increases in the number of households and dwelling units in the area, however, completion of the local street system will be needed even more to provide multimodal access to areas of new development and from those areas to neighborhood activity centers, transit, and arterials.



Outer Powell Blvd Conceptual Plan Design (2012)

The City of Portland Bureau of Transportation, in coordination with the Oregon Department of Transportation (ODOT), developed a conceptual design plan for Outer SE Powell Blvd. from the I-205 to SE 174th Ave (city limits). This stretch of SE Powell Blvd is designated State Highway No. 26. Therefore, ODOT has jurisdiction along SE Powell Blvd.

The plan addressed the needs for Outer Powell Blvd in a 20-year time frame. The plan identified improvements and right-of-way width needs that will allow Outer SE Powell Blvd to serve vehicle traffic movement while also improving the safety, accessibility and the aesthetic environment for pedestrians, cyclists and transit riders. The Outer Powell Blvd Conceptual Plan Design was adopted by Resolution 36931 in February 2013.

A component of the plan was improving local connectivity around Powell Blvd. A Local Streets and Access-ways Report identified additional connections in the area.

Six types of connections were identified in the Local Streets and Accessways Report.

1. Separated In-Roadway Bicycle Facilities. Facilities that separate the bicycle travel lane from the motor vehicle lane with striping or a physical barrier. Examples are a standard bike lane, buffered bike lane, and cycle track.
2. Bicycle Boulevards/Advisory Bike Lanes. Facilities on low traffic volume streets where through movement of bicycles is given priority over motor vehicles. Advisory bike lanes include dashed bike lane striping and single motor vehicle lane. Vehicles are allowed to enter bike lanes to pass each other.
3. Pedestrian and Bicycle Pathways. These facilities are outside of the roadway right-of-way and fully separated from the roadway.
4. Street Connections. New local streets built to City standards. Sidewalks accommodate pedestrian travel and bike travel share the roadway with vehicles.
5. Pedestrian and Bicycle Crossings. Two types of crossings were identified. The first type is provided by the existing traffic signals. New signals were not recommended. The second crossing type is shown at generally desired locations between signalized intersections. Specific design treatments were not determined (e.g. pedestrian refuge island, HAWK signal, etc.)
6. Potential Street Realignment. Opportunities to realign existing streets through future redevelopment. The objective is to align intersections on opposite sides of Powell Boulevard to improve pedestrian crossings or access to transit stops.

Division-Midway Neighborhood Street Plan

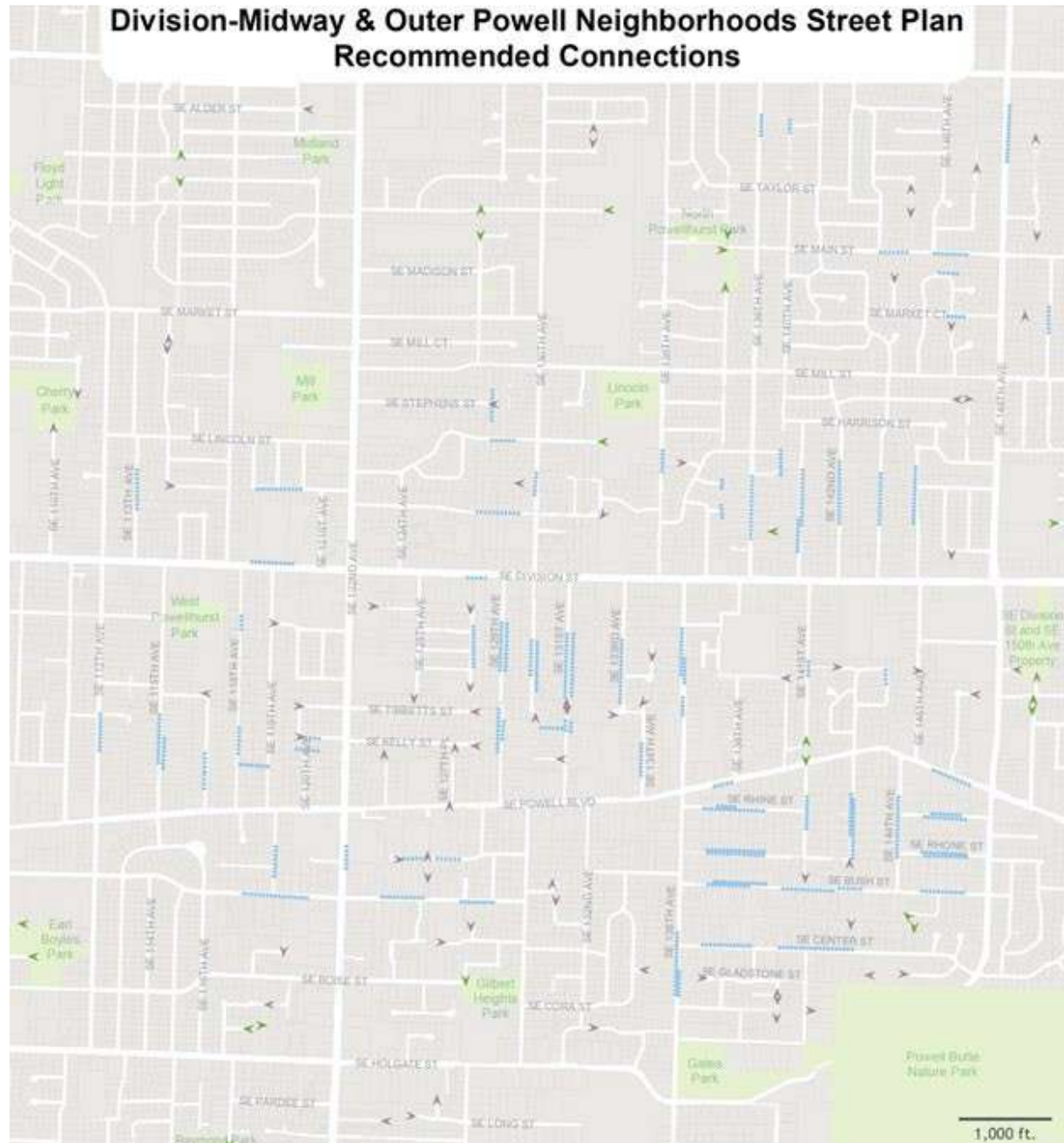
(Adopted by Resolution No. 37157 October 15, 2015)

The Portland Bureau of Transportation (PBOT), in partnership with the Portland Bureau of Planning and Sustainability and Oregon Department of Transportation (ODOT), developed the Division-Midway Neighborhood Street Plan. The Division-Midway Neighborhood Street Plan was developed to help improve local street and pathway connectivity in several East Portland neighborhoods. The project area is centered on SE Division Street, a designated “Main Street” in the Metro Region 2040 Growth Concept Plan and the study area was bounded by SE 112th Ave, SE 148th Ave, SE Stark and SE Holgate and includes portions of the Hazelwood, Mill Park, Centennial and Powellhurst Gilbert neighborhoods.

Goals and Objectives: The overall goal is to develop a Neighborhood Street Plan that can better increase street connectivity and multi-modal travel options within the project area. Objectives:

- Establish a more connected local street and path network
- Create safer walking and bicycling routes to neighborhood destinations, transit and the regionally designated SE Division Main Street
- Define the range of options for improving local streets, including use of Portland Street By Street design options.
- Inform future improvements to be built over-time by property owners, developers and the City.

The Street Plan identified implementation methods for introducing new street and pathway connections and options for improving deficient local streets. The plan recommended adding New Future Public Connections across Existing Private Property.



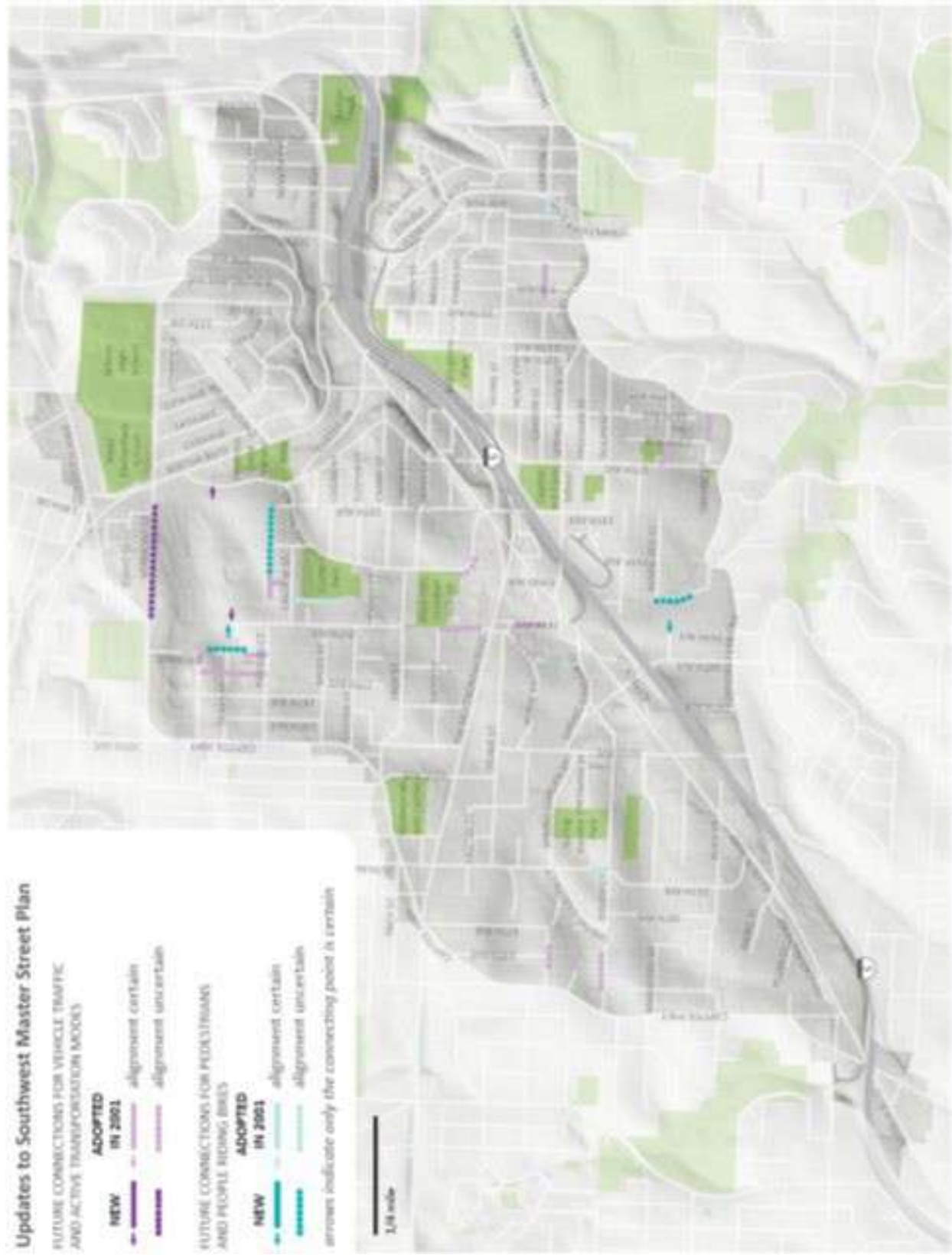
Southwest Portland Master Street Plans

Tryon-Stephens Headwaters Neighborhood Street Plan

(Adopted by Resolution No. 37162, November 2015)

The Portland Bureau of Transportation (PBOT) and the Portland Bureau of Environmental Services (BES) developed the Tryon-Stephens Headwaters Neighborhood Street Plan to create a strategy to complete the transportation network and stormwater system within the study area. The Tryon-Stephens plan provides a strategy for enhancing neighborhood access to local destinations by looking comprehensively at street and drainage issues. The Tryon-Stephens Street Plan sets a framework for tailoring improvements to individual streets based on the adjacent land use, street character, and natural setting.

The plan recommends modifying the City of Portland's Southwest Master Street Plan (2001) to add future local street/pathway connections in two locations within the study area, as shown on the following map (page 52 of the Tryon-Stevens plan). Recommended new connections are in the Hillsdale neighborhood linking SW Nevada Court to SW Vermont Street between SW 26th Avenue and Capitol Hill Road, and in the Markham Neighborhood linking SW Marigold Street between SW 23rd and SW 26th Avenues.



Areas not covered by Master Street Plans

Master Street Plans have not been completed for all or parts of the North, Northeast, Far Northeast, Southeast, Northwest, and Central City districts. Other areas were excluded from the Southwest and Far Southeast Master Street Plans: the east light rail corridor (102nd to the city limits, NE Glisan to SE Stark), the Hillsdale town center, and the West Portland town center. Master Street Plans for these areas will be completed as refinement plans of the TSP. Until such plans are completed, the location and implementation of new street and pedestrian/bicycle connections will be governed by Title 17: Public Improvements and Title 33: Planning and Zoning requirements in City Code. Title 17 regulations govern developing or redeveloping sites that do not include a land division, and Title 33 regulations govern developing or redeveloping sites that do include a land division. The spacing standards in each title are 530 feet for full street connections and 330 feet for pedestrian/bicycle connections where full street connections are not feasible.

Chapter 5: Modal Plans

Introduction

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

PedPDX: Portland's Citywide Pedestrian, Plan, 2019

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

Enhanced Transit Corridors Plan, 2018

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

Safe Routes to School Project Planning, 2018

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

Southwest Corridor Plan, 2018

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

The Southwest Corridor Plan includes:

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

Growing Transit Communities Plan, 2017

The Growing Transit Communities Plan identified and prioritized the most beneficial improvements to make getting to the bus and using the bus, a safer and more convenient option along sections of three bus lines 87, 77, and 20 that served as typologies for citywide comparison. The plan determined a package of transportation investments on a corridor level that would best create transit-oriented neighborhoods, places where transit (along with walking and bicycling for short trips) is truly the mode of choice for getting to and from work, school, shops, or other destinations.

Regional Over-Dimensional Truck Route Study, 2016

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

Vision Zero Action Plan, 2016

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

Portland Bicycle Plan for 2030, 2011

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

Portland Streetcar System Concept Plan, 2009

The Portland Streetcar System Concept Plan identifies potential corridors that will build upon the success of the existing streetcar system and expand service to best serve Portland's neighborhoods and business districts. The streetcar is a key element in the city's plan for more sustainable future growth. The results of this plan updated the TSP projects list.

Freight Master Plan, 2006

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

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

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

Chapter 6:

Implementation Strategies

Introduction

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

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

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

Portland Plans and Studies

Airport Way & I-205 Transit Study

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

PBOT and TriMet would work together to conduct a transit study for this area.

Broadway Weidler Corridor Plan Update

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

Brooklyn Neighborhood River Access

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

Burnside & 82nd Traffic Circulation Study

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

West Burnside / Couch Refinement Plan

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

Citywide Master Street Plans

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

Central Eastside Railroad Quiet Zone Feasibility Study

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

Central City Transit Network Study

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

Central City Light Rail Station Study

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

Central City Transit Capacity Study

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

Central City Truck Loading and Parking Plan

This project will develop a comprehensive truck loading and parking strategy for the Central City to increase efficiency of the on-street loading system, increase compliance with City loading regulations, and balance commercial loading and parking needs with other uses in the public right-of-way. This project will recommend strategies and street design options applicable to the Central City. This project is funded.

Clackamas Flexible Street Strategy

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

Columbia Corridor Access Study

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

Cordon Pricing

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

Cultural District Streetscape Plan

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

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

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

NE Glisan Street Transportation and Streetscape Study

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

Goose Hollow Access and Circulation Plan

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

Green Loop Concept Plan

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

Hayden Island

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

I-205 Bicycle and Pedestrian Overcrossing

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

Industrial Lands Access Study

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

Interjurisdictional Arterial Improvements Coordination

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

Jefferson Main Street Plan

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

Lombard Corridor Transportation and Streetscape Plan

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

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

Update the Lloyd District Standard Plans and Details within the Right-of-Way document to in

part implement the Street and Development Character Concept for the district.

MAX Light Rail Corridor Master Street Plan

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

Morrison and Hawthorne Bridgeheads Connectivity and Accessibility Study

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

Morrison Bridge Eastside Ramps Reconfiguration Study

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

North Macadam Transportation Development Strategy Update

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

Northwest District Access and Circulation Study

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

Projected ODOT “Hot Spot” Locations Refinement Plan

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

Through modeling and analysis, PBOT and ODOT have identified multiple locations with potential safety and/or projected capacity problems. The agencies have agreed that PBOT will identify feasible actions for addressing these safety and/or capacity programs along with a financially feasible implementation program, the appropriate micro- or meso-scale modeling and analysis tools based on the results of the alternative performance measures work, analyze potential alternative performance measures. After analyzing the locations based on the results of

the alternative performance measure work, PBOT will recommend whether and what types of solutions are appropriate for each location for inclusion in the City's TSP. PBOT will also work with ODOT to develop and recommend alternative State Highway mobility targets for adoption by the City and the Oregon Transportation Commission. This refinement plan will be completed no later than the next major TSP update.

ODOT District Highways Evaluation

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

Old Town Chinatown Access and Circulation Plan

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

University District Access and Circulation Plan

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

Salmon Street Concept Plan

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

Steel Bridge Ramps Reconfiguration Study

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

"The Strand" Concept Plan

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

US 26 & I-405 Circulation & Safety Study

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

and queues on I-405 NB and SB between Marquam Bridge and Sunset Highway, and identify potential funding.

USPS Site Master Plan

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

160's Neighborhood Greenway

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

RTP Corridor Refinement Plans and Studies

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

Study 8.2.3.7 Central City Transit Capacity and Steel Bridge Analysis

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

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

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

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

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

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

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

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

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

Completed Studies and Plans

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

Glossary of transportation terms

The Transportation System Plan uses clear, everyday language as much as possible. Words and terms in the Glossary have the specific meaning stated below when used in the Comprehensive Plan and TSP, unless the context clearly indicates another meaning. Words not included in this Glossary are defined by their dictionary meaning, or in some cases, by their meaning in state or federal law.

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)

Access

The ability to approach or make use of transportation facilities, parks and open space, public infrastructure, or businesses and services that are open to the public. Good access means within close proximity (up to 1/2 mile) that is free from physical barriers for those with limited mobility.

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.

Active Transportation

Transportation that involves physical activity, including walking, biking and using transit.

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.

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.

Also: A class of street. Arterial streets interconnect and support the throughway system. Arterials are intended to provide general mobility for travel within the region. Correctly sized arterials at appropriate intervals allow through trips to remain on the arterial system thereby discouraging use of local streets for cut-through travel. Arterial streets link major commercial, residential, industrial and institutional areas. Major arterials serve longer distance through trips and serve more of a regional traffic function. Minor arterials serve shorter, more localized

travel within a community. As a result, major arterials usually carry more traffic than minor arterials. Arterial streets are usually spaced about one mile apart and are designed to accommodate bicycle, pedestrian, truck and transit travel.

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).

Bicycle

A vehicle having two tandem wheels, a minimum of 14 inches in diameter, propelled by human power, upon which a person or persons may ride. A three-wheeled adult tricycle is considered a bicycle. In Oregon, a bicycle is legally defined as a vehicle. Bicyclists have the same right to the roadways and must obey the same traffic laws as the operators of other vehicles.

Bicycle Boulevard

See Neighborhood Greenway.

Bike Share

Bike Share is an innovative transportation program that provides users access to bicycles on a short-term basis for one-way travel within a designated service area.

Carpool

A motor vehicle carrying two, three or more people, usually commuting on a regular or semi-regular basis.

Centers

Places with concentrations of commercial and community services, housing, gathering places, and transit connections. Centers provide services to surrounding neighborhoods and are intended to be enhanced as places because they are a focus of housing and job growth. There are four types of centers with varying functions, levels of activity, and scales and intensities of development:

- **Central City:** Corresponds to the Central City plan district, which serves as the region's premier center, anchoring an interconnected system of centers.
- **Gateway Regional Center:** Corresponds to the Gateway plan district, East Portland's largest center, which is intended to be enhanced as an employment and community service hub within the area and region.
- **Town Centers:** Large centers that serve a broad area of the city and have an important role in accommodating growth. They provide a full range of commercial and community services, high-density housing, mid-rise commercial and mid-rise mixed-use buildings (typically up to five to seven stories in height), are served by high-capacity transit connections, and have a substantial employment component. Town Centers provide housing opportunities for enough population to support a full-service business district.
- **Neighborhood Centers:** Centers that primarily serve adjacent neighborhoods and provide opportunities for additional housing and low- to mid-rise commercial and mixed-use buildings (typically up to three to five stories in height). They provide a range of local commercial and community services and transit connections. Neighborhood Centers provide housing opportunities for about half the population needed to support a neighborhood business district.

City Greenway

A system of distinctive pedestrian- and bicycle-friendly green streets and trails, enhanced by lush tree canopy and landscaped stormwater facilities that support active living by expanding transportation and recreational opportunities and making it easier and more attractive to reach destinations across the city. City Greenways are a network that includes the following types of infrastructure:

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1. Enhanced greenway corridors are distinctive green streets with extensive tree canopy and landscaped stormwater facilities that provide connections between major centers, schools, parks, natural areas, and the rivers.
 2. Trails are often located along rivers or through natural areas, providing pedestrian and bicycle connections.
 3. Heritage parkways are iconic streets or segments of streets with elements such as linear parkways, scenic views, and distinctive landscaping or street design.
 4. Neighborhood greenways are an extensive network of streets with low volumes of motor vehicle traffic that are prioritized for bicycles and enhanced for pedestrians, working in conjunction with the rest of the City Greenways system to extend the system into all neighborhoods.

Collector Street

A class of street. Collector streets provide both access and circulation between residential, commercial, industrial and agricultural community areas and the arterial system. As such, collectors tend to carry fewer motor vehicles than arterial streets, with reduced travel speeds. Collector streets are usually spaced at half-mile intervals, midway between arterial streets. Collectors may serve as bike, pedestrian and freight access routes, providing local connections to the arterial street network and transit system. While the focus for collectors has been on motor vehicle traffic, they are developed as multi-modal facilities that accommodate bicycles, pedestrians and transit.

Complete Streets

Complete streets provide accessibility to all users of the right-of-way regardless of age, ability, or mode of transportation. They are designed and operated to make better places and to enhance safe access for all modes, including people walking and bicycling, those using a mobility device, motorists, and transit users.

Community Uses

Community uses in the right-of-way include but are not limited to temporary uses such as public gathering spaces, events, food production or temporary festivals, etc.

Congestion

A condition characterized by unstable traffic flows that prevents reliable movement on a transportation facility.

Connected Vehicle

A vehicle that communicates with the Internet, other vehicles, wayside systems and/or passengers.

Corridor

1. Corridors (2040 design type) – A type of land use that is typically located along regional transit routes and arterial streets, providing a place for somewhat higher densities than is found in 2040 centers. These land uses should feature a high-quality pedestrian environment and convenient access to transit. Typical new developments would include rowhouses, duplexes and one to three-story office and retail buildings, and average about 25 persons per acre. While some corridors may be continuous, narrow bands of higher-intensity development along arterial streets, others may be more nodal, that is a series of smaller centers at major intersections or other locations along the arterial that have high quality pedestrian environments, good connection to adjacent neighborhoods and transit service.

2. Corridor as defined in the Comprehensive Plan is an area that may be a single major street, or a broad mobility corridor that provides connections for a range of transportation modes (transit, pedestrians, cyclists, freight, motor vehicles, and so forth), not necessarily on the same street. There are three types of corridor:

- Civic Corridor: These are a prioritized subset of the city's most prominent transit and transportation streets. They connect centers, provide regional connections, and include segments where commercial development and housing are focused. Civic Corridors are intended to continue their important transportation functions while providing livable environments for people, and evolving into distinctive places that are models of ecological design.
- Neighborhood Corridor: Main streets that connect neighborhoods with each other and to other parts of the city. They support neighborhood business districts and provide housing opportunities close to local services, amenities, and transit lines. They are

streets that include a mix of commercial and higher-density housing development. They have less intense development and transportation function than Civic Corridors.

- Freight Corridor: Primary routes into and through the city that support Portland as an important West Coast hub and a gateway for international and domestic trade. These facilities are integral to the growth of traded sector businesses such as manufacturing, warehousing, and distribution industries.

Curb Zone

The area of public right-of-way adjacent to the curb that can be used for a wide variety of mobility and access functions, including but not limited to vehicle lanes, bike lanes, curb extensions, transit platforms, street trees, loading zones, on-street parking, bike corrals, and street seats.

Electric Vehicle

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

Emergency Response Vehicles

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

Environmental Impact Statement

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

FAVES

Fleet, fully Automated Vehicles that are Electric and Shared.

Freight

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

Frequent Service (TriMet)

Bus or MAX Light Rail transit service that runs every 15 minutes or better most of the day, everyday.

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.

Goals

The broadest expressions of a community's desires. Goals give direction and are concerned with the long term; they often describe ideal situations.

Goods

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

Green Infrastructure

Public or private assets — either natural resources or engineered green facilities — that protect, support, or mimic natural systems to provide stormwater management, water quality, public health and safety, open space, and other complementary ecosystem services. Examples include trees, ecoroofs, green street facilities, wetlands, and natural waterways.

Green Street

A green street is a street with a landscaped street-side planter or bioswale that captures stormwater runoff from the street and allows it to soak into the ground as soil and vegetation filter out pollutants. A green street is not the same as a City Greenway, though a City Greenway may include green street elements.

High-capacity Transit

High-capacity transit is public transit that bypasses congestion by making full or partial use of exclusive right-of-way, a non-exclusive right-of-way, using transit priority or a combination of both. Vehicles make fewer stops, travel at higher speeds, have more frequent service, and carry more people than local service transit such as typical bus lines. High-capacity transit can be provided by a variety of vehicle types including light rail, commuter rail, streetcar, and bus.

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.

Historically Marginalized Communities

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

Infrastructure

Necessary municipal or public services, provided by the government or by private companies and defined as long-lived capital assets that normally are stationary and can be preserved for a significant number of years. Examples are streets, bridges, tunnels, drainage systems, water and sewer lines, parks, pump stations and treatment plants, dams, and lighting systems. Beyond transportation and utility networks, Portland includes buildings, green infrastructure, communications, and information technology as necessary infrastructure investments that serve the community. See also Public facility.

Intelligent Transportation Systems (ITS)

The application of a broad range of communications-based information, control and electronics technologies to improve the efficiency and safety of the transportation systems.

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

Neighborhood shopping areas along an arterial street or at an intersection that have a unique character that draws people from outside the adjacent neighborhood.

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.

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 Zone

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

Multimodal Mixed-Use Area (MMA)

The Multimodal Mixed-Use Area (MMA) is an ODOT designation applied by local governments to downtowns, town centers, main streets or other areas inside Urban Growth Boundaries where the local government determines there is: high quality connectivity to and within the area by modes of transportation other than the automobile; a denser level of development of a variety of commercial and residential uses than the surrounding areas; a desire to encourage these characteristics through development standards and an understanding that increased automobile congestion within and around the MMA is accepted as a potential trade-off.

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.

Neighborhood

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

Neighborhood Greenway

Neighborhood greenways are an extensive network of streets with low volumes of motor vehicle traffic that are prioritized for bicycles and enhanced for pedestrians, working in conjunction with the rest of the City Greenways system to extend the system into all neighborhoods.

Neighborhood Corridor

Main streets that connect neighborhoods with each other and to other parts of the city. They support neighborhood business districts and provide housing opportunities close to local services, amenities, and transit lines. They are streets that include a mix of commercial and higher-density housing development. They have less intense development and transportation function than Civic Corridors.

New Mobility

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

Objectives

These 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.

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.

Paratransit

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

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.

Pattern Areas

Five primary geographies in Portland that have differing physical characteristics, needs, and assets. Each of these areas has unique topographies and natural features, patterns and types of development, street and other infrastructure characteristics, and histories that have shaped their urban form. The five primary Pattern Areas are:

- **Central City:** This area corresponds to the Central City plan district and is also a major center.
- **Inner Neighborhoods:** This area includes inner portions of the city that originally developed during the streetcar era, prior to World War II. It includes a large part of the city east of the Willamette River, extending roughly to 82nd Avenue, and also the inner westside “flats,” located between the river and the West Hills.
- **Western Neighborhoods:** This area includes the West Hills (Tualatin Mountains) and areas to the west.
- **Eastern Neighborhoods:** This area includes eastern portions of the city, mostly located east of 82nd Avenue and largely annexed to Portland in the 1980s and 1990s.
- **River:** This area includes the land along the Willamette and Columbia Rivers and the Columbia Slough.

Peak Period

The period of the day during which the maximum amount of travel occurs. Peak periods in Portland metro area are generally defined as 7-9 AM and 4-6 PM.

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.

Pedestrian

A person on foot, in a wheelchair, or in another health-related mobility device.

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.

Performance Targets and Standards

A metric to demonstrate progress toward.

Policies

The choices made to carry out goals in the foreseeable futures. 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 goals.

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.

Protected Bike Lane

Bicycle lanes that are physically separated from motor vehicle and pedestrian travel. A protected bike lane is an exclusive bicycle facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. A protected bike lane is physically separated from motor traffic and distinct from the sidewalk, using vertical elements such as physical curbs or flexible delineators.

Public Facility

Any facility, including buildings, property, and capital assets, that is owned, leased, or otherwise operated, or funded by a governmental body or public entity. Examples of public facilities include sewage treatment and collection facilities, stormwater and flood management facilities, water supply and distribution facilities, streets, and other transportation assets, parks, and public buildings. See also Infrastructure.

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 (Metro)

Compact, specifically defined areas where high density growth and a mix of intensive residential and commercial land uses exist or are planned. Regional Centers are to be supported by an efficient transit-oriented, multi-modal transportation system.

Regional Transportation Functional Plan (RTFP)

A regional functional plan regulating transportation in the Metro region, as mandated by Metro's Regional Framework Plan. The plan directs local plan implementation of the Regional Transportation Plan.

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.

Right-of-Way (ROW)

A public 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.

Shared Roadway Bikeway

Shared roadway bikeway is a facility type identified in the Portland Bicycle Plan for 2030, used on lower volume roadways where bicycles mix with motor vehicles.

Speed Cushion

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

Station Community

Areas generally within a ¼ to 1/2 mile radius of a light rail station or other high capacity transit stops that are planned as multi-modal, mixed use communities with substantial pedestrian and transit supportive design characteristics and improvements.

Streetcar

Fixed guide-way transit service mixed in traffic for locally oriented trips within or between higher density mixed-use centers.

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.

Traffic Calming

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

Trails

Designated routes on land or water that provide public access for recreation or transportation purposes, like walking and bicycling. Trails are often located along rivers, through natural areas, or along rail or highway rights-of-way, with connections to and through neighborhoods.

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.

Town Center

Areas of mixed residential and commercial land uses that serve tens of thousands of people.

Transit-Oriented Development

A mix of residential, retail, office, and other uses and a supporting network of streets, bikeways, and pedestrian ways 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.

Transit Station Areas

Areas within a half-mile of light rail and other high-capacity transit stations. Some transit station areas are located within centers or civic corridors and are subject to policies for those types of places.

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: Transportation Planning Rule)

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)

Required by the state Transportation Planning Rule, a TSP describes a transportation system and outlines projects, programs, and policies to meet its needs now and in the future based on the community's aspirations. A TSP typically serves as the transportation component of the local comprehensive plan.

TriMet

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.

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.

Volume-to-capacity (v/c) Ratio

A measure of potential roadway capacity. A ratio expressing the relationship between the existing or anticipated volume of traffic on a roadway and the designed capacity of the facility.

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.

Appendix A: TSP Projects and Programs

TSP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Financially Constrained?	Estimated Timeframe
10005	Portland	Portland	Pedestrian Network Completion Program	Citywide	Gaps and deficiencies in Portland's pedestrian network present significant barriers to pedestrians. Many of these can be remedied through modest expenditures to address the most critically needed improvements. These projects should contribute to an increase in safe walking as disincentives to usage are eliminated and the continuity of the pedestrian network is improved. Example projects include sidewalk gap infill, sidewalk improvements, safer shoulders, shared streets, pathways, trails, crossing improvements, wayfinding improvements, accessibility improvements, and signal modifications. The program will also work to identify and implement needed improvements in designated Pedestrian Districts.	\$60,200,000	Yes	Years 1 - 20
10006	Portland	Portland	Bikeway Network Completion Program	Citywide	Gaps and deficiencies in Portland's bikeway network present significant barriers to bicyclists. Many of these can be remedied through modest expenditures to address the most critically needed improvements. These projects should contribute to an increase in safe bicycling as disincentives to usage are eliminated and the continuity of the bikeway network is improved. Example projects include new bike lanes and sharrows, improvements to existing bikeways, wayfinding improvements, colored bike boxes and lanes, and signal modifications. This program will coordinate with paving projects to ensure that new striping designs are developed ahead of time and implemented in conjunction with paving. The program will also work to identify and implement needed improvements in designated Bicycle Districts.	\$24,000,000	Yes	Years 1 - 20
10007	Portland	Portland	Neighborhood Greenways Program	Citywide	The Neighborhood Greenway system provides a network of safe and comfortable pedestrian/bicycle priority routes on low-volume, low-speed streets. The Neighborhood Greenway network will be improved and expanded over time through inexpensive treatments that lower speeds, reduce automobile volumes, create safer crossings of busy streets, and provide wayfinding. Example project elements include speed bumps, sharrows, signage, diverters, curb ramps, lighting, and improved crossings.	\$19,500,000	Yes	Years 1 - 20
10008	Portland	Portland	High Crash Corridor Program	Citywide	High Crash Corridors are streets in Portland with a high concentration of crashes. The High Crash Corridor program uses relatively inexpensive education, enforcement and engineering solutions to address crash problems in a short period of time. Example projects include improved crossings, lane reorganizations, curb extensions, median islands, speed reader boards, and speed/crosswalk enforcement.	\$67,100,000	Yes	Years 1 - 20
10009	Portland	Portland	Safe Routes to School Program	Citywide	Portland Safe Routes to School is a partnership of the City of Portland, schools, neighborhoods, community organizations and agencies that advocates for and implements programs that make walking and biking around our neighborhoods and schools fun, easy, safe and healthy for all students and families while reducing our reliance on cars. The Portland Safe Routes to School program currently provides Education, Encouragement, Engineering, Enforcement, and Evaluation in an Equitable manner (6 'E's) to support students in schools to be safe, have fun, grow healthy and get there.	\$71,500,000	Yes	Years 1 - 20
10010	Portland	Portland	Transit Priority Program	Citywide	Improve transit speed, reliability, safety, and access along major transit corridors. Example projects include sidewalk infill, crossing improvements, stop improvements, stop consolidation or relocation, signal priority, queue jumps, and transit-only lanes. The program will coordinate with TriMet and other transit agencies to identify and implement these improvements.	\$9,500,000	Yes	Years 1 - 20
10011	Portland	Portland	Freight Priority Program	Citywide	Improve freight speed, reliability, safety, and access along major freight routes. Example projects include signal priority, freight-only lanes, queue jumps, loading zones, and turning radius improvements. The program will coordinate with the Port of Portland and other freight-related organizations to identify and implement these improvements.	\$9,500,000	Yes	Years 1 - 20
10012	Portland	Portland	Transportation System Management Program	Citywide	Transportation System Management (TSM) seeks to identify improvements to enhance the capacity of existing system through operational improvements. Through better management and operation of existing transportation facilities, these techniques are designed to improve traffic flow, air quality, and movement of vehicles and goods, as well as enhance system accessibility and safety. Example projects include corridor signal timing, electronic message boards, variable speed limits, traveler information services, traffic cameras, bluetooth readers, and other intelligent transportation system (ITS) elements.	\$9,500,000	Yes	Years 1 - 20
10013	Portland	Portland	Transportation & Parking Demand Management Program	Citywide	Transportation & Parking Demand Management (TDM) seeks to better utilize existing capacity in the transportation system and parking supply by reducing single-occupant automobile trips through demand management strategies. This is achieved by encouraging people through education, outreach, incentives and pricing to choose other modes, share rides, travel outside peak times, and telecommute, among other methods. TDM program elements include SmartTrips outreach, TDM Plan requirements for new development, and parking management planning and implementation. TDM is often implemented in partnerships with community organizations, neighborhood and business associations, developers and property managers.	\$19,500,000	Yes	Years 1 - 20

TSP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Financially Constrained?	Estimated Timeframe
10014	Portland	Portland	Alternative Street Design Program	Citywide	Many streets in the City of Portland do not meet full City standards. Unimproved and substandard streets cause safety, access and mobility issues for all users and fail to manage stormwater runoff. The Alternative Street Design Program will plan and implement lower-cost alternative design treatments that enhance safety, access, and mobility when funds are lacking for more extensive upgrades. Ideally, these design treatments would be concurrent with stormwater improvements. Example projects include "shared street" improvements to gravel streets, new connections through undeveloped rights-of-way, and improvements to substandard paved streets. The program could be funded by a combination of Local Improvement Districts, development impact fees, local transportation funds (e.g. Our Streets), Bureau of Environmental Services (BES) stormwater funds, and other grant and community investment opportunities.	\$20,000,000	Yes	Years 1 - 20
20002	Portland	Portland / ODOT	I-405 Corridor ITS	14th/16th, NW (Glisan - Burnside); 13th/14th, SW (Burnside - Clay)	ITS improvements at six signals between Clay and Glisan including communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow.	\$500,000	Yes	Years 1 - 10
20005	Portland	Portland	Fields Park Pedestrian/Bicycle Bridge	10th, NW (Overton - Naito Parkway)	Construct a pedestrian/bicycle bridge over the railroad tracks.	\$2,300,000	Yes	Years 11 - 20
20007	Portland	Portland / ODOT	South Portal Intersection Improvements	Bancroft / Hood / Macadam, SW	Improve the South Portal to the North Macadam District (intersection of Bancroft, Hood, and Macadam) to address safety and capacity issues.	\$8,138,078	Yes	Years 1 - 10
20010	Multnomah County	Multnomah County	Broadway Bridge Rehabilitation	Broadway Bridge	Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic.	\$22,700,000	Yes	Years 1 - 10
20011	Multnomah County	Multnomah County	Burnside Bridge Rehabilitation, Phase 1	Burnside Bridge	Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic.	\$25,000,000	Yes	Years 1 - 10
20012	Portland / Multnomah County	Portland / Multnomah County	Burnside Bridge Access Improvements	Burnside Bridge, E/W	Construct a stairway and elevator to provide access from the Burnside Bridge to Waterfront Park. Construct an elevator alongside existing staircase to provide an accessible connection between the Eastbank Esplanade and the Burnside Bridge.	\$2,000,000	Yes	Years 11 - 20
20014	Portland	Portland	W Burnside Corridor Improvements	Burnside St, W (NW 15th to NW 23rd)	Design and construct boulevard improvements including pavement reconstruction, wider sidewalks, curb extensions, safer crossings, new traffic signals, and traffic management.	\$4,000,000	Yes	Years 1 - 10
20016	Portland	Portland / ODOT	Central City TSM	Central City	Implement Central City TSM improvements to arterials.	\$3,250,000	Yes	Years 11 - 20
20040	Portland	Portland	South Waterfront Street Connections	Multiple Streets, SW (River Parkway - Moody)	New streets will be constructed in phases according to the South Waterfront District Street Plan as development occurs.	\$5,250,000	Yes	Years 11 - 20
20049	Portland	Portland	North Portal Street Improvements	Sheridan St, SW (Water - Bond); Water / Corbett Ave, SW (Sheridan - Kelly)	Improve access into the northern end of the North Macadam District by improving SW Corbett and SW Sheridan Street, including their connections with SW Kelly Way, SW Harbor Drive, and SW River Parkway.	\$9,250,000	Yes	Years 11 - 20
20050	Portland	Portland / ODOT	Southern Triangle Access Improvements	Powell Blvd, SE (8th - 17th)	Improve traffic access to the Southern Triangle district from eastbound Powell Blvd.	\$4,000,000	Yes	Years 1 - 10
20057	Portland	Portland	Willamette Greenway Trail Extension	Willamette Greenway Trail, SW (Marquam Br - Hamilton)	Provide two paths in order to separate bicyclists from pedestrians in remaining gaps of South Waterfront's Willamette Greenway trail.	\$2,500,000	Yes	Years 1 - 10
20063	Portland	Portland	Central Eastside Belmont/Morrison Bikeway	Belmont/Morrison St, SE (Water - 12th)	Design and implement an east-west bikeway along the Belmont/Morrison corridor from Water to 12th.	\$1,000,000	Yes	Years 1 - 10
20065.1	Portland	Portland	Interstate Semi-viaduct Replacement	Interstate Ave, N (North of Broadway Bridge)	Replace the existing weight-restricted, poor-condition Interstate Semi-viaduct (Bridge #152). Provide enhanced bicycle facilities on new structure if feasible.	\$2,150,000	Yes	Years 1 - 10
20065.2	Portland	Portland	Interstate-Larrabee Overpass	Interstate- Larrabee Ramp, N (Tillamook Broadway)	Remove the existing weight-restricted, low-clearance, poor-condition Interstate to Larrabee southbound flyover ramp (Bridge #153) and replace with a new overpass including a multi-use path to connect the future N Portland Greenway Trail to the Broadway Bridge. Assess the costs and benefits of providing vehicle access on the new structure as part of project development.	\$5,000,000	Yes	Years 11 - 20
20068	Portland	Portland	NE 12th Ave Bridge Replacement	12th Ave, NE (over I-84 and railroad tracks)	Replace the existing fracture critical and seismically deficient 12th Ave bridge (Bridge #025) over I-84 and railroad tracks with a new structure. Provide multimodal transportation improvements on the new structure.	\$13,236,245	No	N/A
20069	Portland	Railroad	NW Marshall Pedestrian/Bicycle Bridge	Marshall, NW (9th - Naito Parkway)	Construct a pedestrian/bicycle bridge over the railroad tracks, potentially connecting to Broadway Bridge.	\$3,000,000	Yes	Years 11 - 20
20070	Portland	Portland	NW Naito/Front Safety Improvements	Naito Pkwy / Front Ave, NW (9th - 21st)	Construct multimodal safety and capacity improvements including a lane reconfiguration, pedestrian improvements, and bicycle facilities.	\$2,600,000	Yes	Years 1 - 10
20073	Portland	Portland	Stark / Washington Safety and Access Improvements	Stark / Washington, SE (Water - Sandy)	Improve freight and bicycle connectivity and mobility by reconfiguring traffic flow and turning movements on Stark and Washington Streets between Water and Sandy. Requires signals and/or crossings at Grand and MLK (see project 20205). Consider protected intersections at Sandy & Washington and Sandy & Stark during project design.	\$2,000,000	Yes	Years 1 - 10
20075	Portland	Portland	Water Ave Corridor Improvements	Water Ave, SE (Stark - Clay)	Remove rails from roadway, repair pavement, build sidewalks, and enhance existing bikeway.	\$2,000,000	Yes	Years 11 - 20
20077	Portland	Portland	Sullivan's Crossing Pedestrian/Bicycle Bridge	7th Ave, NE (over I-84)	Construct a pedestrian/bicycle bridge across Interstate 84 connecting the Lloyd District to the Central Eastside Industrial District. Supports future Green Loop project.	\$12,548,000	Yes	Years 1 - 10
20078	Portland	Portland	Lloyd District Streetscape Improvements	7th/9th Ave, NE (Broadway - Lloyd Blvd)	Construct sidewalk improvements, mid-block crossings, and other enhancements to create a more pedestrian-oriented streetscape.	\$5,000,000	Yes	Years 11 - 20
20079	Portland	Portland	Sullivan's Gulch Trail: Lloyd Blvd. Alignment	Lloyd Blvd, NE (Eastbank Esplanade - 12th)	Design and construct a multi-use path or two-way protected bikeway on the south side of Lloyd Blvd, connecting to Sullivan's Crossing ped/bike bridge and future Sullivan's Gulch Trail.	\$1,000,000	Yes	Years 1 - 10

TSP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Financially Constrained?	Estimated Timeframe
20089	Portland	Portland	W Burnside/Couch Corridor Improvements, Phase 1	Burnside/Couch, W/NW (Burnside Bridge - NW 15th)	Construct transportation improvements including pavement reconstruction, traffic signals, turn lanes, curb extensions, bicycle network improvements, and crossing improvements.	\$3,000,000	Yes	Years 1 - 10
20091	Portland	Portland	W Burnside/Couch Corridor Improvements, Phase 2	Burnside/Couch, W/NW (Burnside Bridge - NW 15th)	Implements a one-couplet design including new traffic signals, widened sidewalks, curb extensions, bike lanes, on-street parking and street trees. This project will be coordinated with ODOT to address potential impacts to the I-405 interchanges, overcrossings and ramps.	\$70,000,000	No	N/A
20097	Portland	Portland	Flanders Crossing and Neighborhood Greenway	Flanders St, NW (24th - Steel Bridge)	Design and implement a neighborhood greenway from the Steel Bridge to NW 24th, including a pedestrian/bicycle bridge over I-405, signal at 16th, signal at Broadway, improved crossing at Naito, and other crossing and traffic calming improvements as needed.	\$8,000,000	Yes	Years 1 - 10
20102.1	Portland	Portland	Bond Ave Extension, Phase 1	Bond Ave, SW (River Parkway - Porter)	Extend SW Bond one-way northbound from Porter to River Parkway.	\$9,569,600	Yes	Years 1 - 10
20102.2	Portland	Portland	Bond Ave Extension, Phase 2	Bond Ave, SW (Porter - Whitaker)	Extend SW Bond one-way northbound from SW Whitaker to Porter, extend Portland Streetcar service north of the Tram, and convert Moody to one-way southbound operation to form a couplet.	\$16,000,000	Yes	Years 1 - 10
20105	Portland	Portland	NW 14th Ave Bikeway and Crossing Improvements	14th Ave, NW (Burnside - Thurman)	Construct improved crossings at neighborhood greenway crossings of NW 14th Ave. Enhance existing bikeway at major intersections and explore feasibility of providing a southbound bikeway on 14th or a parallel street.	\$500,000	Yes	Years 1 - 10
20107	Portland	Portland	SW 4th Ave Corridor Improvements	4th Ave, SW (Sheridan - Madison)	Improves the street environment on SW 4th Avenue adjacent to Portland State University by adding bicycle facilities, curb bulb-outs, enhanced pedestrian crossings, traffic signals, and green street features. As part of the project, reconfigure 4th Ave from Sheridan to Lincoln to enhance and extend the bike lane over I-405, and modify the signal at Lincoln to improve bicycle access.	\$2,500,000	Yes	Years 1 - 10
20108	Portland	Portland	SW Broadway Bikeway and Streetscape Improvements	Broadway, SW (Clay - Sherman)	Enhances the existing protected bikeway and sidewalks on SW Broadway adjacent to Portland State University. Includes the construction of a raised bikeway, sidewalk amenities, green street features, ADA improvements, pedestrian islands, curb bulb-outs, and a full signal at Harrison. Enhance the existing bikeway on SW Broadway from Jackson to Sherman across I-405 to improve safety and comfort.	\$1,500,000	Yes	Years 1 - 10
20109	Portland	Portland	Moody Ave Extension	Moody Ave, SW (Bancroft - Hamilton Ct)	Extend SW Moody Ave from Bancroft to Hamilton Ct to improve circulation within the South Waterfront neighborhood.	\$34,168,374	No	N/A
20110	Portland	Railroad / ODOT	Sullivan's Gulch Trail, Segment 1	Banfield Corridor, NE (Eastbank Esplanade - 21st)	Construct a multi-use trail for pedestrians and bicycles within the Banfield (I-84) Corridor from the Eastbank Esplanade to NE 21st Ave.	\$40,000,000	No	N/A
20112	Portland	Portland	NE Multnomah Protected Bikeway Improvements	Multnomah St, NE (Interstate - 16th)	Construct permanent improvements to the NE Multnomah St protected bikeway.	\$2,000,000	Yes	Years 1 - 10
20113	Portland	Portland	NE Broadway Corridor Improvements, Phase 1	Broadway/Weidler, N/NE (Broadway Bridge - 24th)	Enhance existing bike lanes and improve pedestrian/bicycle crossings. Add traffic signals, improve signal timing, improve transit stops, and construct streetscape improvements.	\$9,000,000	Yes	Years 1 - 10
20116	Portland	Portland / ODOT	I-405 Safety and Operational Improvements	15th/16th/Burnside e/Couch, NW (at I-405 interchange)	Improve pedestrian and bike access from NW Portland to Central City across I-405 at Burnside and Couch. Improves traffic operations for I-405 off-ramp.	\$2,240,094	Yes	Years 1 - 10
20117	Multnomah County	Multnomah County	Morrison Bridge Rehabilitation	Morrison Bridge	Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic.	\$45,000,000	Yes	Years 1 - 10
20118	Multnomah County	Multnomah County	Hawthorne Bridge Rehabilitation	Hawthorne Bridge	Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic.	\$13,300,000	Yes	Years 1 - 10
20119	ODOT	ODOT	Broadway/Weidler Interchange, Planning and PE	Interstate 5, N/NE (I-405 - I-84)	Conduct planning, preliminary engineering and environmental work to improve safety and operations on I-5, connection between I-84 and I-5, and access to the Lloyd District and Rose Quarter.	\$44,400,000	Yes	Years 1 - 10
20120	ODOT	ODOT	Broadway/Weidler Interchange, Right-of-Way	Interstate 5, N/NE (I-405 - I-84)	Acquire right-of-way to improve safety and operations on I-5, connection between I-84 and I-5, and access to the Lloyd District and Rose Quarter.	\$40,500,000	Yes	Years 1 - 10
20121	ODOT	ODOT	Broadway/Weidler Interchange, Construction	Interstate 5, N/NE (I-405 - I-84)	Construct improvements to enhance safety and operations on I-5, connection between I-84 and I-5, and access to the Lloyd District and Rose Quarter. Project includes a pedestrian/bicycle bridge across I-5 at Clackamas St.	\$127,000,000	Yes	Years 11 - 20
20122	Portland	Portland	NE 9th Ave Bikeway	9th Ave, NE (Lloyd - Broadway)	Design and implement separated bicycle facilities from Lloyd Blvd to Broadway.	\$2,000,000	Yes	Years 11 - 20
20123	Portland / ODOT	Portland / ODOT	SW Broadway Traffic Improvements	Broadway, SW (Grant - 5th)	Make improvements on SW Broadway and/or other city streets to reduce the vehicle queue on the I-405 SB Exit Ramp that connects to SW Broadway.	\$2,000,000	Yes	Years 11 - 20
20124	Portland / ODOT	Portland / ODOT	I-405 / Glisan Traffic Improvements	I-405 / Glisan, NW (southbound off-ramp)	Make improvements on city streets near the I-405 SB Exit Ramp to reduce the queue on the exit ramp.	\$1,000,000	Yes	Years 1 - 10
20125	Portland	Portland	Portland Streetcar Operational Improvements	Central City	Design and implement projects to improve the operational efficiency of Portland Streetcar.	\$1,000,000	Yes	Years 1 - 10
20126	Portland	Portland	1st / 2nd / 3rd Ave Bikeway	1st / 2nd / 3rd Ave, SW (Arthur - Flanders)	Design and implement bikeways on 1st / 2nd / 3rd from Arthur to Flanders to create a safe and comfortable north-south bicycle connection through the Central City. Project includes a traffic signal at SW 2nd & Clay.	\$2,000,000	Yes	Years 1 - 10
20127	Portland	Portland	Naito Parkway Corridor Improvements	Naito Pkwy, NW/SW (Steel Bridge - Harrison)	Improve roadway and provide separated pedestrian and bicycle facilities along the eastside of Naito Parkway. Add or upgrade crossings at Montgomery, Clay, Jefferson, Main, Davis, and Everett. Improve pedestrian and bicycle access across Naito, including detection and signal timing adjustments where appropriate. Signalize the top of the ramp from Naito to Hawthorne Bridge to improve traffic flow.	\$10,000,000	Yes	Years 1 - 10
20128	Portland	Portland	Broadway Multimodal Streetscape Improvements	Broadway, NW/SW (Hoyt - Clay)	Enhance the existing bikeway on Broadway. Includes the construction of a protected bikeway, signal improvements, short-term parking and loading zones, and shorter	\$2,000,000	Yes	Years 1 - 10
20129	Portland	Portland	South Park Blocks Bikeway	9th / Park Ave, SW (Clifton - Oak)	Design and implement a bikeway, with traffic calming and improved crossings as needed. Supports future Green Loop project.	\$1,000,000	Yes	Years 1 - 10

TSP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Financially Constrained?	Estimated Timeframe
20130	Portland	Portland	SW 12th Ave Bikeway	12th Ave, SW (Montgomery - Stark)	Design and implement a bikeway on 12th Ave to provide a safe and comfortable northbound bicycle connection through the Central City.	\$750,000	Yes	Years 1 - 10
20131	Portland	Portland	Jefferson / Columbia Bikeway	Jefferson / Columbia St, SW (Naito - 18th)	Design and implement a bikeway on SW Columbia St and enhance existing bikeway on SW Jefferson St to create a safe and comfortable east-west bicycle connection through the Central City.	\$1,250,000	Yes	Years 1 - 10
20132	Portland	Portland	Salmon / Taylor Bikeway	Salmon / Taylor, SW (Naito - 16th)	Design and implement bikeways on Salmon and Taylor Streets to create a safe and comfortable east-west bicycle connection through the Central City.	\$1,000,000	Yes	Years 1 - 10
20133	Portland	Portland	SW Main / Madison Bikeway and Transit Improvements	Main / Madison St, SW (1st - 5th)	Enhance and extend bikeways on Main and Madison to create a safe and comfortable east-west bicycle connection in the Central City. Reconfigure roadway to add a bus-only lane on SW Madison from 5th to 1st, with right turns allowed where necessary.	\$500,000	Yes	Years 1 - 10
20135	Portland	Portland / Multnomah County	Hawthorne Bridgehead Pedestrian Improvements	Hawthorne Bridgehead, SW	Add improved crossings at Naito/Jefferson and Naito/Main.	\$250,000	Yes	Years 1 - 10
20136	Portland	Portland / Multnomah County	Morrison Bridgehead Pedestrian Improvements	Morrison Bridgehead, SW	Add missing crosswalks at 2nd & Alder and 2nd & Washington to improve pedestrian safety and connectivity. Convert dual left-turn lanes to single left-turn lanes at 3rd & Washington and 4th & Alder to improve pedestrian crossing safety.	\$100,000	Yes	Years 1 - 10
20138	Portland	Portland	Burnside / 10th Pedestrian Improvements	Burnside / 10th, SW	Convert the "jughandle" left turn lane at Burnside & 10th into public space. Improve pedestrian safety at the intersection.	\$250,000	Yes	Years 1 - 10
20139	Portland	Portland	Burnside / Broadway Pedestrian Improvements	Burnside / Ankeny/ Broadway, SW	Reconfigure the section of Broadway between Burnside, Pine, and Ankeny to improve pedestrian safety and provide public space. Consider closing Ankeny to vehicle traffic.	\$250,000	Yes	Years 1 - 10
20140	Portland	Portland	Burnside / 20th Pedestrian Improvements	Burnside / 20th Place, SW	Convert the slip lane at Burnside & 20th PI into public space. Improve pedestrian safety at the intersection.	\$250,000	Yes	Years 1 - 10
20141	Portland	Portland	Collins Circle Public Space Improvements	Jefferson / Columbia / 18th, SW	Improve Collins Circle to make the public space more accessible and engaging for the community.	\$100,000	Yes	Years 1 - 10
20142	Portland	Portland	Firefighters Park Public Space Improvements	18th / 19th / Alder, SW	Improve Firefighters Park to make the public space more accessible and engaging for the community.	\$100,000	Yes	Years 1 - 10
20143	TriMet	TriMet	Goose Hollow Bike Hub	Goose Hollow/SW Jefferson MAX Station	Establish a west-side commuter bike hub at the Goose Hollow/SW Jefferson MAX station, accommodating the needs of transit riders transferring to or from bicycles at this location.	\$500,000	Yes	Years 1 - 10
20144	Portland	Portland	Goose Hollow Ped/Bike Connectivity Improvements	Goose Hollow	Improve bicycle and pedestrian connectivity throughout Goose Hollow, including connections on SW 16th Ave through the Lincoln High School site.	\$500,000	Yes	Years 11 - 20
20146	Portland	Portland	NW 18th/19th/Alder Bikeway	18th / 19th Ave, NW (Alder - Glisan); Alder St, SW (14th - 18th); Alder / Washington, SW (14th - Broadway)	Design and implement separated bike lanes to extend the 18th/19th Bikeway and connect to Alder. Provide bike lanes in both directions along Alder from 18th to 14th, and add bike lanes on the Alder/Washington couplet from 14th to Broadway.	\$500,000	Yes	Years 1 - 10
20147	Portland	Portland	SW Jefferson Main Street Improvements	Jefferson St, SW (14th - 20th)	Construct streetscape improvements to enhance SW Jefferson as a Main Street for the Goose Hollow neighborhood.	\$2,000,000	Yes	Years 11 - 20
20148	Portland	ODOT	SW Salmon/Taylor Pedestrian Improvements	Salmon / Taylor / I 405, SW	Pedestrian improvements at the SW Salmon / I-405 off-ramp area and SW Taylor / I-405 on-ramp area, including adding pedestrian facilities on the south side of the Salmon and Taylor overpasses between 13th and 14th Avenues.	\$500,000	Yes	Years 1 - 10
20149	Portland	Portland	Vista Bridge Renovation	Vista Bridge, SW	Renovate the structurally deficient Vista Bridge (Bridge #036).	\$3,000,000	Yes	Years 1 - 10
20151	Portland	Portland / Multnomah County	Inner Burnside Multimodal Improvements	Burnside St, W/E (SW Park - SE 12th)	Reconfigure lanes from SW Park Ave to SE 12th Ave to reduce transit delay and improve pedestrian and bicycle safety. Enhance existing bike lanes across the bridge to provide climbing lanes and more physical separation from traffic. Extend bike lanes west to SW 4th Ave and improve pedestrian crossing at SW 2nd Ave. Project may include signal modifications to improve transit operations and pedestrian safety. Explore feasibility of eastbound bus-only lane as part of project design.	\$1,000,000	Yes	Years 1 - 10
20152	Portland	Portland	SW Ankeny Pedestrian Street Improvements	Ankeny St, SW (Naito - Park)	Develop SW Ankeny as a pedestrian-oriented street, including some pedestrian-only segments providing public space and outdoor seating.	\$100,000	Yes	Years 1 - 10
20153	Portland	Portland	North Park Blocks Bikeway	8th / Park Ave, NW/SW (Oak - Glisan)	Design and implement a bikeway, with traffic calming, signals, and improved crossings as needed. Supports future Green Loop project.	\$750,000	Yes	Years 1 - 10
20154	Portland	Portland	NW 9th Ave Bikeway	9th Ave, NW (Hoyt - Naito)	Design and implement a separated bikeway to provide a safe and comfortable bicycle connection from the Pearl District to Naito Parkway.	\$500,000	Yes	Years 1 - 10
20155	Portland	Portland	NW 12th Ave Bikeway	12th Ave, NW (Burnside - Pettygrove); 13th Ave, NW (Burnside - Davis)	Design and implement a bikeway, with traffic calming, signals, and improved crossings as needed.	\$750,000	Yes	Years 1 - 10
20156	Portland	Portland	NW 15th Ave Walkway / Bikeway	15th Ave, NW (Johnson - Savier)	Restripe NW 15th Ave to provide a striped pedestrian walkway on the west side of the street and bicycle sharrows in the travel lanes. Remove abandoned railroad tracks from the roadway as part of the project.	\$100,000	Yes	Years 1 - 10
20158	Portland	Railroad	NW 13th Ave Ped/Bike Bridge	13th Ave, NW (Raleigh - Naito)	Construct a pedestrian and bicycle bridge over the railroad tracks to connect the North Pearl District to Naito and the waterfront.	\$2,500,000	Yes	Years 11 - 20
20159	Portland	Portland	NW Davis St Neighborhood Greenway	Davis St, NW (Naito - 13th)	Design and implement a neighborhood greenway, with traffic calming, signals, and improved crossings as needed.	\$250,000	Yes	Years 11 - 20
20160	Portland	Portland	North Park Blocks Festival Streets	Davis St, NW (Park - 8th); Flanders St, NW (Park - 8th)	Redesign streets crossing the Park Blocks with special designs and traffic calming to enhance the pedestrian environment and complement the function of the park.	\$1,000,000	Yes	Years 11 - 20
20162	Portland	Portland	NW Hoyt St Bikeway	Hoyt St, NW (9th -Broadway)	Redesign NW Hoyt Street to provide bike lanes in both directions.	\$100,000	Yes	Years 1 - 10
20165	Portland	Portland	NW Northrup Traffic Signals	Pearl District, NW	Construct new traffic signals at Northrup & 11th, Northrup & 12th, Northrup & 13th, Northrup & 14th, Northrup & 15th, and Northrup & 16th to improve traffic flow and streetcar operations.	\$1,500,000	Yes	Years 11 - 20
20166	Portland	Portland	Harrison / Montgomery Bikeway	Harrison St, SW (Naito - 11th); Montgomery St, SW (11th - 14th)	Design and implement bikeways along SW Harrison St from Naito to 4th to complete the bicycle connection between the Tilikum Bridge and PSU. Improve pedestrian crossings of Harrison from Naito to 4th. Continue bikeway through PSU campus along Harrison and Montgomery.	\$500,000	Yes	Years 1 - 10

TSP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Financially Constrained?	Estimated Timeframe
20167	Portland	Portland	SW 6th & Jackson Crossing Improvement	6th & Jackson, SW	Enhance safety at existing pedestrian crossing.	\$100,000	Yes	Years 1 - 10
20168	Portland	ODOT / TriMet	SW 6th Ave & I-405 Multimodal Improvements	Broadway, SW (4th - 6th); 6th Ave, SW (Broadway - Jackson); Jackson St, SW (6th - Park)	Restripe SW Broadway to direct two lanes of traffic onto the freeway on-ramp. Reconfigure intersection of SW 6th, Jackson, and freeway off-ramp to provide a signalized pedestrian crossing and allow westbound buses on Jackson to access 6th Ave northbound. Extend sidewalk and build a bus platform on east side of 6th Ave south of Jackson. Enhance and extend the bike lane on 6th north to Jackson and south to Broadway. Design and implement a bikeway on Jackson St from 6th to Park.	\$2,000,000	Yes	Years 11 - 20
20169	Portland	Portland	1st Ave / I-405 Crossing Improvements	1st Ave / I-405, SW	Add improved pedestrian crossings of 1st Ave on either side of I-405.	\$100,000	Yes	Years 1 - 10
20170	Portland	Portland	SW Naito Pkwy Multi-use Path	Naito Pkwy, SW (I 405 - Lincoln)	Extend multi-use path on east side of Naito from Lincoln to I-405, with a connection to Caruthers and/or Grant to allow southbound bicycle access to Gibbs Street Bridge and Tilikum Crossing.	\$500,000	Yes	Years 11 - 20
20171	Portland	Portland	SW 15th/16th Ave Bikeway	15th/16th Ave, SW (Burnside - Salmon)	Design and implement a bikeway couplet, with traffic calming and crossing improvements as needed.	\$250,000	Yes	Years 1 - 10
20172	Portland	ODOT	Upper I-405 Trail	I-405 (Water - 4th)	Design and implement a pedestrian and bicycle connection along the I-405 off-ramp to 4th & Lincoln. Supports future Green Loop project.	\$2,800,000	Yes	Years 11 - 20
20173	Portland	Portland	SE 9th Ave Crossing Improvements	9th Ave, SE (at Hawthorne, Madison, Belmont, Morrison, Stark, Sandy)	Provide enhanced pedestrian crossings at major intersections to improve safety and reduce pedestrian delay.	\$1,000,000	Yes	Years 1 - 10
20174	Portland	Portland	SE Salmon Neighborhood Greenway Improvements	Salmon St, SE (Eastbank Esplanade - 12th)	Improve existing neighborhood greenway by installing improved crossings at 7th, 11th, and 12th. Once traffic signals are constructed at MLK/Grand (see project 20073), extend the Salmon neighborhood greenway from 7th to the Eastbank Esplanade.	\$400,000	Yes	Years 1 - 10
20175	Portland	Portland	SE Ankeny Neighborhood Greenway Improvements	Ankeny St, SE (3rd - 12th); 3rd Ave, SE/NE (Ankeny - Couch)	Once traffic signals are constructed at MLK and 11th/Sandy (see project 20073), extend the Ankeny neighborhood greenway to 3rd Ave, along 3rd north to Couch Ct, and connecting to the Burnside Bridge.	\$100,000	Yes	Years 1 - 10
20176	Portland	Portland	11th/12th Ave Multimodal Safety Improvements	11th/12th Ave, SE (Burnside - Clinton)	Enhance pedestrian and bicycle safety and access by installing improved crossings at Ankeny, Salmon, Madison, Clay, and Harrison. Design and implement improvements to enhance bicycle travel on 11th and 12th.	\$1,000,000	Yes	Years 1 - 10
20177	Portland	Portland	SE Harrison Neighborhood Greenway	Harrison St, SE (7th - Ladd Circle)	Extend the Harrison Neighborhood Greenway from Ladd Circle to 7th, including traffic calming and improved crossings at 7th, 11th, and 12th.	\$500,000	Yes	Years 1 - 10
20181	Portland	Multnomah County	Inner Hawthorne Multimodal Corridor Improvements	Hawthorne Blvd, SW/SE (SW Naito - SE 12th)	Signalize the top of the ramp from SW Naito to Hawthorne Bridge to improve safety and capacity for all modes. Construct an eastbound protected bikeway with transit islands to improve pedestrian and bicycle safety and comfort as well as transit operational efficiency. Explore feasibility of eastbound bus-only lane as part of project design.	\$2,600,000	Yes	Years 1 - 10
20184	Portland	Portland	SE Yamhill / Taylor Couplet	Yamhill / Taylor, SE (Water - Grand)	Improve traffic safety and capacity by converting Yamhill and Taylor to couplet operation between Water and Grand Ave, including new traffic signals at Yamhill / MLK, Yamhill / Grand, and Taylor / Water. As part of the project, reconfigure the ramp from Belmont viaduct to MLK.	\$3,000,000	Yes	Years 11 - 20
20185	Portland	TriMet	Gideon Street Pedestrian / Bicycle Bridge	Clinton MAX Station	Construct a pedestrian / bicycle bridge over the railroad and light rail tracks to connect the Clinton MAX Station with the adjacent neighborhood.	\$10,000,000	Yes	Years 1 - 10
20186	Portland	Portland	NE 7th Ave Bikeway Improvements	7th Ave, NE (Lloyd - Broadway)	Enhance the existing bikeway on 7th from Lloyd to Broadway to improve safety and comfort, including protected bikeway elements where needed, separation from traffic, and crossing improvements.	\$250,000	Yes	Years 1 - 10
20187	Portland / ODOT	Portland / ODOT	Yamhill & Water Traffic Improvements	Yamhill / Water, SE	Install signal at the SE Yamhill St / SE Water Ave intersection with turn lane and queue detection treatments on the I-5 NB Exit Ramp to reduce queue length and/or provide advanced warning sign of queue on the exit ramp.	\$750,000	Yes	Years 11 - 20
20188	Portland	Portland	Lloyd District Grand / MLK Traffic Signals	Grand / MLK, NE (Lloyd - Broadway)	Improve multimodal safety and traffic flow by constructing additional traffic signals at intersections along Grand and MLK.	\$1,000,000	Yes	Years 11 - 20
20189	Portland	Portland	Oregon / Grand Streetcar Turnaround	Oregon / Grand, NE	Construct a streetcar turnaround to enable east-west streetcar service between NW 23rd and the Lloyd District.	\$750,000	Yes	Years 11 - 20
20190	Portland	Portland	Grand / Weidler Streetcar Turnaround	Grand / Weidler, NE	Construct a streetcar turnaround to enable standalone north-south streetcar service on the Eastside.	\$500,000	Yes	Years 1 - 10
20191	Portland	ODOT	Freeway Underpass Improvements	Lloyd Blvd / Multnomah St / Holladay St / Oregon St / Russell St, N/NE (under I-5)	Enhance the pedestrian and bicycling environment under the I-5 freeway at Lloyd Blvd, Multnomah, Holladay, Oregon, and Russell. Improve the appearance of publicly owned storage yards located under and adjacent to the I-5 and I-405 freeways.	\$100,000	Yes	Years 11 - 20
20192	Portland	Portland	N River St Reconstruction	River St, N (Tillamook - Essex)	Rebuild N River Street from the Tillamook overpass to Essex Street.	\$750,000	Yes	Years 11 - 20
20193.1	Portland	Portland	Post Office Blocks Transportation Improvements, Phase 1	Johnson St, NW (9th - Station Way); Park Ave, NW (Hoyt - Johnson); 9th & Everett; 9th & Glisan	Extend Johnson St as an east-west multimodal street through the Post Office Blocks redevelopment site, including diverter at 9th Ave. Extend Park Ave north to Johnson. Add traffic signals at 9th/Everett and 9th/Glisan. Create pedestrian connections throughout the site.	\$16,000,000	Yes	Years 1 - 10
20193.2	Portland	Portland	Post Office Blocks Transportation Improvements, Phase 2	NW 9th to Broadway; NW Lovejoy to Hoyt	Extend the Green Loop through the Broadway Corridor redevelopment site from North Park Blocks to Broadway Bridge. Enhance existing bike lanes along Broadway and Lovejoy viaducts.	\$5,000,000	Yes	Years 11 - 20
20194	Portland	Portland	Central Eastside 7th Ave Corridor Improvements	7th Ave, SE (Flanders - Division)	Design and implement a bikeway from I-84 to Division, connecting to Sullivan's Crossing ped/bike bridge, with separated bikeway segments, neighborhood greenway segments, pedestrian improvements, and crossing improvements as needed. Includes enhancement of existing bicycle facilities on 7th Ave from Sandy to Division Consider a protected intersection design at 7th/Washington/Sandy. Supports future Green Loop Project.	\$1,000,000	Yes	Years 1 - 10

TSP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Financially Constrained?	Estimated Timeframe
20196	Portland	Portland	Grand & I-84 Transit Improvements	Grand Ave, NE (Burnside - Lloyd)	Adjust streetcar track alignment, reconfigure lanes, and modify signals to reduce bus and streetcar delay due to freeway on-ramp queue.	\$1,000,000	Yes	Years 1 - 10
20197	Portland	Railroad / ODOT	Steel Bridge Transit Improvements	Steel Bridge	Design and implement transit priority improvements to reduce transit delay on the Steel Bridge and its approaches.	\$250,000	Yes	Years 1 - 10
20198	TriMet / Portland	TriMet / Portland	Rose Quarter Transit Center Redesign	Rose Quarter Transit Center	Redesign the Rose Quarter Transit Center and Steel Bridge to improve transit system capacity and operations, improve customer experience and ease transfers, minimize conflicts with other modes and provide areas for community spaces, enhanced facilities for pedestrians and cyclists and redevelopment.	\$300,000,000	No	N/A
20199	TriMet	Portland	SW 1st Ave Light Rail Turnaround	Morrison St & 1st Ave, SW	Develop a turnaround to allow eastbound light rail trains to turn westbound to improve transit operations.	\$10,000,000	No	N/A
20200	Portland	Portland	SW/NW 4th Ave Bikeway	4th Ave, SW/NW (Madison - Flanders)	Design and implement a protected bikeway on 4th Ave to provide a bikeway couplet with Broadway connecting PSU, Downtown, and Old Town / Chinatown.	\$1,000,000	Yes	Years 1 - 10
20201	Portland	Portland	Central Eastside Sandy Blvd Corridor Improvements	Sandy Blvd, SE (Washington - Burnside)	Enhance existing bicycle facilities to improve safety and comfort. Modify intersections to improve pedestrian crossing safety. Consider a protected intersection design at 7th/Washington/Sandy and Stark/Sandy.	\$500,000	Yes	Years 1 - 10
20202	Portland	Portland	Bicycle / Rail Safety Improvements	Central City	Install pavement markings and signage on rail streets where needed to improve bicycle safety and comfort.	\$250,000	Yes	Years 1 - 10
20203	Portland	Portland	Union Station, Phase 3	Union Station	Core building improvements, operational improvements, and raiaside improvements for Union Station.	\$150,000,000	No	N/A
20204	Portland / ODOT	Portland / ODOT	Broadway / Weidler Interchange Area Multimodal Improvements	Broadway / Weidler / I-5	Construct multimodal transportation improvements supporting the ODOT Broadway / Weidler (Rose Quarter) Interchange Project, including enhancements of surface streets, lids over the freeway, and a new ped/bike bridge over I-5 at Clackamas St, consistent with the adopted N/NE Quadrant Plan and Broadway / Weidler Facility Plan. Supports future Green Loop project.	\$10,000,000	Yes	Years 11 - 20
20205	Portland	Portland	Central Eastside Access and Circulation Enhancement Project	Central Eastside	Improve access and circulation in the Central Eastside by adding new signals and crossings at Hawthorne & Clay ramp, Salmon & Grand, Salmon & MLK, Washington & Grand, Washington & MLK, Ankeny & MLK, Ankeny & Sandy, 16th & Irving, modifying signals at Stark & Grand, Clay & Grand, Mill & MLK, and reconstructing SE Clay St from Water to Grand.	\$5,400,000	Yes	Years 1 - 10
20206	Portland	Portland	SE Water Ave Realignment, Phase 2	Water Ave, SE (Clay – 2nd Pl)	Realign Water Ave to the east along railroad tracks to support OMSI area redevelopment.	\$8,000,000	Yes	Years 1-10
20207	Portland	Portland	ETC: Portland Central City Portals Transit Enhancements	Portland Central City	Construct transit priority treatments to reduce transit delay and improve transit reliability and travel times.	\$5,000,000	No	N/A
20208	Portland	Portland	Portland Streetcar Operational Improvements	Portland Central City	Design and construct improvements along NE Grand Avenue and/or other shared Streetcar/Bus corridors to add transit capacity. Construct Lloyd District turnback(s).	\$5,000,000	No	N/A
30001	Portland	Portland	Ainsworth Bridge Pedestrian/Bicycle Improvements	Ainsworth St, N (Bridge over I-5)	Construct improvements to the bridge to create a safe and pleasant crossing for pedestrians and bicyclists over I-5.	\$1,375,950	No	N/A
30004	Portland	Portland	Columbia Blvd Pedestrian Improvements	Columbia Blvd, N (Swift - Portland Rd; Argyle Way - Albina)	Construct sidewalks and crossing improvements. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$4,213,209	No	N/A
30005	Portland	Portland	Columbia Blvd / Railroad Bridge Replacement	Columbia Blvd, N (bridge over railroad tracks)	Replace the existing fracture critical Columbia Blvd bridge (#078) over railroad tracks with a new structure, and perform seismic upgrades on parallel bridge (#078A).	\$3,839,995	Yes	Years 1 - 10
30006	Portland	Portland	Columbia Blvd Noise Walls	Columbia Blvd, N (Oswego - Denver)	Install noise walls on the south side.	\$1,000,000	No	N/A
30008	Portland	Portland	Columbia Blvd ITS	Columbia Blvd, N/NE (I-205 - Burgard)	Communications infrastructure including closed circuit TV cameras, truck priority detection, variable message signs for remote monitoring and control of traffic flow for six signals.	\$390,059	Yes	Years 1 - 10
30010	ODOT	ODOT	I-5 Delta Park, Phase 2	Denver Ave, N (Victory - Argyle)	Construct shared-use path; rehabilitate, resurface and restripe Denver Ave for buffered bike lanes; connect shared-use path to Columbia Slough levee trail.	\$10,000,000	Yes	Years 1 - 10
30014	Portland	Portland	Falling Street Neighborhood Greenway	Shaver St, N (Concord - Montana); Montana Ave, N (Shaver - Falling); Falling St, N/NE (Concord - 19th); Ridgewood Dr, NE (19th - 26th)	Design and implement a neighborhood greenway from Concord to 26th & Regents. Construct street improvements to provide a safe and pleasant connection between the Overlook MAX station and the Mississippi District, including pedestrian/bicycle way-finding and festival street treatments. Redesign intersection of 26th & Regents to improve traffic flow and safety.	\$1,000,000	Yes	Years 1 - 10
30015	Portland	Portland	Going St ITS	Going St, N (Interstate - Greeley)	Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system.	\$557,250	Yes	Years 1 - 10
30016	Portland	Portland	Going/Greeley Interchange Improvements	Going/Greeley, N	Redesign Going/Greeley interchange including climbing lane on Going to improve truck movement between Swan Island, Lower Albina, and I-5.	\$16,750,000	No	N/A
30018	Portland	Portland	Hayden Island Street Network Improvements, Phase 1	Hayden Island, N	Implement street plan for Hayden Island to improve circulation and access for all modes.	\$1,834,600	Yes	Years 11 - 20
30020	ODOT	ODOT	Columbia River Crossing	I-5, N (Victory Blvd - Washington border)	Replace I-5/Columbia River bridges and improve interchanges on I-5.	\$2,982,000,000	Yes	Years 1 - 10
30028	Portland	Portland	Killingsworth Street Improvements	Killingsworth St, N/NE (Interstate - MLK Jr)	Construct street improvements to improve pedestrian connections to Interstate MAX LRT and to establish a main street character promoting pedestrian-oriented activities.	\$3,728,869	Yes	Years 1 - 10
30030	Portland	Portland	N Killingsworth Streetscape Improvements	Killingsworth St, N (Greeley - Denver)	Design and implement streetscape improvements to enhance sidewalks, lighting, crossings, transit stops, and signals.	\$1,851,960	No	N/A
30033	TriMet	TriMet	Portland Vancouver Light Rail	Expo Center - Vancouver, WA	Extend light rail service from Expo Center to Vancouver, WA.	\$1,075,965,000	Yes	Years 11 - 20
30035	Portland	ODOT	Lombard St ITS	Lombard St, N/NE (MLK Jr - Philadelphia)	Communications infrastructure including closed circuit TV camera, Bluetooth detection, improved bus priority variable message signs for remote monitoring and control of traffic flow at the intersections with MLK Jr, Interstate, Greeley, Portsmouth, Philadelphia/Ivanhoe.	\$673,440	Yes	Years 11 - 20

TSP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Financially Constrained?	Estimated Timeframe
30036	Portland	Portland/ODOT	ETC: N/NE Enhanced Transit Corridor	Lombard St, N (St. Johns Town Center - NE MLK Jr Blvd)	Construct safety and access to transit improvements and transit priority treatments to reduce transit delay and improve transit reliability and travel times.	\$5,000,000	No	N/A
30037	Portland / ODOT	ODOT	N Lombard Corridor Improvements	Lombard St, N (Woolsey - MLK)	Design and implement transportation and streetscape improvements to improve safety and promote pedestrian-oriented uses along the corridor and to create a safe, pleasant pedestrian link over I-5, including intersections improvements at Montana & Lombard and an improved pedestrian crossing of the Interstate 5 on-ramp. The project will be coordinated with ODOT to address potential impacts to Lombard and the I-5 interchange.	\$5,000,000	Yes	Years 1 - 10
30038	Portland	Portland	Marine Dr ITS	Marine Dr, N/NE (Portland Rd - 185th)	Install CCTV at N Portland Rd and changeable message signs at Portland Rd, Vancouver and 185th	\$238,510	Yes	Years 1 - 10
30039	Port	Railroad	Marine Dr Rail Overcrossing	Marine Dr, N (at Rivergate West)	Reroute rail tracks and construct an above-grade rail crossing at Rivergate West entrance to improve safety and reduce vehicle and rail traffic conflicts.	\$13,644,200	Yes	Years 1 - 10
30042	TriMet	Portland	NE MLK Jr Blvd Enhanced Transit Project	MLK Jr Blvd, NE (Central City - N. Vancouver Way/Jubitz)	Capital construction of regional enhanced transit project.	\$30,000,000	No	N/A
30050	Portland	ODOT	St Johns Pedestrian Improvements	St Johns Pedestrian District, N	Enhance pedestrian access to transit, improve safety, and enhance the streetscape such as better lighting and crossings. Improvements including realigning the "ivy" island, curb extensions, a new traffic signal at Richmond/Lombard, and pedestrian connections between St. Johns and the riverfront based on the St Johns/Lombard Plan.	\$5,000,000	Yes	Years 1 - 10
30055	Region	Railroad	North Portland Junction: Undoing the "X"	North Portland Junction, N	Eliminate the at-grade crossing of UPRR and BNSF tracks at North Portland Junction.	\$33,598,000	No	N/A
30056	Portland	Portland	Columbia Blvd Protected Bikeway	Columbia Blvd, N/NE (MLK Jr Blvd - Lombard St)	Design and implement a protected bikeway or multi-use path. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$6,000,000	No	N/A
30059	Portland	ODOT	N Lombard Main Street Improvements	Lombard, N (N Tyler - N Woolsey)	Implement main street improvements along N Lombard consistent with the St Johns/Lombard Plan, including curb extensions and street lighting. Provide separated in-roadway bicycle facilities from Ida to Portsmouth.	\$1,834,600	Yes	Years 1 - 10
30063	Region	Railroad	Railroad Bridge and Track Improvements	BNSF Mainline at Willamette and Columbia River Bridges, N	Improve rail track conditions on approaches to Willamette River and Columbia River bridges to increase railroad speed and capacity.	\$10,751,000	No	N/A
30065	Region	Railroad	North Portland Junction Crossover Improvements	North Portland Junction, N	Upgrade rail track with revised crossovers, centralized traffic control tie-in, and increased turning radius to accommodate higher rail speeds and capacity.	\$23,600,000	No	N/A
30066	Region	Portland	Columbia Blvd Rail Overcrossing	Columbia Blvd & Peninsula Junction, N	Grade separate Columbia Blvd at Penn Junction to eliminate three at-grade rail crossings.	\$28,935,000	No	N/A
30068	Portland	Portland	Burgard St Viaduct Replacement	Burgard, N (Bridge over UPRR)	Replace the existing N Burgard St Viaduct (#001) over the UPRR tracks. Include pedestrian and bicycle facilities. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$3,045,241	Yes	Years 1 - 10
30069	Region	Railroad	Columbia Slough Rail Bridge	Terminal 6 - South Rivergate (across Columbia Slough)	Construct a rail bridge across Columbia Slough to provide rail connection to South Rivergate from Terminal 6.	\$10,840,000	No	N/A
30070	Portland	Portland	St Johns Truck Strategy, Phase 2	Lombard St, N (Bruce - St Louis); Fessenden, N (Columbia Way - St Louis); St Louis, N (Lombard - Fessenden); Columbia Blvd & Portland Rd (intersection)	Address pedestrian safety, bicycle safety and neighborhood livability impacts associated with cut-through truck traffic on N St Louis Ave and N Fessenden St. Construct pedestrian crossing safety and traffic calming improvements, such as curb extensions and median islands, and redesign the Columbia/Portland intersection as outlined in the St Johns Truck Strategy Phase II.	\$3,346,126	Yes	Years 1 - 10
30072	Portland/Port	Portland	Rivergate ITS	Rivergate, N	Connect real-time information to ODOT's Highway ITC systems.	\$480,000	Yes	Years 1 - 10
30076	Region	Railroad	Columbia River Rail Bridge Improvements	BNSF Rail Bridge (over Columbia River)	Replace existing swing span with lift span and relocate position to mid-river channel. Project creates wider and quicker opening, reduces I-5 lifts, eases river navigation, and could accommodate a third rail track.	\$35,548,800	No	N/A
30077	Port	Railroad	Barnes Yard to Terminal 4 Rail Access	Barnes Yard - Terminal 4, N	Add dedicated track for Terminal 4 through Barnes Yard and add new track from Barnes Yard to Terminal 4.	\$3,000,000	Yes	Years 1 - 10
30080	Portland	Portland	Burgard/Lombard Corridor Improvements	Burgard/Lombard, N (UPRR Bridge - Columbia Blvd)	Improve the intersection of Burgard & Time Oil Rd to add turn lanes and construct a multi-use path along Burgard.	\$2,635,000	Yes	Years 1 - 10
30081	Portland	Portland	N Argyle Corridor Improvements	Argyle Way, N (Columbia - Denver)	Design and implement pedestrian and bicycle facilities on N Argyle from N Columbia Blvd to N Denver Ave. Construct safety and connectivity improvements at the Columbia, Brandon, and Denver intersections.	\$2,000,000	Yes	Years 1 - 10
30083	Portland	Portland	Hayden Island Street Network Improvements, Phase 2	Hayden Island, N	Implement street plan for Hayden Island to improve circulation and access for all modes.	\$1,834,600	No	N/A
30084	Portland	Portland	Columbia Blvd / Columbia Way Bridge Replacement	Columbia Blvd, N (bridge over Columbia Way)	Replace the existing structurally deficient Columbia Blvd bridge (#079) over Columbia Way with a new structure.	\$6,993,958	No	N/A
30086	Portland	Portland	Swan Island Active Transportation Improvements	Swan Island, N	Improve access and mobility on Swan Island by constructing the recommended bikeway and trail network in the Portland Bicycle Plan for 2030, including an improved bikeway connection from Basin to Going Ct.	\$9,000,000	Yes	Years 11 - 20
30087	Portland	Portland	North Portland Greenway Trail, Segment 1	Kelley Point Park - Columbia Blvd, N	Build a multi-use trail connecting Kelley Point Park to N Columbia Blvd at Chimney Park.	\$9,559,102	Yes	Years 11 - 20
30088	Portland	Portland	North Portland Greenway Trail, Segment 2	Columbia Blvd - Cathedral Park, N	Build a multi-use trail connecting Chimney Park, Pier Park, Baltimore Woods, Cathedral Park, and St Johns.	\$2,083,874	Yes	Years 1 - 10
30089	Portland	Portland	North Portland Greenway Trail, Segment 3	Cathedral Park - Swan Island, N	Build a multi-use trail connecting the Cathedral Park with Swan Island via University of Portland and Willamette Cove.	\$14,787,630	Yes	Years 11 - 20
30090	Portland	Portland	North Portland Greenway Trail, Segment 4	Swan Island - Going St, N	Build a multi-use trail connecting Waud Bluff Trail to N Going Street through Swan Island.	\$5,256,420	Yes	Years 11 - 20
30091	Portland	Railroad	North Portland Greenway Trail, Segment 5	Albina Yard from Swan Island to Rose Quarter	Build a multi-use trail along the Albina Yard connecting Swan Island to the Rose Quarter.	\$7,306,910	Yes	Years 11 - 20

TSP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Financially Constrained?	Estimated Timeframe
30092	Portland / Port	Portland / Port	Rivergate Blvd Overcrossing	Rivergate Blvd, N (over railroad tracks)	Build an over-crossing to grade-separate N Rivergate Blvd from the railroad tracks in the Rivergate Industrial Area. Install ITS communication infrastructure including advance notification systems for rail blockage and CCTV cameras to monitor truck and rail traffic in the South Rivergate Industrial District.	\$14,200,000	Yes	Years 1 - 10
30093	Portland	Portland	NoPo Greenway Trail: Columbia Blvd Bridge	Columbia Blvd, N (at Chimney Park)	Construct a pedestrian/bicycle bridge over Columbia Blvd and adjacent connections. Connects North Portland Greenway Trail segments 1 and 2.	\$2,612,381	Yes	Years 1 - 10
30094	Region	Railroad	N Fessenden St Bridge Replacement	Fessenden St, N (over railroad cut)	Replace existing structurally-deficient, weight-restricted bridge (owned by BNSF) over railroad cut.	\$4,700,000	No	N/A
30095	Region	Railroad	N Willamette Blvd Bridge Replacement	Willamette Blvd, N (over railroad cut)	Replace existing structurally-deficient, weight-restricted bridge (owned by BNSF) over railroad cut.	\$9,750,000	No	N/A
30096	Portland	Portland	N Willamette Blvd Semi-Viaduct Replacement	Willamette Blvd, N (semi-viaduct on bluff near Chase Ave)	Replace existing poor-condition, weight-restricted semi-viaduct (#007) to ensure continued use by transit and emergency response.	\$532,751	Yes	Years 1 - 10
30097	Port	Port	T6 Internal Overcrossing	Marine Dr - Terminal 6, N	Construct an elevated roadway between Marine Dr and Terminal 6.	\$3,649,084	Yes	Years 11 - 20
30098	Port	Port	T6 Modernization	Terminal 6	Provide improvements to container terminal including crane electronics and stormwater improvements.	\$8,000,000	Yes	Years 1 - 10
30099	Port	Port	T4 Modernization	Terminal 4	Renovate operation areas at T4 to create intermodal processing areas. Rail spur relocation and expansion, grain elevator demolition, wharf removal.	\$14,906,000	Yes	Years 1 - 10
30100	Port	Port	T6 Second Entrance from Marine Drive	Terminal 6	Construct 2nd entrance from Marine Drive and internal rail overcrossing to Terminal 6.	\$12,000,000	Yes	Years 1 - 10
30101	Port	Port	T6 Suttle Road entrance	Terminal 6	Access to T6 off the terminus of Suttle Road, improvements to existing Suttle Road.	\$3,000,000	Yes	Years 1 - 10
30102	Port	Port	Terminal 6 Rail Support Yard Improvements	Terminal 6, N	Increase Terminal 6 rail capacity.	\$10,000,000	Yes	Years 1 - 10
30103	ODOT	ODOT	I-5 Delta Park, Phase 3	Denver Ave, N (Argyle-Schmeer)	Construct highest priority improvements consistent with the Delta-Lombard Environmental Assessment. Replace Denver Viaducts over Columbia Slough and Columbia Blvd / UPRR.	\$30,000,000	Yes	Years 11 - 20
30104	Port	Railroad	Bonneville Rail Yard Build Out	Bonneville Rail Yard	Construct two interior yard tracks at Bonneville Yard and complete the double track lead from the wye at the east end of the yard to UP Barnes Yard. Add rail staging capacity for South Rivergate.	\$3,600,000	Yes	Years 1 - 10
30105	Port	Port	Ramsey Yard Utilization	Ramsey Yard	Connect the existing set out track along the west side of the main lead with the industrial lead near the south end to provide a location to store a unit train.	\$1,700,000	Yes	Years 1 - 10
30106	Port	Port	Time Oil Road Reconstruction	Time Oil Rd, N (Lombard - Rivergate)	Reconstruct Time Oil Road	\$9,000,000	Yes	Years 1 - 10
30107	Portland/Port	Railroad	Cathedral Park Quiet Zone	Cathedral Park UPRR Tracks, N	Address rail switching noise related to the Toyota operations at T-4 by improving multiple public rail crossings in the St. Johns Cathedral Park area.	\$9,324,497	Yes	Years 11 - 20
30108	Portland	Portland	N Hayden Island Dr Ped/Bike Improvements	Hayden Island Dr, N	Construct a multi-use path on one side of N Hayden Island Dr, and install pedestrian/bicycle crossing improvements.	\$3,000,000	No	N/A
30109	Region	Region	Willamette River Channel Deepening	Willamette River	Deepen the portions of the Willamette River with deep draft infrastructure to ~43' where appropriate. Allow Willamette River terminals to also benefit from the Columbia River's new controlling depth.	\$200,000,000	No	N/A
30110	Portland	Portland	Willamette Blvd Bikeway	Willamette Blvd, N (Interstate - Menlo); Amherst / Yale, N (Woolsey - Peninsular Crossing Trail)	Design and implement a neighborhood greenway from Interstate to Rosa Parks, enhance existing bikeway from Rosa Parks to Woolsey, and provide a neighborhood greenway on Yale and Amherst.	\$750,000	Yes	Years 1 - 10
30111	Portland	Portland	Hayden Island Bridge	Oregon Slough west of I-5	Design and construct an arterial bridge from Expo Center to East Hayden Island. Explore feasibility of designs that would prioritize transit, bikes, and emergency vehicle access, and not facilitate cut-through traffic for vehicles that do not have origins or destinations on the island.	\$80,000,000	No	N/A
40001	Region	Portland	11th/13th Ave Rail Overcrossing	11th/13th Ave, NE (over Kenton Line railroad)	Construct roadway overcrossing at NE 11th/13th over Kenton line.	\$35,000,000	No	N/A
40006	Portland	Portland	Marine Dr & 33rd Intersection Improvements	Marine Dr & 33rd Ave, BE	Signalize intersection to improve freight operations.	\$500,000	Yes	Years 1 - 10
40007	Portland	Portland	NE 42nd/47th Ave Bridge & Corridor Improvements	42nd/47th Ave, NE (Killingsworth - Columbia)	Replace the weight-restricted NE 42nd Ave Bridge (#075) over NE Portland Hwy and the adjacent railway, and add pedestrian and bicycle facilities to the bridge and the roadway from Killingsworth to Columbia. This project will remove the weight restriction, maintain vertical clearance for over-dimensional freight, and provide pedestrian and bicycle facilities. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$10,000,000	Yes	Years 11 - 20
40009	Portland	Portland	NE 47th Ave Corridor Improvements	47th Ave, NE (Columbia - Cornfoot)	Improve street and reconfigure intersections between Columbia and Cornfoot to better facilitate freight access to industrial areas. Street improvement will include pedestrian and bicycle facilities.	\$4,000,000	Yes	Years 1 - 10
40012	Portland	Portland	NE 72nd Ave Pedestrian Improvements	72nd Ave, NE (Thomas Cully Park - Prescott)	Construct sidewalks, curbs, and storm drainage improvements along 72nd and improve pedestrian crossings.	\$5,000,000	Yes	Years 1 - 10
40013	Portland	ODOT	82nd Ave Corridor Improvements	82nd Ave, NE/SE, (Killingsworth - Clatsop)	Design and implement multimodal improvements to sidewalks, crossings, transit stops, striping, and signals to enhance ped/bike safety, access to transit, and transit operations. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$5,000,000	Yes	Years 1 - 10
40014	Portland	ODOT/Portland	ETC: 82 nd Ave Enhanced Transit Corridor	82nd Ave, NE/SE, (Killingsworth - Clatsop)	Construct safety and access to transit improvements and transit priority treatments to reduce transit delay and improve transit reliability and travel times. Project will coordinate with ODOT to identify locations and design treatments.	\$5,000,000	No	
40016	Portland	ODOT	NE 82nd Ave Ped/Bike Improvements, Phase 2 Killingsworth/I-205 Interchange	82nd, NE (Alderwood - Columbia Blvd)	Construct pedestrian and bicycle facilities. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$3,603,402	Yes	Years 11 - 20
40018	Portland	ODOT	Killingsworth/I-205 Interchange Improvements	Killingsworth/I- 205, NE	Widen the southbound on-ramp to three lanes.	\$750,000	Yes	Years 1 - 10

TSP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Financially Constrained?	Estimated Timeframe
40020	Portland	Portland	NE 92nd Ave Ped/Bike Improvements	92nd Ave, NE (Fremont - Halsey)	Construct a walkway for pedestrian travel and access to transit, and design and implement bicycle facilities.	\$2,750,000	Yes	Years 11 - 20
40023	Port	Port	Airport Way Return and Exit Roads	PDX Terminal Area	Relocate Airport Way exit roadway and construct new return roadway (Terminal Access Study, projects R4 and R5; to be scoped by PDX Master Plan).	\$6,400,900	Yes	Years 1 - 10
40025	Port	Port	82nd & Airport Way Grade Separation	82nd Ave & Airport Way, NE	Construct a grade-separated overcrossing to allow for uninterrupted flow along Airport Way and remove at-grade light rail crossing.	\$50,000,000	Yes	Years 1 - 10
40027	Portland/Port	Portland	Alderwood Bikeway, Phase 2	Alderwood St, NE, (Cornfoot - Columbia Blvd)	Design and implement a multi-use path along the west side of Alderwood Rd.	\$2,491,662	Yes	Years 1 - 10
40028	Portland	Portland	NE Argyle Street Extension	Argyle, NE (14th - MLK Jr)	Extend NE Argyle to provide a more connected street grid. This street will serve as a collector/distributor for industrial businesses and reduce traffic congestion at the MLK/Columbia intersection.	\$11,397,579	No	N/A
40032	Port	Portland	Columbia/Alderwood Intersection Improvements	Columbia/Alderwood, NE	Reconstruct intersections to provide left turn pockets, enhance turning radii, and improve circulation for trucks serving expanding air cargo facilities south of Portland. Improve traffic operations and freight mobility on Columbia Blvd between Cully and Alderwood.	\$5,527,760	Yes	Years 1 - 10
40036	Portland/Port	Portland	Cornfoot Rd Corridor Improvements	Cornfoot Rd, NE (47th - Alderwood)	Construct a multi-use path on the north side of Cornfoot Rd and install missing guardrail segments on the south side. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$3,626,000	Yes	Years 1 - 10
40037	Portland	Portland	Cully Blvd Safety Improvements, Phase 2	Cully Blvd, NE (Columbia - Killingsworth; Prescott - Fremont)	Construct sidewalk infill on both sides of street, provide new bicycle facilities (Columbia - Killingsworth), and enhance existing bicycle facilities (Prescott - Fremont).	\$4,000,000	Yes	Years 1 - 10
40039	Portland	Portland	NE Fremont Streetscape Improvements	Fremont St, NE (42nd-52nd)	Design and implement streetscape improvements to enhance sidewalks, lighting, crossings, transit stops, and signals.	\$7,446,133	No	N/A
40042	Portland	Portland	Halsey St Bridge Seismic Retrofit	Halsey St, NE (67th - 68th)	Retrofit existing seismically vulnerable bridge across I-84 (#021) to ensure emergency response and economic recovery in the event of an earthquake.	\$7,670,501	No	
40045	Portland	Portland	Hollywood Town Center Safety Improvements	Hollywood Town Center, NE	Implement multimodal safety improvements including traffic signals, restriping, improved pedestrian crossings, and connections to transit center.	\$7,000,000	Yes	Years 11 - 20
40046	ODOT	ODOT	I-205 Northbound Auxiliary Lane	I-205, NE/SE (I-84 - Killingsworth)	Construct an auxiliary lane	\$15,000,000	Yes	Years 1 - 10
40053	Portland	Portland	NE Killingsworth Safety Improvements	Killingsworth St, NE (Williams - 33rd)	Design and implement traffic calming and pedestrian crossing improvements.	\$900,000	Yes	Years 1 - 10
40058	Portland	Portland	Grand/MLK ITS	Grand/MLK, NE/SE (Columbia Blvd - Clay)	Install ITS infrastructure (communication network, enhanced bus detection, Bluetooth detection, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us	\$989,115	Yes	Years 11 - 20
40059	Portland	ODOT	MLK Jr Blvd Freight Improvements	MLK Jr, NE (Columbia - Lombard)	Expand roadway to provide better connection between streets for improved freight movement in and through the area.	\$12,605,000	No	N/A
40061	Portland	Portland	Columbia/MLK Intersection Improvements, Phase 1	Columbia/MLK, NE	Intersection and signalization improvements with right turn lane from westbound Columbia to northbound MLK.	\$3,850,187	Yes	Years 1 - 10
40062	Portland	Portland	N Mississippi Streetscape Improvements	Mississippi Ave, N (Fremont - Skidmore)	Construct streetscape improvements to enhance the area as a Pedestrian District.	\$2,500,000	No	N/A
40063	Portland	Portland	ETC: Inner North Portland Enhanced Transit Corridor	Portland Central City – Lombard, N	Construct safety and access to transit improvements and transit priority treatments to reduce transit delay and improve transit reliability and travel times on Vancouver, Williams, Mississippi, and Albina.	\$5,000,000	No	
40065	Portland	Portland	NE Prescott Safety Improvements	Prescott St, NE (81st - 122nd)	Construct bicycle facilities, sidewalks, and crossing improvements for pedestrian and bicycle safety and to improve access to transit.	\$2,000,000	Yes	Years 1 - 10
40068	Portland	Portland	Sandy Blvd Corridor Improvements, Phase 2	Sandy Blvd, NE (47th - 101st)	Retrofit existing street with multi-modal street improvements including bicycle facilities, redesign of selected intersections to improve pedestrian crossings, streetscape, and safety improvements. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$6,481,860	Yes	Years 1 - 10
40069	Portland	Portland	Sandy Blvd ITS	Sandy Blvd, NE (82nd - Burnside)	Install ITS infrastructure (communication network, enhanced bus detection, Bluetooth detection, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system consistent with our policies of moving people more effectively.	\$519,110	Yes	Years 1 - 10
40071	Portland	Portland	Mason Neighborhood Greenway	Mason St, NE (Michigan - Sandy)	Design and implement a bikeway using neighborhood greenway and/or separated in-roadway treatments, with crossing improvements as needed.	\$1,000,000	Yes	Years 1 - 10
40073	Port	Port	SW Quad Access	Southwest Quad, NE (at 33rd)	Provide street access from NE 33rd Ave into the SW Quad property.	\$5,917,500	Yes	Years 1 - 10
40074	Portland	Portland	Twenties Bikeway	20s and 30s Aves, NE/SE (Lombard - Crystal Springs)	Design and implement a bikeway from Lombard to Crystal Springs & 45th using neighborhood greenways and bike lanes with a varying alignment along the NE/SE 20s and 30s Avenues.	\$3,353,690	Yes	Years 1 - 10
40079	Portland	Portland	Marine Dr Intersection Improvements	Marine/Bridgeton and Marine/Faloma/6th, NE	Intersection improvements at NE Bridgeton Rd and NE Faloma & 6th.	\$1,866,706	No	N/A
40081	Port	Port/TriMet	PDX Light Rail Station/Track Realignment	PDX Terminal Area	Realign light rail track into airport terminal building to accommodate terminal expansion plans.	\$16,330,700	Yes	Years 11 - 20
40082	Portland	Portland	NE Seventies Bikeway	70s Aves, NE (Thomas Cully Park - I-84)	Design and implement a bikeway using neighborhood greenway and/or separated in-roadway treatments, with crossing improvements as needed at major streets. Construct a multi-use path on the east side of NE 72nd Dr through the golf course.	\$1,409,019	Yes	Years 1 - 10
40085	Region	Railroad	Kenton Rail Line Upgrade	Kenton Line, N/NE	Upgrade existing track to second main track with new double track from Peninsula Junction to I-205 and increase track speeds between North Portland, Peninsula Junction, to Reynolds on UP's Kenton Line. Part of triangle project with ODOT.	\$48,165,537	Yes	Years 1 - 10

TSP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Financially Constrained?	Estimated Timeframe
40086	Portland	Portland	NE Halsey Safety and Access to Transit	Halsey St, NE (67th – 92nd)	Construct high-priority safety and access to transit improvements along the Halsey corridor, as identified in the Growing Transit Communities Plan. Elements include bicycle facilities on Halsey/82 nd overpass, improvements to existing path under Halsey overpass west of MAX station and neighborhood greenway connection to Tillamook, and a multi-use path along Jonesmore and Halsey from 82 nd to 92 nd .	\$4,980,000	Yes	Years 1 - 10
40091	Port / Portland	Port / Portland	PIC Ped/Bike Improvements	92nd Dr, NE (Columbia - Alderwood); Portland International Center, NE	Construct bicycle and pedestrian facilities as shown in the PDX Bicycle and Pedestrian Master Plan.	\$1,163,835	Yes	Years 1 - 10
40093	Port	Portland/Port	Airtrans/Comfoot Intersection Improvements	Airtrans/Comfoot, NE	Add signals and improve turn lanes at AirTrans Way / Comfoot Rd.	\$650,000	Yes	Years 1 - 10
40097	Port	Portland	Airport Way Braided Ramps	Airport Way, NE (I 205 - Mt Hood Ave)	Construct braided ramps between I-205 interchange and Mt Hood interchange.	\$59,000,000	No	N/A
40100	Portland	Portland	NE 33rd Ave Bridge Replacement	33rd Ave, NE (over railroad tracks and Columbia Blvd)	Replace the existing seismically vulnerable 33rd Ave bridge (#009) over railroad tracks and provide pedestrian and bicycle facilities on the new structure. Improve and signalize the intersection of 33rd & Columbia, and remove the seismically vulnerable, fracture critical ramp over Columbia (#009A). Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$9,200,443	Yes	Years 11 - 20
40102	Portland/Port	Portland	Columbia Blvd Freight Improvements	Columbia Blvd, NE (60th - 82nd)	Construct street and intersection modifications to improve freight reliability and access to industrial properties. This project will be refined through the proposed Columbia Corridor Access Study.	\$14,859,000	No	N/A
40104	Portland	Portland	Connected Cully	Killingsworth, NE (42nd - Cully); Prescott, NE (42nd - Cully); 60th, NE (Prescott - Portland Hwy); 72nd, NE (Emerson - Killingsworth); 54th/55th (Prescott - Killingsworth); 66th/67th (Sandy - Prescott)	Make improvements to calm traffic, fill in the missing sidewalks along transit routes, and increase walking and bicycling by creating new north/south connections to schools.	\$3,337,372	Yes	Years 1 - 10
40106	Portland	Portland	Inner Sandy Blvd Bikeway	Sandy Blvd, NE (12th - 47th)	Design and implement separated in-roadway or protected bicycle facilities. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$4,476,520	Yes	Years 11 - 20
40107	Portland	Portland	Outer Alberta Neighborhood Greenway	Alberta St, NE (72nd - I-205 Path)	Design and implement a neighborhood greenway.	\$1,000,000	Yes	Years 1 - 10
40108	Portland	Portland	NE Broadway Corridor Improvements, Phase 2	Broadway, NE (24th - 42nd)	Design and implement bicycle facilities and improve pedestrian/bicycle crossings. Construct traffic signals, improve transit stops, and construct streetscape improvements.	\$5,618,659	Yes	Years 11 - 20
40109	Portland	Portland	NE 14th Ave Neighborhood Greenway	14th Ave, NE (Halsey - Lombard)	Design and implement bicycle facilities.	\$774,000	Yes	Years 11 - 20
40110	Portland	Portland	Upper NE 22nd Ave Neighborhood Greenway	22nd Ave, NE (Tillamook - Lombard)	Design and implement bicycle facilities.	\$685,000	Yes	Years 11 - 20
40111	Portland	Portland	NE Simpson St Neighborhood Greenway	Simpson St, NE (33rd - Portland Hwy)	Design and implement bicycle facilities.	\$560,000	Yes	Years 1 - 10
40112	Portland/Port	Portland	Columbia/Cully Intersection Improvements	Columbia / Cully, NE	Construct northbound right turn lane on NE Cully and signalize the intersection of NE Cully Blvd & NE Columbia Blvd. Construct pedestrian and bicycle facilities around intersection.	\$2,000,000	Yes	Years 1 - 10
40113	ODOT	ODOT	Columbia/MLK Intersection Improvements, Phase 2	Columbia/MLK, NE	Intersection and signalization improvements with a dedicated northbound right turn lane, a second dedicated southbound left turn lane, wider sidewalks adjacent to the roadway, and improvements to the geometry of the existing southbound through/right turn lane.	\$12,000,000	No	
40114	Portland	Portland / Port	Columbia Slough Trail Gaps	Columbia Slough Trail, N/NE	Close gaps in Columbia Slough Trail: North Portland Greenway to North Portland Rd; Vancouver to 47th; Elrod to Marine Dr; I-205 to 158th.	\$5,000,000	Yes	Years 11 - 20
40115	Portland	Portland	60th Ave MAX Station Area Improvements	60th Ave MAX Station Area, NE	Construct priority pedestrian and bicycle access to transit improvements in the 60 th Ave MAX Station Area as identified in the Growing Transit Communities Plan.	\$5,000,000	Yes	Years 1 - 10
40116	Portland	Portland	NE 7th/9th Ave Neighborhood Greenway	7th/9th Ave, NE (Weidler - Holman)	Design and implement a neighborhood greenway along the NE 7th/9th Ave corridor from Weidler to Holman (alignment to be determined during design phase), using traffic calming treatments as needed to meet recommended performance guidelines for neighborhood greenways and adjacent local streets.	\$2,000,000	Yes	Years 1 - 10
40117	Portland	Railroad/OD OT	Sullivan's Gulch Trail, Segment 2	Banfield Corridor, NE (21st - Hollywood)	Construct a multi-use trail for pedestrians and bicycles within the Banfield (I-84) Corridor from 21st Ave to the Hollywood Transit Center.	\$7,700,000	Yes	Years 11 - 20
40118.1	Portland	Railroad	Sullivan's Gulch Trail, Segment 3	Banfield Corridor, NE (Hollywood - Broadway)	Construct a multi-use trail for pedestrians and bicycles within the Banfield (I-84) Corridor from the Hollywood Transit Center to NE Broadway.	\$9,200,000	No	
40118.2	Portland	Portland	Sullivan's Gulch Trail, Segment 4	Broadway / Jonesmore / Schuyler, NE (62nd - 92nd)	Construct a multi-use trail for pedestrians and bicycles along Broadway and Jonesmore adjacent to the I-84 sound wall, with an improved crossing of 74th Ave. Provide neighborhood greenway bikeway connections west to 62nd & Hancock and east to 92nd & Schuyler, with an improved crossing of 82nd Ave.	\$2,000,000	Yes	Years 1 - 10
40118.3	Portland	Railroad	Sullivan's Gulch Trail, Segment 5	Banfield Corridor, NE (Jonesmore - Halsey)	Construct a multi-use trail for pedestrians and bicycles within the Banfield (I-84) Corridor from Jonesmore to Halsey.	\$3,600,000	No	N/A
40119	Portland	ODOT	Sullivan's Gulch Trail, Segment 6	Banfield Corridor, NE (92nd - I-205 Path)	Construct a multi-use trail for pedestrians and bicycles underneath the I-205 structure, connecting to the I-205 Path and Gateway Green. Provide a bikeway connection to 92nd	\$3,377,000	Yes	Years 1 - 10
40120	Port	Port	Airport Way Terminal Entrance Roadway Relocation	PDX Terminal Area	Relocate and widen Airport Way northerly at Terminal entrance (to be scoped by PDX Master Plan).	\$12,818,000	No	N/A
40121	Port	Port	PDX Transportation Demand Management (TDM)	PDX and PIC, NE	Implement strategies at PDX and PIC properties that reduce auto trips in the airport area. Programs to be undertaken with other area businesses/developers to maximize effectiveness; possible administration through a transportation management association.	\$500,000	Yes	Years 1 - 10

TSP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Financially Constrained?	Estimated Timeframe
40122	Port	Port	Airport Way East Terminal Access Link Roadway	PDX	Construct Airport Way East Terminal access link roadway. Facilitates direct East Terminal Access, preventing failure of Main Terminal Roadway	\$19,092,300	Yes	Years 11 - 20
40123	Region	Portland	Cully Blvd Rail Overcrossing	Cully Blvd, NE (over Kenton Line railroad)	Construct roadway overcrossing at NE Cully Blvd. over Kenton line.	\$35,000,000	No	N/A
40124	Port	Port	Northside Redevelopment	PDX Airport	Construct a new apron for business aviation.	\$5,800,000	Yes	Years 1 - 10
40125	Port	Port	Terminal Exit Roadway Lanes	PDX Airport	Add new lanes at Post Office Curves and Parking Plaza to provide additional capacity for anticipated growth in passenger traffic.	\$2,604,000	Yes	Years 1 - 10
40126	Port	Port	Airport Way Westbound Approaching Return Road	PDX Airport	Add new lane to provide additional capacity for anticipated growth in passenger traffic.	\$1,080,000	Yes	Years 1 - 10
40127	Port	Port	Terminal Deplaning Curbside Roadway Lanes	PDX Airport	Add new lane to provide additional capacity for anticipated growth in passenger traffic.	\$2,976,000	Yes	Years 1 - 10
40128	Port	Port	Terminal Enplaning Rdwy Expansion	PDX Airport	Add one lane on the approach and one lane on the exit to the terminal upper roadway	\$3,500,000	Yes	Years 1 - 10
40129	Port	Port	Airport Way Outbound Roadway Widening	PDX Airport	Add new lane in outbound direction east of 82nd to provide additional capacity for anticipated growth in passenger traffic.	\$3,335,000	No	N/A
40130	Portland	Portland	MLK Streetcar Extension	MLK Jr Blvd, NE (Broadway - Killingsworth)	Public outreach, planning, design, engineering, and construction for future streetcar extension from Lloyd District to NE Portland.	\$65,000,000	No	N/A
40131	Portland	Portland	Hollywood Streetcar Extension	Sandy Blvd, NE (14th - 42nd); Burnside St, E (Grand - 14th); Broadway/Weidler, NE (Grand - 42nd)	Alternatives analysis, public outreach, planning, design, engineering, and construction for future streetcar extension from Central City to Hollywood Town Center via either Sandy Blvd or Broadway/Weidler.	\$70,000,000	No	N/A
40132	Portland	Portland	NE Airport Way Safety and Access to Transit	Airport Way, NE (I-205 - City Limits)	Construct priority pedestrian and bicycle access to transit improvements in the Airport Way corridor, as identified in the Growing Transit Communities Plan.	\$3,000,000	No	N/A
40133	Portland	Portland	Cross-Levee Trail	Sandy Ave – Marine Dr, NE	Construct a multi-use path with crossing improvements at Sandy, Airport Way, and Marine Dr.	\$3,000,000	No	N/A
40134	Portland	Portland	Cascade Station Trail	Glass Plant Rd, NE (Cascade Station – Alderwood/105 th)	Construct a multi-use path connecting Cascade Station to Alderwood via Glass Plant Rd and add eastbound bike lane to Alderwood underneath I-205.	\$2,000,000	No	N/A
50001	Portland	Portland	Parkrose Connectivity Improvements	102nd and 109th, NE (Killingsworth - Sandy); Killingsworth, NE (109nd - 102nd)	Supplement access route for commercial properties in Parkrose by creating a loop road connection serving truck access functions, pedestrian, and bike connections.	\$10,612,379	No	N/A
50003	Portland	Portland	102nd Ave Streetscape Improvements, Phase 3	102nd Ave, SE (Burnside - Washington)	Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting and new bicycle facilities.	\$2,000,000	Yes	Years 11 - 20
50004	Portland	Portland	NE 102nd Ave Corridor Improvements	102nd Ave, NE (Sandy - Weidler)	Construct sidewalks and improved crossings, install bicycle facilities, and make traffic safety improvements.	\$5,224,878	Yes	Years 1 - 10
50005	Portland	Portland	122nd Ave ITS	122nd Ave, NE/SE (Airport Way - Powell)	Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system.	\$515,703	Yes	Years 1 - 10
50009	Portland	Portland	NE 148th Ave Safety Improvements Segment 1	148th Ave, NE (Airport Way - Sandy)	Design and implement pedestrian and bicycle facilities, including intersection crossing improvements at 148th & Sandy. Improve traffic safety by addressing line of sight issues just north of I-84.	\$1,500,000	Yes	Years 1 - 10
50009.2	Portland	Portland	NE 148th Ave Safety Improvements Segment 2	148th Ave, NE (Sandy - Sacramento)	Widen roadway and fill gaps in center turn lane, bicycle facilities, curbs, and sidewalks to improve safety and access to transit.	\$1,500,000	Yes	Years 1 - 10
50010	Portland	Portland	NE 158 th Ave Corridor Improvements	158 th Ave, NE (Sandy – Airport Way)	Widen roadway and fill gaps in center turn lane, bicycle facilities, curbs, and sidewalks to improve safety and access to transit.	\$3,000,000	No	N/A
50012	Portland	Portland	NE 162nd Ave Bikeway	162nd Ave, NE (Sandy - Thompson)	Design and implement separated in-roadway bicycle facilities.	\$4,107,779	Yes	Years 11 - 20
50013	Portland	Portland	SE 162 nd Ave Safety and Access Project/SE 162 nd Avenue Corridor Improvements	162nd Ave, SE (Stark - Powell)	Construct safety and access to transit improvements from Stark to Powell to support bus service, including enhanced bike lanes and crossings.	\$5,000,000	No	N/A
50014.1	Portland	Portland	Gateway 99th Ave Streetscape Improvements	99th Ave, NE (Stark-Pacific)	Construct streetscape improvements including wider sidewalks, lighting, street trees, center turn lane, bike lanes, and new signals.	\$26,947,000	Yes	Years 11 - 20
50014.2	Portland	Portland	Gateway Pacific St Streetscape Improvements	Pacific St, NE (99th - 102nd)	Construct streetscape improvements including wider sidewalks, lighting, street trees, center turn lane, bike lanes, and new signals.	\$7,540,000	No	N/A
50015	Portland	Portland	Gateway 99th/96th Streetscape Improvements	99th/96th Ave, SE (Stark - Market)	Construct streetscape improvements including wider sidewalks, lighting, street trees, center turn lane, bike lanes, and new signals.	\$4,209,000	Yes	Years 11 - 20
50016	Portland	Portland	Airport Way ITS	Airport Way, NE (I 205 - 158th)	Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system.	\$278,251	Yes	Years 1 - 10
50019	Portland	Portland	Gateway Local Street Improvements, Phase 1	Gateway Regional Center, NE/SE	High priority local street and pedestrian improvements in regional center.	\$8,418,000	Yes	Years 1 - 10
50020	Portland	Portland	Gateway Local Street Improvements, Phase 2	Gateway Regional Center, NE/SE	High priority local street and pedestrian improvements in regional center.	\$8,418,000	Yes	Years 11 - 20
50022	Portland	Portland	Gateway Regional Center TSM	Gateway Regional Center, NE/SE	Implement a comprehensive traffic management plan throughout the regional center to reduce cut-through traffic on residential streets and improve traffic flow on regional streets. Project includes utility improvements.	\$1,944,558	Yes	Years 11 - 20
50024	Portland	Portland	Gateway–Glisan Streetscape Improvements	Glisan St, NE (I- 205 - 106th)	Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, bike facilities, improved pedestrian facilities and crossings, and street lighting.	\$3,240,930	Yes	Years 1 - 10
50025	Portland	Portland	Outer Glisan Safety and Streetscape Improvements	Glisan St, NE (122nd - City Limits)	Install bicycle facilities on existing street. Install street trees (requires sidewalk widening, curb extensions, and/or bioswales). Install a signal at 131st Pl to improve pedestrian and vehicular access to Glisan St.	\$1,963,022	Yes	Years 11 - 20

TSP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Financially Constrained?	Estimated Timeframe
50027	Portland	Portland	San Rafael Pedestrian Improvements	Halsey - San Rafael & 118th - 132nd, NE	Improve pedestrian access to the San Rafael Shopping Center, including street trees.	\$500,000	Yes	Years 11 - 20
50028	Portland	Portland	Outer Halsey Pedestrian Improvements	Halsey St, NE (122nd-162nd)	Construct sidewalks, crossing improvements for pedestrian travel, and access to transit improvements.	\$6,389,475	Yes	Years 11 - 20
50030	Portland	Portland	Marine Dr & 122nd Intersection Improvements	Marine Dr & 122nd, NE	Signalize and widen dike to install left turn lane on Marine Drive.	\$2,361,249	Yes	Years 1 - 10
50032	Portland	Portland	Parkrose Pedestrian Improvements	105th Ave, NE (Sandy - Skidmore)	Construct sidewalk and crossing improvements to provide access to transit and schools.	\$1,277,895	Yes	Years 11 - 20
50033	Portland	Portland	NE 105 th /Holman Corridor Improvements	Holman/105 th , NE (Killingsworth-Airport Way) Killingsworth St, NE (102 nd -105 th)	Improve roadway and add pedestrian and bicycle facilities to enhance multimodal safety and access along 105th and Holman. Construct roadway connection on NE Killingsworth from 102nd to 105 th to improve connectivity for all modes.	\$10,000,000	No	N/A
50035	Portland	ODOT	Outer Sandy Blvd Corridor Improvements	Sandy Blvd, NE (141st - City Limits)	Widen street to three lanes with a sidewalk and bike lanes. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$2,751,900	Yes	Years 11 - 20
50039	Portland	Portland	Halsey/Weidler Streetscape Improvements	Halsey/Weidler, NE (I-205 - 114th)	Implement Gateway Regional Center Plan boulevard design including new traffic signals, improved pedestrian facilities and crossings and street lighting.	\$16,000,000	No	
50041	Portland	Portland	Marine Drive Trail Gaps	Marine Dr, N/NE (I-5 - 185th)	Close gaps in Marine Dr Trail.	\$1,077,000	Yes	Years 1 - 10
50043	Portland	Portland/ODOT	NE Marx Street Improvements	Marx St, NE (105 th -112 th)	Construct sidewalks and street improvements on Marx St to improve access to jobs and transit.	\$4,400,000	No	N/A
50044	Portland	Portland	Parkrose Neighborhood Greenway	Fremont St/Ct, NE (102nd -115th); 115th Ave, NE (Fremont Ct - Sandy); New trail (I-205 Path - Fremont)	Design and implement a neighborhood greenway. Project includes a multi-use path and bridge from I-205 Path to NE Fremont St and sidepath along the south side of NE Fremont St.	\$2,000,000	Yes	Years 1 - 10
50045	Portland	Portland	Halsey/Weidler Safety and Access to Transit	110st/Tillamook, NE (Gateway TC - 111th); San Rafael St, NE (111th-122nd); 117th/114th, NE (Holladay-Kickitat); 111th NE (Weidler - Morris)	Construct the Halsey/Weidler area active transportation improvements identified in the Growing Transit Communities Plan to provide safe access to schools and transit	\$5,000,000	Yes	Years 1 - 10
50046	Portland	Portland	Knott/Russell Neighborhood Greenway	Knott/Russell/Brazee/Sacramento/Thompson, NE (102nd - 162nd)	Design and implement a neighborhood greenway. Project includes crossing improvements at 102nd, 122nd, and 148th.	\$292,000	Yes	Years 1 - 10
50047	Portland	Portland	Holladay/Oregon/Pacific (HOP) Greenway	Holladay/Oregon/ Pacific, NE (Gateway TC - East Holladay Park)	Design and implement a neighborhood greenway. Project includes crossing improvements at 102nd and 122nd and improvement of gravel streets at Oregon (110th - 111th) and Holladay (118th - 119th).	\$500,000	Yes	Years 1 - 10
50048	Portland	Portland	ETC: 122 nd Ave Enhanced Transit Corridor	122nd Ave, NE/SE (Lents Town Center - Parkrose Sumner Transit Center)	Construct safety and access to transit improvements and transit priority treatments to reduce transit delay and improve transit reliability and travel times.	\$20,000,000	No	N/A
50049	Portland	Portland	122nd Ave Corridor Improvements	122nd Ave, NE/SE (Sandy - Foster)	Design and implement multimodal improvements to sidewalks, crossings, bicycle facilities, transit stops, striping, and signals to enhance ped/bike safety, access to transit, and transit operations. Include crossings identified through Growing Transit Communities Plan.	\$3,000,000	Yes	Years 1 - 10
50050	Portland	Portland	East Fremont Bikeway	Fremont St, NE (122nd - 141st)	Design and implement bicycle facilities, with traffic calming elements as needed.	\$951,000	Yes	Years 11 - 20
50051	Portland	Portland	East Shaver Bikeway	Shaver St, NE (I- 205 Path - 141st Dr)	Design and implement bicycle facilities, with traffic calming elements as needed.	\$529,000	Yes	Years 11 - 20
50052	Portland	Portland/ODOT	NE 132 nd Ave Ped/Bike Overcrossing	132 nd Ave, NE (1-84 overcrossing)	Construct a pedestrian/bicycle crossing of I-84 and railroad tracks.	\$8,000,000	No	
50053	Portland	Portland	NE 148th Ave Sidewalk Infill	148th Ave, NE (Halsey - Glisan)	Construct a 6-foot curb-tight sidewalk on the west side of the street.	\$891,332	Yes	Years 1 - 10
50054	Portland / Gresham	Portland / Gresham	Gresham-Fairview Trail, Phase 5	Sandy - Marine, NE (on or near 185th Ave)	Design and construct a multi-use path connecting Sandy Blvd and Marine Dr (Segment E in Gresham Fairview Trail Master Plan).	\$1,000,000	Yes	Years 11 - 20
60004	Portland	Portland / ODOT	NW Bridge Ave Multi-use Path	Bridge Ave, NW (St Helens Rd - St Helens Rd)	Construct a multi-use path along Bridge Avenue between both St Helens Rd intersections.	\$1,447,178	Yes	Years 11 - 20
60005	Portland	Portland	Barnes & Burnside Intersection Improvements	Barnes/Burnside, NW	Install a signal or 4-way stop at Barnes & Burnside near the Wildwood Trail and Pittock Mansion entrance.	\$458,650	No	N/A
60006	Portland	Portland	Outer W Burnside Corridor Improvements	Burnside St, W (23rd - Skyline)	Widen street to add bicycle facilities, improve sidewalks, lighting, and crossings.	\$11,723,745	No	N/A
60007	Portland	Portland	Cornell Bikeway	Cornell, NW (30th - City Limits)	Design and implement bicycle facilities.	\$19,171,451	No	N/A
60008	Portland	Portland	NW Everett/Glisan Corridor Improvements	Everett/Glisan, NW (Broadway - 23rd)	Install improved pedestrian crossings, remodel traffic signals, improve signage at freeway crossings, install new and/or enhance existing bicycle facilities, and provide additional improvements along the corridor to improve safety at high crash locations.	\$4,000,000	Yes	Years 11 - 20
60012	Portland	Portland	Kittridge Bridge Seismic Retrofit	Kittridge Ave, NW (Front - Yeon)	Retrofit existing seismically vulnerable bridge (#010) across railroad tracks to ensure emergency response and access to petroleum supplies located along the Willamette River in the event of an earthquake.	\$15,249,213	No	N/A
60015	Portland	Portland	Skyline Bikeway	Skyline, NW (Hwy 26 - City Limits)	Widen street in order to add bicycle facilities and gravel shoulders.	\$8,088,812	No	N/A
60018	Portland	ODOT / Railroad	Willbridge Industrial Area Rail Overcrossing	Willbridge Industrial Area, NW (St Helens Rd - Front Ave)	Provide an alternative crossing of the BNSF Railroad to improve connectivity and safety between US 30 and the industrial properties served by NW Front Avenue in the Willbridge area of the NW Industrial District.	\$23,113,022	No	N/A
60019	Portland	ODOT	NW St Helens Rd Safety Improvements	St Helens Rd, NW (107th - Kittridge)	Design and implement pedestrian and bicycle facilities. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$5,000,000	Yes	Years 11 - 20
60023	Portland	ODOT	Yeon/St Helens ITS	Yeon/St Helens, NW (US30)	Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system.	\$885,499	Yes	Years 11 - 20
60024	Portland	Portland	Wildwood Trail Bridge	Wildwood Trail & Burnside, W	Construct a pedestrian overcrossing or signalized at-grade pedestrian crossing where Burnside intersects the Wildwood Trail.	\$2,126,948	Yes	Years 1 - 10

TSP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Financially Constrained?	Estimated Timeframe
60025	Portland	Portland	Fairview Blvd Bikeway	Fairview Blvd, SW (Kingston - Skyline)	Design and implement bicycle facilities.	\$13,479,832	No	N/A
60027	Portland	Portland / ODOT	Con-way Access Improvements	20th Ave, NW (Upshur - Raleigh); 23rd & Vaughn, NW	Extend and improve NW 20th Ave from Upshur to Raleigh and improve the intersection of 23rd & Vaughn in accordance with the adopted Northwest Master Plan for Con-way Site.	\$4,300,000	Yes	Years 1 - 10
60029	Portland	Multnomah County	NW Miller Rd Bikeway	Miller, NW (Stark - Cornell)	Design and implement bicycle facilities.	\$5,392,035	No	N/A
60030	Portland	Portland	NW/SW 20th Ave Neighborhood Greenway	20th Ave, NW/SW (Mill - Raleigh)	Design and implement a neighborhood greenway, with traffic calming and improved crossings as needed.	\$500,000	Yes	Years 1 - 10
60031	Portland	Portland	W Burnside & Skyline Intersection Improvements	Burnside/Skyline, NW/SW	Construct intersection improvements at both legs of the double intersection to improve safety for all modes.	\$1,850,716	Yes	Years 1 - 10
60033	Port	Port	T2 Redevelopment	Terminal 2	Construct rail, rail scale, and crane modernization.	\$4,500,000	Yes	Years 1 - 10
60034	Port	Port	T2 Track Reconfiguration and Siding	Terminal 2	Construct rail loops and support siding.	\$8,900,000	Yes	Years 1 - 10
60035	Portland	Portland	Montgomery Park Streetcar Extension	NW 18th/19th Ave to Montgomery Park (various route options)	Public outreach, planning, design, engineering, and construction for future streetcar extension from NW 18th/19th Ave to Montgomery Park.	\$35,000,000	No	N/A
70001	Portland	Portland	SE 13th Ave Streetscape Improvements	13th Ave, SE (Malden - Tacoma)	Plan and implement streetscape and transportation improvements, including crossing improvements, to increase opportunities to walk and enhance the main street character.	\$2,223,555	No	N/A
70005	Portland	Portland	Cesar Chavez Corridor Improvements	Cesar Chavez Blvd, NE/SE (Sandy - Woodstock)	Repair street, upgrade sidewalks, and add pedestrian/bicycle crossing improvements. Upgrade signals and make striping changes to improve traffic safety and transit operations.	\$5,000,000	Yes	Years 11 - 20
70006	Portland	Portland	60th Ave Corridor Improvements	60th Ave, NE/SE (Glisan - Belmont)	Design and implement signal and intersection improvements to improve safety. Includes the intersections with Belmont, Stark, Burnside, and Glisan.	\$2,000,000	No	N/A
70007	Portland	Portland	SE 92nd Ave Safety Improvements	92nd Ave, SE (Stark - City Limits)	Design and implement bicycle facilities between Holgate and Woodstock. Fill sidewalk gaps between Stark and Clatsop. Upgrade or add crosswalks, ADA ramps, and curb extensions or island in the 2- and 3-lane section.	\$2,000,000	No	N/A
70008	Portland	Portland	SE 92nd Ave Bikeway	92nd Ave, SE (Holgate - Woodstock)	Design and implement bicycle facilities.	\$1,000,000	Yes	Years 1 - 10
70009	Portland	Portland	Belmont Streetscape Improvements	Belmont St, SE (25th - 43rd)	Design and implement streetscape improvements to enhance sidewalks, lighting, crossings, transit stops, and signals.	\$5,722,698	No	N/A
70010	Portland	Portland	Inner E Burnside Ped/Bike Improvements	Burnside St, E (28th - 82nd)	Design and implement bicycle facilities and improve pedestrian crossings to provide access to schools and transit.	\$5,000,000	Yes	Years 1 - 10
70011	Portland	Portland	E. Burnside Safety and Access to Transit	Burnside St, E (81st - 102nd)	Construct priority pedestrian and bicycle access in the E. Burnside corridor as identified in the Growing Transit Communities Plan.	\$3,000,000	No	N/A
70013	Portland	Portland	Inner Division Corridor Improvements, Phase 2	Division St, SE (Cesar Chavez - 60th)	Design and implement streetscape improvements to enhance sidewalks, lighting, crossings, access to transit, transit stops, and signals. Add separated in-roadway bicycle facilities (52nd - 60th).	\$2,000,000	Yes	Years 11 - 20
70014	Portland	Portland	Inner Division Corridor Improvements, Phase 3	Division St, SE (60th - I-205)	Construct improvements that enhance access to transit, improve safety and enhance the streetscape such as traffic signals, lighting, bus shelters, benches, and crossings.	\$5,000,000	Yes	Years 11 - 20
70015	Portland	TriMet	SE Division St Transit Improvements	Division St, SE (7th - City Limits)	Provide capital improvements that benefit frequent bus service along Division from downtown Portland to Gresham.	\$5,000,000	Yes	Years 11 - 20
70017	Portland	Portland	Ellis Ped/Bike Improvements	Ellis St, SE (92nd - Foster)	Design and implement pedestrian and bicycle facilities.	\$2,500,000	Yes	Years 1 - 10
70019	Portland	Portland	Flavel Dr Roadway Improvements	Flavel Dr, SE (45th - Clatsop)	Fully improve street from SE 45th to Clatsop Street with travel lanes, curbs, swales, sidewalks, and separated in-roadway bicycle facilities from 52nd to Clatsop.	\$7,294,088	No	N/A
70020	Portland	Portland	SE Flavel St Pedestrian Improvements	Flavel St, SE (82nd - 92nd)	Construct sidewalks and crossing improvements.	\$1,277,895	Yes	Years 1 - 10
70021	Portland	Portland	Foster Road Corridor Improvements	Foster Rd, SE (Powell - 90th)	Improve sidewalks, lighting, crossings, bus shelters, and benches on Foster and improve pedestrian crossings to benefit access to transit. Install separated in-roadway bicycle facilities and widen substandard sidewalks.	\$5,000,000	Yes	Years 1 - 10
70024	Portland	Portland	Lents Town Center Improvements, Phase 2	Foster/Woodstock, SE (94th - 101st)	Implement Lents Town Center Business District Transportation Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, and street lighting.	\$11,510,000	Yes	Years 11 - 20
70027	Portland	Portland	Harvey Dr Bikeway	Harvey Dr, SE (52nd - Flavel)	Design and implement bicycle facilities.	\$1,252,000	No	N/A
70028	Portland	Portland	Harold St Bikeway	Harold St, SE (52nd - Foster)	Design and implement bicycle facilities.	\$1,414,000	Yes	Years 11 - 20
70030	ODOT	ODOT	SE McLoughlin Blvd Roadway Improvements	McLoughlin Blvd, SE (Ross Island Bridge - Tacoma)	Provide access management, operational improvements, and safety improvements from Ross Island Bridge to Harold. Widen to six lanes from Harold to Tacoma and construct pedestrian and bike facilities.	\$96,500,000	No	N/A
70031	Portland	Portland	Middle Holgate Bikeway	Holgate Blvd, SE (52nd - I-205)	Design and implement bicycle facilities.	\$2,000,000	Yes	Years 11 - 20
70032	Portland	Portland	Holgate Blvd Corridor Improvements	Holgate Blvd, SE (39th - 52nd)	Reconstruct pavement structure and stormwater drainage facilities, improve corner curb ramps to ADA standards, improve pedestrian crossings, and add bicycle facilities.	\$3,995,925	Yes	Years 11 - 20
70033	Portland	Portland	Inner Holgate Bikeway	Holgate Blvd, SE (McLoughlin - 39th)	Design and implement bicycle facilities. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$2,000,000	Yes	Years 11 - 20
70034	Portland/ODOT	ODOT	I-205 Multi-use Path Crossings	I-205 Multi-Use Path & Glisan, NE; I-205 Multi-Use Path & Stark/Washington, SE	Improve crossings and access to I-205 multi-use path at Glisan, Stark/Washington, and other intersections as needed.	\$500,000	Yes	Years 1 - 10
70041	Portland	Portland	Inner Milwaukie Streetscape Improvements	Milwaukie Ave, SE (Gideon - Mall)	Design and implement streetscape improvements to enhance sidewalks, lighting, crossings, transit stops, and signals.	\$4,838,299	Yes	Years 11 - 20
70042	Portland	Portland	Outer Milwaukie Streetscape Improvements	Milwaukie Ave, SE (Yukon - Tacoma)	Design and implement streetscape improvements to enhance sidewalks, lighting, crossings, transit stops, and signals.	\$5,386,378	No	N/A

TSP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Financially Constrained?	Estimated Timeframe
70044	Portland	Portland	Mt Scott Blvd Ped/Bike Improvements	Flavel / Mt Scott Blvd, SE (92nd - 112th)	Build a continuous walkway for pedestrian travel and access to transit with crossing improvements at transit stop locations. Design and implement bicycle facilities.	\$4,676,654	No	N/A
70045	Portland	ODOT	Inner Powell Blvd Corridor Improvements	Powell Blvd, SE (Ross Island Bridge - 50th)	Retrofit existing street with multimodal safety improvements including enhanced pedestrian and bicycle crossings, pedestrian and bike activated signals, median islands with trees, redesign of selected intersections and stormwater management facilities. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$7,997,100	Yes	Years 11 - 20
70046	Portland	ODOT	Inner Powell Bikeway	Powell Blvd, SE (71st - I-205)	Design and implement bicycle facilities. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$4,767,667	Yes	Years 11 - 20
70047	Portland	TriMet	Foster Rd Transit Improvements	Foster Rd, SE (Powell -	Construct improvements that enhance frequent bus service along Foster Rd.	\$667,784	Yes	Years 1 - 10
70049	Portland	Portland	Reedway Ped/Bike Overcrossing	Reedway St, SE (23rd - 26th)	Construct a pedestrian/bicycle overcrossing of McLoughlin Blvd, light rail, and railroad tracks.	\$5,000,000	Yes	Years 1 - 10
70050	Multnomah County	Multnomah County	Sellwood Bridge Replacement	Sellwood Bridge, SE/SW	Replace weight-restricted bridge.	\$88,776,380	Yes	Years 1 - 10
70052	Portland	Portland	SE Seventies Bikeway	74th to 80th Aves, NE/SE (I-84 - Clatsop)	Design and implement a bikeway using neighborhood greenway and/or separated in-roadway treatments, with crossing improvements as needed at major streets.	\$2,818,037	Yes	Years 1 - 10
70053	Portland	Portland	Springwater Gap Trail	Springwater Corridor, SE (Umatilla - 19th)	Construct trail-with-rail multi-use path between Umatilla and 19th to fill in the "Springwater Gap."	\$3,032,411	Yes	Years 1 - 10
70055	Portland	Portland	Tacoma Main Street Improvements	Tacoma St, SE (Sellwood Bridge - McLoughlin)	Implement boulevard design based on Tacoma Main Street study recommendations and incorporate McLoughlin Neighborhoods Project recommendations.	\$5,842,113	Yes	Years 11 - 20
70057	Portland	Portland	Tacoma St ITS	Tacoma St, SE (Sellwood Bridge - 45th/Johnson Creek)	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow for four signals.	\$231,495	Yes	Years 11 - 20
70059	Portland	Portland	Inner Glisan Bikeway	Glisan St, NE (47th - I-205)	Design and implement bicycle facilities.	\$5,352,131	Yes	Years 11 - 20
70070	Portland	Portland	SE 14th/15th Neighborhood Greenway	14th/15th Ave, SE (Ellis - Linn)	Design and implement a neighborhood greenway including jogs on Malden, Tolman, and Ellisa.	\$688,530	Yes	Years 11 - 20
70071	Portland	Portland	Sixties Neighborhood Greenway	60s Aves, NE/SE (Hancock - Springwater Trail)	Design and implement bicycle facilities.	\$1,500,000	Yes	Years 1 - 10
70072	Portland	Portland	SE Washington Bikeway Gap	Washington St, SE (76th - 92nd)	Design and implement bicycle facilities. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$783,000	Yes	Years 1 - 10
70073	Portland	Portland	SE 34th Ave Neighborhood Greenway	34th Ave, SE (Gladstone - Burnside)	Design and implement bicycle facilities.	\$540,000	Yes	Years 1 - 10
70074	Portland	Portland	Inner SE Steele Bikeway	Steele St, SE (33rd - 52nd)	Design and implement bicycle facilities.	\$1,077,000	Yes	Years 11 - 20
70075	Portland	Portland	Knapp/Ogden Neighborhood Greenway	Knapp/Ogden, SE (27th - 92nd)	Design and implement a neighborhood greenway.	\$882,000	Yes	Years 1 - 10
70076	Portland	ODOT	PMLR Active Transportation Improvements	Portland- Milwaukie Light Rail Corridor, SE	Construct a shared-use path along SE McLoughlin Blvd from 17th Ave to the Springwater Corridor Trail and build a bicycle parking center at the Tacoma/Springwater light rail station. This project will be coordinated with ODOT to determine the alignment along McLoughlin Blvd.	\$8,000,000	Yes	Years 11 - 20
70077	Portland	Portland	SE 9th Ave Bikeway	9th Ave, SE (Division - Center); Center St, SE (9th - 17th)	Design and implement a neighborhood greenway on 9th Ave, with separated bicycle facility segments and crossing improvements as needed.	\$500,000	Yes	Years 11 - 20
70078	Portland	Portland/ODOT	I-84 Active Corridor Management	I-84/Powell/Glisan	This project expands traveler information and enables incident management techniques that reduce traveler delay and improve safety through the I-84 corridor.	\$1,207,937	Yes	Years 1 - 10
70079	Portland	Portland	Glisan St Bridge Replacement	Glisan St, NE (over abandoned railroad at 90th Ave)	Replace existing poor-condition, weight-restricted bridge (#033) to ensure continued use by trucks, transit, and emergency response.	\$975,800	Yes	Years 1 - 10
70080	ODOT	ODOT	Interstate 205 Southbound Auxiliary Lane	I-205, NE/SE (I- 84 - Stark/Washington)	Extend existing auxiliary lane.	\$8,500,000	Yes	Years 1 - 10
70081	Portland	Portland	SE 21st Ave Bikeway	21st Ave, SE (Clinton - Gladstone)	Design and implement bicycle facilities.	\$500,000	Yes	Years 1 - 10
70083	Portland	Portland	Thorburn / Gilham Safety Improvements	Thorburn St, SE (62nd - 74th); Gilham Ave, SE (Burnside - Thorburn)	Design and implement a pedestrian walkway, improved crossings, and traffic calming elements.	\$3,500,000	Yes	Years 11 - 20
70084	Portland	Portland	Belmont/Morrison Bikeway	Belmont/Morrison St, SE (12th - 34th)	Design and implement an east-west bikeway along the Belmont/Morrison corridor from 12th to 34th.	\$1,000,000	Yes	Years 11 - 20
70085	Portland	Portland	ETC: SE Hawthorne/50th Ave Enhanced Transit Corridor	Portland Central City- SE Powell Blvd	Construct safety and access to transit improvements and transit priority treatments to reduce transit delay and improve transit reliability and travel times.	\$5,000,000	No	N/A
70086	Portland	Portland	ETC: Cesar Chavez Blvd Corridor	Cesar Chavez Blvd (NE Sandy Blvd - SE Powell Blvd)	Construct safety and access to transit improvements and transit priority treatments to reduce transit delay and improve transit reliability and travel times.	\$5,000,000	No	N/A
70087	Portland	Portland	Jade & Montavilla Connected Centers Project, Phase 1	Jade & Montavilla Neighborhoods	Construct multi-modal improvements on key pedestrian and bicycle routes within and connecting to the Jade District and Montavilla Neighborhood Centers.	\$7,194,000	No	N/A
70087.2	Portland	Portland	Jade & Montavilla Connected Centers Project, Phase 2	Jade & Montavilla Neighborhoods	Construct local street network connections and multi-modal improvements on key pedestrian and bicycle routes within and connecting to the Jade District Center. Location may include but not be limited to: SE 83 rd , 84 th Ave, 84 th Pl, 85 th , 87 th , 89 th , 90 th , 92 nd , Clinton, Woodward, Brooklyn, Kelley, and Franklin.	\$10,000,000	No	N/A
80001	Portland	Portland	Cherry Blossom/112th/111 th Ped/Bike Improvements	Cherry Blossom / 112th Ave / 111th Ave, SE (Washington - Mt. Scott Blvd)	Design and implement pedestrian and bicycle facilities.	\$2,070,127	Yes	Years 1 - 10
80004	Portland	Portland	SE 136th Ave Ped/Bike Improvements	136th Ave, SE (Division - Foster)	Construct missing sidewalks on both sides of the street and add bicycle facilities.	\$5,000,000	Yes	Years 1 - 10
80005	Portland	Portland	SE 148th Ave Pedestrian Improvements	148th Ave, SE (Division - Powell Butte Park)	Construct sidewalks, curbs, and drainage improvements.	\$2,000,000	Yes	Years 1 - 10
80009	Portland	Portland	Outer Division Corridor Improvements	Division St, SE (I- 205 - 174th)	Construct streetscape improvements to enhance sidewalks, lighting, crossings, bus shelters and benches, and bicycle facilities.	\$5,710,912	Yes	Years 1 - 10

TSP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Financially Constrained?	Estimated Timeframe
80010	Portland	Portland	Outer Foster Rd Pedestrian Improvements	Foster Rd, SE (102nd - Foster Pl)	Construct sidewalks and crossing improvements to facilitate pedestrian travel and access to transit.	\$1,403,000	Yes	Years 11 - 20
80012	Portland	Portland	Outer Holgate Ped/Bike Improvements	Holgate Blvd, SE (92nd - 136th)	Construct sidewalks and crossing improvements to facilitate pedestrian travel and access to transit. Extend bicycle facilities from 130th to 136th.	\$3,000,000	Yes	Years 1 - 10
80014	Portland	Portland	Division-Midway Connected Centers Phase 1	Division-Midway Town Center; Mill/Main, SE (130th-162nd); 117th Ave, SE (Stark-Division); 130th Ave, SE (Stark-Division); 129th/130th, SE (Division- Holgate); Boise (116th-128th); 110s Aves (Pacific-Springwater); 130s Aves (Pacific-Division); 140s Aves (Glisan- Powell)	Construct priority pedestrian and bicycle network improvements within and connecting to Division-Midway Town Center and nearby neighborhood centers, including projects identified in the Division-Midway Neighborhood Plan and the Growing Transit Communities Plan.	\$10,000,000	Yes	Years 11 - 20
80014.2	Portland	Portland	Division-Midway Connected Centers Phase 2	Division-Midway Town Center	Construct priority pedestrian and bicycle network improvements and local street network connections within and connecting to Division-Midway Town Center and nearby neighborhood centers.	\$20,000,000	No	N/A
80015	ODOT/Portland	ODOT	Outer Powell Blvd Corridor Improvements, Phase 1	Powell Blvd, SE (116th - 136th)	Widen street to three lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings.	\$24,000,000	Yes	Years 1 - 10
80015	Portland	Portland	Rosewood Connected Centers, Phase 1	Rosewood Neighborhood Center	Construct local street network connections and multi-modal improvements on key pedestrian and bicycle routes within and connecting to Rosewood Center.	\$2,000,000	No	N/A
80016	Portland	Portland	Powellhurst/Gilbert Pedestrian Improvements	Ramona St, SE (122nd - 136th); Harold St, SE (102nd-128th) Boise St, SE (116th - 127th); 103rd/104th Ave, SE (Powell- Foster); 130th Ave, SE (Powell - Holgate)		\$10,000,000	Yes	Years 11 - 20
80017	Portland	Portland	Outer Stark Safety and Access to Transit	Stark, SE (108th - City Limits)	Construct priority pedestrian and bicycle access to transit improvements in the Outer Stark corridor, as identified in the Growing Transit Communities Plan. Elements include improved pedestrian crossings, enhanced bikeways, transit stop improvements, lighting upgrades, and roadway design changes to improve traffic safety.	\$4,000,000	Yes	Years 1 - 10
80018	Portland	Portland	Stark/Washington Multimodal Improvements	Stark/Washington, SE (92nd - 111th)	Build protected bike lanes, pedestrian crossing, and transit improvements in and around the Stark/Washington couplet in Gateway Regional Center, as identified in the Growing Transit Communities Plan.	\$4,000,000	Yes	Years 1 - 10
80020	Portland	Portland	4M Bikeway	Market / Mill / Millmain / Main, SE (I-205 - 174th)	Design and implement a bikeway, with improved crossings at major streets.	\$1,750,000	Yes	Years 1 - 10
80021	Portland	Portland	SE Clatsop St Corridor Improvements	Clatsop, SE (Deardorf / 132nd-162nd)	Design and implement multimodal improvements based on Pleasant Valley Concept and Implementation Plan recommendations.	\$7,013,394	No	N/A
80023	Portland	Portland	162nd & Clatsop Intersection Improvements	162nd & Clatsop, SE	Install a signal at the intersection.	\$500,000	No	N/A
80024	Portland	Multnomah Co / Clackamas Co	Clatsop Street Extension	Clatsop, SE (162nd - Cheldelin Rd)	Extend street east into Pleasant Valley based on the Pleasant Valley Implementation Plan.	\$4,202,582	No	N/A
80025	Portland	Portland	Pleasant Valley Foster Rd Extension	Foster Rd, SE (Jenne - Giese Rd)	Design and implement multimodal improvements based on the Pleasant Valley Implementation Plan recommendations.	\$2,525,400	No	N/A
80026	Portland	Portland	SE 162nd Ave Corridor Improvements	162nd, SE (Foster Rd - Clatsop)	Construct multimodal improvements based on the Pleasant Valley Concept and Implementation Plan recommendations.	\$6,421,100	No	N/A
80028	Portland	Portland	SE/NE 135th Ave Neighborhood Greenway	135th Ave, SE/NE (Division - Pacific)	Design and implement bicycle facilities.	\$914,000	Yes	Years 11 - 20
80029	Portland	Portland	SE/NE 146th Ave Neighborhood Greenway	146th Ave, SE/NE (Powell - Glisan)	Design and implement bicycle facilities.	\$562,000	Yes	Years 11 - 20
80030	Portland	Portland	Outer Harold Bikeway	Harold St, SE (104th - 136th)	Design and implement bicycle facilities.	\$1,566,000	Yes	Years 11 - 20
80032	ODOT/Portland	ODOT	Outer Powell Blvd Corridor Improvements, Phase 2	Powell Blvd, SE (99th - 116th; 136th - 174th)	Widen street to three lanes (inclusive of a center turn lane), or four lanes from 162nd – 174th if specific traffic conditions are met, with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings.	\$67,000,000	Yes	Years 11 - 20
80033	Portland	TriMet	Eastside MAX Station Pedestrian Improvements	148th Ave, & 162nd Ave MAX Stations, NE/SE	Retrofit existing streets along eastside MAX and at intersecting streets to include better sidewalks and crossings, curb extensions, bus shelters, and benches at 82nd, 148th, and 162nd stations.	\$3,156,750	Yes	Years 11 - 20
80033.1	Portland	Portland	82 nd Ave MAX Station Area Improvements	82 nd Ave Max Station Area	Construct priority pedestrian and bicycle access to transit improvements in the 82nd Ave MAX Station Area as identified in the Growing Transit Communities Plan.	\$3,000,000	No	N/A
80034	Portland	Portland	East Portland Access to Transit	Division St, SE (I- 205 - 174th); 130s Aves (San Rafael - Foster)	Construct SE Division St sidewalk infill and 130s Bikeway.	\$4,472,488	Yes	Years 1 - 10
80035	Portland	Portland	East Portland Access to Employment	East Portland	This project will build sidewalks and crossing improvements on Powell Blvd, improve sidewalks for access to transit, improve transit stops, improve transit operations, and build the 100s and 150s Neighborhood Greenways.	\$5,870,072	Yes	Years 1 - 10
80036	TriMet	TriMet	Renew the Blue Station Rehabilitation	Eastside MAX Light Rail Stations, NE/SE	Construct station improvements at Eastside MAX Stations.	\$12,315,000	Yes	Years 1 - 10
80037	TriMet	Portland/ODOT	Powell-Division Safety and Access to Transit	Powell-Division Corridor, SE (22nd - City Limits)	Construct improvements for safety, access to transit, and transit operations in the Powell-Division corridor.	\$2,800,000	Yes	Years 1 - 10
80038	Gresham	Portland/Multnomah Co.	SE 174th N/S Improvements	174th Ave, SE (Giese - 174th/Jenne)	Construction of new roadway that adds n/s capacity in vicinity of 174/Jenne. This facility will have two travel lanes in each direction (total 4 travel lanes), and a median/turn lane which will be primarily a median, with left turn pockets at the intersection of the New Road/Giese, and also New Road/McKinley.	\$27,498,638	Yes	Years 11 - 20

TSP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Financially Constrained?	Estimated Timeframe
80039	TriMet	Portland	Powell/Division HCT--Project Development	Powell/Division Corridor (Portland to Gresham)	Project Development through ROW acquisition/early construction for High Capacity Transit project between Portland and Gresham.	\$75,000,000	Yes	Years 1 - 10
80040	TriMet	Portland/ODOT	Powell-Division Corridor HCT--Capital Construction	Central City Portland to Gresham	Capital construction of High Capacity Transit project between Portland and Gresham along Powell/Division Corridor.	\$75,000,000	No	N/A
80041	ODOT	ODOT	Interstate 205 Northbound Phase 1 Auxiliary Lane	I-205, NE/SE (I- 84 - Stark/Washington)	Extend existing acceleration lane to Washington and construct 2 lane exit.	\$7,500,000	Yes	Years 1 - 10
80042	ODOT	ODOT	I-205 Northbound Phase 2: Auxiliary Lane Extension	I-205, NE/SE (Division - I-84)	Extend existing auxiliary lane.	\$8,000,000	Yes	Years 11 - 20
80043	Portland	ODOT	ETC: SE Powell Blvd Enhanced Transit Corridor	Powell, SE (SE Milwaukie Ave – I-205)	Construct safety and access to transit improvements and transit priority treatments to reduce transit delay and improve transit reliability and travel times. Project will coordinate with ODOT to identify locations and design treatments.	\$5,000,000	No	N/A
90001	Portland	Portland	Montgomery to Vista Bikeway	12th/Broadway/Cardinell/Davenport, SW (Montgomery - Vista)	Design and implement bicycle facilities.	\$4,135,188	No	N/A
90002	Portland	Portland	SW 19th / Capitol Hill Rd Safety Improvements	19th, SW (Barbur Spring Garden); Capitol Hill Rd, SW (Barbur - Bertha)	Design and implement bicycle and pedestrian facilities to create a safe and convenient crossing of I-5, Multnomah Blvd, and Barbur Blvd. Design and implement enhanced shared roadway bicycle facilities on Capitol Hill Rd from Barbur to Bertha. Implement continuous sidewalk on Capitol Hill Rd.	\$1,000,000	Yes	Years 1 - 10
90003	Portland	Portland	SW 25th/Kanan Pedestrian Improvements	25th/Kanan, SW (23rd - Beaverton-Hillsdale Hwy)	Construct a walkway for pedestrian travel and access to transit.	\$1,597,369	No	N/A
90004	Portland	Portland	26th Ave Ped/Bike Improvements	26th Ave, SW (30th - Taylors Ferry)	Design and implement pedestrian and bicycle facilities.	\$1,000,000	Yes	Years 11 - 20
90005	Portland	Portland	SW 30th Ave Ped/Bike Improvements	30th Ave, SW (Vermont - Beaverton-Hillsdale Hwy)	Construct a pedestrian walkway and bicycle facilities, and improve the pedestrian crossing at Beaverton-Hillsdale Hwy & 30th.	\$1,839,333	Yes	Years 11 - 20
90006	Portland	Portland	Inner SW 35th Ave Ped/Bike Improvements	35th Ave, SW (Vermont - Multnomah)	Construct a pedestrian walkway and bicycle facilities.	\$2,500,000	No	N/A
90007	Portland	Portland	Outer SW 35th Ave Ped/Bike Improvements	35th Ave, SW (Taylors Ferry - Stephenson); Taylors Ferry, SW (35th - 26th)	Add bicycle facilities, sidewalks, crossing improvements, and median islands.	\$2,000,000	Yes	Years 11 - 20
90008.1	Portland	Portland	SW 45th Ave Ped/Bike Improvements, Segment 1	45th Ave, SW (Cameron - Illinois)	Construct a pedestrian walkway and bicycle facilities.	\$1,500,000	Yes	Years 11 - 20
90008.2	Portland	Portland	SW 45th Ave Ped/Bike Improvements, Segment 2	45th Ave, SW (Illinois - Nevada)	Construct a pedestrian walkway and bicycle facilities.	\$1,000,000	Yes	Years 1 - 10
90008.3	Portland	Portland	SW 45th Ave Ped/Bike Improvements, Segment 3	45th Ave, SW (Nevada - Multnomah)	Construct a pedestrian walkway and bicycle facilities.	\$1,500,000	Yes	Years 11 - 20
90008.4	Portland	Portland	SW 45th/48th Ave Ped/Bike Improvements	45th Ave / 45th Dr/ 48th Ave, SW (Multnomah - Taylors Ferry)	Construct a pedestrian walkway and bicycle facilities.	\$4,000,000	No	N/A
90011	Portland	Portland	SW Pomona/64th Ped/Bike Improvements	Pomona/63rd/64th h, SW (61st - Barbur)	Construct sidewalks and bicycle facilities.	\$2,500,000	Yes	Years 1 - 10
90012	Portland	Portland	SW 62nd/61st Ped/Bike Improvements	62nd/61st, SW (Taylors Ferry -Pomona)	Construct a pedestrian walkway and bicycle facilities.	\$3,250,000	No	N/A
90013	Portland	Portland	SW Arnold Ped/Bike Improvements	Arnold, SW (Boones Ferry - 35th)	Design and implement bicycle and pedestrian facilities.	\$3,191,287	No	N/A
90014	Portland	ODOT	Barbur Blvd ITS	Barbur Blvd, SW	Install intelligent transportation system infrastructure to improve safety and enhance traffic flow.	\$550,000	Yes	Years 1 - 10
90016	Portland	ODOT	Inner Barbur Corridor Improvements	Barbur Blvd, SW (3rd - Terwilliger)	Construct Improvements for transit, bikes and pedestrians. Transit improvements include preferential signals, pullouts, shelters, left turn lanes and sidewalks.	\$4,000,000	Yes	Years 1 - 10
90017	Portland	ODOT	Outer Barbur Corridor Improvements	Barbur Blvd, SW (Terwilliger - City Limits)	Complete boulevard design improvements including sidewalks and street trees, safe pedestrian crossings, enhance transit access and stop locations, traffic signal at Barbur/30th, and bike lanes (Bertha - City Limits).	\$24,833,100	Yes	Years 11 - 20
90018	TriMet	ODOT	Barbur/OR-99W Safety and Access to Transit	Barbur Blvd, SW (Hooker - 53rd)	Construct improvements for safety, access to transit, and transit operations in the Barbur corridor.	\$3,605,001	Yes	Years 1 - 10
90019	Portland	Portland	Beaverton-Hillsdale Hwy ITS	Beaverton- Hillsdale Hwy, SW	Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system.	\$315,675	Yes	Years 1 - 10
90020	Portland	Portland	Beaverton-Hillsdale Hwy Corridor Improvements Segment 1	Beaverton- Hillsdale Hwy, SW (Capitol Hwy - 30th)	Build new sidewalks, improve crossings, and enhance access to transit. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$1,783,511	Yes	Years 1 - 10
90020.2	Portland	Portland	Beaverton-Hillsdale Hwy Corridor Improvements Segment 2	Beaverton- Hillsdale Hwy, SW (30 th - 65th)	Build new sidewalks, improve crossings, and enhance access to transit. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$1,783,511	Yes	Years 1 - 10
90023	Portland	Portland	Boones Ferry Rd Bikeway	Boones Ferry Rd, SW (Terwilliger - City Limits)	Design and implement bicycle facilities.	\$7,015,000	No	N/A
90024	Portland	Portland	SW Broadway Dr Pedestrian Improvements Segment 1	Broadway Dr, SW (Sherwood – 9th)	Construct a walkway and crossing improvements.	\$2,338,327	No	N/A
90024.2	Portland	Portland	SW Broadway Dr Pedestrian Improvements Segment 2	Broadway Dr, SW (9th – Grant)	Construct a walkway and crossing improvements.	\$2,338,327	No	N/A
90025	Portland	Portland	SW Cameron Rd Pedestrian Improvements	Cameron Rd, SW (45th - Shattuck)	Construct a walkway for pedestrian travel and access to transit.	\$2,500,000	No	N/A
90026	Portland	Portland	Capitol Hwy Corridor Improvements	Capitol Hwy, SW (Multnomah Blvd - Taylors Ferry)	Improve SW Capitol Highway from SW Multnomah Boulevard to SW Taylors Ferry Road to include a continuous sidewalk(s), safe crossings and bicycle access along the corridor.	\$12,000,000	Yes	Years 1 - 10

TSP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Financially Constrained?	Estimated Timeframe
90027	Portland	Portland	Outer Capitol Hwy Corridor Improvements	Capitol Hwy, SW (West Portland Town Center - 49th)	Construct curb extensions, medians, improved crossings, and other pedestrian improvements. Make safety improvements including left turn pockets and improved signal timing.	\$1,553,000	Yes	Years 11 - 20
90028	Portland	Portland	B-H Hwy/Bertha/Capitol Hwy Improvements	Beaverton- Hillsdale/Bertha/Capitol Hwy, SW	Redesign intersection to improve safety.	\$1,403,000	Yes	Years 11 - 20
90029	Portland	Portland	Inner Capitol Hwy Corridor Improvements	Capitol Hwy, SW (Terwilliger - Sunset)	Construct sidewalks, crossing improvements for access to transit, and bike improvements, and install left turn lane at the Capitol/Burlingame intersection.	\$2,806,000	Yes	Years 11 - 20
90031.1	Portland	Portland	SW Dosch Rd Interim Safety Improvements	Dosch Rd, SW (B- H Hwy - Patton)	Construct an enhanced shoulder to improve safety for all modes.	\$1,000,000	Yes	Years 1 - 10
90031.2	Portland	Portland	SW Dosch Rd Ped/Bike Improvements, Segment 1	Dosch Rd, SW (B- H Hwy - Hamilton)	Construct a pedestrian walkway and climbing bike lane.	\$3,000,000	No	N/A
90031.3	Portland	Portland	SW Dosch Rd Ped/Bike Improvements, Segment 2	Dosch Rd, SW (Hamilton - Patton)	Construct a pedestrian walkway and climbing bike lane.	\$3,500,000	No	N/A
90033	Portland	Portland	Garden Home Ped/Bike Improvements Segment 1	Garden Home Rd, SW (Multnomah – 57th)	Construct pedestrian and bicycle safety improvements, including drainage designed for constrained right-of-way.	\$598,333	Yes	Years 1 - 10
90033.2	Portland	Portland	Garden Home Ped/Bike Improvements Segment 2	Garden Home Rd, SW (45th – 57th)	Construct pedestrian and bicycle safety improvements, including drainage designed for constrained right-of-way.	\$598,333	Yes	Years 1 - 10
90033.3	Portland	Portland	Garden Home Ped/Bike Improvements Segment 3	Garden Home Rd, SW (45th – Capitol Hwy)	Construct pedestrian and bicycle safety improvements, including drainage designed for constrained right-of-way.	\$598,333	Yes	Years 1 - 10
90034.1	Portland	Portland	Bridlemile Ped/Bike Improvements, Phase 1	Hamilton St, SW (Scholls Ferry - 53rd; 48th - 45th); Shattuck Rd, SW (B-H Hwy - 53rd)	Construct a pedestrian walkway, bicycle facilities, and crossing improvements.	\$3,000,000	Yes	Years 1 - 10
90034.2	Portland	Portland	Bridlemile Ped/Bike Improvements, Phase 2	Hamilton St, SW (53rd - 48th; 45th - Dosch); Shattuck Rd, SW (53rd - Hamilton)	Construct a pedestrian walkway, bicycle facilities, and crossing improvements.	\$4,000,000	Yes	Years 11 - 20
90034.3	Portland	Portland	Bridlemile Ped/Bike Improvements, Phase 3	Shattuck Rd, SW (Hamilton - Patton)	Construct a pedestrian walkway, bicycle facilities, and crossing improvements.	\$2,500,000	No	N/A
90038	Portland	Portland	SW Humphrey Blvd Ped/Bike Improvements	Humphrey Blvd, SW (Patton - Scholls Ferry)	Design and implement pedestrian and bicycle facilities.	\$4,000,000	No	N/A
90043	Portland	Portland	SW Lancaster Rd Ped/Bike Improvements	Lancaster Rd, SW (Taylors Ferry - Stephenson)	Design and implement pedestrian and bicycle facilities.	\$10,000,000	No	N/A
90046	Portland	ODOT	Macadam ITS	Macadam, SW (Bancroft - Sellwood Br)	Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system.	\$401,794	Yes	Years 11 - 20
90047	Portland	ODOT	SW Macadam Ped/Bike Improvements	Macadam, SW (Bancroft - County line)	Improve pedestrian and bicycle crossings of Macadam and connections to the Willamette Greenway Trail. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$1,000,000	Yes	Years 11 - 20
90048	Portland	Portland	Markham School Pedestrian/Bicycle Overpass	SW 52nd - Markham School (bridge over I-5 and Barbur Blvd)	Construct pedestrian/bicycle path and bridge over Barbur Blvd and I-5 to connect SW Alfred and SW 52nd to the rear of Markham School.	\$4,861,395	Yes	Years 11 - 20
90049.1	Portland	Portland	Marquam Hill Rd Interim Safety Improvements	Marquam Hill Rd, SW (Gibbs - Fairmount)	Construct an enhanced shoulder to improve safety for all modes.	\$500,000	Yes	Years 1 - 10
90049.2	Portland	Portland	Marquam Hill Ped/Bike Improvements, Segment 1	Gibbs St, SW (13th - 11th)	Design and implement pedestrian and bicycle facilities.	\$1,000,000	Yes	Years 11 - 20
90049.3	Portland	Portland	Marquam Hill Ped/Bike Improvements, Segment 2	Marquam Hill Rd, SW (Gibbs - Fairmount)	Construct a pedestrian walkway and climbing bike lane.	\$2,000,000	No	N/A
90050	Portland	Portland	SW Multnomah Blvd Ped/Bike Improvements, Phase 2	Multnomah Blvd, SW (31st - 45th)	Provide separated pedestrian and bicycle facilities, along with stormwater management facilities.	\$5,000,000	Yes	Years 1 - 10
90052	Portland	Portland	SW Palatine Hill / Primrose Bikeway	Palatine Hill Rd, SW (Boones Ferry - Palater); Primrose St, SW (Terwilliger - Boones Ferry)	Design and implement a bikeway from Terwilliger to Palater, including improved crossings at Primrose & Terwilliger and Primrose & Boones Ferry.	\$2,000,000	Yes	Years 1 - 10
90053	Portland	Portland	SW Palatine Street Extension	Palatine St, SW (27th-Lancaster)	Complete neighborhood collector to provide multimodal access to Lancaster Rd.	\$2,120,098	No	N/A
90054.1	Portland	Portland	SW Patton Rd Ped/Bike Improvements, Segment 1	Patton Rd, SW (Vista - Talbot)	Construct a pedestrian walkway and bicycle facilities.	\$2,500,000	No	N/A
90054.2	Portland	Portland	SW Patton Rd Ped/Bike Improvements, Segment 2	Patton Rd, SW (Hewett - Shattuck)	Construct a pedestrian walkway and bicycle facilities.	\$3,000,000	No	N/A
90054.3	Portland	Portland	SW Patton / Talbot Ped/Bike Improvements	Patton Rd, SW (Talbot - Hewett); Talbot Rd, SW (Patton - Fairmount)	Construct a pedestrian walkway and bicycle facilities, with improved crossings where needed.	\$500,000	Yes	Years 1 - 10
90055	Portland	Portland	SW Pomona St Ped/Bike Improvements	Pomona St, SW (35th - Barbur)	Design and implement pedestrian and bicycle facilities.	\$2,476,710	No	N/A
90059.1	Portland	Portland	SW Shattuck Rd Ped/Bike Improvements, Segment 1	Shattuck Rd, SW (B-H Hwy - Cameron)	Construct a pedestrian walkway, climbing bike lane, and crossing improvements.	\$1,000,000	Yes	Years 1 - 10
90059.2	Portland	Portland	SW Shattuck Rd Ped/Bike Improvements, Segment 2	Shattuck Rd, SW (Cameron - Illinois)	Construct a pedestrian walkway, climbing bike lane, and crossing improvements.	\$1,500,000	Yes	Years 11 - 20
90059.3	Portland	Portland	SW Shattuck Rd Ped/Bike Improvements, Segment 3	Shattuck Rd, SW (Illinois - Vermont)	Construct a pedestrian walkway, climbing bike lane, and crossing improvements.	\$1,000,000	No	N/A
90060	Portland	ODOT	South Portland Corridor Improvements	Naito Pkwy, SW (Arthur - Barbur)	Reconstruct Naito Pkwy as a two-lane road with bicycle facilities, sidewalks, left turn pockets, and on-street parking. Includes realignment/regrading at intersecting streets; removal of Barbur tunnel, Ross Island Br ramps, Arthur/Kelly viaduct, and Grover pedestrian bridge. This project will be coordinated with ODOT and with the Southwest Corridor Plan, and will consider impacts to ODOT facilities including Naito Parkway and the Ross Island Bridge.	\$39,695,079	Yes	Years 11 - 20

TSP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Financially Constrained?	Estimated Timeframe
90061	Portland	Portland	SW Spring Garden St Ped/Bike Improvements	Spring Garden/22nd, SW (Taylors Ferry - Multnomah)	Design and implement pedestrian and bicycle facilities, including improved crossings at 22nd & Barbur and 22nd & Multnomah.	\$2,500,000	Yes	Years 1 - 10
90062	Portland	Portland	SW Stephenson Ped/Bike Improvements	Stephenson, SW (Boones Ferry - 35th)	Construct pedestrian and bicycle facilities.	\$2,374,408	Yes	Years 11 - 20
90063	Portland	Portland	Sunset Blvd Ped/Bike Improvements	Sunset Blvd, SW (Dosch - 18th)	Construct a pedestrian walkway and climbing bike lane.	\$2,300,000	Yes	Years 11 - 20
90064.1	Portland	Portland	Outer Taylors Ferry Safety Improvements, Segment 1	Taylors Ferry, SW (Capitol Hwy - 48th)	Widen shoulder to provide bicycle climbing lane and construct a walkway for pedestrian travel and access to transit.	\$2,175,000	Yes	Years 1 - 10
90064.2	Portland	Portland	Outer Taylors Ferry Safety Improvements, Segment 2	Taylors Ferry, SW (48th - City Limits)	Provide bicycle lanes in both direction and construct a walkway for pedestrian travel and access to transit.	\$3,452,184	No	N/A
90065.1	Portland	Portland	Inner Taylors Ferry Safety Improvements, Segment 1	Taylors Ferry, SW (Macadam - Terwilliger)	Widen shoulder to provide bicycle climbing lane and construct a walkway for pedestrian travel and access to transit.	\$3,530,642	No	N/A
90065.2	Portland	Portland	Inner Taylors Ferry Safety Improvements, Segment 2	Taylors Ferry, SW (Terwilliger - Spring Garden)	Widen shoulder to provide bicycle climbing lane and construct a walkway for pedestrian travel and access to transit.	\$1,883,009	Yes	Years 1 - 10
90065.3	Portland	Portland	Inner Taylors Ferry Safety Improvements, Segment 3	Taylors Ferry, SW (Spring Garden - 26th)	Widen shoulder to provide bicycle climbing lane and construct a walkway for pedestrian travel and access to transit.	\$4,500,000	No	N/A
90066.1	Portland	Portland	SW Terwilliger Corridor Improvements, Segment 1	Terwilliger, SW (Taylors Ferry - Palater)	Construct sidewalks and bicycle facilities. Redesign intersection of Terwilliger & Boones Ferry to improve safety for all modes.	\$4,000,000	Yes	Years 11 - 20
90066.2	Portland	Portland / Multnomah Co.	SW Terwilliger Corridor Improvements, Segment 2	Terwilliger, SW (Palater - County Limits)	Construct a pedestrian walkway and bicycle facilities.	\$5,000,000	No	N/A
90067.1	Portland	Portland	SW Vermont St Ped/Bike Improvements, Segment 1	Vermont St, SW (30th - 36th)	Construct multi-modal street improvements including bicycle and pedestrian facilities.	\$500,000	Yes	Years 1 - 10
90067.2	Portland	Portland	SW Vermont St Ped/Bike Improvements, Segment 2	Vermont St, SW (45th - 52nd)	Construct multi-modal street improvements including bicycle and pedestrian facilities.	\$1,000,000	Yes	Years 1 - 10
90068	Portland	Portland / ODOT	West Portland Town Center Pedestrian Improvements	West Portland Town Center, SW	Improve sidewalks, lighting, crossings, bus shelters, and benches on Barbur, Capitol Hwy, and surrounding neighborhood streets, and in connections to Barbur Transit Center.	\$7,015,000	Yes	Years 11 - 20
90069	Portland	ODOT	West Portland Crossroads Intersection Improvements	Barbur / Capitol / Huber / Taylors Ferry, SW	Construct safety improvements for all modes at the intersections of Capitol Hwy, Taylors Ferry, Huber, and Barbur, including possible modifications to the I-5 ramps. This project will be coordinated with ODOT because it is within the interchange influence area.	\$40,000,000	No	N/A
90070	Portland	Portland	Capitol/Vermont/30th Intersection Improvements	Capitol Hwy, SW (Vermont - 30th)	Realign the Capitol/Vermont/30th intersection and provide sidewalks, bike lane connections to all intersecting bikeways, and drainage improvements.	\$1,898,314	Yes	Years 1 - 10
90071	Lake Oswego	Various	Lake Oswego to Portland Trail	Willamette River Greenway Trail, SW (Sellwood Bridge - Lake Oswego)	3.15 mile multi-use pathway adjacent to existing Hwy 43 Corridor, increasing ROW. Connects Lake Oswego to Portland at Sellwood Bridge. Part of the Willamette River Greenway Trail.	\$80,000,000	Yes	Years 11 - 20
90072	Portland	Portland	Lesser Road Ped/Bike Improvements	Lesser Rd / Capitol Hwy, SW (49th - Kruse Ridge)	Design and implement pedestrian and bicycle facilities.	\$6,792,853	No	N/A
90073	Portland	Portland	SW Dolph Ct Ped/Bike Improvements	Dolph Ct, SW (26th - Capitol Hwy)	Construct a walkway for pedestrian travel and install a neighborhood greenway.	\$2,746,055	No	N/A
90077	Portland	Portland	Capitol Hwy Bridge Seismic Retrofit	Capitol Hwy, SW (over Barbur and along hillside)	Retrofit existing seismically vulnerable bridge over Barbur (#139) and semi-viaduct along hillside (#140) to ensure emergency response and economic recovery in the event of an earthquake.	\$3,705,915	Yes	Years 11 - 20
90078	Multnomah County	Portland	Scholls Ferry Multimodal Improvements	Scholls Ferry, SW (Humphrey - County line)	Add bicycle and pedestrian facilities and make intersection improvements at Patton Road consistent with the Scholls Ferry Road Conceptual Design Plan.	\$3,226,900	No	N/A
90086	Portland	Portland	Slavin Rd Bikeway	Slavin Rd, SW (Barbur - Corbett)	Build a bikeway on Slavin Road connecting Barbur to Corbett and Red Electric Trail, and construct an improved pedestrian/bicycle crossing of Barbur at the Capitol Hwy on-ramp.	\$2,000,000	Yes	Years 1 - 10
90087	Portland	Portland	Hood Ave Pedestrian Improvements	Hood Ave, SW (Lane - Macadam)	Install sidewalk with barrier along east side and pedestrian crossing at Lane Street.	\$1,000,000	Yes	Years 1 - 10
90088	Portland	Portland	Marquam Hill Pedestrian Connector	Gibbs Street right-of-way, SW (Barbur - Terwilliger)	Construct a new pedestrian walkway under the tram within the Gibbs right-of-way through the Terwilliger Parkway. The steep grade and forested area will require lighting and stairs.	\$3,000,000	Yes	Years 11 - 20
90089	Portland	ODOT	Multnomah Viaduct Safety Improvements	Multnomah Blvd, SW (I-5 Crossing)	Construct new bicycle and pedestrian facilities at or parallel to Multnomah Blvd viaduct crossing I-5.	\$1,664,243	No	N/A
90090	Portland	Portland	Barbur to PCC Neighborhood Greenway	53rd Ave, SW (Barbur - PCC)	Design and implement a neighborhood greenway connection between Barbur Blvd and PCC. Improve intersection at 53rd and Pomona to increase safety.	\$850,000	Yes	Years 1 - 10
90091	Portland	Portland	Terwilliger Bikeway Gaps	Terwilliger, SW	Design and implement bicycle facilities to fill in gaps in the Terwilliger Bikeway.	\$1,000,000	Yes	Years 1 - 10
90092	Portland	Portland	Inner Canby Neighborhood Greenway	Canby St, SW (45th - 35th)	Design and implement bicycle facilities.	\$516,000	Yes	Years 11 - 20
90093	Portland	Portland	Nevada Ct Neighborhood Greenway	Nevada Ct, SW (45th - Capitol Hill Rd)	Design and implement bicycle facilities.	\$653,000	Yes	Years 11 - 20
90094	Portland	Portland	Fairmount Blvd Bikeway	Fairmount Blvd, SW (loop from Talbot Rd to Talbot Rd)	Design and implement bicycle facilities.	\$845,000	No	N/A
90095.1	Portland	Portland	Montgomery Bikeway, Phase 1	Montgomery St/Dr, SW (Vista - 16th)	Design and implement bicycle facilities.	\$300,000	Yes	Years 1 - 10
90095.2	Portland	Portland	Montgomery Bikeway, Phase 2	Montgomery St/Dr, SW (Patton - Vista)	Design and implement bicycle facilities.	\$782,000	No	N/A
90096	Portland	ODOT	US 26 Multi-use Path	US 26 (Canyon Ct - Canyon Rd / Murray St)	Design and implement a multi-use path.	\$1,596,000	Yes	Years 11 - 20
90097	Portland	ODOT	Lower I-405 Trail	I-405 (6th - Montgomery)	Design and implement a multi-use path.	\$1,000,000	Yes	Years 11 - 20
90098	Portland	Portland	Capitol Hwy / Bertha Blvd Bridge Replacement	Capitol Hwy, SW (bridge over Bertha Blvd)	Replace existing weight-restricted bridge over Bertha Blvd (#081) with a new structure with improved vertical clearance.	\$5,326,682	No	N/A

TSP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Financially Constrained?	Estimated Timeframe
90099	Portland	Portland	Capitol Hwy / Multnomah Blvd Bridge Replacement	Capitol Hwy, SW (bridge over Multnomah Blvd)	Replace existing weight-restricted bridge over Multnomah Blvd (#082) with a new structure.	\$7,156,281	No	N/A
90100	Portland	Portland	SW 30th/Hume/31st Ped/Bike Improvements	30th Ave, SW (Dolph - Hume); Hume St, SW (30th - 31st); 31st Ave, SW (Hume - Troy)	Construct a pedestrian walkway and bicycle facilities.	\$2,800,000	Yes	Years 1 - 10
90101	Portland	Portland	Garden Home & Multnomah Intersection Improvements	Garden Home Rd & Multnomah Blvd, SW	Improve and signalize the intersection of Garden Home & Multnomah.	\$1,931,033	Yes	Years 1 - 10
90102	Portland	Portland / ODOT	Johns Landing Streetcar Extension	Lowell - Willamette Park, SW	Corridor Alternatives Analysis, public outreach, planning, design, engineering, and construction for future streetcar extension from Portland to Johns Landing.	\$80,000,000	No	N/A
90104	Portland	ODOT	Barbur Active Transportation Demonstration Project	Barbur Blvd, SW (19th - 26th)	Make minor improvements to existing signalized intersections and provide two new enhanced crossings for pedestrians and cyclists along SW Barbur Blvd.	\$1,999,413	Yes	Years 1 - 10
90105	TriMet	Portland	SW Corridor HCT-- Project Development	Southwest Corridor (Portland to Tualatin/Tigard)	Project Development through ROW acquisition/early construction for High Capacity Transit project between Portland and Tualatin via Tigard.	\$75,000,000	Yes	Years 1 - 10
90106	TriMet	Portland/ODOT	Southwest Corridor HCT-- Capital Construction	Central City Portland to Tualatin/Tigard	Capital construction of High Capacity Transit project between Portland and Tualatin via Tigard.	\$1,000,000,000	No	N/A
90107	ODOT	ODOT	Barbur Viaducts Reconstruction	Barbur Blvd, SW (Vermont and Newbury Viaducts)	Reconstruct existing viaducts to address seismic needs and include bicycle and pedestrian facilities on or parallel to the structures.	\$32,000,000	No	N/A
90108	Portland	Portland	Red Electric Trail, Segment 1	Red Electric Trail, SW (Dover - Cameron)	Construct Segment 1 of the Red Electric Trail as recommended in the Red Electric Trail Planning Study.	\$1,565,000	Yes	Years 1 - 10
90109	Portland	Portland	Red Electric Trail, Segment 2	Red Electric Trail, SW (Cameron - 39th)	Construct Segment 2 of the Red Electric Trail as recommended in the Red Electric Trail Planning Study.	\$3,425,700	Yes	Years 11 - 20
90110	Portland	Portland	Red Electric Trail, Segment 3	Red Electric Trail, SW (39th - 30th)	Construct Segment 3 of the Red Electric Trail as recommended in the Red Electric Trail Planning Study.	\$2,348,000	Yes	Years 11 - 20
90111	Portland	Portland	Red Electric Trail, Segment 4	Red Electric Trail, SW (30th - 21st)	Construct Segment 4 of the Red Electric Trail as recommended in the Red Electric Trail Planning Study.	\$3,207,000	Yes	Years 1 - 10
90112	Portland	Portland	Red Electric Trail, Segment 5	Red Electric Trail, SW (21st - Terwilliger)	Construct Segment 5 of the Red Electric Trail as recommended in the Red Electric Trail Planning Study.	\$2,369,000	Yes	Years 11 - 20
90113	Portland	Portland	Red Electric Trail, Segment 6	Red Electric Trail, SW (Terwilliger - Willamette Park)	Construct Segment 6 of the Red Electric Trail as recommended in the Red Electric Trail Planning Study. Include consideration for bicyclists to connect Slavin Rd.	\$4,739,000	Yes	Years 11 - 20
90114	Portland	Portland	SW Hewett Blvd Bikeway	Hewett Blvd, SW (Patton - Scholls Ferry)	Design and implement enhanced shared roadway bicycle facilities.	\$500,000	Yes	Years 1 - 10
90115	Portland	Portland	SW Vermont St Bike Lanes and Sidewalks	Vermont, SW (52 nd Ave – City Limits)	Construct multi-modal street improvements including bicycle and pedestrian facilities.	\$2,000,000	No	N/A
90116	Portland	Portland	SW Canby/Troy Neighborhood Greenway	Canby/Troy, SW (Capitol Hwy – Capitol Hill Rd)	Design and construct a neighborhood greenway and pedestrian walkway along SW Canby and SW Troy Street.	\$1,000,000	No	N/A
90117	Portland	Portland	Brugger Neighborhood Greenway	Brugger, SW (48 th -65 th)	Design and construct a neighborhood greenway and shared street along SW Brugger St to SW 48 th Ave. Includes paving of unpaved street segments.	\$700,000	No	N/A
90118	Portland	Portland	Huber Bikeway	SW Hubber St (SW Capitol Hwy- SW 35 th Ave)	Design and construct a bikeway from SW Capitol Hwy to SW 35 th . Requires road widening.	\$3,600,000	No	N/A

Appendix B: TSP Finance chapter

TSP Finance Chapter

Introduction

The State Transportation Planning Rule (TPR) requires each Transportation System Plan (TSP) to include a financing program. This financial plan is designed to meet the State requirements for a financing program, as well as to establish a financial framework for making investment choices in the City's transportation system over the next 20 years.

The financial plan allows jurisdictions to assess the adequacy of existing and possible new funding mechanisms to improve elements of the transportation system. As required by the TPR, the financial plan is linked with the TSP's transportation system improvements, which includes planned transportation projects and programs along with the general timing and rough cost estimates for each project.

In addition to the State requirements, the TSP financial plan is based on other elective principles. For example, it recognizes that agency partnerships are often required to fund transportation improvements. Coordination among the Portland Bureau of Transportation

(PBOT), Metro, the Oregon Department of Transportation (ODOT), TriMet, the Port of

Portland, and the Portland Development Commission (PDC) is essential to successfully implement the TSP.

The TSP financial plan also presents three financial scenarios that respond to a range of existing and potential new revenue sources and forecasts. The three scenarios provide a context for the cost and number of transportation improvements that may be implemented over the 20-year timeframe of the TSP.

Another principle guiding the financial plan is the importance of maintenance and system operations needs as well as capital improvement planning. Stewardship is one of the TSP's themes. Stewardship means proactive management of Portland's transportation system

through the efficient use of resources, non-capital solutions to transportation needs, and innovative approaches to infrastructure management.

The City's current transportation investment is approximately \$10 billion of assets (based on replacement costs), including streets, sidewalks, bridges, traffic signals, and streetlights.

Most of the State TSP requirements focus on issues of urban growth and system expansion.

It is also important, however, to recognize that expanding the transportation system presents long-term maintenance and operations costs for local governments.

Additional themes for this TSP update

- A more financially realistic plan that better guides PBOT's short-term and long-term investments.
- More clearly link revenue sources (including their restrictions for use) to the eligible Major Projects and Citywide Programs. An example of this would be determining what external funding is available for specific types of investments such as streetcar or freight and ensuring that the City's General Transportation Revenue is prioritized for projects and programs without dedicated funding sources.
- Creation of a five year "project development pipeline" of small and large projects aligned with federal, state, regional, and City funding priorities.
- A clearer financial plan means more meaningful public involvement from all sectors and communities.

Role of the Regional Transportation Plan (RTP)

To set the context for the TSP financial plan, it is useful to review the role of the regional planning agency (Metro) in distributing federal and State transportation funds. As a condition for receiving federal capital and operating assistance, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) jointly require each urbanized area to have a transportation planning process that results in a regional transportation plan consistent with

the area’s planned development. Metro is designated by the Governor as the metropolitan planning organization (MPO) to carry out the federal transportation and related air quality planning requirements, in cooperation with ODOT and TriMet.

Metro Authority for Transportation Planning

Metro has legislative authority for urban transportation planning from three primary sources:

Title 23 (Highways) and Title 49 (Transportation) Code of Federal Regulations; Oregon Revised Statutes – Chapter 268; and Metro Charter. In accordance with these requirements, Metro has adopted a long-term Regional Transportation Plan (RTP). The RTP guides and coordinates the combined efforts of jurisdictions and agencies responsible for the region’s roadway and transit facilities. Financing for transportation facilities and services is complex, comprising a number of single-purpose sources of local funds, dedicated State and local roadway and transit taxes, and a number of federal roadway and transit funding programs.

RTP Framework

Pursuant to federal planning regulations, metropolitan long-range plans such as Metro’s RTP must include a financial plan that demonstrates the consistency of proposed transportation investments with available and projected sources of revenue. The financial plan compares the estimated revenue from existing and proposed funding sources that can reasonably be expected to be available for transportation uses and the estimated costs of constructing, maintaining, and operating the total transportation system (existing plus planned) over the 20-year period of the plan.

The RTP ensures geographic consistency within the regional transportation system; multimodal coordination in efficient and cost-effective combinations of transportation investments; land use interrelationships among cities and counties within the transportation system; and cost-effective financing to address the growing travel demand in the region. The RTP establishes a unified policy direction for the federally funded transportation system and recommends a balanced program of highway, transit, and demand management programs to implement that policy direction.

Financially Constrained System

The financially constrained system represents the most critical transportation investments for the plan period and is the RTP's federally recognized system of planned transportation improvements and financial plan assumptions. This system is limited to projects and programs that can be funded by current sources of revenue and new sources of revenue that can be reasonably expected to be available during the 20-year period. The revenue sources may include assumptions about current and future federal and State funds as well as locally generated revenues that support projects identified in the regional system.

The financially constrained system is the basis for various federal requirements and regulations. It is used to evaluate compliance with air quality standards established by the Clean Air Act Amendments of 1990. Metropolitan areas that do not meet air quality standards may face sanctions, including potential loss of federal highway and transit funds and limits on industrial expansion. The Metro RTP has been demonstrated to conform to the Clean Air Act.

Projects must be identified in the RTP's financially constrained system to be eligible for federal funding. For projects to access the federal funding, projects must be identified in the Metropolitan Transportation Improvement Program (MTIP, discussed below under Federal Funding sources).

"State" RTP Investment strategy

The "State" RTP Investment strategy represents additional investments that would be considered for funding if new or expanded revenue sources are secured. This strategy is the basis for findings of consistency with state requirements for transportation system plans (The RTP is the Portland Metro region's TSP). The fundamental state requirement for the RTP is to develop a plan that is adequate to serve planned land uses. In addition, the region (though the RTP) and local governments (in local TSPs) must have a financing strategy that supports implementation of the plans.

In 2009, the Joint Policy Advisory Committee on Transportation (JPACT) held policy discussions that focused on what level of investments should be assumed for the "State" Investment strategy and what potential increases in state and local revenue might be reasonable to pursue

for this more aspirational level of investment. JPACT recommended revenue assumptions that became the basis for the “State” RTP investment strategy.

TSP Financial Plan Framework

The TSP financial plan framework provides the working assumptions for the various revenue sources and presents and evaluates the alternative TSP financial scenarios.

TSP Revenue Assumptions

The TSP financial plan is based upon revenue capacity assumptions for local, regional, state, and federal sources. Additional descriptions of revenue sources is included in the scenario summaries and description of revenue assumptions.

In developing the financial assumptions for the TSP, the base year funding amounts are usually adjusted by the spending average of the past three to five years for each revenue source; this normalizes for annual variations. The methodologies used for the TSP financial plan are very generalized, which is appropriate for long-term and policy -level planning. Actual implementation and funding of TSP projects will occur through the City’s Capital Improvements Program, which is more specific in terms of revenue availability and allocations.

TSP’s Major Projects and Citywide Programs costs are based on current year dollar values and not adjusted for inflation.

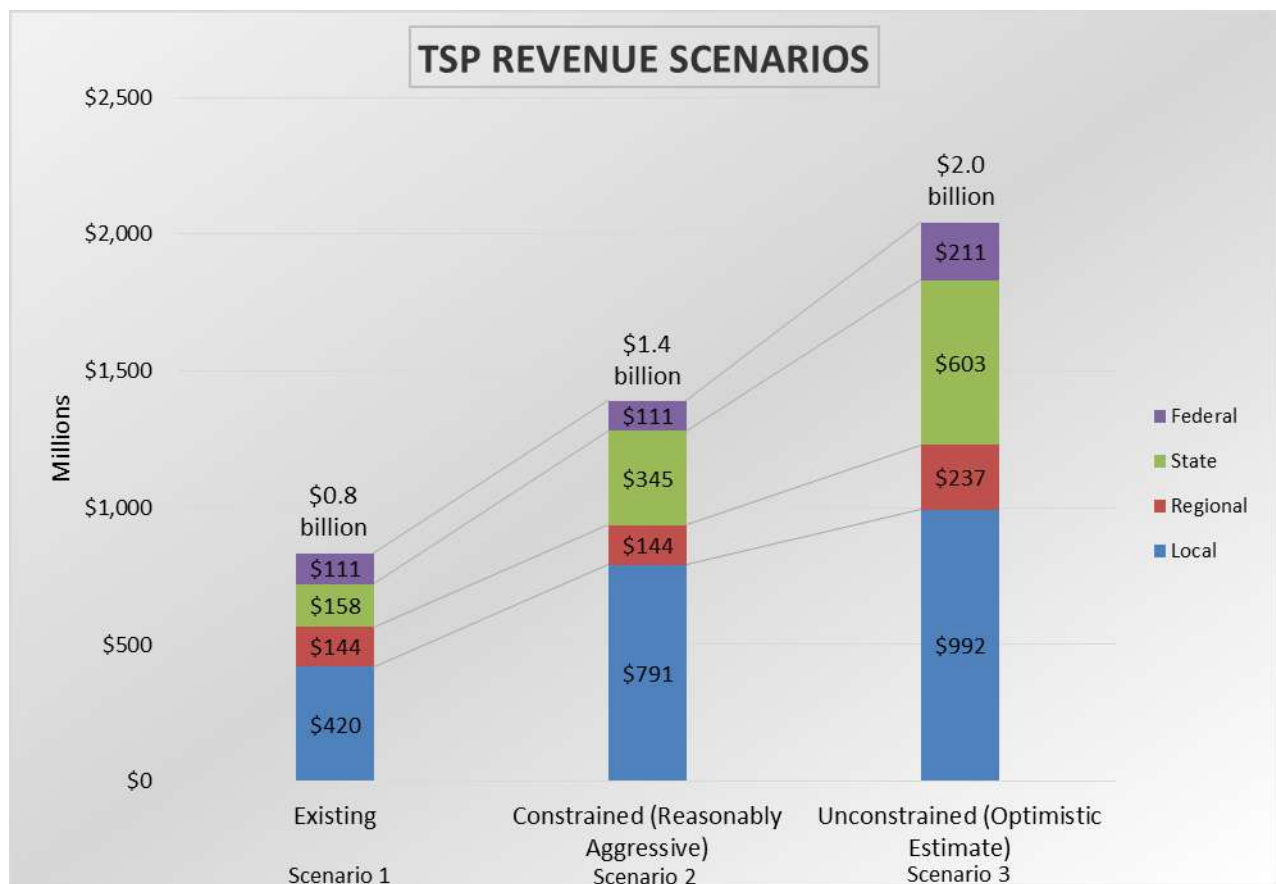
TSP Financial Scenarios

The following three financial scenarios have been developed for the TSP financial plan: Scenario A: “Existing Revenue”; Scenario B: “Constrained (reasonable) Revenue”; Scenario C: “Unconstrained (optimistic) Revenue”.

The scenarios provide a range of choices for investment in the City’s transportation system, both in terms of the scale of funding assumed to be available from the various revenue sources and the emphasis applied to the different project or activity categories. (The funding capacities of current and potential new revenue sources were discussed previously in this chapter.)

The TSP Constrained scenario is in many ways providing the same function as the RTP’s financially constrained system. The *financially constrained system* is the RTP’s federally recognized system of planned transportation improvements and financial plan assumptions. It is the system used to determine regulatory compliance with various federal requirements, such as air quality.

Only those revenues that are “reasonably expected” to be available may be assumed in the TSP Constrained scenario.



Discretionary revenues and *dedicated revenues* are the two basic types of revenue source divisions in the TSP. Discretionary revenues typically may be expended on any type of project or transportation service. Dedicated revenues are limited to a specific project purpose, category, location, or established set of projects. For example, Port funds are used only for projects on or accessing Port properties and facilities. (The previous discussion of revenue sources addressed these limitations more fully.) Some exceptions that apply are discussed under the specific assumptions for each financial scenario.

Programmed and unprogrammed are two ways of describing TSP revenues. Revenue that is dedicated to a specific project in a budget document is considered programmed. Revenues that have are not yet committed to a specific project are defined as unprogrammed revenues.

Scenario A: Existing Revenue - \$833 million

Funding Assumptions

This scenario uses the funding levels assumed for the RTP's financially constrained system plus existing levels of funding for existing State and local sources. The following table provides the specific funding amounts from each revenue source.

CONSTRAINED EXISTING 20 YEAR FORECAST REVENUES (\$M)		
Jurisdiction	Revenue Source	Total
Local	General Transportation Revenue - State Highway Trust Fund Existing	\$30.9
	General Transportation Revenue - Parking Existing	\$20.3
	General Fund Onetime	\$12.9
	Private Development	\$75.6
	Institutional Zone Development	\$10.0
	Local Improvement District - Commercial & Residential	\$31.0
	Local Improvement District - Industrial	\$3.0
	System Development Charge	\$193.4
	Urban Renewal	\$37.3
	Portland Public Schools Bonds	\$5.0
Local Total		\$419.5
Regional	Regional Flex Funds	\$116.4
	Port of Portland Funds	\$28.0
Regional Total		\$144.4
State	State Enhance Funds	\$37.7
	Local Improvement District + State/Regional Funds	\$40.0
	Highway Safety Improvement Program	\$80.0
State Total		\$157.7
Federal	Federal Discretionary Funds	\$64.2
	Federal Transit Funds	\$40.0
	Highway Bridge Program	\$7.0
Federal Total		\$111.2
Grand Total		\$832.8

It is important to note that Scenario A: Existing Revenue assumes revenues keep pace with inflation (and project costs are held constant), and sources that have termination dates (such as Urban Renewal Areas and System Development Charges) are assumed to be reissued to extend over the life of the 20-year plan.

Scenario A produces approximately \$833 million over 20 years.

- Assumes revenue continues from 18 existing sources.
- The City is forecasted to have only \$51.2 million in discretionary funds, known as “general transportation revenue” over the next twenty years, without new funding.
- The City of Portland’s share of the state gas tax available for TSP projects is very limited due to decreasing value of state gas tax.
- 50% of existing revenue forecast is from Local Funding Sources, the remaining 50% comes from State and Federal sources.
- Regional, State, and Federal funding sources are projected to continue at current levels.

Funding Restrictions

- About 38% of the available revenue under this scenario is tied to development and may be required to be spent in specific geographies
- Beyond the challenges of relying on development for TSP investments, a reliance on competitive grants reduces flexibility.
- Without funding beyond existing funding sources, the Bureau will continue to struggle to find flexible matching dollars to leverage external resources.

Analysis Summary

This scenario does not meet current and future needs of the transportation system:

- Existing revenues are insufficient to meet the current and future needs of the system. The 20 year Existing Revenue forecast provides inadequate funding to cover community priorities identified in TSP Major Projects and Citywide programs: 39% of identified TSP Major Projects and Citywide Program costs are covered by Scenario A: Existing Revenue.
- It does not address the issue of declining revenues for maintenance and operations needs or local community priorities reflected in the reference list categories.

Scenario B: New Local Revenue - \$1.4 billion

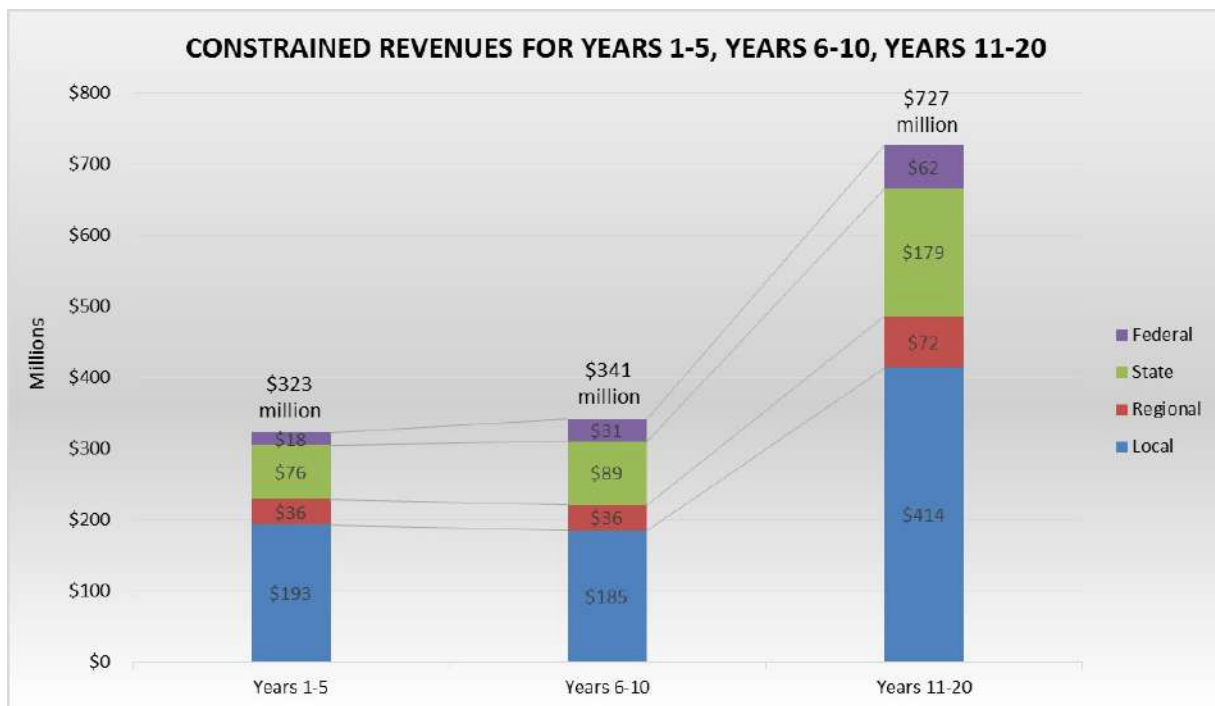
Funding Assumptions

This scenario uses all of the existing funding sources and available resources from Scenario A: Existing Revenue. In addition, it includes revenue from ten new sources.

CONSTRAINED EXISTING 20 YEAR FORECAST REVENUES (\$M)		
Jurisdiction	Revenue Source	Total
Local	General Transportation Revenue - State Highway Trust Fund Existing	\$30.9
	General Transportation Revenue - Parking Existing	\$20.3
	General Fund Onetime	\$12.9
	Private Development	\$75.6
	Institutional Zone Development	\$10.0
	Local Improvement District - Commercial & Residential	\$31.0
	Local Improvement District - Industrial	\$3.0
	System Development Charge	\$193.4
	Urban Renewal	\$37.3
	Portland Public Schools Bonds	\$5.0
Local Total		\$419.5
Regional	Regional Flex Funds	\$116.4
	Port of Portland Funds	\$28.0
Regional Total		\$144.4
State	State Enhance Funds	\$37.7
	Local Improvement District + State/Regional Funds	\$40.0
	Highway Safety Improvement Program	\$80.0
State Total		\$157.7
Federal	Federal Discretionary Funds	\$64.2
	Federal Transit Funds	\$40.0
	Highway Bridge Program	\$7.0
Federal Total		\$111.2
Grand Total		\$832.8

CONSTRAINED NEW 20 YEAR FORECAST REVENUES (\$M)		
Jurisdiction	Revenue Source	Total
Local	Portland Street Fund - Safety	\$270.2
	New Parking Policy	\$20.0
	Value Capture	\$20.0
	Bureau of Environmental Services	\$20.0
	Portland Area Schools Bonds	\$5.0
	Parks	\$20.0
	Portland Street Fund - Bridges	\$16.5
Local Total		\$371.7
State	New State Revenues - \$15 VRF Increase Every 8 Years	\$87.0
	Orphan Highways	\$100.0
State Total		\$187.0
Grand Total		\$558.7

- This “reasonably aggressive” forecast includes \$1.4 billion in revenue over 20 years – \$833 million from existing revenues and \$559 million in new revenue.
- 67% of new funding is anticipated from local revenue mechanisms (Portland Street Fund – Safety and Bridges, New Parking Policy, Value Capture, Parks, and Bureau of Environmental Services).
- 33% of new funding is based on projected increase in the state vehicle registration fee.



Funding Restrictions

In order to provide additional financial guidance on restrictions on the use of specific funding sources, this update of the TSP summarizes revenues for Scenario B by revenue restriction category. The following is a summary of these five funding restriction categories and forecasted revenue.

REVENUES BY RESTRICTION		
Category	Total	%
Local Control	\$464.9	33%
Location Specific/ Development	\$354.8	25%
Multimodal Grants	\$366.7	26%
Freight	\$125.1	9%
Enhanced Transit	\$80.0	6%
Grand Total	\$1,391.5	100%

Local Control – \$465 million Constrained (34% of \$1.4B)

- \$51 million from existing funding
- \$414 million from new funding sources

This category includes revenue sources that are generated locally and, in most cases, Portland's City Council sets the priorities for how these revenues are spent. Examples of existing revenues considered to be under Local Control include: Portland share of existing State Highway Trust Fund (Vehicle Registration Fee, weight mile tax and fuel taxes), and existing parking revenues. The following are the anticipated new revenue sources that would be derived through local funding mechanisms:

- \$270 million – Portland Street Fund / Our Streets – Safety
- \$17 million – Portland Street Fund / Our Streets - Bridges
- \$20 million – New Parking Policy
- \$20 million – Bureau of Environmental Services
- \$87 million – Portland's share of \$15 Vehicle Registration Fee (VRF) increase every 8-years

Development Related / Location Specific – \$355 million Constrained (25% of \$1.4B)

-
- \$315 million from existing funding sources
 - \$40 million from new funding sources

This category includes revenue sources that are generated by development and where the revenues are generally dedicated to a specific project or location. Examples of existing revenues considered to be Development Related / Location Specific include TSP projects built as part of a private development, Local Improvement Districts (LID), Urban Renewal, and projects built with funds from System Development Charges (SDC). The following are the new revenue sources included in this category:

- \$20 million – Value Capture from new source(s) that captures from adjacent properties a portion of the ongoing increase in property value attributable to specific public infrastructure investments
- \$20 million – Parks SDC revenues for Trails projects

Multimodal Grants -- \$367 million Constrained (26% of \$1.4B)

- \$262 million from existing funding sources
- \$105 million from new funding sources

This category includes revenue sources that are generated by grants that can be used on many different transportation modes. These grant streams are more flexible than the grants identified in the Freight Grants and Streetcar Grant categories. Examples of existing revenues considered to be Multi-Modal Grants include Regional Flexible Funds, State Enhance Funds, and Highway Safety Improvement Program (HSIP). The following are the new revenue sources included in this category:

- \$100 million – State Orphan Highways Program
- \$5 million – Portland Area School Bonds

Freight -- \$125 million Constrained (9% of \$1.4B)

- \$125 million from existing revenue sources

Examples of existing revenues considered to be potential freight revenues include Regional Flexible Funds dedicated to freight projects, Port of Portland contributions to City-led freight

projects, a share of SDC and State Enhance (STIP) funds, Federal discretionary funds, and City grant match funds. This revenue does not include substantial revenue for freight projects led by the Port of Portland, ODOT and other agencies.

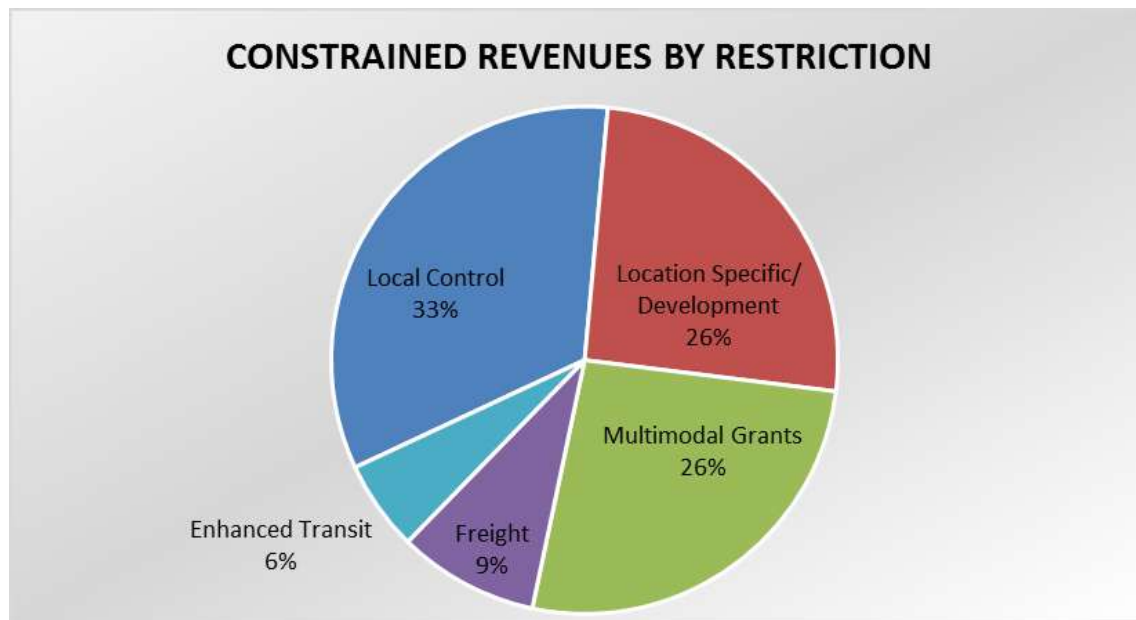
Enhanced Transit – \$80 million Constrained (6% of \$1.4B)

- \$80 million from existing funding sources

This category includes revenue sources that are consistent with projects funded by federal small starts and very small starts grants. Examples of existing revenues considered to be streetcar revenues include Federal Transit Funds through the FTA Small Starts Program. Our assumptions for this category:

- 50% of funding for new enhanced transit projects will come from the Federal Transit Administration (FTA);
- The other 50% of match will come from state and regional grants, SDCs, Value Capture, PDC, and LIDs.

If a project is streetcar, operating costs would be split between TriMet and Portland based on the Streetcar Master Agreement between agencies. Since streetcar projects can lead to increases in adjacent property values and City General Fund revenue, the Bureau proposes in the future to fund the City's share of streetcar operating costs from General Fund resources.



Analysis Summary

This scenario builds upon Scenario A and meets additional needs. It improves service levels to address community transportation priorities that have been reduced in scale or eliminated by current budget shortfalls. It makes substantial gains toward addressing currently unmet needs to improve local streets to City standards citywide. The new local revenue sources and GTR stabilization provide more funding flexibility to respond to needed programmatic adjustments over time.

- The 20 year constrained revenue forecast covers only 71% of identified TSP Major Projects and Citywide Program projected costs.

Additional Funding Forecasted for Operations and Maintenance: Consistent with the approach taken in the Regional Transportation Plan, Portland is assuming that the state gas tax will be increased by one cent per year over the next 20 years and this additional revenue will be dedicated to operations and maintenance to offset inflation and reduce the maintenance unmet need. In addition, we are assuming that a significant portion of local revenues, including at least half of Portland Street Fund revenue, would be allocated to operations and maintenance. These revenues are not included in the TSP Constrained revenue scenario.

Scenario C: Plan Level Funding - \$2.0 billion

Funding Assumptions

This scenario includes all the funding levels and sources from Scenario B, plus it increases certain local revenues by approximately 25%. This scenario produces approximately \$2.0 billion.

- Includes existing revenues from Scenario A and new forecasted revenue from Scenario B. This scenario adds three more new revenue sources plus an approximate 25% increase in many revenue sources.
- Includes new funding from regional vehicle registration fee and new federal Vision Zero Grant program.

Funding Restrictions

Scenario C funds all the capital improvement projects identified under Scenario B plus additional major projects on both the regional and local systems serving Portland. It also provides additional funding for maintenance needs and for local livability improvements. It also more closely matches regional revenue with regional projects and local revenue with local projects.

Analysis Summary

This scenario substantially increases the number and size of capital improvements compared with the other scenarios. Like Scenario B, Scenario C makes sizeable gains toward addressing current unmet needs for preservation and rehabilitation projects. It returns community transportation priorities to adequate service levels and allows for potential enhancements in system management activities. It also makes substantial gains toward addressing currently unmet needs to improve local streets to City standards citywide.

The new revenue sources and GTR replenishment provide local funding flexibility, make available a pool of discretionary funds to meet various policy objectives and performance measures, and can respond to needed programmatic adjustments over time. Scenario C funds all of the City's 2014 RTP projects, thus alleviating potential issues concerning TSP compliance with the RTP.

- This scenario covers 100% of TSP Major Project and Citywide Program projected costs that are identified.

Revenue assumptions

The following section provides more details on the revenue mechanisms included in the three scenarios. For each revenue source, we provide a summary of the source and an explanation for the forecasted revenue.

TSP 20 YEAR FORECAST REVENUES BY SCENARIO (\$M)				
Jurisdiction	Revenue Source	Existing	Constrained (Reasonably Aggressive)	Unconstrained (Optimistic Estimate)
Local	General Transportation Revenue - State Highway Trust Fund Existing	\$30.9	\$30.9	\$34.0
	General Transportation Revenue - Parking Existing	\$20.3	\$20.3	\$22.4
	General Fund Onetime	\$12.9	\$12.9	\$15.5
	Private Development	\$75.6	\$75.6	\$94.5
	Institutional Zone Development	\$10.0	\$10.0	\$12.5
	Local Improvement District - Commercial & Residential	\$31.0	\$31.0	\$50.8
	Local Improvement District - Industrial	\$3.0	\$3.0	\$5.2
	System Development Charge	\$193.4	\$193.4	\$241.8
	Urban Renewal	\$37.3	\$37.3	\$44.7
	Bureau of Environmental Services	\$0.0	\$20.0	\$25.0
	New Parking Policy	\$0.0	\$20.0	\$25.0
	Parks	\$0.0	\$20.0	\$25.0
	Portland Area Schools Bonds	\$0.0	\$5.0	\$6.3
	Portland Street Fund - Bridges	\$0.0	\$16.5	\$20.6
	Portland Street Fund - Safety	\$0.0	\$270.2	\$337.8
	Value Capture	\$0.0	\$20.0	\$25.0
	Portland Public Schools Bonds	\$5.0	\$5.0	\$6.3
Local Total		\$419.5	\$791.2	\$992.3
Regional	Regional Flex Funds	\$116.4	\$116.4	\$145.5
	Port of Portland Funds	\$28.0	\$28.0	\$35.0
	New Regional Revenues - VRF Increase of \$1/Year	\$0.0	\$0.0	\$56.1
Regional Total		\$144.4	\$144.4	\$236.6
State	State Enhance Funds	\$37.7	\$37.7	\$56.5
	Local Improvement District + State/Regional Funds	\$40.0	\$40.0	\$70.0
	New State Revenues - \$15 VRF Increase Every 8 Years	\$0.0	\$87.0	\$87.0
	New State Revenues - Additional VRF Increase of \$2/Year	\$0.0	\$0.0	\$164.2
	Orphan Highways	\$0.0	\$100.0	\$125.0
	Highway Safety Improvement Program	\$80.0	\$80.0	\$100.0
State Total		\$157.7	\$344.7	\$602.7
Federal	Federal Discretionary Funds	\$64.2	\$64.2	\$80.3
	Federal Transit Funds	\$40.0	\$40.0	\$80.0
	Highway Bridge Program	\$7.0	\$7.0	\$8.8
	New Federal Revenues - Vision Zero	\$0.0	\$0.0	\$42.0
Federal Total		\$111.2	\$111.2	\$211.0
Grand Total		\$832.8	\$1,391.5	\$2,042.7

Existing Local Revenue Category

- 1. General Transportation Revenue – State Highway Fund Existing:** State Highway Fund (comprised of motor fuels tax, vehicle titling and registration fees, and weight-mile tax imposed on trucks) is the primary source of General Transportation Revenue (GTR). GTR is a flexible funding source that may be applied to a wide range of capital improvement projects, maintenance activities, and operating expenses.

Nearly all other local funding sources have some sort of dedicated restrictions for their expenditures and are typically limited by project purpose, scale, timing, or location. Its flexibility makes GTR the most useful funding source for implementing TSP policy goals.

State Highway Trust Fund monies are constitutionally restricted for use on "construction of roads, streets, and roadside rest areas."

Revenue Assumption:

Jurisdiction	Revenue Source	Existing (\$M)	Constrained (Reasonably Aggressive) (\$M)	Unconstrained (Optimistic Estimate) (\$M)
Local	General Transportation Revenue - State Highway Trust Fund Existing	\$30.9	\$30.9	\$34.0

Current level of GTR funding for TSP projects is projected at \$2.5 million per year in PBOT's 5-Year Financial Forecast totaling \$30.9 million in the Existing scenario. The Constrained forecast is unchanged from Existing at \$30.9 million. The Unconstrained scenario assumes incrementally more revenues totaling \$34.0 million.

- 2. General Transportation Revenue – Parking:** The second source of General Transportation Revenue is from the on-street parking meter system and the Smart Park garages. Revenues from parking are comprised of parking fees and citations. Unlike the State Highway Trust Fund revenue, parking revenue is not constitutionally restricted and can be used on all modes of transportation.

Revenue Assumption:

Jurisdiction	Revenue Source	Existing (\$M)	Constrained (Reasonably Aggressive) (\$M)	Unconstrained (Optimistic Estimate) (\$M)
Local	General Transportation Revenue - Parking Existing	\$20.3	\$20.3	\$22.4

Current level of existing Parking revenues for the 20-Year TSP is projected at \$20.3 million in both the Existing and Constrained scenarios. Similar to the State Highway Trust Fund, the Parking revenues assumption is derived from PBOT's 5-Year Financial Forecast of approximately \$1.0 million per year allocated to Capital Improvement Projects (CIP). The Unconstrained scenario assumes a 10% increase in revenues and is projected at \$22.4 million.

- 3. City General Fund – Onetime Allocations:** Over the past few years, City Council has allocated a relatively small amount of one-time General Fund revenue to PBOT for TSP projects and programs.

Revenue Assumption:

Jurisdiction	Revenue Source	Existing (\$M)	Constrained (Reasonably Aggressive) (\$M)	Unconstrained (Optimistic Estimate) (\$M)
Local	General Fund Onetime	\$12.9	\$12.9	\$15.5

Historically, PBOT has been receiving General Fund Onetime allocations at different levels depending on the request. The previous 5-year average of Onetime General Fund allocations to PBOT is slightly over \$0.6 million per year. The Existing and Constrained scenarios reflect the historical trend. The Unconstrained scenario is increased by 25% which assumes growth in General Fund revenues above what is reflected in the City's latest forecast.

- 4. Private Development:** The permitting process for private developments often results in code-required transportation improvements. This is in addition to permit fees that are set to cover the cost of plan review. This revenue source attempts to identify the revenue that will cover TSP project costs.

Revenue Assumption:

Jurisdiction	Revenue Source	Existing (\$M)	Constrained (Reasonably Aggressive) (\$M)	Unconstrained (Optimistic Estimate) (\$M)
Local	Private Development	\$75.6	\$75.6	\$94.5

Historically, the City identifies about \$10 million per year in transportation improvements tied to the development process. Development review staff estimate that about 35% of these required improvements cover TSP Major Projects or Citywide programs. As a result, we estimate \$75.6 million in the Constrained scenario and \$94.5 to reflect additional revenue in the Unconstrained scenario.

5. **Institutional Zone Development:** Hospitals, universities, and other large institutions invest in transportation infrastructure improvements through their conditional use permits and/or Master Plans. The new Comprehensive Plan proposes to implement institutional zones which will remove the Conditional Use status for these institutions. We anticipate institutions will continue to invest in transportation improvements as a part of the new Institutional Zone Development process. This process may take the form of specific development agreements between the City and the institution, or some other codified requirement for ongoing transportation coordination with the City.

Revenue Assumption:

Jurisdiction	Revenue Source	Existing (\$M)	Constrained (Reasonably Aggressive) (\$M)	Unconstrained (Optimistic Estimate) (\$M)
Local	Institutional Zone Development	\$10.0	\$10.0	\$12.5

Staff estimate \$10 million in the Constrained scenario and \$12.5 in the Unconstrained scenario. [This number will likely be refined through the Institutional Zoning implementation process.]

6. **Local Improvement Districts (LID) Commercial / Residential:** A Local Improvement District (LID) is a method by which a group of property owners can share in the cost of infrastructure improvements, most commonly for transportation, stormwater, and transit projects. LID participants are eligible to finance the completed improvements for periods of up to 20 years. Interest rates offered by the City through tax-exempt bonds are typically lower than conventional alternatives.

State law and City code govern the formation of LIDs, the assessment methodology, and other factors. LIDs are usually funded by the participants but may also be combined with other project funding sources to leverage available resources. LIDs can be formed only for capital improvements—not for maintenance. The City accepts maintenance responsibility for streets after they are improved to current City standards.

Revenue Assumption:

Jurisdiction	Revenue Source	Existing (\$M)	Constrained (Reasonably Aggressive) (\$M)	Unconstrained (Optimistic Estimate) (\$M)
Local	Local Improvement District - Commercial & Residential	\$31.0	\$31.0	\$50.8

The assumption for LID funding is \$31.0 million for both the Existing and Constrained scenarios. The funding is largely from the property owners though, in some instances, did include other funding sources. This represents approximately 58% of historical LID projects which required additional funding sources such as PDC tax increment funding and Community Development Block grants which have since dried up. The Unconstrained figure of \$50.8 million reflects historical LID funding and assumes that additional funding sources similar to tax increment funding or grants will evolve to support LID projects.

- 7. Local Improvement Districts (LID) Industrial:** A Local Improvement District (LID) is a method by which a group of property owners can share in the cost of infrastructure improvements, most commonly for transportation and stormwater. LID participants are eligible to finance the completed improvements for periods of up to 20 years. Interest rates offered by the City through tax-exempt bonds are typically lower than conventional alternatives.

State law and City code govern the formation of LIDs, the assessment methodology, and other factors. LIDs are usually funded by the participants but may also be combined with other project funding sources to leverage available resources. LIDs can be formed only for capital improvements—not for maintenance. The City accepts maintenance responsibility for streets after they are improved to current City standards.

Revenue Assumption:

Jurisdiction	Revenue Source	Existing (\$M)	Constrained (Reasonably Aggressive) (\$M)	Unconstrained (Optimistic Estimate) (\$M)
Local	Local Improvement District - Industrial	\$3.0	\$3.0	\$5.2

The Industrial LID revenue assumption is about \$3.0 million for the Existing and Constrained scenarios. The Unconstrained revenue is increased by about 75% to \$5.2 million as it assumes further LID development in industrial areas.

- 8. System Development Charges:** The City adopted a system development charge (SDC) in 1997 as a financing mechanism to help compensate for the traffic impacts created by urban growth. Funds are generated through a one-time fee assessed on new development.

SDC funding can be used on capital improvement projects that increase transportation system capacity as necessary to serve new development. The SDC cannot be used to address existing system deficiencies or operating and maintenance activities.

The City updates the Eligible SDC project list every 10 years with the next update anticipated for 2017. The City has also twice created SDC "overlay districts" to fund specific additional transportation infrastructure projects in areas projected to experience a high level of growth and with particular transportation deficiencies. These SDC Overlay districts have created additional revenue for these areas.

Revenue Assumption:

Jurisdiction	Revenue Source	Existing (\$M)	Constrained (Reasonably Aggressive) (\$M)	Unconstrained (Optimistic Estimate) (\$M)
Local	System Development Charge	\$193.4	\$193.4	\$241.8

The SDC revenue projection is based on the most recent SDC Renewal project list through 2017 and then extended to 2035 using a historical growth rate. This projects to \$193.4 million in both the Existing and Constrained scenarios. The Unconstrained scenario at \$241.8 million is based on a 25% growth increase in SDC revenues based on increased rate of development and/or the future creation of new SDC overlay districts focused on specific subareas experiencing a high level of growth.

9. Urban Renewal: Portland voters created the Portland Development Commission (PDC) as an urban renewal agency in 1958. PDC’s purpose is to deliver projects and programs in selected areas of the City to achieve housing, economic development, and redevelopment goals. Each designated urban renewal district has a plan that defines projects or programs needed to help the district achieve its long-term land use goals. Many urban renewal districts are located within key 2040 Growth Concept areas, such as the Central City, regional centers, town centers, main streets, and industrial areas.

A tax increment financing mechanism is used to create urban renewal funds. Basically, the growth in property tax revenues generated within an urban renewal district is used to secure bonds to finance projects and programs within that district. Each urban renewal plan area includes many transportation projects and programs, which have been incorporated into the TSP’s list of transportation system improvements. Funds generated within each district must be spent within that district and are not available to finance TSP projects outside the district.

Revenue Assumption:

Jurisdiction	Revenue Source	Existing (\$M)	Constrained (Reasonably Aggressive) (\$M)	Unconstrained (Optimistic Estimate) (\$M)
Local	Urban Renewal	\$37.3	\$37.3	\$44.7

Urban Renewal projections are based off PDC’s 2015-2025 modeling for the first 10 years and the last 10 years reflect assumptions around creating three new urban renewal districts with the estimated revenues for transportation projects at 15% of total tax increment funding. This totals \$37.3 million for the Existing and Constrained scenarios. The Unconstrained scenario assumes a 20% increase of the Constrained revenues.

10. School Partnerships (PPS): Portland voters recently approved a school bond measure that included funding for traffic safety improvements at PPS schools. The process developed in partnership between PPS and the City ensures that development fees are prioritized for safety improvements near the “neediest” schools.

Revenue Assumption:

Jurisdiction	Revenue Source	Existing (\$M)	Constrained (Reasonably Aggressive) (\$M)	Unconstrained (Optimistic Estimate) (\$M)
Local	Portland Public Schools Bonds	\$5.0	\$5.0	\$6.3

The Portland Public Schools bond measure contributes \$5.0 million over the first 5 years of the TSP financial plan and is reflected in the Existing and Constrained scenarios. The Unconstrained scenario adds another \$1.3 million assuming additional funding will become available above and beyond the initial \$5.0 million bond measure.

Existing Regional Revenue Category

- 11. Regional Flex Funds:** Metro’s Regional Flexible Funds Program redirects funding from the Federal Highway Administration’s Surface Transportation, Congestion Mitigation and Air Quality, and Transportation Alternatives Programs for non-highway transportation projects, focusing mostly on transit, bicycle, pedestrian, and TDM projects. In addition, funds are available for planning, research, and project development that supports those projects. Funding made available is restricted for use on the approved project but may also be used for related programs and services

Revenue Assumption:

Jurisdiction	Revenue Source	Existing (\$M)	Constrained (Reasonably Aggressive) (\$M)	Unconstrained (Optimistic Estimate) (\$M)
Regional	Regional Flex Funds	\$116.4	\$116.4	\$145.5

This forecast is consistent with the Metro RTP forecast, prorated to the first 20 years of the Metro 27-year projection in both the Existing and Constrained scenarios. The Unconstrained scenario assumes a 25% increase to \$145.5 million.

- 12. Port of Portland Funds:** The Port of Portland is a transportation agency within the City of Portland that is responsible for providing cost-competitive freight and passenger access to regional, national, and international markets.

The Port produces a Port Transportation Improvement Program (PTIP) that identifies a list of transportation system investments that provide access to existing and expanding

Port facilities and property developments. Projects and information contained in the PTIP is coordinated with Metro's MTIP, and relevant projects are incorporated into the TSP's list of transportation system improvements.

Revenue Assumption:

Jurisdiction	Revenue Source	Existing (\$M)	Constrained (Reasonably Aggressive) (\$M)	Unconstrained (Optimistic Estimate) (\$M)
Local	Portland Street Fund - Bridges	\$28.0	\$28.0	\$35.0

The Existing and Constrained forecast of \$28.0 million is an estimate of the Port of Portland's contribution and is largely based on the Port of Portland's historical spending over the past 12 years. The annual historical average is about \$1.4 million per year and is projected over 20 years for the TSP. The Unconstrained scenario is \$35 million which assumes a 25% increase over the Constrained forecast, consistent with the 25% increase we projected for many of the other Unconstrained revenue sources.

Existing State Revenue Category

13. State Enhance Funds: Enhance Funds are part of the Statewide Transportation Improvement Program (STIP). Projects are allocated funds through a competitive grant application, and awards are determined by the Oregon Transportation Commission. Those approved for Enhance Funding are projects that help meet or advance the goals and objectives of the Oregon Transportation Plan (OTP) and typically enhance, expand, or improve the transportation system.

A wide diversity of projects are eligible for Enhance funding, including, but not limited to: highways, bicycle and pedestrian facilities, roadway modernizations, right-of-way purchases, public transportation, Safe Routes to Schools, scenic byways, transportation alternatives, and transportation demand management. Public transportation capital projects are also eligible for Enhance funds. Funds are limited to the specific project that was approved.

Revenue Assumption:

Jurisdiction	Revenue Source	Existing (\$M)	Constrained (Reasonably Aggressive) (\$M)	Unconstrained (Optimistic Estimate) (\$M)
State	State Enhanced Funds	\$37.7	\$37.7	\$56.5

The TSP State Enhance Funds follow the Metro assumptions prorated at \$37.7 million for 20 years in the Existing and Constrained scenarios. The Unconstrained scenario at \$56.5 million is a 50% increase against the Constrained scenario.

14. State/Regional/LID (Enhanced Transit Specific): This revenue source is intended to identify the revenues that will be needed to pay the match on the streetcar expenditures identified in the TSP constrained list. It assumes that 50% of project revenue will come from a federal transit grant and that the 50% of local revenue will be from a local improvement district, a state allocation, or regional revenue.

Revenue Assumption:

Jurisdiction	Revenue Source	Existing (\$M)	Constrained (Reasonably Aggressive) (\$M)	Unconstrained (Optimistic Estimate) (\$M)
State	Local Improvement District + State/Regional Funds	\$40.0	\$40.0	\$70.0

The TSP Constrained scenario assumes \$40 million from the federal Small Starts program. It is our assumption that a 50% match will be necessary. Portland has traditionally been able to find match from LIDs, SDC's and/or state/regional sources. As a result, we have included \$40 million of State/Regional/LID/SDC/Value Capture in the Constrained and \$70 million in the Unconstrained scenario.

15. Highway Safety Improvement Program: The Moving Ahead for Progress in the 21st Century Act (MAP-21) went into effect on October 1, 2012. It continued the Highway Safety Improvement Program (HSIP) as a core Federal aid program. The goal of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

Revenue Assumption:

Jurisdiction	Revenue Source	Existing (\$M)	Constrained (Reasonably Aggressive) (\$M)	Unconstrained (Optimistic Estimate) (\$M)
State	Highway Safety Improvement Program	\$80.0	\$80.0	\$100.0

The HSIP Existing and Constrained scenarios assume \$80.0 million at \$4.0 million annually. The Unconstrained scenario increases to \$5.0 million annually to generate \$100.0 million over the 20 year forecast.

Existing Federal Revenue Category

16. Federal Discretionary: Federal discretionary revenue identifies resources that are traditionally allocated to discretionary grants. The most recent federal discretionary program is for TIGER grants (Transportation Investment Generating Economic Recovery). These grants are available to invest in road, rail, transit, and port projects that promise to achieve critical national objectives. Projects that emphasize repair, economic

competitiveness, livability, environmental sustainability, safety, and project readiness are given priority.

Revenue Assumption:

Jurisdiction	Revenue Source	Existing (\$M)	Constrained (Reasonably Aggressive) (\$M)	Unconstrained (Optimistic Estimate) (\$M)
Federal	Federal Discretionary Funds	\$64.2	\$64.2	\$80.3

The Existing and Constrained scenarios forecast of \$64.2 million is a combination of historical TIGER grant funding to the City of Portland, plus Metro’s RTP projection of other Federal discretionary grants, prorated from 27 to 20 years. The Metro assumption is that City of Portland represents approximately 30% of total TIGER grants awarded to the region at \$2.3 million per year. To be consistent with Metro, this forecast uses \$2.3 million to generate \$46.0 million over the 20-year TSP forecast. The remaining \$18.2 million comes from other Federal grants. The Unconstrained scenario assumes a 25% increase over the Constrained scenario.

17. Federal Transit Funds: This funding source includes revenue from the FTA Small Starts program, which focuses on new capital investments with total budgets less than \$250 million and requested funding less than \$75 million. Funding from this source is limited to specific projects that have been approved and must be either a fixed guideway project (those that use rail and operate a separate right-of-way) or a bus rapid transit project. Portland has historically used these grants to help with the development of the Streetcar system.

Revenue Assumption:

Jurisdiction	Revenue Source	Existing (\$M)	Constrained (Reasonably Aggressive) (\$M)	Unconstrained (Optimistic Estimate) (\$M)
Federal	Federal Transit Funds	\$40.0	\$40.0	\$80.0

The Existing and Constrained scenarios at \$40.0 million are based on past Portland history and a “reasonable” staff estimate of available resources in the increasingly competitive Small Starts Program. The Unconstrained scenario assumes \$80.0 million.

18. Highway Bridge Program: The Highway Bridge Program provides funding to enable States to improve the condition of their highway bridges through replacement, rehabilitation, and systematic preventive maintenance.

Revenue Assumption:

Jurisdiction	Revenue Source	Existing (\$M)	Constrained (Reasonably Aggressive) (\$M)	Unconstrained (Optimistic Estimate) (\$M)
Federal	Highway Bridge Program	\$7.0	\$7.0	\$8.8

The Highway Bridge Program is based on Federal Grant funding and is projected at \$7.0 million over the TSP forecast for the Existing and Constrained scenarios. The Unconstrained forecast adds an incremental amount of funding to total \$8.8 million.

New Local Revenue Category

19. Portland Street Fund (Safety): In 2014, Mayor Charlie Hales and Commissioner Steve Novick began a community conversation to identify new discretionary revenue for PBOT. The intent of this new revenue was to charge both the non-residential and residential communities a fee based on use of the system. These new funds would be allocated to meeting unmet maintenance and safety needs. Consistent with the intent of the Portland Street Fund, Portland Street Fund (Safety) revenues are allocated to TSP projects and programs.

Revenue Assumption:

Jurisdiction	Revenue Source	Existing (\$M)	Constrained (Reasonably Aggressive) (\$M)	Unconstrained (Optimistic Estimate) (\$M)
Local	Portland Street Fund - Safety	\$0.0	\$270.2	\$337.8

The Portland Street Fund assumes 56% of revenues are allocated to Maintenance and 44% allocated to Safety. The \$270.2 million in the Constrained scenario represents the Safety portion of the revenues based on the modeling and distribution to Safety projects. Projected revenues are not expected to contribute until at least Year 2 of the TSP timeframe. The Unconstrained scenario assumes a 25% increase to \$337.8 million.

20. New Parking Policy: Portland is continuing to develop ways of using smart parking practices to better manage the transportation system. For example, over the next 20 years we anticipate parking meter districts will continue to expand to improve access in high growth centers.

Revenue Assumption:

Jurisdiction	Revenue Source	Existing (\$M)	Constrained (Reasonably Aggressive) (\$M)	Unconstrained (Optimistic Estimate) (\$M)
Local	New Parking Policy	\$0.0	\$20.0	\$25.0

In FY 2015-2016, the Bureau projects approximately \$40 million in revenue in on- and off-street parking revenue. The \$1 million annual assumption of additional revenue from New Parking Policy represents less than a 3% increase in existing parking revenues.

21. Value Capture: Large public investments in transportation infrastructure can increase the value of adjacent private land, sometimes substantially. Capturing the value of this benefit through various tools is gaining interest as a finance mechanism for infrastructure investments. Major financing techniques associated with value capture include joint development of infrastructure and adjacent private parcels, rezoning and reselling, impact fees, special assessment districts, and tax increment financing.

Revenue Assumption:

Jurisdiction	Revenue Source	Existing (\$M)	Constrained (Reasonably Aggressive) (\$M)	Unconstrained (Optimistic Estimate) (\$M)
Local	Value Capture	\$0.0	\$20.0	\$25.0

Value Capture is another new revenue source that PBOT will need to define further. The Constrained scenario projects \$20.0 million over 20 years, and the Unconstrained scenario is at \$25.0 million.

22. Bureau of Environmental Services (BES): Many transportation improvements include significant costs resulting from the need to improve the stormwater system concurrent with transportation improvements. Recent partnerships between PBOT and BES indicate

that there are significant opportunities to prioritize projects that will leverage BES funds in a way that improve the effectiveness of both PBOT and BES.

Revenue Assumption:

Jurisdiction	Revenue Source	Existing (\$M)	Constrained (Reasonably Aggressive) (\$M)	Unconstrained (Optimistic Estimate) (\$M)
Local	Bureau of Environmental Services	\$0.0	\$20.0	\$25.0

The assumption is that PBOT will continue to partner with BES in a more efficient manner on projects. The current projection is \$20.0 million in Constrained and \$25.0 million in the Unconstrained scenarios.

23. Portland Area Schools Bond: Following the success of the recent efforts on the PPS school improvement bonds to prioritize safety improvements near the “neediest” schools, this new revenue source assumes that we will have a similar effort at PPS or other school districts. Funding for safety improvements will focus on issues within the school building but can also be used for things such as sidewalk and crosswalk improvements.

Revenue Assumption:

Jurisdiction	Revenue Source	Existing (\$M)	Constrained (Reasonably Aggressive) (\$M)	Unconstrained (Optimistic Estimate) (\$M)
Local	Portland Area Schools	\$0.0	\$5.0	\$6.3

Portland Area School funding is a new revenue stream and is not reflected in the Existing scenario. The Constrained scenario assumes that this new revenue stream will begin in Year 6 of the TSP and will generate \$5.0 million in years 6-20. The Unconstrained scenario increments the Constrained scenario by 25% at \$6.3 million.

24. Parks: The Portland Parks Bureau dedicates a portion of revenue from the Park’s System Development Charge (SDC) to trail projects identified in the TSP. Historically, this revenue source is a primarily used to pay the local match on federal grants for regionally significant trail projects.

Revenue Assumption:

Jurisdiction	Revenue Source	Existing (\$M)	Constrained (Reasonably Aggressive) (\$M)	Unconstrained (Optimistic Estimate) (\$M)
Local	Parks	\$0.0	\$20.0	\$25.0

Parks SDC funding is a new TSP revenue stream and is not reflected in the Existing scenario. Based on a 10-year historical Parks SDC funding for trails projects, the average estimated funding for the TSP is \$1.0 million per year. Over a 20-year period, total revenues estimated to be \$20.0 million. The Unconstrained scenario increases the funding by an additional 25% to \$25.0 million.

Parks SDC contributions are estimated future contributions only, not obligated funds. Allocation of Parks SDC funds toward trail projects are at the discretion of the Parks Commissioner and Parks Director and have restrictions on how they are used. The amount of Parks SDC funds vary from year to year and fluctuate with growth and development cycles.

25. Portland Street Fund (Bridges): In addition to providing funding for safety and paving maintenance projects, the Portland Street Fund proposal provided additional revenue to major bridge maintenance that often includes safety improvements. Criteria for bridge project selection include preventing structural failures, addressing poor physical condition, ensuring that weight restrictions do not limit freight or transit movement, and supporting safety for all modes.

Revenue Assumption:

Jurisdiction	Revenue Source	Existing (\$M)	Constrained (Reasonably Aggressive) (\$M)	Unconstrained (Optimistic Estimate) (\$M)
Local	Portland Street Fund - Bridges	\$0.0	\$16.5	\$20.6

The Portland Street Fund assumes 56% of revenues are allocated to Maintenance and 44% allocated to Safety. The \$16.5 million in the Constrained scenario represents the Bridges portion of the revenues based on the modeling and distribution to major Maintenance projects for Bridges. Projected revenues are not expected to contribute until at least Year 2 of the TSP timeframe. The Unconstrained scenario assumes a 25% increase to \$20.6 million.

New Regional Revenue Category

26. Regional Vehicle Registration Fee – Increases by \$1 every year for 20-years: during the last update of the Regional Transportation Plan, the Joint Policy Advisory Committee on Transportation (JPACT) recommended the creation of a new local/regional vehicle registration fee that would increase \$1 annually over the next 20 years. This recommendation was included in the adopted RTP.

Revenue Assumption:

Jurisdiction	Revenue Source	Existing (\$M)	Constrained (Reasonably Aggressive) (\$M)	Unconstrained (Optimistic Estimate) (\$M)
Regional	New Regional Revenues - VRF Increase of \$1/Year	\$0.0	\$0.0	\$56.1

The assumptions for Regional revenues are based off the Multnomah County's current \$19 annual Vehicle Registration Fee (VRF). Adding an incremental \$1 per year for 20 years generates \$56.1 million over the TSP forecast in the Unconstrained scenario.

New State Revenue Category

27. Increase in State Vehicle Registration Fee -- \$15 VRF increase every 8-years: Similar to the local/regional vehicle registration fee, the last update of the Regional Transportation Plan assumed that there would be a \$15 increase in the current state VRF every eight years.

Revenue Assumption:

Jurisdiction	Revenue Source	Existing (\$M)	Constrained (Reasonably Aggressive) (\$M)	Unconstrained (Optimistic Estimate) (\$M)
State	New State Revenues - \$15 VRF Increase Every 8 Years	\$0.0	\$87.0	\$87.0

Based on Metro's assumptions, a \$15 VRF increase every eight years would generate an estimated \$87.0 million in the Constrained scenario. The Unconstrained scenario remains the same at \$87.0 million.

28. State Orphan Highway grant program: There is a growing awareness in Oregon that Orphan Highways are one of our biggest safety, livability, and economic challenges. “Orphan highways” are ODOT-owned facilities that function as local, as well as regional, streets. Examples of orphan highways in Portland include Powell, Barbur, and 82nd Avenue. This revenue stream assumes a new state grant program with revenue dedicated to improve conditions on orphan highways.

Revenue Assumption:

Jurisdiction	Revenue Source	Existing (\$M)	Constrained (Reasonably Aggressive) (\$M)	Unconstrained (Optimistic Estimate) (\$M)
State	Orphan Highways	\$0.0	\$100.0	\$125.0

The current Oregon Transportation Forum proposal identifies a future grant program supported by a one cent increase in the state gas tax and weight-mile equivalent. It is estimated that this increase will raise \$26 million per year and \$520 million over twenty years. Assuming that Portland receives an allocation proportional to our crash history on State Orphaned Highways, we estimate that we will receive \$100 million in the Constrained scenario and \$125 million in the Unconstrained scenario.

29. Additional VRF increase of \$2 per year: The Unconstrained RTP scenario includes an additional \$2 annual increase in the State VRF. The last update of the Regional Transportation Plan assumed that there would be a \$15 increase in the current state VRF every eight years in the Constrained scenario.

Revenue Assumption:

Jurisdiction	Revenue Source	Existing (\$M)	Constrained (Reasonably Aggressive) (\$M)	Unconstrained (Optimistic Estimate) (\$M)
State	New State Revenues - Additional VRF Increase of \$2/Year	\$0.0	\$0.0	\$164.2

Consistent with the RTP, Portland’s Unconstrained scenario includes a \$2 annual increase in the State VRF (this increase is in addition to the VRF increase in the Constrained scenario). The revenue assumption is from the Metro forecast.

New Federal Revenue Category

30. Federal Vision Zero grant program

There are currently efforts to create a federal Vision Zero Safety Program. As currently described, this program would likely be a grant process that supports efforts to eliminate fatalities and serious injuries.

Revenue Assumption:

Jurisdiction	Revenue Source	Existing (\$M)	Constrained (Reasonably Aggressive) (\$M)	Unconstrained (Optimistic Estimate) (\$M)
Federal	New Federal Revenues - Vision Zero	\$0.0	\$0.0	\$42.0

Vision Zero would be funded by new Federal Grant revenues that would support Transportation Safety project work. For the purpose of identifying a revenue target for the Unconstrained TSP scenario, project staff estimated annual program funding of approximately \$1 million per year.

Appendix C: Regional Transportation Plan compliance

December 20, 2016

Mayor Charlie Hales
Portland City Councilors
City of Portland, City Hall
1221 SW Fourth Avenue
Portland, OR 97204

RE: Transportation System Plan Stage 2: compliance with regional transportation requirements

Dear Mayor Hales and City Councilors:

Portland is a crucial partner for protecting quality of life in the region for decades to come. I would like to thank Bureau of Transportation and Planning and Sustainability staff for working consistently and proactively with Metro to ensure that regional requirements are reflected in the city's updated Transportation System Plan.

Portland is updating and adopting the Transportation System Plan in three stages. Metro provided a letter in June 2016 acknowledging compliance with regional requirements for Stage 1 of the Transportation System Plan. This letter comments on how Stage 2 of the Transportation System Plan complies with applicable Metro code sections. Stage 3 of the update will finalize the last components of the Transportation System Plan with an expected adoption date for the final Transportation System Plan in December 2017. This will be past the city's compliance deadline of December 2016. However, most of the components of Stage 3 are not required for state or Metro compliance but are housekeeping and internal compliance; finalizing performance measures are the components that require compliance with regional requirements. However, the City has made significant progress on the remaining components of Stage 3 and is working in coordination to develop the remaining parts such that Metro recognizes the plan as in compliance with regional transportation requirements. Please enter this letter into the record for these proceedings.

Regional Transportation Functional Plan (Metro Code, Chapter 3.08) compliance

The Regional Transportation Functional Plan (RTFP) implements the Goals and Objectives in section 2.3 of the RTP and the policies of the RTP and its constituent freight, high-capacity transit and transportation system management and operations plans which cities and counties of the region will carry out in their comprehensive plans, transportation system plans (TSPs), other land use regulations and transportation project development. As described below, there are several RTFP sections that are relevant to the elements in Stage 2 of the proposed Portland Transportation System Plan. Through its Further Findings of Fact – Comprehensive Plan Implementation Ordinance, the City has demonstrated that it is in compliance with all of the relevant sections of the RTFP.

Title 1- Transportation System Design

Title 1 addresses street, transit, freight, bicycle and pedestrian system design, green street design, street connectivity, bicycle and pedestrian connections to the transit system, modal plans, and system management. The City has provided findings that demonstrate that it meets and is in compliance with Title 1 of the RTFP.

Title 2 – Development and Update of Transportation System Plans

Title 2 describes certain elements that must be included and standards that apply when a city updates its Transportation System Plan (TSP). The City has provided findings that demonstrate that it meets and is in compliance with Title 2 of the RTFP.

Title 3 – Transportation Project Development

Title 3 requires the City to identify the location and general description/parameters of planned facilities. The TSP is consistent with this title because the project list has been mapped, and includes project descriptions/parameters, estimated costs, and timeframes.

Title 4 - Regional Parking Management

Title 4 requires cities to establish parking ratios within a specified range (minimums and maximums) in their development codes. This title also requires that cities establish minimum bicycle parking requirements, and requires certain design standards for large parking areas. The title also requires parking management plans and policies in centers and station communities. The City has provided findings that demonstrate that it meets and is in compliance with Title 4 of the RTFP.

Title 5 – Amendment of Comprehensive Plans

Title 5 requires cities to consider certain strategies, including, transportation system management, transportation demand management, transit improvements, bike improvements, pedestrian improvements, traffic calming, land use, connectivity, and capacity. The City has provided findings demonstrating that these strategies have been incorporated into the plan and is therefore in compliance with Title 5 of the RTFP.

Title 6 – Compliance Procedures

Title 6 describes procedures a city must follow to be in compliance with the RTFP. The City has fulfilled these procedures and is in compliance with Title 6 of the RTFP.

Metro thanks you for the opportunity to participate in this process and looks forward to our continued partnership.

Respectfully,



Martha Bennett
Chief Operating Officer

Cc: Roger Alfred, Metro
Eric Engstrom, Portland BPS
Courtney Duke, PBOT
Elissa Gertler, Metro
Lake McTighe, Metro

