# **Transportation Objectives**

The objectives contained within the TSP offer further details to support the Comp Plan Goals and Policies. Objectives are specific statements that implement, and help assess incremental progress towards, the goals and policies. Some objectives contained within the TSP are required for compliance with State and Regional goals, policies and regulations.

**Objective 9.1 Community Involvement (formerly Objective 6.1-6.2)**

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

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

**9.1.c.** Furnish opportunities for early and ongoing access to balanced information about plans, public policy and projects.

**9.1.d.** Keep interested parties, and those who may be impacted by particular decisions related to plan and project implementation, informed of direct and related engagement opportunities.

**9.1.e.** Engage and support community members who are traditionally under-represented in bureau projects, plans, and processes.

**9.1.f.** Provide funding that is adequate to carry out equity driven public involvement best practices.

**9.1.g.** Foster a culture of equitable public involvement across all divisions within PBOT.

**9.1.h.** Ensure PBOT decision-making processes are clear, straightforward, and include mechanisms for public accountability, so that the public has the capacity to participate.

**9.1.i.** Ensure PBOT public documents are accessible, relevant, and informative.

**9.1.j.** Ensure public involvement and outreach practices, materials, and processes are culturally relevant.

**9.1.k.** Follow International Association for Public Participation (IAP2) Core Values.

**9.1.l.** Follow City of Portland Public Involvement Principles.

**9.1.m.** Follow Internal PBOT Public Involvement Policies.

**9.1.n.** Follow City of Portland Civil Rights Title VI Plan.

**9.1.o.** Follow the goals and policies of Chapter 2: Community Involvement of the City’s Comprehensive Plan.

**9.1.p.** Follow Policy 8.6 Interagency Coordination from Chapter 8: Public Facilities and Services of the City’s Comprehensive Plan.

**9.1.q.** Refer to the Bureau of Planning and Sustainability Public Engagement Workbook for guidance on scoping for potential community impacts, identifying stakeholders, determining the right level of engagement, planning a community engagement process, tracking engagement, reporting results and evaluating the engagement and process.

**9.1.r.** Consider tools and strategies offered by Metro’s Public Engagement Guide in Portland’s transportation planning activities.

**9.1.s.** Foster consistency in community engagement approaches and implementation across the Bureau of Transportation.

**Objective 9.2 Street Classification Descriptions (formerly Objective 6.4)**

**9.2.a.** Classification descriptions and designations are used to determine the appropriateness of street improvements and to make recommendations on new and expanding land uses through the land use review processes.

**9.2.b.** Classification descriptions are used to describe how streets should function for each mode of travel, not necessarily how they are functioning at present.

**9.2.c.** All of a street’s classifications must be considered in designing street improvements and allocating funding. While a proposed project may serve only one classification, improvements should not preclude future modifications to accommodate other classifications of the street.

**9.2.d.** When the existing use of a street does not comply with its classification, no additional investments should be made that encourage that inappropriate use.

**9.2.e.** Designate new streets within a land division site as Local Service Streets for all modes unless otherwise designated through a concurrent or subsequent Comprehensive Plan amendment to the Transportation Element.

**9.2.f.** Designate new streets within Pedestrian Districts and Freight Districts as Local Service Streets unless otherwise designated through a Comprehensive Plan amendment to the Transportation Element.

**Objective 9.3 Traffic Classification Descriptions (formerly Objective 6.5)**

**9.3.a.** **Regional Trafficways** serve interregional district movement that has only one trip end in a transportation district or to serve trips that bypass a district completely.

* Land Use/Development. Regional Trafficways should serve the Central City, regional centers, industrial areas, and intermodal facilities and should connect key freight routes within the region to points outside the region. Encourage private and public development of regional significance to locate adjacent to Regional Trafficway interchanges.
* Connections. Regional Trafficways should connect to other Regional Trafficways, Major City Traffic Streets, and District Collectors. A ramp that connects to a Regional Trafficway is classified as a Regional Trafficway from its point of connection up to its intersection with a lower-classified street.
* Buffering. Adjacent neighborhoods should be buffered from the impacts of Regional Trafficways.
* Dual Classification. A street with dual Regional Trafficway and Major City Traffic Street classifications should retain the operational characteristics of a Major City Traffic Street and respond to adjacent land uses.

**9.3.b.** **Major City Traffic Streets** serve as the principal routes for traffic that has at least one trip end within a transportation district.

* Land Use/Development. Major City Traffic Streets should provide motor vehicle connections among the Central City, regional centers, town centers, industrial areas, and intermodal facilities. Auto-oriented development should locate adjacent to Major City Traffic Streets, but should orient to pedestrians along streets also classified as Transit Streets or within Pedestrian Districts.
* Connections. Major City Traffic Streets should serve as primary connections to Regional Trafficways and serve major activity centers in each district. Traffic with no trip ends within a transportation district should be discouraged from using Major City Traffic Streets.
* On-Street Parking. On-street parking may be removed and additional right-of-way purchased to provide adequate traffic access when consistent with the street design designation of the street. Evaluate the need for on-street parking to serve adjacent land uses and improve the safety of pedestrians and bicyclists when making changes to the roadway.

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

* Land Use/Development. Traffic Access Streets serve Central City land uses. Solutions to congestion problems on Traffic Access Streets must accommodate the high-density pattern desired in the Central City.
* Connections. Connections to adjoining transportation districts should be to District or Neighborhood Collectors. Intersections of Traffic Access Streets and streets with higher or similar classifications should be signalized, where warranted, to facilitate the safe movement of traffic along each street as well as turning movements from one street to the other.
* Access. Reduction in motor vehicle congestion is given less priority than: supporting pedestrian access and enhancing the pedestrian environment; maintaining on-street parking to support land uses; accommodating transit; or accommodating bicycles. Access to off-street parking is allowed.
* Right-of-way Acquisition. Acquisition of additional right-of-way to reduce congestion is discouraged.

**9.3.d.** **District Collectors** serve as distributors of traffic from Major City Traffic Streets to streets of the same or lower classification. District Collectors serve trips that both start and end within a district.

* Land Use/Development. District Collectors generally connect town centers, corridors, main streets, and neighborhoods to nearby regional centers and other major destinations. Land uses that attract trips from the surrounding neighbor­hoods or from throughout the district should be encouraged to locate on District Collectors. Regional attractors of traffic should be discouraged from locating on District Collectors.
* Connections. District Collectors should connect to Major City Traffic Streets, other collectors, and local streets and, where necessary, to Regional Trafficways.
* On-Street Parking. Removal of on-street parking and right-of-way acquisition should be discouraged on District Collectors, except at specific problem locations to accommodate the equally important functions of traffic movement and vehicle access to abutting properties.

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

* Land Use/Development. Neighborhood Collectors should connect neighborhoods to nearby centers, corridors, station communities, main streets, and other nearby destinations. New land uses and major expansions of land uses that attract a significant volume of traffic from outside the neighborhood should be discour­aged from locating on Neighborhood Collectors.
* Connections. Neighborhood Collectors should connect to Major City Traffic Streets, District Collectors, and other Neighborhood Collectors, as well as to Local Service Streets.
* Function. The design of Neighborhood Collectors may vary over their length as the land use character changes from primarily commercial to primarily residential. Some Neighborhood Collectors may have a regional function, either alone or in concert with other nearby parallel collectors. All Neighborhood Collectors should be designed to operate as neighborhood streets rather than as regional arterials.
* On-Street Parking. The removal of on-street parking and right-of-way acquisition should be discouraged on Neighborhood Collectors.

**9.3.f.** **Local Service Traffic Streets** distribute local traffic and provide access to local residences or commercial uses.

* Land Use/Development. Discourage auto-oriented land uses from using Local Service Traffic Streets as their primary access.
* Classification. Streets not classified as Regional Trafficways, Major City Traffic Streets, District Collectors, or Neighborhood Collectors are classified as Local Service Traffic Streets.
* Connections. Local Service Traffic Streets should connect neighborhoods, provide local circulation, and provide access to nearby centers, corridors, station areas, and main streets.
* Function. Local Service Traffic Streets provide local circulation for traffic, pedestrians, and bicyclists and (except in special circumstances) should provide on-street parking. In some instances, where vehicle speeds and volumes are very low (for example, woonerfs and accessways), Local Service Traffic Streets may accommodate both vehicles and pedestrians and bicyclists in a shared space.

**Objective 9.4 Transit Classification Descriptions (formerly Objective 6.6)**

**9.4.a.** **Regional Transitways** provide for interregional and interdistrict transit trips withfrequent, high-speed, high-capacity, express, or limited service, and to connect the Central City with all regional centers.

* Land Use. Development with a regional attraction (e.g., shopping centers, arenas) are encouraged to locate adjacent to Regional Transitways to reduce traffic impacts on adjoining areas and streets. Locate high-density development within a half-mile of transit stations on Regional Transitways, with the highest densities closest to the stations.
* Access to Transit. Transit stations should be designed to accommodate a high level of multimodal access within a half-mile radius of the station. Use feeder bus service to access Regional Transit stations. Use park-and-ride facilities to access Regional Transit stations only at ends of Regional Transitways or where adequate feeder bus service is not feasible.
* Improvements. Use transit-preferential treatments to facilitate light rail and bus operations. Consider the use of access management measures to reduce conflicts between transit vehicles and other vehicles. Where compatible with adjacent land uses, right-of-way acquisition or parking removal may occur to accommodate transit-preferential measures and improve access to transit.
* Transfer Points. Provide safe and convenient transfer points with covered waiting areas with transit route information, benches, trash receptacles, enhanced signing, lighting, and telephones.
* Bus Stops. Buses providing local service along Regional Transitways should have more frequent stop spacing, similar to stop spacing along Major Transit Priority Streets.
* Dual Classification. A street with a dual Regional Transitway and Major Transit Priority Street classifications should retain the operational characteristics of a Major Transit Priority Street and respond to adjacent land uses.
* Connections. A ramp that connects to a Regional Transitway is classified as a Regional Transitway up to its intersection with a lower-classified street.

**9.4.b. Major Transit Priority Streets** provide for high-quality transit service that connects the Central City and other regional and town centers and main streets.

* Land Use. Transit-oriented land uses should be encouraged to locate along Major Transit Priority Streets, especially in centers. Discourage auto-oriented develop­ment from locating on a Major Transit Priority Street, except where the street is outside the Central City, regional or town center, station community, or main street and is also classified as a Major City Traffic Street. Support land use densi­ties that vary directly with the existing and planned capacity of transit service.
* Access to Transit. Provide safe and convenient access for pedestrians and bicyclists to, across, and along Major Transit Priority Streets.
* Improvements. Employ transit-preferential measures, such as signal priority and bypass lanes. Where compatible with adjacent land use designations, right-of-way acquisition or parking removal may occur to accommodate transit-preferential measures or improve access to transit. The use of access manage­ment should be considered where needed to reduce conflicts between transit vehicles and other vehicles.
* Transfer Points. Provide safe and convenient transfer points with covered waiting areas, transit route information, benches, trash receptacles, enhanced signing, lighting, and telephones. Limited transit service should stop at transfer points and activity centers along Major Transit Priority Streets.
* Dual Classification. Streets with dual Regional Transitway and Major Transit Priority Street classifications should retain the operational characteristics of Major Transit Priority Streets, and development should orient to the street.
* Bus Stops. Locate bus stops to provide convenient access to neighborhoods and commercial centers. Stops should be located relatively close together in high-density and medium-density areas, including regional and town centers and along most main streets, and relatively farther apart in lower-density areas. Passenger amenities should include shelters and route information.

**9.4.c. Transit Access Streets** are intended for district-oriented transit service serving main streets, neighborhoods, and commercial, industrial, and employment areas.

* Land Use. Encourage pedestrian- and transit-oriented development in commercial, institutional, and mixed-use areas along Transit Access Streets.
* Access to Transit. Provide safe and convenient pedestrian and bicycle access to transfer points and stops and along Transit Access Streets.
* Transfer Points. Provide bus shelters, safe and convenient pedestrian crossings, and transit information at transfer points.
* Improvements. Employ transit-preferential measures at specific intersections to facilitate bus operations where there are significant bus delays. Applicable preferential treatments include signal priority, queue jump lanes, and curb extensions.
* Bus Stops. Locate stops closer together in neighborhood commercial areas and somewhat farther apart in other areas along Transit Access Streets. Passenger amenities, including covered waiting areas, are appropriate along Transit Access Streets.

**9.4.d. Community Transit Streets** serve neighborhoods and industrial areas and connect to citywide transit service.

* Land Use. Encourage pedestrian- and transit-oriented development in commercial, institutional, and mixed-use areas along Community Transit Streets.
* Transit Service. Community Transit Streets typically carry feeder bus service, mini-bus, or demand-responsive services. Demand-responsive service may include service that is tailored to areas (e.g., industrial areas) that have unusual transit service needs. The size and type of transit vehicle should be appropriate to the needs of the land uses served.
* Pedestrian and Bicycle Access. Provide safe and convenient pedestrian and bicycle access along Community Transit Streets and to transfer points and stops.
* Improvements. Community Transit Streets are typically used for access by bicyclists, pedestrians, and drivers to reach neighborhood destinations. Parking removal or the acquisition of additional right-of-way should not be undertaken to enhance transit service on Community Transit Streets, except at specific locations to correct unsafe transit operations or accommodate access to transit.
* Transfer Points. Provide covered waiting areas and transit information at transfer points.
* Bus Stops. Locate stops closer together in neighborhood commercial areas and farther apart in other areas along Community Transit Streets.

**9.4.e. Local Service Transit Streets** provide transit service to nearby residents and adjacent commercial areas.

* Land Use. Transit operations on Local Service Transit Streets should give preference to access for individual properties and to the specific needs of property owners and residents along the street.
* Classification. Streets not classified as Regional Transitways, Major Transit Priority Streets, Transit Access Streets, or Community Transit Streets are classified as Local Service Transit Streets.
* Function. Local Service Transit Streets may be used for paratransit service, end loops for regularly scheduled routes, and may carry school buses.
* Bus Stops. Locate stops along Local Service Transit Streets based on Tri-Met service standards.

**9.4.f. Transit Stations** are locations where light rail vehicles or other high-capacity transit vehicles stop to board and unload passengers.

* Locations. Locate Transit Stations on Regional Transitways to provide direct and convenient service to regional and town centers and major trip generators along the transitway. Station locations are conceptual. Actual locations should be used for regulatory purposes such as measuring distances.
* Passenger Facilities. Provide safe and convenient covered waiting areas and easy transfer to other transit services. Provide transit information and access for pedestrians and bicyclists. Transit Stations should have a full range of passenger services, including route information, benches, secure bicycle parking, trash receptacles, enhanced signing, lighting, and telephones.
* Transit Station Spacing. Place Transit Stations along Regional Transitways with light rail service or other high-capacity transit service at intervals of approximately one-half mile. In high-density areas in the Central City, consider closer station spacing of three to four blocks.

**9.4.g. Intercity Passenger Rail** provides commuter and other rail passenger service.

* Station Spacing. Stations are typically located one or more miles apart, depending on overall route length.

**9.4.h. Passenger Intermodal Facilities** serve as the hub for various passenger modes and the transfer point between modes.

* Connections. Passenger Intermodal Facilities connect inter-urban passenger service with urban public transportation service and are highly accessible by all modes.

**Objective 9.5 Bicycle Classification Descriptions (formerly Objective 6.7)**

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

* Land Use. Major City Bikeways should support 2040 land use types.
* Improvements. Major City Bikeways should be designed to accommodate large volumes of bicyclists, to maximize their comfort and to minimize delays by emphasizing the movement of bicycles. Build the highest quality bikeway facilities. Motor vehicle lanes and on-street parking may be removed on Major City Bikeways to provide needed width for separated-in-roadway facilities where compatible with adjacent land uses and only after performing careful analysis to determine potential impacts to the essential movement of all modes. Where improvements to the bicycling environment are needed but the ability to reallocate road space is limited, consider alternative approaches that include property acquisition, or dedication, parallel routes and/or less desirable facilities. On Major City Bikeways developed as shared roadways, use all appropriate tools to achieve recommended performance guidelines. Where conditions warrant and where practical, Major City Bikeways should have separated facilities for bicycles and pedestrians.

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

* Land Use. City Bikeways should support 2040 land use types and residential neighborhoods.
* Improvements. City Bikeways emphasize the movement of bicycles. Build the highest quality  
  bikeway facilities. Motor vehicle lanes and on-street parking may be removed on City Bikeways to provide needed width for separated-in-roadway facilities where compatible with adjacent land uses and only after taking into consideration the essential movement of all modes. Where improvements to the bicycling environment are needed but the ability to reallocate road space is limited, consider alternative approaches that include property acquisition, or dedication, parallel routes and/or less desirable facilities. On City Bikeways developed as shared roadways, use all appropriate tools to achieve recommended performance guidelines.

**9.5.c. Local Service Bikeways** serve local circulation needs for bicyclists and provide access to adjacent properties.

* Classification. All streets not classified as City Bikeways or Major City Bikeways with the exception of Regional Trafficways not also classified as Major City Traffic Streets, are classified as Local Service Bikeways.
* Improvements. Consider the following design treatments for Local Service Bikeways: shared roadways, traffic calming, bicycle lanes, and extra-wide curb lanes. Crossings of Local Service Bikeways with other rights-of-way should minimize conflicts.
* On-Street Parking. On-street parking on Local Service Bikeways should not be removed to provide bicycle lanes.
* Operation. Treatment of Local Service Bikeways should not have a side effect of creating, accommodating, or encouraging automobile through-traffic.

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

* Land Use. High density and mixed-use neighborhoods should be targeted as bicycle districts. Auto-oriented development should be discouraged in Bicycle Districts.
* Characteristics. The size and configuration of a Bicycle District should be consistent with the scale of bicycling trips. A Bicycle District includes the streets along its boundaries, except where the abutting street is classified as a Regional Trafficway.
* Improvements. All streets within a Bicycle District are important in serving bicycle trips. Appropriate bicycle facilities should be determined for each street based on the desired bicycling conditions and operations. Use the bikeway design and engineering guidelines to design streets within Bicycle Districts.

**Objective 9.6 Pedestrian Classification Descriptions (formerly Objective 6.8)**

**9.6.a. Pedestrian Districts** 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, and station communities.

* Land Use. Zoning should allow a transit-supportive density of residential and commercial uses that support lively and intensive pedestrian activity. Auto-oriented development should be discouraged in Pedestrian Districts. Institutional campuses that generate high levels of pedestrian activity may be included in Pedestrian Districts. Exceptions to the density and zoning criteria may be appropriate in some designated historic districts with a strong pedestrian orientation.
* Streets within a District. Make walking the mode of choice for all trips within a Pedestrian District. All streets within a Pedestrian District are equal in importance in serving pedestrian trips and should have sidewalks on both sides.
* Characteristics. The size and configuration of a Pedestrian District should be consistent with the scale of walking trips. A Pedestrian District includes both sides of the streets along its boundaries, except where the abutting street is classified as a Regional Trafficway. In these instances, the land up to the Regional Trafficway is considered part of the Pedestrian District, but the Regional Trafficway itself is not.
* Access to Transit. A Pedestrian District should have, or be planned to have, frequent transit service and convenient access to transit stops.
* Improvements. Use the Pedestrian Design Guide to design streets within Pedestrian Districts. Improvements may include widened sidewalks, curb extensions, street lighting, street trees, and signing. Where two arterials cross, design treatments such as curb extensions, median pedestrian refuges, marked crosswalks, and traffic signals should be considered to minimize the crossing distance, direct pedestrians across the safest route, and provide safe gaps in the traffic stream.

**9.6.b. Pedestrian-Transit Streets** create a strong and visible relationship between pedestrians and transit within the Central City.

* Land Use. Pedestrian-Transit Streets respond to significant public investments in public transportation, including light rail, the transit mall, and streetcar, and enhance the pedestrian environment adjacent to high-density land uses.
* Improvements. Improvements should include wide sidewalks to accommodate high levels of pedestrian traffic, urban design features that promote pedestrian activity, and visual signals to motor vehicles to recognize the priority of pedestrian and transit vehicles.

**9.6.c. City Walkways** provide safe, convenient, and attractive pedestrian access to activities along major streets and to recreation and institutions; provide connections between neighborhoods; and provide access to transit.

* Land Use. City Walkways should serve areas with dense zoning, commercial areas, and major destinations. Where auto-oriented land uses are allowed on City Walkways, site development standards should address the needs of pedestrians for access.
* Improvements. Use the Pedestrian Design Guide to design City Walkways. Consider special design treatment for City Walkways that are also designated as Regional or Community Main Streets.

**9.6.d. Off-Street Paths** serve recreational and other walking trips.

* Function. Use Off-Street Paths as short cuts to link urban destinations and origins along continuous greenbelts such as rivers, park and forest areas, and other scenic corridors, and used as elements of a regional, citywide, or community recreational trail plan.
* Location. Establish Off-Street Paths in corridors not well served by the street system. On existing rights-of-way that are not developed or likely to be developed in the near future, Off-Street Paths may be designated where needed to complete the pedestrian system.
* Improvements. Use the Pedestrian Design Guide to design Off-Street Paths. Design Off-Street Paths as separated facilities that accommodate pedestrians and may accommodate other non-motorized vehicles.

**9.6.e Local Service Walkways** serve local circulation needs for pedestrians and provide safe and convenient access to local destinations, including safe routes to schools.

* Land Use. Local Service Walkways are usually located in residential, commercial, or industrial areas on Local Service Traffic Streets.
* Classification. All streets not classified as City Walkways or Off-Street Paths, with the exception of Regional Trafficways not also classified as Major City Traffic Streets, are classified as Local Service Walkways.
* Improvements. Use the Pedestrian Design Guide to design Local Service Walkways.

**Objective 9.7 Freight Classification Descriptions (formerly Objective 6.9)**

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

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

**9.7.b. Regional Truckways** facilitate interregional and movement of freight.

* Land Use. Support locating industrial and employment land uses with high levels of truck activity near Regional Truckway interchanges.
* Function. Provide for safe and efficient continuous-flow operation for trucks.
* Connections. Provide Regional Truckway interchanges that directly serve Freight districts and connect to Priority Truck Streets and other streets with high levels of truck activity. A ramp that connects to a Regional Truck Street is classified as a Regional Truck Street up to its intersection with a lower-classified street.
* Design. Design Regional Truckways to be limited access facilities and to standards that facilitate the movement of all types of trucks.

**9.7.c. Priority Truck Streets** 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.

**9.7.d. Major Truck Streets** serve as principal routes for trucks in a Transportation District.

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

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

* Land Use. Support locating commercial land uses that generate lower volumes of truck trips on Truck Access Streets.
* Function. Truck Access Streets provide access and circulation to land uses within a Transportation District. Non-local truck trips are discouraged from using Truck Access Streets.
* Connections. Truck Access Streets should distribute truck trips from Major Truck Streets to neighborhood-serving destinations.
* Design. Design Truck Access Streets to accommodate truck needs in balance with other modal needs of the street.

**9.7.f. Local Service Truck Streets** 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.

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

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

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

**Objective 9.8 Emergency Response Classification Descriptions (formerly Objective 6.10)**

**9.8.a.** **Major Emergency Response Streets** serve primarily the longer, most direct legs of emergency response trips.

* Improvements. Design treatments on Major Emergency Response Streets should enhance mobility for emergency response vehicles by employing preferential or priority treatments.
* Traffic Slowing. Major Emergency Response Routes are not eligible for traffic slowing devices in the future. Existing traffic slowing devices may remain and be replaced if necessary.

**9.8.b.** **Minor Emergency Response Streets** serve primarily the shorter legs of emergency response trips.

* Classification. All streets not classified as Major Emergency Response Streets are classified as Minor Emergency Response Streets.
* Improvements. Design and operate Minor Emergency Response Streets to allow access to individual properties by emergency response vehicles, but maintain livability on the street.
* Traffic Slowing. Minor Emergency Response Streets are eligible for traffic slowing devices.

**Objective 9.9 Street Design Classification Descriptions (formerly Objective 6.11)**

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

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

* Land Use. Civic Main Streets are segments of Civic Corridors located within the Central City, Regional Centers, Town Centers, Neighborhood Centers, and other areas of intensive commercial activity. Development consists of a mix of uses that are oriented to the street.
* Lanes. Civic Main Streets typically include two to four vehicle lanes, with additional turning lanes as needed. Lanes may be dedicated as transit-only or business-access-transit lanes if needed to improve transit speed and reliability.
* Width. Civic Main Streets generally feature a wider right-of-way than Neighborhood Main Streets and are more often able to provide the desired space for each mode and function.
* Function. Civic Main Streets should emphasize pedestrian access to adjacent land uses while also accommodating access and mobility for other modes.
* Curb zone. The curb zone along Civic Main Streets should emphasize access and place-making functions (such as parking, loading, transit stops, street trees, curb extensions, and street seats) to support adjacent land use and improve the pedestrian realm. The curb zone may be used for mobility functions if space is needed to provide bicycle facilities or provide turn lanes near intersections.
* Separation. Civic Main Streets have frequent street connections and support multimodal access to destinations. Sidewalks should be provided, and pedestrian and bicycle crossings should be signalized or improved with median refuge islands or curb extensions as needed to provide safety and comfort. Bicycle facilities should be separated from motor vehicle traffic.
* Design Elements. Civic Main Street design should typically include the following: wide sidewalks with a through pedestrian zone, a furnishing zone, and a frontage zone; closely-spaced pedestrian crossings; separated bicycle facilities; way-finding; transit priority treatments as needed; vehicle lanes; low vehicle speeds; medians and/or turn lanes as needed; and limited driveway access.
* Design Treatment. During improvement projects, the preservation of existing vegetation, topography, vistas and viewpoints, driver perception, street lighting, and sight distance requirements should be considered.
* Utilities. Consider undergrounding or reducing the visual impact of overhead utilities along Civic Main Streets.

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

* Land Use. Neighborhood Main Streets are segments of Neighborhood Corridors located within the Central City, Regional Centers, Town Centers, Neighborhood Centers, and other areas of intensive commercial activity.Development consists of a mix of uses oriented to the street.
* Lanes. Neighborhood Main Streets typically include two vehicle lanes with additional turning lanes as needed.
* Width. Neighborhood Main Streets generally feature a narrower right-of-way than Civic Main Streets and may not be able to accommodate the full desired space for each mode.
* Function. Neighborhood Main Streets should emphasize pedestrian access to adjacent land uses while also accommodating access and mobility for other modes.
* Curb zone. The curb zone along Neighborhood Main Streets should emphasize access and place-making functions (such as parking, loading, transit stops, street trees, curb extensions, and street seats) as needed to support adjacent land use and improve the pedestrian realm. The curb zone may be used for mobility functions if space is needed to provide bicycle facilities or provide turn lanes near intersections.
* Separation. Neighborhood Main Streets have frequent street connections and support multimodal access to destinations. Sidewalks should be provided and pedestrian and bicycle crossings should be signalized or improved with median refuge islands or curb extensions as needed to provide safety and comfort. Bicycle facilities should generally be separated from motor vehicle traffic, though shared roadway facilities may be acceptable if traffic volumes and speeds are sufficiently low.
* Design Elements. Neighborhood Main Street design should typically include the following: wide sidewalks with a through pedestrian zone, a furnishing zone, and a frontage zone; closely-spaced pedestrian crossings; separated bicycle facilities; way-finding; transit priority treatments as needed; vehicle lanes; low vehicle speeds; medians and/or turn lanes as needed; and limited driveway access.
* Design Treatment. During improvement projects, the preservation of existing vegetation, topography, vistas and viewpoints, driver perception, street lighting, and sight distance requirements should be considered.
* Utilities. Consider undergrounding or reducing the visual impact of overhead utilities along Neighborhood Main Streets.

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

* Land Use. Civic Corridors are located primarily along major transit corridors and between Civic Main Street segments, connecting the Central City, Regional Centers, Town Centers, and Neighborhood Centers. Development consists of a mix of uses that are oriented to the street.
* Lanes. Civic Corridors typically include two to four vehicle lanes, with additional turning lanes as needed. Lanes may be dedicated as transit-only or business-access-transit lanes if needed to improve transit speed and reliability.
* Width. Civic Corridors generally feature a wider right-of-way than Neighborhood Corridors and are more often able to provide the desired space for each mode and function.
* Function. Civic Corridors emphasize mobility for all modes between major activity centers while also accommodating access to adjacent land uses along the corridor.
* Curb zone. The curb zone along Civic Corridors should typically emphasize mobility functions such as bicycle facilities or turn lanes near intersections. The curb zone may be used for access functions such as parking and loading if needed to support adjacent land use.
* Separation. Civic Corridors have frequent street connections. Sidewalks should be provided and pedestrian and bicycle crossings should be signalized or improved with median refuge islands or curb extensions as needed to provide safety and comfort. Bicycle facilities should be separated from motor vehicle traffic.
* Design Elements. Civic Corridor design should typically include the following: wide sidewalks with a through pedestrian zone, a furnishing zone, and a frontage zone; closely-spaced pedestrian crossings; separated bicycle facilities; way-finding; transit priority treatments as needed; vehicle lanes; low to moderate speeds; and medians and/or turn lanes as needed.

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

* Land Use. Neighborhood Corridors are primarily located along transit corridors and between segments of Neighborhood Main Streets, connecting the Central City, Regional Centers, Town Centers, and Neighborhood Centers. Development consists of a mix of uses that are oriented to the street.
* Lanes. Neighborhood Corridors typically include two vehicle lanes with additional turning lanes as needed.
* Width. Neighborhood Corridors generally feature a narrower right-of-way than Civic Corridors and may not be able to accommodate the full desired space for each mode.
* Function. Neighborhood Corridors emphasize mobility for all modes between activity centers while also accommodating access to adjacent land uses along the corridor.
* Curb zone. The curb zone along Neighborhood Corridors should emphasize mobility functions such as bicycle facilities or turn lanes near intersections. The curb zone may be used for access functions such as parking and loading if needed to support adjacent land use.
* Separation. Neighborhood Corridors have frequent street connections. Sidewalks should be provided and pedestrian and bicycle crossings should be signalized or improved with median refuge islands or curb extensions as needed to provide safety and comfort. Bicycle facilities should be separated from motor vehicle traffic, though shared roadway bicycle facilities may be acceptable if traffic volumes and speeds are sufficiently low.
* Design Elements. Neighborhood Corridor design should typically include the following: wide sidewalks with a through pedestrian zone, a furnishing zone, and a frontage zone; closely-spaced pedestrian crossings; separated bicycle facilities; way-finding; transit priority treatments as needed; vehicle lanes; low to moderate speeds; and medians and/or turn lanes as needed.

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

* Land Use. Regional Corridors connect Regional, Town, and Neighborhood Centers to other cities in the region.
* Lanes. Regional Corridors usually include two to four vehicle lanes. They occasionally have additional lanes in some situations, such as to allow turning movements. Lanes may be dedicated as transit-only or business-access-transit lanes if needed to improve transit speed and reliability.
* Width. Regional Corridors generally feature a wider right-of-way than Community Corridors and are more often able to provide the full desired space for each mode.
* Function. Regional Corridors emphasize mobility for all modes between cities while also accommodating access to adjacent land uses along the corridor.
* Curb zone. The curb zone along Regional Corridors should emphasize mobility functions such as bicycle facilities or turn lanes near intersections. The curb zone may be used for access functions such as parking and loading if needed to support adjacent land use.
* Separation. Regional Corridors can have moderately spaced street connections. Sidewalks should be provided and pedestrian and bicycle crossings should be signalized or improved with median refuge islands or curb extensions as needed to provide safety and comfort. Bicycle facilities should be separated from motor vehicle traffic.
* Design Elements. Regional Corridor design should typically include the following: sidewalks; pedestrian crossings where needed to serve transit stops or destinations; separated bicycle facilities; way-finding; transit priority treatments as needed; vehicle lanes; and medians and/or turn lanes as needed.

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

* Land Use. Community Corridors connect Regional, Town, and Neighborhood Centers to surrounding neighborhoods.
* Lanes. Lanes may be dedicated as transit-only or business-access-transit lanes if needed to improve transit speed and reliability.
* Width. Community Corridors generally feature a narrower right-of-way than Regional Corridors and may not be able to accommodate the full desired space for each mode.
* Function. Community Corridors emphasize mobility for all modes between neighborhoods while also accommodating access to adjacent land uses along the corridor.
* Curb zone. The curb zone along Community Corridors should emphasize mobility functions such as bicycle facilities or turn lanes near intersections. The curb zone may be used for access functions such as parking and loading if needed to support adjacent land use.
* Separation. Community Corridors have closely spaced street connections. Sidewalks should be provided and pedestrian and bicycle crossings should be signalized or improved with median refuge islands or curb extensions as needed to provide safety and comfort. Bicycle facilities should be separated from motor vehicle traffic, though shared roadway bicycle facilities may be acceptable if traffic volumes and speeds are sufficiently low.
* Design Elements. Community Corridor design should typically include the following: sidewalks; pedestrian crossings where needed to serve transit stops or destinations; separated bicycle facilities; way-finding; transit priority treatments as needed; vehicle lanes; and medians and/or turn lanes as needed.

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

* Land Use. Urban Throughways connect major activity centers, industrial areas, and intermodal facilities. Adjacent land uses sometimesorient directly to Urban Throughways.
* Number of Lanes. Urban Throughways usually have four to six vehicle lanes, with additional lanes in some situations. Dedicated high-occupancy-vehicle, freight-only, or transit-only lanes may be provided to support more efficient use of Urban Throughways.
* Function. Urban Throughways primarilyserve a mobility function, with little or no local access provided along the street.
* Separation. Urban Throughways may becompletely divided, with no left turns, or they may be mostly divided, with limited opportunities for left turns. Street connections may occur at separated grades, with access controlled by ramps, or there may be limited street connections at grade. If designed as a grade-separated freeway, pedestrian and bicycle crossings should be provided on overpasses or underpasses, and pedestrian and bicycle facilities along the corridor should be provided on parallel pathways. If designed as a limited-access highway or expressway, pedestrian and bicycle crossings should be either grade-separated or signalized, and pedestrian and bicycle facilities should be separated from motor vehicle traffic.
* Design Elements. Urban Throughway design typically includes vehicle lanes, grade-separated or signalizedpedestrian and bicycle, parallel pathways or separated facilities for pedestrian and bicycle travel, clear sightlines, median barriers, shoulders, and motor vehicle lane widths that accommodate freight movement. Where appropriate, transit priority treatments should be used to enhance transit speed and reliability. Encourage the Oregon Department of Transportation to maintain a continuous landscape along Urban Throughways that reduces the visual impacts of the throughway on motorists and adjacent land uses.
* Connections. A ramp that connects to an Urban Throughway is classified as an Urban Throughway up to its intersection with a differently-classified street. An interchange between an Urban Throughway and a differently-classified street should be designed to safely accommodate all modes and provide the least possible disruption to the surrounding modal networks. Connections should be provided across Urban Throughways at closely-spaced intervals to provide greater street connectivity.

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

* Land Use. Industrial Roads typically serve industrial areas and freight intermodal sites, with a significant percentage of trips being made by trucks. Adjacent land uses sometimes orient to the Industrial Road.
* Number of Lanes. Industrial Road design typically includes two to four vehicle lanes, with additional turning lanes as needed. Dedicated freight-only lanes or turn pockets may be provided as needed to support roadway efficiency.
* Function. Industrial Roads emphasize freight mobility while accommodating other modes and providing access to industrial sites and freight districts.
* Curb zone. The curb zone along Industrial Roads primarily serves mobility functions such as vehicle lanes or bike lanes. The curb zone may be used for access functions such as parking and loading at limited locations if needed to support adjacent land use.
* Separation. Industrial Roads have limited street connections that may occur at the same grade or separate grades. Pedestrian and bicycle crossings should be grade-separated or signalized, and pedestrian and bicycle facilities should be separated from motor vehicle traffic.
* Design Elements. Industrial Road design typically includes vehicle lanes, medians or center turn lanes where needed, limited driveway access, pullouts for bus stops, transit priority treatments, separated pedestrian and bicycle facilities, and improved pedestrian crossings located on overpasses, underpasses, or signalized at-grade intersections. Industrial Roads may also include design treatments that improve freight mobility, such as freight-only lanes, freight signal priority, and a wider turning radius at intersections.

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

* Dual Classification. Streets may have an Enhanced Greenway Corridor classification in addition to another street design classification. When developing or retrofitting these streets, incorporate Enhanced Greenway Corridor design elements within the corridor.
* Land Use. Enhanced Greenway Corridors connect parks, open spaces, and singular attractions throughout the City to each other and to surrounding neighborhoods via a network of scenic and low-stress walking and/or bicycling routes. They can run through a variety of different land use contexts, including residential neighborhoods, natural areas, industrial areas, and employment centers.
* Design Elements. Enhanced Greenway Corridor design can take many forms, and should use flexible design treatments appropriate to adjacent land use context. Design elements may include: neighborhood greenways; traffic calming; motor vehicle diversion; multi-use paths; wide sidewalks; boardwalks; trails; separated bikeways; broad-canopy trees and landscaping; scenic views; stormwater management; underground utilities; special lighting; and way-finding. Where appropriate, pedestrian and bicycle routes may use separate parallel routes or streets along a corridor.

**9.9.j. Greenscape Streets**

Greenscape Street designs are applied to arterials where natural or informal landscapes dominate the adjacent areas and the right-of-way, such as lower-density residential areas in wooded settings.

* Dual Classifications. Where streets have a Greenscape Street design designation and another street design designation, consider the natural characteristics of the street during the design and implementation of street improvements.
* Design Treatment. During improvement projects, consider the use of vegetated stormwater treatment techniques; minimizing impervious surfaces; preservation of existing vegetation, topography, vistas and viewpoints, driver perception, street lighting, and sight distance requirements. Vegetation may be landscaped or native, depending on the existing and desired character.

**9.9.k. Local Streets** are designed to complement planned land uses and reduce dependence on arterials for local circulation.

* Land Use. Local Streets are multimodal, but are not intended for trucks (other than local deliveries) in residential areas. Local Streets are important for local circulation of trucks in commercial and industrial areas.
* Design. Local Street design typically includes frequent street connections, sidewalks, on-street parking, stormwater facilities, and planting of street trees and ground covers (where planting strips are included). A shared street design without sidewalks may be appropriate where traffic volumes are sufficiently low.
* Classification. All streets not classified as Urban Throughways, Urban Highways, Industrial Roads, Civic Main Streets, Neighborhood Main Streets, Civic Corridors, Neighborhood Corridors, Regional Corridors, or Community Corridors are classified as Local Streets for street design.

**Objective 9.10 Pedestrian Transportation (formerly Objective 6.22)**

**9.10.a.** Support walking to transit by giving priority to the completion of the pedestrian network that serves Comp Plan Centers and Corridors, transit centers, stations, and stops; providing adequate spacing and quality of crossing opportunities at transit stops; and planning and designing pedestrian improvements that allow adequate space for transit stop facilities.

**9.10.b.** Improve the quality of the pedestrian environment by implementing pedestrian design guidelines to ensure that all construction in the right-of-way meets a pedestrian quality standard and by developing special design districts for Pedestrian Districts and main streets.

**9.10.c.** Increase pedestrian safety and convenience by identifying and analyzing high pedestrian collision locations; making physical improvements, such as traffic calming, signal improvements, and crossing improvements in areas of high pedestrian use; and supporting changes to adopted statutes and codes that would enhance pedestrian safety.

**9.10.d.** Develop a citywide network of pedestrian trails that increases pedestrian access for recreation and transportation purposes and links to schools, parks, transit, and shopping as well as to the regional trail system and adjacent cities.

**Objective 9.11 Bicycle Transportation*****(formerly Objective 6.23)***

**9.11.a.** Form a citywide network of connected bikeways on streets including streets with low traffic speeds and low traffic volumes. Provide the highest degree of separation on busier streets to preserve access to common destinations. Accommodate cyclists of all ages and abilities.

**9.11.b.** Provide continuous bicycle facilities and eliminate gaps in the bikeway network.

**9.11.c.** Install bicycle signage along bikeways where needed to define the route and/or direct bicyclists to a destination or other bikeway.

**9.11.d.** Design bicycle facilities with safety and comfort as basic requirements to attract riders of all ages and skill levels.

**9.11.e.** Ensure that the health, social, economic, and environmental benefits of bicycling are accessible to all Portlanders regardless of race, ethnicity, age, economic status, geographical location or language spoken.

**9.11.f.** Encourage the provision of showers and changing facilities for commuting cyclists, including the development of such facilities in commercial buildings and at central locations.

**9.11.g.** Increase the number of multi-modal trips that include bicycling for at least one trip segment by improving and simplifying connections and transfers to transit.

**9.11.h.** Promote bicycling as safe and convenient transportation to and from school.

**9.11.i.** Provide bikeway system improvements that will serve key destinations, such as Metro 2040 centers and main streets, employment centers, commercial districts, transit stations, institutions, schools, and recreational destinations.

**9.11.j.** Support bike-sharing programs aimed at residents, employees, and visitors to increase access to bicycles and to provide last-mile connections from transit.

**9.11.k.** Maintain Portland’s position as a national leader in the evaluation of bicycle improvements and ridership through on-going data collection and monitoring of changes to bicycling infrastructure and in riding behavior.

**9.11.l.** Support changes to remove institutional barriers in statutes, policies, and codes that discourage safe and efficient bicycle use.

**Objective 9.12**  **Public Transportation *(formerly Objective 6.24)***

**9.12.a.** Support light rail transit and bus connections as the foundation of the regional transit system, with completion of the system to connect all regional centers, downtown Vancouver, major attractions, and intermodal passenger facilities as a high priority for the region.

**9.12.b.** Base decisions about light rail transitway alignments and their connections to other regional facilities on individual corridor studies.

**9.12.c.** Expand primary and secondary bus service to meet the growing demand for work and non-work trips, operate as the principal transit service for access and mobility needs, help reduce congestion, and support the economic activities of the City.

**9.12.d.** Implement transit-preferential measures on Major Transit Priority Streets to achieve travel times competitive with the automobile and to improve service reliability.

**9.12.e.** Consider the use of alternative forms of transit, including vanpools and dial-a-ride in low-density areas and other forms of transit such as water taxis.

**9.12.f.** Support a public transit system and regional transportation strategies that address the special needs of the transportation disadvantaged and provide increased mobility options and access.

**9.12.g.** 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.

**9.12.h** Develop streetcar lines in Portland to connect new or redeveloping neighborhoods to employment opportunities and other destinations, including shopping, education, and recreation.

**Objective 9.13 Transit-Oriented Development (formerly Objective 6.19)**

**9.13.a.** Consider the existing or planned availability of high-quality transit service when adopting more intensive residential, commercial, and employment designations.

**9.13.b.** Focus medium-density and high-density development, including institutions, in transit-oriented developments along transit lines.

**9.13.c.** Require commercial and multifamily development to orient to and provide pedestrian and bicycle connections to transit streets and, for major developments, provide transit facilities on a site or adjacent to a transit stop.

**9.13.d.** Examine the benefits of limiting drive-through facilities in existing or planned areas of high-intensity development and high levels of pedestrian, bicycle, and transit activity when planning studies are being done for these areas.

**Objective 9.14** **Truck Mobility*****(formerly Objective 6.30)***

**9.14.a.** Prioritize transportation investments in the freight street network that improve connections between Freight Districts and Regional Truckways.

**9.14.b.** Accommodate truck travel on designated truck streets through improvements to facility design and operations that address the dimensional needs of trucks.

**9.14.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.

**9.14.d.** Develop and implement street connectivity plans for Freight Districts to improve truck circulation and access to industrial land uses.

**9.14.e.** Develop and implement a signage plan for designated truck routes and major freight destinations.

**9.14.f.** Designate and maintain preferred routes to accommodate over-dimensional freight movement.

**9.14.g.** Employ intelligent transportation system measures to reduce delays and improve travel time on Regional Truckways, Priority Truck Streets and Major Truck Streets.

**Objective 9.15 Truck Accessibility*****(formerly Objective 6.31)***

**9.15.a.** Evaluate and improve locations where inadequate roadway design creates barriers for truck access in Freight Districts and on designated truck streets.

**9.15.b.** Upgrade bridges to remove load limits and vertical clearance restrictions on designated truck streets.

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

**9.15.d.** Provide adequate off-street loading areas for larger employment, commercial and multi-family developments.

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

**9.15.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.

**Objective 9.16 Multimodal Freight System *(formerly Objective 6.29)***

**9.16.a.** Support a well-integrated freight system that includes truck, rail, marine, air, and pipeline modes as vital to a healthy economy.

**9.16.b.** Coordinate with private and public stakeholders to identify improvement and funding strategies for multimodal freight mobility needs.

**9.16.c.** Participate with interjurisdictional partners in the development of corridor plans, master plans, and regional facility plans that impact freight mobility.

**9.16.d.** Address freight access and mobility needs when conducting multimodal transportation studies or designing transportation facilities.

**9.16.e.** Work with community stakeholders to minimize adverse impacts of freight activity on the environmental and residential and mixed-use neighborhoods.

**Objective 9.17 Multimodal Passenger Service *(formerly Objective 6.33)***

**9.17.a.** Support continuation of Union Station as the multimodal transportation hub, serving as the primary passenger rail and intercity bus terminal in the Portland metropolitan area and providing direct connections among passenger rail, light rail, streetcar, intracity buses, taxis, and airport shuttle buses.

**9.17.b.** Support continuation of Portland International Airport as the multimodal passenger air facility hub by encouraging direct connections for all modes, including light rail transit, buses, taxis, and airport shuttles.

**9.17.c.** Support development of passenger transfer facilities in existing and emerging regional centers.

**9.17.d.** Support commuter rail service where it will reinforce the 2040 Growth Concept and is an efficient alternative to the automobile.

**9.17.e.** Support expansion of Northwest Corridor passenger rail service between Eugene, Portland, Seattle, and Vancouver, B. C. by incremental improvements in speed, frequency, and station facilities, in cooperation with the States of Oregon and Washington and the Province of British Columbia.

**Objective 9.18 Regional Trafficways*****(formerly Objective 6.32)***

**9.18.a.** Regard the City’s Regional Trafficway system within Portland to be substantially complete, except for safety or other improvements to existing facilities that increase their efficiency.

**9.18.b**. Oppose extension of a new circumferential freeway north of US 26 into the City and through Forest Park.

**Objective 9.19 Emergency Response*****(formerly Objective 6.14)***

**9.19.a.** Use the emergency response classification system to determine whether traffic-slowing devices can be employed.

**9.19.b.** Use the emergency response classification system to guide the routing of emergency response vehicles.

**9.19.c.** Use the emergency response classifica­­­tion system to help site future fire stations.

**Objective 9.20 Transportation System** **Management *(formerly Objective 6.15)***

**9.20.a.** Reduce and manage automobile travel demand and promote transportation choices before considering the addition of roadway capacity for single-occupant vehicles.

**9.20.b.** Employ transportation system management measures, including coordinating and synchronizing signals and intersection redesign, to improve mobility and safety for all modes of travel.

**9.20.c.** Design, build, and operate the transportation system so that it can be safely navigated by all users.

**Objective 9.21 Traffic Calming (formerly Objective 6.13)**

**9.21.a.** Manage traffic on Neighborhood Collectors and Local Service Streets consistent with the land uses they serve and to preserve and enhance neighborhood livability.

**9.21.b.** Encourage non-local traffic, including trucks, to use streets of higher traffic and truck classifications through design, operations, permitting, and signing.

**9.21.c.** Implement measures on Local Service Traffic Streets that do not significantly divert traffic to other streets of the same classification, except when needed to give priority to pedestrians and/or bicycle traffic.

**9.21.d.** Implement measures on Neighborhood Collectors that do not result in significant diversion of traffic to streets of lower classification.

**9.21.e.** Reduce traffic speeds through enforcement and design in high density main streets, Centers and Corridors, to levels that are safe and comfortable for bicyclists and pedestrians.

**9.21.f.** 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 a comfortable cycling environment on the street.

**Objective 9.22 Access Management *(formerly Objective 6.16)***

**9.22.a.** Work with ODOT to manage the location, spacing, and type of road and street intersections on Regional Trafficways, St. Helens Road, Lombard east of Interstate 5, and McLoughlin, and develop access management plans for other City streets as needed to ensure the safe and efficient operation of these facilities.

**9.22.b.** Provide local access to arterials, while minimizing conflicts with through-traffic.

**9.22.c.** Ensure that access management measures do not adversely impact any transportation mode, consistent with the classifications of the street where these measures are applied.

**Objective 9.23 Regional and City Travel Patterns** ***(formerly Objective 6.12)***

**9.23.a.** Direct interregional traffic to use Regional Trafficways and Regional Transitways, and manage these facilities to maximize their existing capacity.

**9.23.b.** Minimize the impact of interregional and long intraregional trips on Portland neighborhood and commercial areas, while supporting the travel needs of the community.

**9.23.c.** Manage traffic on Neighborhood Collectors that Metro designates as Collectors of Regional Significance so they maintain their function as distributors of traffic between Major City Traffic Streets or District Collectors and Local Service Streets, rather than function primarily for regional traffic movement.

**9.23.d.** Use the TSP refinement plan process to determine specific projects and actions to meet needs in identified transportation corridors.

**Objective 9.24 Connectivity *(formerly Objective 6.20)***

**9.24.a.** Provide interconnected local and collector streets to serve new and redeveloping areas and to ensure safe, efficient, and convenient pedestrian, bicycle, and vehicle access with preference for public streets over private streets.

**9.24.b.** Create short blocks through development of frequent street connections in mixed-use areas of planned high-density development.

**9.24.c.** Provide convenient and safe bicycle and pedestrian connections to transit routes, schools, and parks, as well as within and between new and existing residential developments, employment areas, and other activity centers where street connections are not feasible.

**9.24.d.** Use large-scale Green Streets as a means of connecting neighborhoods, using the right-of-way efficiently, and enhancing neighborhood livability.

**Objective 9.25 Street Plans *(formerly Objective 11.11)***

**9.25.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.

**9.25.b.** Ensure that new residential development and development in zones that allow a mix of uses include street plans that are consistent with master street plans, extend and connect to adjacent areas, and meet connectivity objectives.

**9.25.c.** Identify opportunities to extend and connect streets, provide direct public right-of-way routes, and limit the use of cul-de-sac and other closed-end street designs.

**9.25.d.** Provide full 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 1,200 feet, unless exceptional habitat quality or length of crossing prevents a full street connection.

**9.25.e.** Provide bike and pedestrian connections at approximately 330-foot 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 crossing prevents a connection.

**9.25.f.** As the South Waterfront District develops, provide connectivity for all modes of travel by developing the streets and accessways as shown on Chapter 11, Map 1.

**9.25.g.** As the western half of the Bridgeton neighborhood develops, provide connectivity for all modes of travel by developing the streets as shown in Chapter 11, Map 2.

**9.25.h.** As the Gateway regional center redevelops, provide additional connectivity for all modes of travel as shown in Chapter 11, Map 3.

**9.25.i.** As the Airport Way vicinity continues to develop, use the Airport Way Secondary Infrastructure Plan as a guide to provide connectivity for all modes of travel by developing streets as shown in Chapter 11, Map 4.

**9.25.j.** Continue to provide connectivity in the River District for all modes of travel by developing public and private streets as shown in Chapter 11, Map 5.

**9.25.k.** As the Southwest District develops, provide connectivity for all modes of travel by developing streets as shown in Chapter 11, Map 6.

**9.25.l.** As the Far Southeast District develops, provide connectivity for all modes of travel by developing streets as shown in Chapter 11, Map 7.

**9.25.m.** As the street system is modified around the west end of the Ross Island Bridge, provide enhanced connectivity for all modes as shown in Chapter11, Map 8.

**9.25.n.** Preserve street connectivity in areas of the City that meet the standards of this policy and its objectives as shown in Chapter11, Maps 9 through 16.

**9.25.o.** Improve connectivity in the St. Johns town center by implementing the St. Johns Master Street Plan as shown in Chapter 11, Map 17.

**9.25.p.** Improve and preserve connectivity in the Northwest District by implementing the Northwest District Master Street Plan as shown in Chapter 11, Map 18.

**9.25.q.** Establish a network of streets in Multnomah County Unincorporated Urban Pockets to provide connectivity for all modes of travel as shown in Chapter 11, Maps 19 A through C.

**Objective 9.26 Performance Measures (formerly Objective 11.13)**

**9.26.a.** Maintain acceptable levels of performance on the regional transportation system, consistent with Table 9.1, in the development and adoption of, and amendments to, the Transportation System Plan and in legislative amendments to the Comprehensive Plan Map.

**9.26.b.** Use level-of-service as one measure to evaluate the adequacy of transportation facilities in the vicinity of sites subject to land use review.

**9.26.c.** Use alternatives to the level-of-service measure to determine the adequacy of the transportation system in areas that exhibit the following characteristics:

* A mix of land uses, including residential
* A mode split consistent with targets established for the area
* Maximum parking ratios
* Adequate existing street connectivity

**9.26.d.** In areas identified by Metro that exceed the level-of-service in Table 9.1 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

**9.26.e.** Develop performance measures to track progress in creating and maintaining the transportation system.

**9.26.f.** Establish mode split targets in 2040 Growth Concept areas within the City, consistent with Metro’s targets for these areas.

**9.26.g.** By 2035, reduce the number of miles Portlanders travel by car to 11 miles per day on average and 70 percent of commuters walk, bike, take transit, carpool, or work from home at approximately the following rates:

Walk 7.5%

Bicycle 25%

Transit 25%

Carpool 10%

**9.26.h.** By 2035, increase the mode share of daily non-drive alone trips to 70% citywide and to the following in the five pattern areas:

Central City 87%

Inner Neighborhoods 71%

Western Neighborhoods 65%

Eastern Neighborhoods 65%

Industrial and River 55%

**9.26.i.** By 2035, reduce Portland’s transportation-related carbon emissions to 50% below 1990 levels, at approximately 934,000 metric tons.

**9.26.j.** 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%.

**Objective 9.27 Congestion Pricing *(formerly Objective 6.34)***

**9.27.a.** Support pricing strategies that are based on the environmental and social costs of motor vehicles.

**9.27.b.** In cooperation with Metro and other jurisdictions, choose corridors to implement market-based pricing where high-quality transportation alternatives to driving exist.

**Objective 9.28 Travel Management (formerly Objective 6.28)**

**9.28.a.** Develop neighborhood-based programs to promote and support multimodal strategies and trip reduction strategies and programs.

**9.28.b.** Meet the access and mobility needs of businesses and employees in key employment and regional centers with customized alternative transportation programs that result in reduced congestion and improved air quality.

**9.28.c.** Support and encourage the growth of car sharing among City residents and businesses through actions that expand the supply of car sharing vehicles at convenient locations and actions that increase the demand for car sharing services.

**9.28.d.** Require institutions to regulate parking facilities, first to provide short-term parking for visitors and, second, to minimize the amount of employee parking through demand management measures such as carpooling, ridesharing, flexible work hours, telecommuting, parking management, and employer-subsidized transit passes.

**9.28.e.** Require institutions to mitigate excessive parking impacts on residential areas.

**9.28.f.** Require institutions and new development to participate in programs to reduce single-occupant automobile trips.

**Objective 9.29 Parking Management *(formerly Objective 6.25)***

**9.29.a.** Implement measures to achieve Portland’s share of the mandated 10 percent reduction in parking spaces per capita within the metropolitan area over the next 20 years.

**9.29.b.** Consider transportation capacity and parking demand for all motor vehicles in the regulation of the parking supply.

**9.29.c.** Develop parking management programs and strategies that improve air quality, reduce congestion, promote alternatives to the drive-alone commute, and educate and involve businesses and neighborhoods.

**Objective 9.30 On-Street Parking Management *(formerly Objective 6.26)***

**9.30.a.** Support land uses in existing and emerging regional centers, town centers, neighborhood centers, and main streets with an adequate supply of on-street parking spaces while emphasizing grouped bicycle parking in the street.

**9.30.b.** Maintain existing on-street parking in older neighborhoods and commercial areas where off-street parking is inadequate, except where parking removal is necessary to accommodate alternatives to the automobile.

**9.30.c.** Support carpooling in commercial districts by providing convenient, affordable, and adequate on-street spaces.

**9.30.d.** Develop and maintain on-street parking meter districts to provide for customer turnover, reduce on-street parking use by commuters, efficiently allocate parking among diverse users, encourage the use of alternatives to the automobile, and provide a funding source for transportation projects within the districts.

**9.30.e.** Provide and maintain public bicycle parking at high-demand locations in the Central City, neighborhood business nodes, cultural and recreational destinations, transit nodes and employment centers.

**9.30.f.** Ensure a highly functional and high quality design of bicycle parking installed in the public right of way for a variety of bicycle types.

**Objective 9.31 Off-Street Parking *(formerly Objective 6.27)***

**9.31.a.** Consider eliminating requirements for off-street parking in areas of the City where there is existing or planned high-quality transit service and good pedestrian and bicycle access.

**9.31.b.** Encourage the redevelopment of surface parking lots into transit-supportive uses or development or to include facilities for alternatives to the automobile.

**9.31.c.** Limit the development of new parking spaces to achieve land use, transportation, and environmental objectives.

**9.31.d.** Support changes to regulations to ensure that all land uses provide an ample quantity of short- and long-term bicycle parkingfor a variety of bicycle types and end-of-trip facilities consistent with an increasing bicycle mode share.

**9.31.e.** Encourage owners of existing residential or commercial buildings to supplement and upgrade off-street long-term and short-term bicycle parking for a variety of bicycle types.

**Objective 9.32 Transportation Education *(formerly Objective 6.3)***

**9.32.a.** Publicize activities and the availability of resources and facilities that promote a multimodal transportation system.

**9.32.b.** Implement educational programs that recognize the need for developing and maintaining a multimodal transportation system that supports the movement of freight as well as people.

**9.32.c.** Encourage walking by developing education programs for both motorists and pedestrians and by supporting and participating in encouragement events for pedestrians.

**9.32.d.** Develop and implement education and encouragement plans aimed at youth and adult cyclists and motorists.

**9.32.e.** Increase public awareness of the benefits of walking and bicycling and of available resources and facilities.

**9.32.f.** Develop a strong school curriculum and program on transportation safety and travel choices with emphasis on environmental consequences, neighborhood livability, personal safety, and health.

**9.32.g.** Educate citizens and businesses about Green Streets and how they can serve as urban greenways to enhance, improve, and connect neighborhoods to encourage their support, demand and funding for these projects.

**9.32.h.** Increase bicycle safety education, enforcement and outreach to encourage safe travel behavior of all modes and to increase bicycling in Portland.

**9.32.i.** Promote bicycling as safe and convenient transportation to and from school.

**9.32.j.** Continue and expand encouragement programs that provide services and equipment, support behavior changes, raise awareness, and provide incentives that increase bicycling in Portland.

**Objective 9.33 Project Selection *(formerly Objective 11.9)***

**9.33.a.** Address existing deficiencies or hazards by improving pedestrian, bicycle, and vehicular safety.

**9.33.b.** Use good resource management and minimize or reduce negative impacts to the natural environment.

**9.33.c.** Provide and improve access to, between and within activity Comp Plan Centers and Corridors and develop safe routes to schools.

**9.33.d.** Improve access to existing and emerging employment and industrial areas.

**9.33.e.** Promote street connectivity for all modes, especially in areas where identified deficiencies exist, to support desired urban form and travel patterns.

**9.33.f.** Address area-wide needs, including access and mobility, environmental protection, Green Street design and quality urban design, in a comprehensive approach to project selection.

**9.33.g.** Increase the efficiency and effectiveness of the system by wise application of available financial, capital, and human resources

**9.33.h.** Develop the transportation system consistent with and supportive of community values.

**Objective 9.34 North Transportation District (formerly Objective 6.35)**

**9.34.a.** 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.

**9.34.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.

**9.34.c.** Direct industrial traffic onto N Columbia Boulevard, while allowing limited access from residential neighborhoods and mitigating for unacceptable traffic impacts.

**9.34.d.** Implement the Phase 1 and Phase 2 improvements recommended in the I-5 Delta Park Environmental Assessment.

**9.34.e.** Consult with the Federal Highway Administration and ODOT to remove the US 30 Bypass designation from Philadelphia and Lombard, west of Martin Luther King, Jr. Boulevard, and relocate it to more appropriate streets to minimize impacts on the St Johns town center and the Lombard main street.

**9.34.f.** 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.

**9.34.g.** 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.

**9.34.h.** 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.

**9.34.i.** Preserve the planned functions of Willamette Boulevard by evaluating and implementing transportation measures along N Lombard east of N St. Louis to improve Lombard’s function as a District Collector and main street.

**9.34.j.** 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.

**9.34.k.** Develop additional east/west and north/south bicycle routes to serve commuter and recreational bicyclists and provide connections to Northeast Portland bikeways.

**9.34.l.** Complete the sidewalk system in North Portland, including enhanced pedestrian crossings on streets with high volumes of vehicle traffic.

**9.34.m.** 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.

**9.34.n.** Explore opportunities for additional street connections over the railroad cut and between the Willamette River and nearby residential areas.

**9.34.o.** Improve parking management within the St. Johns town center and at Portland International Raceway.

**9.34.p.** 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.

**Objective 9.35 Northeast Transportation District (formerly Objective 6.36)**

**9.35.a.** 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.

**9.35.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.

**9.35.c.** Retain Portland Boulevard’s interchange with I-5, while maintaining its function and appearance as a Neighborhood Collector east of I-5.

**9.35.d.** 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.

**9.35.e.** Improve transit service and facilities where needed to serve employment areas, including the Columbia Corridor, Northwest industrial area, and developing residential areas.

**9.35.f.** 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.

**9.35.g.** 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.

**9.35.h.** Increase pedestrian access to transit throughout the district, including enhancing pedestrian districts where through-traffic is discouraged.

**9.35.i.** Implement the projects recommended in the Columbia Corridor Transportation Study that improve vehicle and transit access, safety for all modes, and local connections.

**9.35j.** 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.

**9.35.k.** 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.

**9.35.l.** Use street dedications and street vacations as a tool to support development, while ensuring connectivity and access.

**9.35.m.** Bring substandard streets up to City standards, including construction of sidewalks, especially in the Cully neighborhood.

**Objective 9.36 Far Northeast Transportation District (formerly Objective 6.37)**

**9.36.a.** 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.

**9.36.b.** Improve cross-town transit service to accommodate trips within the Far Northeast District, transit service along Sandy, and transit connections to light rail.

**9.36.c.** Improve the designated bicycle network and connect major routes to routes in adjacent districts and jurisdictions.

**9.36.d.** 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.

**9.36.e.** 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.

**9.36.f.** 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.

**Objective 9.37 Southeast Transportation District (formerly Objective 6.38)**

**9.37.a.** 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.

**9.37.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.

**9.37.c.** 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.

**9.37.d.** 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.

**9.37.e.** 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.

**9.37.f.** 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.

**9.37.g.** 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.

**9.37.h.** Minimize left-turn movements to auto-accommodating development along SE 39th Avenue, and eliminate or consolidate driveways where possible.

**9.37.i.** Continue to improve cross-town transit service, transit facilities and bus stops, and transit travel times, and expand off-peak and weekend service to provide access to activity centers on Portland’s eastside.

**9.37.j.** 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.

**9.37.k.** 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.

**9.37.l.** 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.

**9.37.m.** Implement transportation improvements identified in the Lents Urban Renewal Plan that will revitalize its commercial core and environs.

**9.37.n.** 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.

**9.37.o.** 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.

**Objective 9.38 Far Southeast Transportation District (formerly Objective 6.39)**

**9.38.a.** 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.

**9.38.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.

**9.38.c.** Accommodate bicyclists and pedestrians along arterials and at crossings, especially at activity nodes, through a combination of street and traffic management improvements.

**9.38.d.** 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.

**9.38.e.** Consider implementing parking controls in the vicinity of light rail stations where commuter parking is impacting nearby residential neighborhoods.

**9.38.f.** 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.

**9.38.g.** Support transit and pedestrian-friendly development along the Division main street with multimodal transportation investments.

**9.38.h.** Implement transportation improvements identified in the Lents Urban Renewal Plan that will revitalize its commercial core and environs.

**9.38.i.** 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.

**9.38.j.** Improve pedestrian access at the light rail transit stations by adding local street connections and improvements, including enhanced crossings and wider sidewalks.

**9.38.k.** 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.

**9.38.l.** 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.

**Objective 9.39 Northwest Transportation District (formerly Objective 6.40)**

**9.39.a.** 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.

**9.39.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.

**9.39.c.** Incorporate pedestrian and bicycle access improvements into all transportation projects, especially along arterials and at crossing locations.

**9.39.d.** Protect Forest Park’s natural resources in the design and development of transportation projects in or near the park.

**9.39.e.** 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.

**9.39.f** Support a range of strategies in the high-density portions of the district to address parking issues, including commuter and event parking impacts.

**9.39.g.** Maintain neighborhood livability in the construction or reconstruction of streets by adding street trees, buffering pedestrians from traffic, and preserving on-street parking.

**9.39.h.** 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.

**9.39.i.** 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.

**9.39.j.** Evaluate and make recommendations on returning the NW Everett/NW Glisan and the NW18th/NW 19th couplets to two-way streets.

**9.39.k.** 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.

**9.39.l.** Preserve and enhance freight mobility, and industrial access in the Freight District, by maintaining or improving truck operations on Front Avenue, Yeon Avenue , Nicolai Street, St Helens Road, and the 14th and 16th Avenues couplet.

**Objective 9.40 Southwest Transportation District (formerly Objective 6.41)**

**9.40.a.** 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.

**9.40.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.

**9.40.c.** 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.

**9.40.d.** 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.

**9.40.e.** Use the Southwest Urban Trail Plan as a guide to dedicating and developing trail segments in Southwest.