
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 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 not made by walking or bicycling. (COMPREHENSIVE PLAN Policy 9.22)

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 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 Portland International Airport Plan District. (COMPREHENSIVE PLAN Policy 9.42)

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)

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 Comp 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 Comp 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.i)

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

Location	Standards		
	Mid-Day One-Hour Peak*	PM 2-Hour Peak*	
		1 st Hour	2 nd Hour
Central City, Gateway, Town Centers, Neighborhood Centers, Station Areas	.99	1.1	.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	.99	1.1	.99
Other Principal Arterial Routes	.90	.99	.99

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)

b: In the interim, use the deficiency thresholds and operating standards of the Regional Mobility Policy, in Figure 9-4, for evaluation of impacts to state facilities and the regional arterial and throughway network. (TRANSPORTATION SYSTEM PLAN Policy 9.50.b)

Interim Deficiency Thresholds and Operating Standards (Figure 9-4)			
Location	Standards		
	Mid-Day One-Hour Peak*	PM 2-Hour Peak*	
		1 st Hour	2 nd Hour
Central City, Gateway, Town Centers, Neighborhood Centers, Station Areas	.99	1.1	.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	.99	1.1	.99
Other Principal Arterial Routes	.90	.99	.99
<p>*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.</p>			

Multimodal Mixed-Use Area: Designate a Central City Multimodal Mixed-Use Area (MMA) in the geography indicated in Figure 9-2, which will render state congestion / mobility standards inapplicable to proposed plan amendments under OAR 660-0012-0060(10), subject to ODOT

concurrence and execution of an agreement between ODOT and the City of Portland. The agreement should emphasize potential safety and operational impacts. (COMPREHENSIVE PLAN Policy 9.51)

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 bike 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)

Connected and Automated Vehicles Policies

Connected and automated vehicles priorities and outcomes: Prioritize connected and automated 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. (TSP Policy 9.68)

a: Ensure that all 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 connected and autonomous vehicles. (TRANSPORTATION SYSTEM PLAN Policy 9.68.a)

b. Ensure that connected and automated vehicles improve 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, vehicle miles traveled, vehicle occupancy, and vehicle energy efficiency.
4. Supporting and encouraging use of public transportation (TRANSPORTATION SYSTEM PLAN 9.68.b)

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

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

e. Identify, prevent, identify, and mitigate potential adverse impacts from connected and automated vehicles. (TRANSPORTATION SYSTEM PLAN Policy 9.68.e)

Connected and automated vehicles tools: Use a full range of tools to ensure that connected and automated vehicles and private data communications devices installed in the City right of way contribute to achieving Comprehensive Plan and Transportation System Plan goals and policies. (TSP 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 connected and automated vehicles 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, with appropriate privacy controls. Ensure that private data communications devices installed in the City right of way are required to share anonymized transportation data. (TRANSPORTATION SYSTEM PLAN Policy 9.69.a)

b: Design and manage the mobility zone, curb zone, and traffic control devices, e.g. 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. (TRANSPORTATION SYSTEM PLAN Policy 9.69.b)

c: Evaluate the public cost and benefit of investments in wayside communication systems serving connected and automated vehicles. Develop a criteria-driven automated vehicle wayside infrastructure investment plan. (TRANSPORTATION SYSTEM PLAN Policy 9.69.c)

d. Develop sustainable user-pays funding mechanisms to support connected and automated vehicle infrastructure and service investments, transportation system maintenance, and efficient system management. (TRANSPORTATION SYSTEM PLAN Policy 9.69.d)

e. Ensure that automated vehicles and vehicles 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 impacts on the transportation system, including factors such as congestion level, vehicle miles traveled, vehicle occupancy, and vehicle energy efficiency. (TRANSPORTATION SYSTEM 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-ways. (COMPREHENSIVE PLAN Policy 8.44)

Pedestrian amenities: Encourage facilities that enhance pedestrian enjoyment, 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, 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)

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 TSP 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 TSP 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 TSP 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 TSP 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 TSP Policy 9.44)

Mode split: Strive to achieve the Central City targets set in the most current Transportation System Plan. (Central City 2035 TSP Policy 9.45)

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 TSP 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 TSP 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 TSP Policy 9.48)

Bicycling: Prioritize bicycling by implementing world-class on-street and offstreet 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 TSP 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 TSP 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 TSP 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 TSP 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 TSP 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 TSP 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 TSP 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)

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 natural 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 Comp 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)