

## Projects, Programs & Policies

### TSP New Policy Highlights

- Transportation Polices are primary in Chapter 9 of the Proposed Comp Plan. Greater emphasis on safety, accessibility, equity, health and prosperity in the goals and policies.
- Additional uses of the right of way (ROW) and street design policies are in Chapters 3, 4 and 8. These policies recognize that one size or one approach does not fit all types of streets in Portland.
- A multi modal street system, completion policy (transportation hierarchy for people movement) is a direct link to Portland Plan direction.
- Revised and new policies related to transportation demand management, parking and finance highlight our need to manage physical and fiscal resources.

### Chapters 3 & 4 Urban Form/Design & Development

- Land Use & Transportation
- Civic corridors: Concept addressed
- Greenways
- Pattern areas
- One Size does not fit all

### Chapter 6 Economic Development

- Stronger Land Use & Transportation Focus
- Investments & policies to meet industrial and land use goals

### Chapter 8 Public Facilities & Services

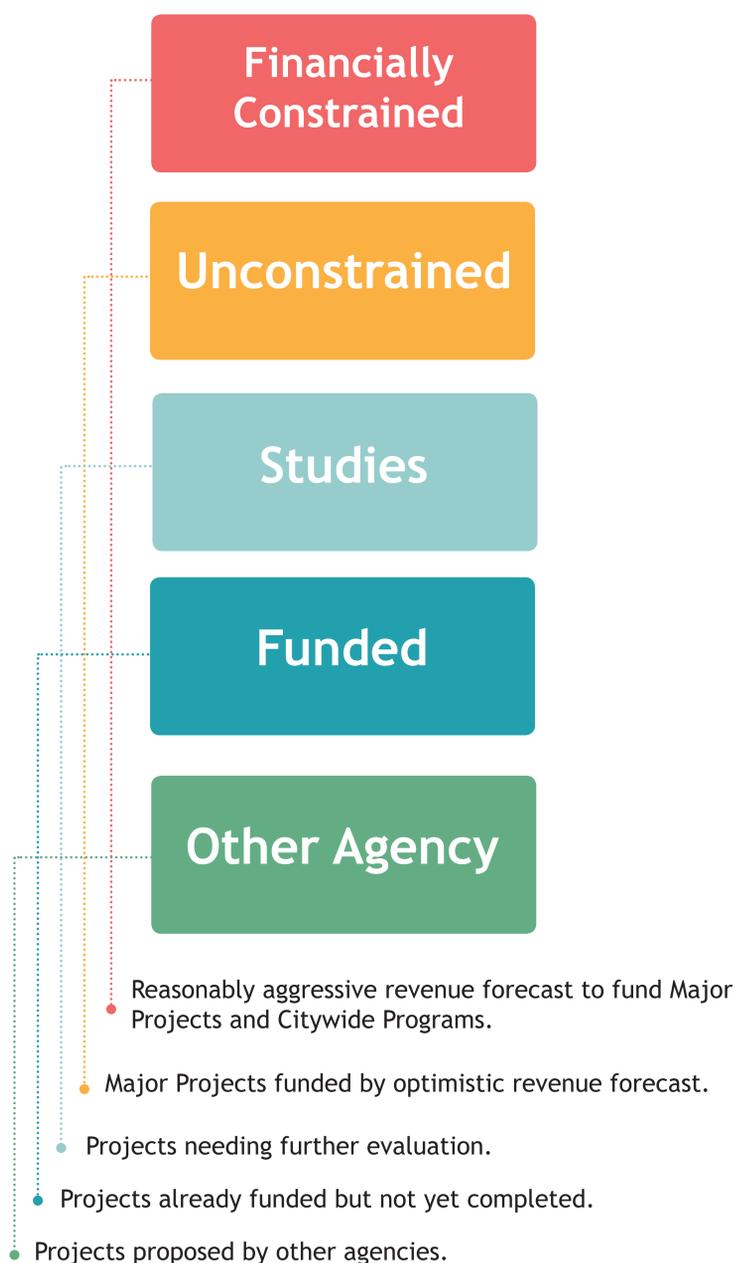
- Rights-of-Way: Multiple uses of the right-of-way. New flexible design policy supports local context design.
- Street Design: "Design for All" ages/abilities/modes of transportation, local context along street length.
- Trails policy & maps
- Coordination
- Funding
- Asset Management

### Chapter 9 Transportation

- Eight Goals: multiple goals, quality of life, equity, health, environmentally sustainable, cost effectiveness, prosperity, and safety.
- Modal Priorities: New "transportation hierarchy" supporting multimodal transportation system.
- Funding: New policy
- LOS: New policy supporting multimodal LOS standards.
- Parking: Revised policy addresses livability, safety, business district vitality, VMT reduction, air quality.
- Transportation Affordability: New policy.

## TSP Major Projects & Citywide Programs

### Projects Tiers



### Seven Outcomes

A key element of the TSP is the approximately 280 Major Projects and nine Citywide Programs drawn from adopted plans. The projects and programs are designed to achieve seven outcomes:



### Project Evaluation

The City is using "outcome-based" criteria to evaluate which projects and programs are most likely to help achieve multiple outcomes cost effectively. The criteria include one for "Community Support/Opposition" where public comments can raise or lower a project or program's score.

### Top Investments

An important result of this rigorous outcome-based approach is a list of the top investments to focus on for the next several years. The City has identified projects and programs likely to be more competitive for federal, state and regional grants because they achieve multiple outcomes.

### Citywide Transportation Programs

Citywide Transportation Programs are designed to make small-scale investments in the transportation system on an ongoing basis, primarily using City of Portland funding allocated through the Capital Improvement Plan. Most small-scale transportation projects serving identified needs will be on reference lists for each program to use as they evaluate project priorities. These reference lists will be primarily drawn from adopted plans and strategies, and will be updated over time as new plans and strategies are adopted. Some of these programs incorporate elements of existing programs within the City of Portland, while others are proposed as new programs.

Pedestrian Network Completion	Safe Routes to School	High Crash Corridors
Bikeway Network Completion	Transit Priority	Transportation & Parking Demand Management
Neighborhood Greenways	Freight Priority	Transportation System Management