

Portland, Oregon

Goal 6 – Transportation: Develop a balanced, equitable, and efficient transportation system that provides a range of transportation choices; reinforces the livability of neighborhoods; supports a strong and diverse economy; reduces air, noise, and water pollution; and lessens reliance on the automobile while maintaining accessibility.

6.9 Freight Classification Descriptions ³

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

Objectives:

A. Freight Districts

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

- Land Use. Support locating industrial and employment land uses that rely on multimodal freight movement in Freight Districts.
- Function. Freight District streets provide local truck access and circulation to industrial and employment land uses.
- Connections. In Freight Districts, streets not classified as Regional Truckways or Priority Truck Streets are classified as Freight District streets. Freight District streets connect individual properties to Priority Truck Streets.
- Design. Freight Districts streets should be designed to facilitate the movement of all truck types and over-dimensional loads, as practicable.

B. Regional Truckways

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

- Land Use. Support locating industrial and employment land uses with high levels of truck activity near Regional Truckway interchanges.
- Function. Provide for safe and efficient continuous-flow operation for trucks.
- Connections. Provide Regional Truckway interchanges that directly serve Freight Districts and connect to Priority Streets and other streets with high levels of truck activity.
- Design. Design Regional Truckways to be limited access facilities and to standards that facilitate the movement of all types of trucks.

C. Priority Truck Streets

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

- Land Use. Support locating industrial and employment uses that generate high truck activity on corridors served by Priority Truck Streets.
- Function. Priority Truck Streets accommodate high truck volumes and provide high-quality mobility and access.
- Connections. Priority Truck Streets connect Freight Districts to Regional Truckways.

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

D. Major Truck Streets

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

- Land Use. Commercial and employment land uses that generate high levels of truck activity should locate along Major Truck Streets.
- Function. Major Truck Streets provide truck mobility within a Transportation District and access to commercial and employment land uses along the corridor.
- Connections. Major Truck Streets connect Transportation District-level truck trips to Regional Truckways. Trucks with no trip ends within a Transportation District should be discouraged from using Major Truck Streets.
- Design. Major Truck Streets should accommodate all truck types, as practicable.

E. Truck Access Streets

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

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

- Function. Truck Access Streets should provide access and circulation to land uses within a Transportation District. Non-local truck trips are discouraged from using Truck Access Streets.
- Connections. Truck Access Streets should distribute truck trips from Major Truck Streets to neighborhood-serving destinations.
- Design. Design Truck Access Streets to accommodate truck needs in balance with other modal needs of the street.

F. Local Service Truck Streets

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

- Land Use. Local Service Truck Streets provide for goods and service delivery to individual commercial, employment, and residential locations outside of Freight Districts.
- Function. Local Service Truck Streets should provide local truck access and circulation only.
- Connections. All streets, outside of Freight Districts, not classified as Regional Truckways, Priority Truck Streets, Major Truck Streets, or Truck Access Streets are classified as Local Service Truck Streets. Local Service Truck Streets with a higher Traffic classification are the preferred routes for local access and circulation.
- Design. Local Service Truck Streets should give preference to accessing individual properties and the specific needs of property owners and residents along the street. Use of restrictive signage and operational accommodation are appropriate for Local Service Truck Streets

G. Railroad Main Lines

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

H. Railroad Branch Lines

Railroad Branch Lines transport freight cargo over short distances on local rail lines that are not

part of a rail network and distribute cargo to and from main line railroads.

I. Freight Facilities

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

Land Use and Transportation Policies:

6.17 Coordinate Land Use and Transportation

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

6.18 Adequacy of Transportation Facilities

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

6.21 Right-of-Way Opportunities

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

Objectives:

- A.** Evaluate opportunities and the existing and future need for a bikeway, walkway, or other transportation use when considering vacation of any right-of-way.
- B.** As a condition of street vacation, require pedestrian and bicycle facilities if needed, with first preference for dedicated right-of-way and, secondarily, through a public walkway and bikeway easement.
- C.** Acquire or control parcels of land that may be needed in the future for any transportation purpose when the opportunity arises through sale, donation, or land use action.
- D.** Preserve existing and abandoned rail rights-of-way and examine their potential for future rail freight, passenger service, or recreational trail uses.
- E.** Consider the need for maintaining right-of-way for other infrastructure needs.

Freight, Terminals, and Truck Policies:

6.29 Multimodal Freight Systems

Develop and maintain a multimodal freight transportation system for the safe, reliable and efficient movement of freight, within and through the City.

Objectives:

- A.** Support a well-integrated freight system that includes truck, rail, marine, air and pipeline modes as vital to a healthy economy.
- B.** Coordinate with private and public stakeholders to identify improvement and funding strategies for

multimodal freight mobility needs.

C. Participate with interjurisdictional partners in the development of corridor plans, master plans, and

regional facility plans that impact freight movement.

D. Address freight access and mobility needs when conducting multimodal transportation studies or designing transportation facilities.

E. Work with community stakeholders to minimize adverse impacts of freight activity on the environment and residential and mixed-use neighborhoods.

5 Amended

6.30 Truck Mobility⁶

Develop, manage, and maintain a safe, efficient, and reliable freight street network to serve Freight

Districts, commercial areas, and neighborhoods.

Objectives:

A. Prioritize transportation investments in the freight street network that improve connections between

Freight Districts and Regional Truckways.

B. Accommodate truck travel on designated truck streets through improvements to facility design and

operations that address the dimensional needs of trucks.

C. Encourage through-truck traffic to use Regional Truckways, Priority Truck Streets, and Major Truck Streets for mobility and Truck Access Streets and Local Service Truck Streets to access local destinations.

D. Develop and implement street connectivity plans for Freight Districts to improve truck circulation

and access to industrial land uses.

E. Develop and implement a signage plan for designated truck routes and major freight destinations.

F. Designate and maintain preferred routes to accommodate over-dimensional freight movement.

G. Employ intelligent transportation system measures to reduce delays and improve travel time on

Regional Truckways, Priority Truck Streets and Major Truck Streets.

6.42 Truck Accessibility¹⁴

Improve truck access to and from intermodal freight facilities, industrial and commercial districts, and

the regional freight system.

A. Evaluate and improve locations where inadequate roadway design creates barriers for truck access

in Freight Districts and on designated truck streets.

B. Upgrade bridges to remove load limits and vertical clearance restrictions on designated truck streets.

C. Use public-private collaboration to identify and implement measures to minimize delays and improve safety at at-grade rail freight crossings.

D. Provide adequate off-street loading areas for larger employment, commercial and multi-family



developments.

E. Manage supply, operations, and demand of on-street truck loading spaces to ensure efficient, reliable and safe loading and unloading activities.

F. Implement design guidelines for truck streets that meet the dimensional needs of trucks, particularly for Freight Districts, while balancing the needs of other transportation modes in the right-of-way.