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**Dan Saltzman** Commissioner **Leah Treat** Director

September 21, 2017

### **Geographic Policy crosswalk:**

#### **Rationale for proposed deletion of addressed or concluded Geographic Policies from the 2007 TSP**

The adopted Comp Plan uses a geographic framework of Pattern Areas and this TSP update aims to reach compliance and consistency with the policies adopted in the Comp Plan. The 2007 TSP contained policies for eight transportation districts. Those transportation districts include the following geographic indications:

- Central City
- SE
- Far SE
- NE
- Far NE
- N
- NW
- SW

Staff audited and reoriented the transportation district policies to fit the five pattern areas in the adopted Comp Plan. The five pattern areas include the following geographic indications:

- Rivers Pattern Area
- Central City Pattern Area
- Inner Neighborhoods Pattern Area
- Eastern Neighborhoods Pattern Area
- Western Neighborhoods Pattern Area

To determine which district policies should be proposed for deletion or rehousing and/or editing, each district policy was cross-referenced to any related Comp Plan and/ or previously updated and adopted TSP policies. Each district policy was then considered under four criteria:

- Addressed: District objective is relatable to a present action, one or more new TSP Projects, or by a new Comprehensive Plan policy, which supersedes and addresses the interests within the statement.
- Concluded: District objective has been developed into one or more projects over time, which have been completed, rendering the objective no longer relevant even if the objective statement is non-sequitur (see below).
- Geographically unconstrained: District objective statement includes generalizations that apply to a broader geographic area than the Geographic Policy objectives are intended to be confined to. These generalizations are intended to be addressed in TSP Objectives section and were forwarded for consideration as a general TSP Objective.

Non-sequitur: Statement describes a specific project or location-specific interest rather than relaying an objective about geographic policy. Projects are now hosted in the adopted TSP Project List.

Table 1 below explains the rationale for the proposed removal of these Geographic Objectives. The first column contains the Objective number that was in the 2007 Transportation System Plan. The second column shows the Objective Description. The third column provides the rationale for proposed deletion (i.e. the objective is sufficiently addresses as a Comprehensive Plan policy or goal; it is part of another adopted plan, it is part of an existing project, etc.).

Questions about Pattern Areas Objectives can be addressed to:

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**Table 1: Pattern Areas Objectives Crosswalk**

| <b>Policy 6.35: North Transportation District</b> |  |   |
|---|--|---|
|   | <b>Objective description</b>   | <b>Rationale for proposed deletion</b>  |
| <b>Objective A</b>                                | Improve truck and freight movement in North Portland through changes to the street system, street classifications, and signing to enhance the economic vitality of the area and minimize impacts on residential, commercial, and recreational areas. | Addressed. See relevant Comp Plan policies, TSP Project List, and updated street classifications. Comp Plan: Policy 3.68 Regional Truck Corridors. Enhance designated streets to accommodate forecast freight growth and support intensified industrial use in nearby freight districts.  |
| <b>Objective B</b>                                | Support efficient functioning of the N Marine Drive/ N Lombard (west of N Philadelphia)/N Columbia Boulevard loop as the truck and commuter access to the Rivergate industrial area and adjacent industrial areas.                                   | Addressed. See relevant Comp Plan policies and TSP Project List. Comp Plan: Policy 3.72 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. Policy 3.69 Regional Truck Corridors. Enhance designated streets to accommodate forecast freight growth and support intensified industrial use in nearby freight districts. |
| <b>Objective C</b>                                | Direct industrial traffic onto N Columbia Boulevard, while allowing limited access from residential neighborhoods and mitigating for unacceptable traffic impacts.   | Addressed. See relevant Comp Plan policies and TSP Project List. Comp Plan: Policy 3.72 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. Policy 3.69 Regional Truck Corridors. Enhance designated streets to accommodate forecast freight growth and support intensified industrial use in nearby freight districts. |

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| <b>Objective D</b> | Implement the Phase 1 and Phase 2 improvements recommended in the I-5 Delta Park Environmental Assessment. <i>Explanation: City Council adopted the recommendations of the I-5 Delta Park Hearings Panel for the Locally Preferred Alternative for this project as identified in the Environmental Assessment document prepared by the Oregon Department of Transportation.</i> | Addressed and Concluded. TSP Project List: I-5 Delta Park Phase I complete (#30013), Phase II on TSP Project List #30010. |
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| <b>Policy 6.35: North Transportation District</b> |  |  |
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|   | <b>Objective description</b>   | <b>Rationale for proposed deletion</b>   |
| <b>Objective F</b>                                | Support improvements to transit service that will link North Portland to areas outside the downtown, especially to the Rose Quarter transit center and industrial areas within and outside the district.   | Addressed and Geographically unconstrained. Comp Plan: Policy 3.43 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. Policy 3.60 Destination stations. Enhance connections between major destinations and transit facilities and strengthen the role of these station areas as places of focused activity. |
| <b>Objective G</b>                                | Encourage transit coverage and frequency improvements, as well as bus stop improvements, within the district and within commercial and employment centers, including Portland International Raceway, Swan Island, and Rivergate.   | Addressed and Geographically unconstrained. Comp Plan: Policy 3.60 Destination stations. Enhance connections between major destinations and transit facilities and strengthen the role of these station areas as places of focused activity.   |
| <b>Objective H</b>                                | Develop light rail transit on North Interstate and to the Exposition Center; place stations at major arterials where good feeder bus service can be provided; capitalize on redevelopment opportunities that support light rail; and mitigate potential negative impacts of diversion of automobile traffic onto nearby Neighborhood Collectors and Local Service Traffic Streets. | Concluded. MAX Yellow Line to Expo Center completed.   |

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|---|---|---|
|   | <b>Objective description</b>  | <b>Rationale for proposed deletion</b>  |
| <b>Objective J</b>                                | Improve pedestrian and bicycle access within the St. Johns town center and from nearby destinations, including Pier Park, the Columbia Slough, and Smith and Bybee Lakes.                               | Addressed. TSP Project List: North Portland Greenway Trail, Segment 1 #30087, North Portland Greenway Trail, Segment 2 #30088, and St Johns Pedestrian Improvements #30050. Comp Plan: Policy 3.60 Connections. Create a network of distinctive and attractive City Greenways that link centers, parks, schools, rivers, natural areas, and other key community destinations. Policy 3.43 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. |
| <b>Objective K</b>                                | Develop additional east/west and north/south bicycle routes to serve commuter and recreational bicyclists and provide connections to Northeast Portland bikeways.                                       | Addressed. TSP Project List (multiple projects), Portland Bicycle Plan, Comp Plan: Policy 3.43 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.  |
| <b>Objective M</b>                                | Consider extension of the Willamette Greenway Trail south from its current designation that ends at Edgewater and connecting to the trail on Swan Island, following the outcome of a feasibility study. | Addressed. TSP Project List: North Portland Greenway Trail, Segment 1 #30087 and North Portland Greenway Trail, Segment 2 #30088. Comp Plan: Policy 3.60 Connections. Create a network of distinctive and attractive City Greenways that link centers, parks, schools, rivers, natural areas, and other key community destinations.   |

| <b>Policy 6.35: North Transportation District</b> |  |   |
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|   | <b>Objective Description</b>   | <b>Rationale for proposed deletion</b>  |
| <b>Objective O</b>                                | Improve parking management within the St. Johns town center and at Portland International Raceway.   | Concluded. Parking studied in St Johns, Centers and Corridors Parking toolkits developed through public process for application citywide.   |
| <b>Objective P</b>                                | Encourage the use of Columbia Boulevard as the primary route for over-dimensional truckloads while ensuring the role of N Lombard (west of Martin Luther King, Jr. Boulevard) as an interim route until such time as improvements are completed that allow North Columbia to accommodate all types of over-dimensional truckloads. | Addressed. Project is in progress. PBOT is conducting a regional one-dimensional truck strategy including one-dimensional constraints on Columbia Boulevard and US 30 B as well as costs factors for those constraints. Estimated completion is early 2017. |

| <b>Policy 6.36: Northeast Transportation District</b> |  |   |
|---|--|---|
|   | <b>Objective description</b>   | <b>Rationale for proposed deletion</b>  |
| <b>Objective A</b>                                    | Encourage automobile and truck through-traffic to use major arterials near the edges of the district to reduce peak-period traffic impacts and to preserve neighborhood livability.  | Addressed and Geographically unconstrained. TSP Traffic Classifications: Policy 6.5. Comp Plan: Policy 3.68 Regional Truck Corridors. Enhance designated streets to accommodate forecast freight growth and support intensified industrial use in nearby freight districts. "Encourage" is not a measurable objective.  |
| <b>Objective B</b>                                    | Enhance traffic and pedestrian access and improve transit service to regional and district commercial areas, including Lloyd Center, Hollywood, Rose City Park, Sandy Boulevard, and the neighborhood commercial district at NE 60th/Prescott/Cully. | Addressed. Comp Plan: Policy 3.18 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. Policy 3.19 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. |

| <b>Policy 6.36: Northeast Transportation District</b> |  |  |
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|   | <b>Objective description</b>   | <b>Rationale for proposed deletion</b>   |
| <b>Objective C</b>                                    | Retain Portland Boulevard's interchange with I-5, while maintaining its function and appearance as a Neighborhood Collector east of I-5.   | Concluded. The interchange is an ODOT facility, street is classified as a Neighborhood Collector, bike lane/crossing improvements recently completed.  |
| <b>Objective D</b>                                    | Encourage the use of I-84 and I-205 for primary access to the Columbia South Shore, Portland International Airport, and Portland International Center; encourage the use of NE Airport Way (east of I-205) and Portland Boulevard/Killingsworth (south of the Columbia Slough) as the secondary access from the interstate system. | Addressed and Geographically unconstrained. TSP Traffic Classifications: Policy 6.5 Comp Plan: Policy 3.72 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. "Encourage" is not a measurable objective.  |
| <b>Objective E</b>                                    | Improve transit service and facilities where needed to serve employment areas, including the Columbia Corridor, Northwest industrial area, and developing residential areas.   | Addressed & Geographically unconstrained. Comp Plan: Policy 3.43 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. Policy 3.59 Destination stations. Enhance connections between major destinations and transit facilities and strengthen the role of these station areas as places of focused activity. |



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|   | <b>Objective description</b>  | <b>Rationale for proposed deletion</b>  |
| <b>Objective F</b>                                    | Work with Tri-Met and businesses to encourage the use of alternatives to automobiles, particularly in the Columbia Corridor, through transit service improvements and incentives and transportation demand management techniques such as flexible work hours, telecommuting, carpooling, bicycling, and vanpooling. | Addressed. TSP Project List: Columbia Blvd Protected Bikeway #30056. Comp Plan: Policy 3.43 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. |
| <b>Objective G</b>                                    | Continue to develop east/west and north/south bicycle routes, both on-street and off-street, to connect with existing bikeways (including those on East Burnside and I-205) and with work, school, commercial, and recreational destinations.   | Added sub policies "North-South transit" to Inner Neighborhoods and Eastern Neighborhoods Pattern Areas.  |
| <b>Objective H</b>                                    | Increase pedestrian access to transit throughout the district, including enhancing pedestrian districts where through-traffic is discouraged.   | Addressed. Comp Plan: Policy 3.43 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.   |



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|   | <b>Objective description</b>  | <b>Rationale for proposed deletion</b>  |
| <b>Objective I</b>                                    | Implement the projects recommended in the Columbia Corridor Transportation Study that improve vehicle and transit access, safety for all modes, and local connections.  | Addressed. TSP Project List: Columbia Blvd. Protected Bikeway #30056 and Columbia Blvd Pedestrian Improvements #30004.  |
| <b>Objective J</b>                                    | Balance the needs of adjacent land uses (located in a design zone) at the NE Lombard and Martin Luther King, Jr. Boulevard intersection with the need for truck movement.   | Addressed and Geographically unconstrained. This would be accomplished in design/ engineering stages of any project, wherever it might be. Comp Plan: Policy 3.9 Evaluate the potential impacts of planning and investment decisions, significant new infrastructure, and significant new development on the physical characteristics of neighborhoods and their residents, particularly under-served and under-represented communities, with attention to displacement and affordability impacts. Identify and implement strategies to mitigate the anticipated impacts. |
| <b>Objective K</b>                                    | Implement the recommendations in the Hollywood and Sandy Plan to create a pedestrian-friendly and transit-supportive town center and main street, with emphasis at key nodes where neighborhood services and mixed- use development are encouraged. | Addressed and Concluded. Some work from the Hollywood and Sandy Plan has been accomplished, additional projects are on the TSP Project List: Hollywood Town Center Safety Improvements #40045 and Hollywood Streetcar Extension #40131. Comp Plan: Policy 3.88 Inner Neighborhoods main streets.<br>Maintain and enhance the Streetcar Era pattern of street-oriented buildings along Civic and Neighborhood corridors.   |



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|   | <b>Objective description</b>   | <b>Rationale for proposed deletion</b>  |
| <b>Objective L</b>                                    | Use street dedications and street vacations as a tool to support development, while ensuring connectivity and access.      | Geographically unconstrained. Implementation strategy.  |
| <b>Objective M</b>                                    | Bring substandard streets up to City standards, including construction of sidewalks, especially in the Cully neighborhood. | Geographically unconstrained. Objective is part of the existing Neighborhood Streets program and Local Transportation Infrastructure Charge program. Cully specific improvements are part of TSP Project List: 40012, 40037, 40104. Comp Plan: 8.49.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. Policy 9.18 Pedestrian networks. Create more complete networks of pedestrian facilities, and improve the quality of the pedestrian environment. Connected Cully---Addressed and Geographically unconstrained. TSP Project List #40104 Connected Cully. Proposed in updates to the TSP Objectives section is a policy about bringing substandard streets up to City standards including construction of sidewalks or in some contexts, alternative street designs such as shared street or sidepaths. |



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| <b>Policy 6.38: Southeast Transportation District</b> |   |   |
|---|---|---|
|   | <b>Objective description</b>  | <b>Rationale for proposed deletion</b>  |
| <b>Objective A</b>                                    | Direct interdistrict traffic to Regional Trafficways on the edges of the district, and manage traffic on Major City Traffic Streets and other arterials primarily through transportation system management measures.  | Addressed. TSP Traffic Classifications: Policy 6.5.   |
| <b>Objective B</b>                                    | Support improvements to SE McLoughlin Boulevard to ensure its function as the major north/south route for regional traffic, while maintaining its operational characteristics as a Major City Traffic Street between Powell and Reedway and addressing pedestrian and bicyclist access along and across the street. | Addressed. TSP Project List: SE McLoughlin Blvd Roadway Improvements #70030, #70076<br>TSP Traffic Classifications: Policy 6.5.   |
| <b>Objective C</b>                                    | Operate Neighborhood Collectors in Southeast Portland to function primarily as circulation for district traffic rather than as regional streets, even where they carry a significant amount of regional traffic.  | Addressed. TSP Traffic Classifications: Policy 6.5.   |
| <b>Objective D</b>                                    | Facilitate pedestrian access and safety in Southeast Portland by improving connections to the Willamette River; adding connections between neighborhoods and parks, institutions, and commercial areas; and enhancing pedestrian crossings with curb extensions and improved markings.                              | Addressed. Comp Plan: Policy 3.43 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. Also, addressed in Bicycle Plan for 2030 and Portland Pedestrian Master Plan. |
| <b>Objective E</b>                                    | Improve access and safety for bicycles through the development of more inner Southeast east/west bike routes and the provision of bicycle facilities across bridges and to a variety of destinations, including downtown, the river, and parks.   | Geographically unconstrained. Follow the Portland Bicycle Plan for 2030.  |



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| <b>Policy 6.38: Southeast Transportation District</b> |   |  |
|---|---|--|
|   | <b>Objective description</b>  | <b>Rationale for proposed deletion</b>   |
| <b>Objective F</b>                                    | Recognize SE Foster’s (west of I-205) importance as a main street and as a Major City Traffic Street and Major City Transit Street by improving the pedestrian environment, preserving on-street parking, facilitating transit movement, and adding street trees. | Addressed. TSP Projects List: Foster Road Corridor Improvements #70021 and Foster Road Transit Improvements #70047. Comp Plan: Policy 3.43 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. |
| <b>Objective G</b>                                    | Encourage regional and interdistrict truck traffic to use Regional Truckways, Priority and Major Streets in southeast Portland by establishing convenient truck routing that better serves trucks, while protecting Southeast neighborhoods.                      | Addressed and Geographically unconstrained. Comp Plan: Policy 3.68 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).  |
| <b>Objective H</b>                                    | Minimize left-turn movements to auto-accommodating development along SE 39th Avenue, and eliminate or consolidate driveways where possible.   | Addressed and Non-sequitur. TSP Project List: Cesar Chavez Corridor Improvements #70005  |



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| <b>Policy 6.38: Southeast Transportation District</b> |  |   |
|---|--|---|
|   | <b>Objective description</b>   | <b>Rationale for proposed deletion</b>  |
| <b>Objective J</b>                                    | Support planning for and development of light rail transit and streetcars in Southeast Portland, including consideration of feeder transit service and pedestrian and bicycle access.  | Addressed and Geographically unconstrained. New projects to enhance connections to transit from recent Growing Transit Communities Plan. Comp Plan: Policy 3.43 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. |
| <b>Objective K</b>                                    | Examine the potential for returning SE Belmont and SE Morrison between SE 12th and 25th to two-way streets in the future, and make changes to street classifications if needed to support and reinforce Belmont's role as a main street. | Concluded. A study was completed in 2000 to examine the possibility of decoupling Belmont and Morrison, with the decision not to pursue it.   |
| <b>Objective L</b>                                    | Support SE Tacoma's function as a main street and District Collector in the future, and support and implement transportation projects that will reinforce these designations.  | Concluded. TSP Project Tacoma Main Street Improvements #70055 is complete.  |
| <b>Objective M</b>                                    | Implement transportation improvements identified in the Lents Urban Renewal Plan that will revitalize its commercial core and environs.  | Addressed and Concluded. TSP Project List: SE 92nd Ave Bikeway #70008, Lents Town Center Improvements, Phase 1 and 2 #70021 and #70024, Foster Road Transit Improvements #70047, Outer Foster Road Pedestrian Improvements #80010   |



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|   | <b>Objective description</b>  | <b>Rationale for proposed deletion</b>   |
| <b>Objective N</b>                                    | Support the livability of Southeast neighborhoods by improving the efficiency of parking and loading in commercial areas and by reducing commuter parking in residential areas.   | Addressed. Comp Plan: Policy 9.55 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. |
| <b>Objective O</b>                                    | Address the safety and access needs of pedestrians and bicyclists as part of freight-related street improvements for SE Holgate between SE 26th Avenue and McLoughlin Boulevard. <i>Explanation: SE Holgate is a Priority Freight Street that provides an important truck access function to the Brooklyn freight district. However, street improvement plans for SE Holgate developed for the purpose of facilitating freight movements should not overwhelm the other modal uses of the street, especially the safety and access needs of pedestrians and bicyclists.</i> | Addressed. TSP Projects List: Inner Holgate Bikeway #70033   |



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| <b>Policy 6.37: Far Northeast Transportation District</b> |   |   |
|---|---|---|
|   | <b>Objective description</b>  | <b>Rationale for proposed deletion</b>  |
| <b>Objective A</b>  | Enhance the arterial street system by improving connections between Neighborhood Collectors and District Collectors and eliminating bottlenecks, such as narrow rail viaducts, that contribute to intrusions into residential neighborhoods by commercial, industrial, and non-local traffic. | Addressed. TSP Traffic Classifications: Policy 6.5 Comp Plan. TSP Projects: #30004, #30005, #30008, #30056, #30068, #30070, #30072, #30080, #30084, #30092, #30094, #30099, #30104, #30105, #30106  |
| <b>Objective B</b>  | Improve cross-town transit service to accommodate trips within the Far Northeast District, transit service along Sandy, and transit connections to light rail.  | Addressed and Geographically unconstrained. New projects to enhance connections to transit from recent Growing Transit Communities Plan. Comp Plan: Policy 3.45 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.  |
| <b>Objective C</b>  | Improve the designated bicycle network and connect major routes to routes in adjacent districts and jurisdictions.  | Addressed and Geographically unconstrained. Implement the Portland Bicycle Plan for 2030 is proposed within updates to the TSP Objectives section. Comp Plan: Policy 3.98 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. |



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| <b>Policy 6.37: Far Northeast Transportation District</b> |   |   |
|---|---|---|
|   | <b>Objective description</b>  | <b>Rationale for proposed deletion</b>  |
| <b>Objective D</b>  | Implement the Gateway Concept and Redevelopment Strategy recommendations to provide street connections as redevelopment occurs, manage regional traffic impacts, and focus boulevard and main street improvements on 102nd. | Addressed. TSP Projects List: 102nd Ave Streetscape Improvements, Phase 3 #50003, NE 102nd Ave Corridor Improvements #50004, Gateway Local Streets Improvements, Phase 1 & 2 #50019, #50020, and Gateway Regional Center TSM #50022. Comp Plan: Gateway Regional Center Policy 3.29 Transportation. Enhance Gateway's role as a regional high-capacity transit hub that serves as an anchor for East Portland's multimodal transportation system.   |
| <b>Objective E</b>  | Resolve the long-term future of the park-and-ride facility at the Gateway transit center to reinforce the regional center's long-term vitality.   | Not within City's purview, addressed in TriMet's North Central Service Enhancement Plan, process did not result in this recommendation.   |
| <b>Objective F</b>  | Add pedestrian facilities, including sidewalks and crossings, and enhancements, such as street trees and drinking fountains, to provide good access within neighborhoods and to Gateway and other commercial areas.         | Addressed. TSP Projects List: 102nd Ave Streetscape Improvements, Phase 3 #50003, NE 102nd Ave Corridor Improvements #50004, Gateway Local Streets Improvements, Phase 1 & 2 #50019, #50020, and Gateway Regional Center TSM #50022. Comp Plan: Policy 3.97 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. |



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| <b>Policy 6.39: Far Southeast Transportation District</b> |  |   |
|---|--|---|
|   | <b>Objective description</b>   | <b>Rationale for proposed deletion</b>  |
| <b>Objective A</b>  | Consider existing and future land use patterns, environmental impacts, the need for additional connectivity of collectors, and transit accessibility when improvements are planned and designed for the arterial system, particularly SE Powell and SE Foster. | Concluded. Powell and Foster have Streetscape Plans, most elements of which will have been implemented by 2017.   |
| <b>Objective B</b>  | Improve arterials through better signalization and intersection design to serve adjacent land uses and to provide for access to adjacent neighborhoods, while minimizing non-local traffic on local streets.   | Addressed and Geographically unconstrained. TSP Traffic Classifications: Policy 6.5   |
| <b>Objective C</b>  | Accommodate bicyclists and pedestrians along arterials and at crossings, especially at activity nodes, through a combination of street and traffic management improvements.  | Addressed and Geographically unconstrained. Further projects to come from Pedestrian Master Plan update. Look to Bicycle Plan for 2030. TSP Project List: Outer Division Corridor Improvements #80009, Outer Holgate Ped/Bike Improvements #80012, East Portland Access to Employment #80035. Comp Plan: Policy 3.98 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. |
| <b>Objective D</b>  | Reduce travel demand in the district by providing additional transit service, including feeder service to light rail and alternatives to buses for low-density areas.  | Addressed and Geographically unconstrained. TSP Project List: Powell-Division Safety and Access to Transit #80037.  |



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| <b>Policy 6.39: Far Southeast Transportation District</b> |  |   |
|---|--|---|
|   | <b>Objective description</b>   | <b>Rationale for proposed deletion</b>  |
| <b>Objective E</b>  | Consider implementing parking controls in the vicinity of light rail stations where commuter parking is impacting nearby residential neighborhoods.  | Concluded. The Area Parking Permit Program, designed specifically to address this issue, is neighborhood-initiated. Comp Plan: Policy 3.57 Center stations. Encourage transit stations in centers to provide high density concentrations of housing and commercial uses that maximize the ability of residents to live close to both high-quality transit and commercial services.  |
| <b>Objective F</b>  | Provide adequate street connections in the Far Southeast District through the development and implementation of master street plans that identify connections for vehicles, pedestrians, and bicyclists. | Addressed. Master Street Plans are included in the TSP. Comp Plan: Policy 3.93 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. |
| <b>Objective G</b>  | Support transit and pedestrian-friendly development along the Division main street with multimodal transportation investments.   | Addressed. TSP Project List: Powell-Division Safety and Access to Transit #80037.   |
| <b>Objective H</b>  | Implement transportation improvements identified in the Lents Urban Renewal Plan that will revitalize its commercial core and environs.  | Addressed. TSP Project List: Foster Road Corridor Improvements #70021 and Lents Town Center Improvements, Phase 2 #70024 to be completed in 2017.   |



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| <b>Policy 6.39: Far Southeast Transportation District</b> |  |   |
|---|--|---|
|   | <b>Objective description</b>   | <b>Rationale for proposed deletion</b>  |
| <b>Objective J</b>  | Improve pedestrian access at the light rail transit stations by adding local street connections and improvements, including enhanced crossings and wider sidewalks.  | Addressed. TSP Project List: Renew the Blue Station Rehabilitation #80036 Comp Plan: Policy 3.97 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. Policy 3.55 Transit station area safety. Design transit areas to improve pedestrian, bicycle, and personal safety. Further consideration to this issue will be part of the Pedestrian Master Plan update beginning 2017. |
| <b>Objective K</b>  | Provide an off-street pathway and reasonable public access between the neighborhood south of SE Market, through the medical center campus, and extending through the commercial area south of SE Washington. | Addressed and Non-sequitur. TSP Project List: Gateway 99th/96th Streetscape Improvements #50015. Further consideration to this issue will be part of the Pedestrian Master Plan update beginning 2017.  |



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| <b>Policy 6.39: Far Southeast Transportation District</b> |   |  |
|---|---|--|
|   | <b>Objective description</b>  | <b>Rationale for proposed deletion</b>   |
| <b>Objective L</b>  | Implement recommendations from the Pleasant Valley Concept and Implementation Plans to create a community with a well-connected street system that provides safety and convenience for all modes of transportation. | Addressed. Comp Plan: Policy 3.97 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. |



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| <b>Policy 6.40: Northwest Transportation District</b> |  |   |
|---|--|---|
|   | <b>Objective description</b>   | <b>Rationale for proposed deletion</b>  |
| <b>Objective A</b>                                    | Expand transit service throughout the district, including adding more cross-town service, connecting bus service from the Civic Stadium light rail station to the northwest industrial area, and improving service in low-density areas such as Linnton. | Addressed and Geographically unconstrained. Comp Plan: Policy 3.46 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.   |
| <b>Objective B</b>                                    | Route non-local traffic, including non-local truck traffic, on Major City Traffic Streets and Regional Trafficways in order to minimize conflicts among modes.   | Addressed and Geographically unconstrained. TSP Traffic Classifications: Policy 6.5   |
| <b>Objective C</b>                                    | Incorporate pedestrian and bicycle access improvements into all transportation projects, especially along arterials and at crossing locations.   | Addressed and Geographically unconstrained. Comp Plan: Policy 3.99 Western Neighborhoods active transportation. Provide safe and accessible pedestrian and bicycle connections, as well as off-street trail connections, to and from residential neighborhoods. Bike/ped improvements are guided by the Bike and Ped Master Plans, and are designed on a project-by-project basis.  |
| <b>Objective D</b>                                    | Protect Forest Park's natural resources in the design and development of transportation projects in or near the park.  | Addressed. Comp Plan: Policy 3.100 Western Neighborhoods development. Encourage new development and infrastructure to be designed to minimize impacts on the area's streams, ravines, and forested slopes. Policy 3.101 Western Neighborhoods habitat corridors. Preserve, enhance, and connect the area's network of habitat areas and corridors, streams, parks, and tree canopy. |



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| <b>Policy 6.40: Northwest Transportation District</b> |  |   |
|---|--|---|
|   | <b>Objective description</b>   | <b>Rationale for proposed deletion</b>  |
| <b>Objective E</b>                                    | Reinforce the Northwest District main streets – NW 21st, 23rd, Burnside, and Thurman – by retaining and improving their pedestrian- oriented character and improving access to transit.                                    | Addressed. TSP Project List: #20089, #20091, #20014, #20125, #60035. Comp Plan: Policy 3.87 Inner Neighborhoods main streets. Maintain and enhance the Streetcar Era pattern of street- oriented buildings along Civic and Neighborhood corridors. Policy 3.89 Inner Neighborhoods street patterns. Preserve the area’s urban fabric of compact blocks and its highly interconnected grid of streets. |
| <b>Objective F</b>                                    | Support a range of strategies in the high-density portions of the district to address parking issues, including commuter and event parking impacts.  | Concluded. The Northwest Parking Plan is complete and implementation of the permit and meter districts is an ongoing effort led by Parking Operations.  |
| <b>Objective G</b>                                    | Maintain neighborhood livability in the construction or reconstruction of streets by adding street trees, buffering pedestrians from traffic, and preserving on-street parking.  | Addressed. Comp Plan: Policy 3.91 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. New Tree Code planting requirements.  |
| <b>Objective H</b>                                    | Limit transportation projects on West Burnside to those that reduce vehicle miles traveled, give preference to transit, improve pedestrian and bicycle access, or improve safety, but do not increase automobile capacity. | Addressed. TSP Project List: #20089, #20091 and #20014. Comp Plan: Policy 3.90 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.   |



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| <b>Policy 6.40: Northwest Transportation District</b> |   |   |
|---|---|---|
|   | <b>Objective description</b>  | <b>Rationale for proposed deletion</b>  |
| <b>Objective I</b>                                    | Improve access to NW 14th and 16th to support their function as connections to the commercial and industrial areas in Northwest Portland and to reduce impacts of non-local traffic on residential areas. | Addressed. TSP Project List: #20104 and #20105  |
| <b>Objective J</b>                                    | Evaluate and make recommendations on returning the NW Everett/NW Glisan and the NW18th/NW 19th couplets to two-way streets.   | Concluded. This was studied, and in light of policies, concluded that the bikeways preclude reversion to two-way operations. See Comp Plan: Policy 9.19 Pedestrian safety and accessibility. Improve pedestrian safety, accessibility, and convenience for people of all ages and abilities. Policy 9.20 Bicycle Transportation. Create conditions that make bicycling more attractive than driving for most trips of approximately three miles or less. Policy 9.6 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. See also TSP Bicycle Classification Descriptions Objectives 9.5.a-b for Major City Bikeways and City Bikeways (18th and 19th are Major City Bikeways; Everett and Glisan are City Bikeways).<br><a href="https://www.portlandoregon.gov/transportation/article/621974">https://www.portlandoregon.gov/transportation/article/621974</a> |



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| <b>Policy 6.40: Northwest Transportation District</b> |  |   |
|---|--|---|
|   | <b>Objective description</b>   | <b>Rationale for proposed deletion</b>  |
| <b>Objective K</b>                                    | Support the scenic and natural character of NW Skyline Boulevard by focusing non-local north/south traffic between West Burnside and NW Cornell Road on NW Miller.   | Addressed and Geographically unconstrained. TSP Street Classifications.   |
| <b>Objective L</b>                                    | Preserve and enhance freight mobility, and industrial access in the Freight District, by maintaining or improving truck operations on Front Avenue, Yen Avenue, Nicolai Street, St Helens Road, and the 14th and 16th Avenues couplet. | Addressed. TSP Project List: Yeon/ St Helens ITS #60023. Comp Plan: Policy 3.72 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. |



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| <b>Policy 6.41: Southwest Transportation District</b> |  |   |
|---|--|---|
|   | <b>Objective description</b>   | <b>Rationale for proposed deletion</b>  |
| <b>Objective A</b>                                    | Use the Willamette Shore Line right-of-way, the corridor identified in the Macadam Corridor Improvement Plan, or other alignment as appropriate to provide future streetcar commuter service or light rail in the Macadam corridor. <i>Explanation: The alignment chosen for this corridor may be influenced by the type of vehicle that is selected – streetcar or light rail – and the type of service that will be provided. City Council adopted the Macadam Corridor Improvement Plan on February 23, 1978.</i> | Addressed and Concluded. TSP Project List: Johns Landing Streetcar Extension #90102 evaluated this as part of the transit alignment which identified a portion of the shoreline right of way on SW Macadam in the Lake Oswego Transit/Trail Study.  |
| <b>Objective B</b>                                    | Improve the primary transportation functions of SW Broadway Drive, SW Patton Road, SW Vista, SW Humphrey, and SW Dosch Road as Neighborhood Collectors by supporting pedestrian, bicycle, and transit use; calming traffic; and discouraging heavy volumes of non- local commuter traffic.   | Addressed. TSP Projects List: SW Broadway Bikeway and Streetscape Improvements #20108, SW Dosch Road Interim Safety Improvements #90031.1, SW Dosch Road Ped/ Bike Improvements, Segments 1 and 2 #90031.2 and #90031.3, SW Humphrey Blvd Ped/ Bike Improvements #90038, SW Patton Rd Ped/Bike Improvements, Segments 1 and 2 #90054.1 and #90054.2 |
| <b>Objective C</b>                                    | Consider designation of a ‘Red Electric Line’ alignment for pedestrians and bicyclists, as identified in the Southwest Urban Trails Plan, upon completion of a feasibility study.  | Addressed. TSP Projects List: Red Electric Trail Segments 1-6 #90108, #90109, #90110, #90111, #90112, #90113. Alignment included on new major trails map in Comp Plan.  |
| <b>Objective D</b>                                    | Evaluate the transportation impacts on adjacent neighborhoods when considering increases in development potential of large new or redeveloping areas, and include mitigation measures in development plans.  | Geographically unconstrained.   |
| <b>Objective E</b>                                    | Use the Southwest Urban Trail Plan as a guide to implementing (which may include dedicating and developing) trail segments in Southwest.   | Keep. Addressed. TSP Project List: Red Electric Trail Segments 1-6 #90108, #90109, #90110, #90111, #90112, #90113, Willamette Greenway Trail Extension #20057   |



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