

**CENTRAL CITY
TRANSPORTATION
MANAGEMENT PLAN
ACTIONS AND STRATEGIES**

**CITY of PORTLAND
OFFICE of TRANSPORTATION
BUREAU of PLANNING
December 1995**

Portland City Council

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**ADOPTED BY CITY COUNCIL
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**Ordinance No. 169535
Resolution No. 35472**

ACKNOWLEDGEMENTS

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**In memory of Alfred “Alf” Siddall, member of the CCTMP TAC
and former City Parking Manager**

Policy Action Items

Note: Action Items are proposed to be adopted through City Council Resolution. These items are suggestions on how the Central City can be improved. The Action Items listed are a starting place. Additional studies and evaluations are to be undertaken. Some will need to be modified, or in some cases, replaced with other proposals found to be better or more feasible for implementation after the appropriate review process.

Policy 1: Growth and Livability

Action Items

Amend the Central City Plan to adopt 75,000 and 15,000 housing units as the economic and housing goals for the year 2010.

Policy 2: Circulation and Access

Action Items

1. Programs
 - a. Develop a system for resolving the conflicting demands of different transportation modes.
 - b. Develop and implement a congestion management program for the Central City, including a traffic monitoring system, the development of performance measures, the development and implementation of a TSM program, and implementation of a regional TDM program.
2. Projects
 - a. Support completion of the I-405 Reconnaissance Study.
 - b. Support completion of the Willamette River Crossings Study.
 - c. Identify a long-term solution to the deficiencies in the highway system connecting US 26 West with US 26 East.
 - d. Support completion of I-5, Greeley to I-84, including appropriate pedestrian and bicycle facilities along the Broadway-Weidler overpass and across the on- and off-ramps.
 - e. Support the Transportation Element Northeast Policy 10 to study the decoupling of Broadway/Weidler between 16th and 24th.
 - f. Based upon the CCTMP policies and involving the affected district business associations and neighborhood associations, examine the character and transportation functions for parking, traffic, transit, pedestrian, and bicycles on Broadway/Weidler, from the Broadway Bridge to NE 24th, including the relationship of land uses, economic development, residential uses, and urban design. This study should include, as the initial phase, the development of a vision for Broadway/Weidler. (The Lloyd District Task Force, the Lloyd District TMA, and the Broadway-Weidler-Lloyd Coalition requested that this study begin as soon as possible. A tentative work program is outlined in the appendix.)
 - g. Study the access and circulation needs of the West Lloyd District area.
 - h. Recognize the need for the City to protect the residential character and livability of the Central City (as housing and employment increases) by including "traffic calming" strategies in the development of district transportation management programs.
 - i. Incorporate the recommendations of the Eastbank Master Plan into the CCTMP.

- j. Incorporate City Council's approved strategy to provide access from the Central Eastside to I-5 system based on the East Bank Alternative Access Task Force recommendations.

Mode Split

Action Items

Establish a better data collection method for bicycle and pedestrian movement.

Parking

Action Items

1. Explore opportunities for new surface parking lots to include active and interesting objects/development such as kiosks or coffee carts.
2. Request that the Bureau of Planning initiate a public process to amend the Fundamental Design Guidelines and/or the Zoning Code to evaluate the use of architectural features for screening of all new surface parking lots.
3. Develop and implement a Five-Year Strategic Plan for City garages to support short-term parking as the highest priority use to promote economic growth.
4. Explore opportunities for meeting the parking needs of Downtown residents and religious institutions.
5. Undertake a study to analyze the effects on older and historic buildings of proposed and existing code requirements related to demolition and to seismic and ADA requirements. The City does not want to inadvertently encourage the demolition of older and historic buildings by providing an economic incentive (allowing surface parking lots) to demolition. The study may result in modifications to the demolition policy in the CCTMP and proposed Zoning Code regulations prior to final adoption of the CCTMP. This study would evaluate the need to allow surface parking lots under special circumstances where a building has been badly damaged by forces outside the control of the property owner. In no case will the study result in a net increase in parking as defined in the CCTMP. A proposed work program is included in the Appendices.
6. Investigate ways to provide incentives for "grandfathered" surface parking lots to add landscaping or other perimeter treatments as a way of improving their appearance.
7. Evaluate the use of parking meters and other parking control techniques to control the intensity of Central City activities to maintain livability of adjacent neighborhoods and the vitality of businesses in the Central City.

Transit

Action Items

1. Service Improvements
 - a. Reinstate "Owl" service.
 - b. Improve non-peak service.
 - c. Improve weekend service.
 - d. Operate at least four regional light rail lines to serve the Central City.
 - e. Consider the feasibility of a bus "circulator" in the Central City.
2. Transit Priority Projects
 - a. Establish a program of transit priority projects in the Central City.
 - b. Establish criteria for bus stop spacing in the Central City.

3. Other actions (non-priority)
 - a. Establish transit stop spacing criteria for all types of transit services in the Central City.
 - b. Allow for transit only operations on the Steel Bridge center lanes when light rail transit volumes require exclusive operations for traffic safety reasons and efficient transit operations.
 - c. Explore with Tri-Met incentives that can be offered to private organizations who subsidize employee, client, or student use of transit.
 - d. Encourage Tri-Met to offer block sales of transit passes to private employers and educational institutions.
 - e. Monitor Tri-Met service and capacity improvements to ensure that ridership levels are adequate to accommodate projected growth consistent with the High Growth Scenario.
4. Complete a Bus Transit Plan for the Downtown Core identifying the east-west bus routes serving the Retail Core.

Demand Management

Action Items

1. Support establishment of a Transportation Management Association (TMA) in the Lloyd District.
2. Support establishment of a Downtown TMA.
3. Consider establishing TMA's in other Central City districts.
4. Clarify the roles of Tri-Met, the City of Portland, and other agencies in providing a full range of TDM services.
5. Implement a comprehensive transportation demand management program for City employees which could include the following: alternative work hours, telecommuting, and transportation allowance programs (including transit subsidies, carpooling, bicycling, and walking).
6. Encourage Federal, Multnomah County, and private employers to offer reduced cost transit passes.
7. Form a Carpool Task Force made up of Office of Transportation staff and representatives from Tri-Met, Metro, and the business community to consider pricing policies for carpools, raising carpool goals from 15% to 20% for new office developments, preferred locations for carpools, numbers of occupants per carpool, and identifying federal and other funding resources available to provide for program expansion.
8. Continue to support legislative efforts to change Federal tax regulations to encourage employers to provide travel allowances (e.g., employee cash out) for all modes.
9. Consider delayed openings of publicly owned parking spaces through the morning peak hour.

Pedestrian Network

Action Items

1. Pedestrian Access and Availability
 - a. Complete the development of the Greenway Trail within the Central City. Prepare an implementation strategy, including plans for the detailed alignment (and connections to

adjoining residential areas and other nearby paths and routes), cost estimates, and construction programs.

- b. Prepare a program of pedestrian studies, including an inventory of the pedestrian network, pedestrian accident history, and identify key pedestrian projects.
 - c. Identify and remedy gaps and deficiencies in the pedestrian network and remove obstructions (to the extent practicable) that inhibit pedestrian movement.
 - d. Examine all "No Pedestrian Crossing" locations, and identify appropriate measures to improve pedestrian accessibility in these locations.
 - e. Examine the need for underpasses and the potential for alternative pedestrian crossing opportunities.
 - f. Provide direct and improved pedestrian access to current and proposed transit services.
 - g. Implement pedestrian access improvements to and across the Willamette River bridges.
 - h. Improve pedestrian access across I-5, I-84, I-405, ramps and arterials.
 - i. Improve pedestrian connections from surrounding neighborhoods to the Central City area and riverfront and from other districts to the Downtown district.
 - j. Increase the number of pedestrian districts within the Central City. (Adopted as part of CCTMP.)
 - k. Support implementation of the Multnomah County Bridge Accessibility Study.
2. Pedestrian Convenience and Negotiability
- a. Improve connections for pedestrians to the bridges and from the bridges to the east bank waterfront.
 - b. Enhance the bridge walkways for pedestrians. Construct new facilities and maintain existing paths.
 - c. Ensure that the pedestrian network provides direct, convenient, negotiable, and safe travel between offices, residential areas, downtown parks, education establishments, neighborhood activity centers, commercial districts, transit services, and new developments.
 - d. Prepare a pedestrian network plan which, when implemented, will approximate a grid.
 - e. Ensure that the pedestrian network complies with ADA requirements, for example, by avoiding extreme grade changes whenever possible, by constructing ramps instead of stairs, and by installing curb cuts to facilitate access for the disabled.
 - f. Review the time available to pedestrians at signalized intersections, with a view to increasing the length of crossing time for pedestrians by reviewing the pedestrian crossing cycle intervals and adjust to maximize the pedestrian crossing time, within the limits of the signal phasing and cycle length, and considering the needs of all the various modes of transportation.
 - g. Improve pedestrian convenience and negotiability at intersections of the Central City area, particularly downtown, by prohibiting cars from entering intersections to make turns when pedestrians are in the right-of-way.
 - h. Give consideration to restricting 'right turn on red' in the Central City.
 - i. Examine the potential for introducing the 'scramble' pedestrian crossing system at appropriate intersections.
 - j. Provide information boards and signage throughout the Central City area to improve and encourage pedestrian movement.

- k. Evaluate the need for and consider design options to eliminate the use of intersection design treatments that allow vehicles to make a free right turn.
 - l. Design and construct safe pedestrian crossings, including consideration of the use of different paving colors or materials for pedestrian crossings and corner geometry that protects pedestrians.
 - m. Ensure that ground floor commercial areas have direct pedestrian access from the sidewalk.
 - n. Mark street name signs on both sides.
 - o. The use of pedestrian push buttons in the Central City will be evaluated on a case by case basis, with the push button locations limited to intersections along Major City Traffic Streets, and with the locations evaluated for use only during the AM and PM peak periods and late night low pedestrian hours.
 - p. Support efforts by the NE Broadway Business Association and other organizations to increase driver awareness of pedestrian safety concerns at driveways, such as signage, to reinforce the State Vehicle Codes and the Driver Manual.
3. Pedestrian Safety
- a. Determine the location and causes of accidents involving pedestrians, and devise strategies to prevent recurrence of these accidents.
 - b. Support police surveillance of the Central City area, and encourage regular police patrols of downtown streets.
 - c. Prepare a program to improve pedestrian signals for the sight-impaired by the addition of special warning devices.
 - d. Educate and enforce the requirement for motorists to yield to pedestrians when pedestrians are crossing on a green signal at signalized intersections.
 - e. Examine options for improved visibility and access design to enhance the safety of pedestrians at driveways to new surface parking lots and new parking garages,-
 - f. Ensure that pedestrian facilities are illuminated, with a minimum illumination level of one foot-candle at the ground.
 - g. Prepare a program to ensure safe pedestrian routes to schools.
 - h. Separate pedestrianways and bikeways wherever it is both practical and possible, especially in parks and open spaces.
 - i. Manage the use of skateboards, in-line roller skates and other conveyances to limit interference with pedestrian travel.
 - j. Explore opportunities for retrofitting garage entrances and exits to improve pedestrian movement and safety.
4. Pedestrian Comfort
- a. Provide an identification, signage, and lighting system for the pedestrian network that offers interest, safety, vitality, and diversity to the pedestrian.
 - b. Prepare a set of pedestrian environment 'standards' for each district of the Central City Area, specifying appropriate pedestrian environments and facilities that should be developed or required when private or public development takes place.
 - c. Implement the Central City Plan Fundamental Design Guidelines, and the Special District Design Guidelines, to improve the pedestrian network.

- d. Ensure that new developments, both residential and commercial, provide an enhanced pedestrian environment, with direct pedestrian connections to nearby residential areas, transit stops, commercial districts, and other regional and neighborhood activity centers.
- e. Control the volume of vehicles on Central City streets to minimize noise and air pollution from automobiles.
- f. Support the placement of street trees near the curb line as a part of all new development.

Bicycle Movement

Action Items

1. Implementation strategies
 - a. Use the City's Capital Improvement Program funding process to phase in implementation of the Central City Bicycle Plan.
 - b. Incorporate needed Central City Bicycle Route improvements into street construction and reconstruction projects.
 - c. Retrofit existing streets with bicycle facilities whenever reasonable opportunities exist.
2. Bicycle Network Facilities
 - a. Implement the needed changes to realize an integrated and complete bicycle network consistent with the CCTMP Bicycle Network Map within 6 years.
 - b. Increase the use of directional signing for bicycles to clearly indicate network routes.
 - c. Provide "bicycle priority" at appropriate intersections through the use of separate bicycle signals, advanced stop lines, etc.
 - e. Provide bikeways to allow movement during periods of peak congestion.
 - f. Improve bicycle, pedestrian, and disabled accessibility in the South Auditorium "superblocks."
3. Trip-End Facilities
 - a. Expand the City's program of providing free bicycle racks to assure secure bicycle parking on every city block within the CCTMP.
 - b. Encourage retrofitting or replacing bike racks to serve users of older buildings through public and private efforts to ensure that at least 1000 usable racks are available by the year 2000 and 1500 by the year 2005.
 - c. Increase the number of public bicycle lockers available to meet demand. Consider coin operated lockers for casual use.
 - d. Build "bike central" facilities in strategic locations.
 - e. Provide secure parking to meet demand at all existing and future transit centers.
4. Regulations
 - a. Enforce Zoning Code requirements for bicycle parking.
 - b. Encourage and provide incentives for employers to provide subsidies to employees commuting by alternative modes, including bicycles.
 - c. Allow businesses to take tax deductions for employee benefits relating to bicycle use up to the amount provided for auto use.
 - d. Provide tax credits for employers based on employee bicycle use.

- e. Provide incentives for the provision of employee-accessible lockers and showers in all new office buildings with over 20 employees.
 - f. Provide FAR bonuses for bicycle facilities provided above the required minimums.
5. Promotion
- a. Develop programs to encourage the provision of bicycle parking.
 - b. Provide information about the availability and location of bicycle parking, lockers, and showers.
 - c. Help employers promote bicycle use.
 - d. Support bicycle education programs in schools and encourage the use of bicycles by students.
 - e. Support bicycle education programs for children and adults.
 - f. Support education programs on the benefits of bicycle riding to motorists.
 - g. Schedule weekend closures of selected streets to allow and encourage use by pedestrians and cyclists with consideration to the needs of adjacent land uses.
 - h. Implement a City-sponsored "share the road" campaign.
 - i. Encourage the establishment and use of "bicycle pools." Activate the City's "bicycle pool" program. (Bicycle pools are a number of bicycles that are shared among users of a building, business, neighborhood, etc.)
6. Bicycles and Transit
- a. Expand the "Bikes on Transit" program so that all buses and trains can carry bicycles at all hours.
 - b. Support purchase of transit vehicles that are designed to accommodate bicycles.

Air Quality

Action Items

1. Assist DEQ in gaining approval from the Oregon Environmental Quality Commission and the federal Environmental Protection Agency for the State Air Quality Implementation Plan for Carbon Monoxide to include the CCTMP policies.
2. Continue to support DEQ's Clean Air Weather Watch program as a means of reducing commuter traffic on a day when air quality is vulnerable.
3. Assist the state Department of Energy in legislative efforts to require alternative fuels in a percentage of fleet vehicles, including public transit vehicles.

District Strategies

Note: District Strategies are proposed to be adopted through City Council Resolution. These strategies are suggestions on how the Central City can be improved. The District Strategies are a starting place. Additional studies and evaluation are to be undertaken, some will need to be modified, or in some cases, replaced with other proposals found to be better or more feasible for implementation after an appropriate review process.

DOWNTOWN DISTRICT

The Central City Plan established the following policy for the Downtown:

"Policy 14: DOWNTOWN

Strengthen the Downtown as the heart of the region, maintain its role as the preeminent business location in the region, expand its role in retailing, housing, and tourism, and reinforce its cultural, education, entertainment, governmental, and ceremonial activities.

FURTHER:

- A. Maintain and implement the Downtown Plan as a part of the Central City Plan.**
- B. Continue to actively foster the growth and attractiveness of the Downtown, enhancing its competitive position over other commercial areas of the region."**

The Downtown District Planning Forum identified transportation issues and strategies specific to the Downtown and, in addition, identified an issue common to all districts. The Forum reviewed and made recommendations with consideration for both the Downtown Plan (1972, 1980 update) and the Central City Plan (1988). Many of their issues have been addressed in these previous plans and do not need additional discussion. Policies and actions already adopted for the Downtown District are contained in an appendix.

A general issue for all districts as raised by the Planning Forum was the need to include "traffic calming" strategies in district transportation management plans. Such strategies will help maintain the residential character and livability of the Central City as increases in housing and employment result in increased congestion of the public right-of-way.

The strategies are taken from the memo prepared by the Downtown District Planning Forum (see CCTMP Technical Appendix under separate cover for full text of the memo). Modifications to language and strategies were made as needed to be consistent with the remainder of the CCTMP. Actions specific to the Downtown were generated by the Planning Forum or are derived from other policies of the CCTMP.

STRATEGY 1: TRANSIT

- 1.1 Improve intra-downtown mobility by increasing transit circulation.

Objective: Provide for convenient circulation to travel in north/south and east/west directions within Downtown. For example, better connections between waterfront and RX (high density) housing zones and better connection between Portland State University and the Central Business District are needed.

Implementation: The Central City Street Car will provide a partial solution to travel in the north/south direction. However, the Street Car is a linear system and additional circulation improvements may be necessary to provide for intra-downtown mobility. Examples of improvements discussed include Tri-Met service improvements within the Downtown, a Downtown circulator such as a shuttle system and a special Sunday shuttle that links the Portland State University parking garage with Downtown churches.

Discussion: There is a need to improve the ability of people living, conducting business, or participating in various Downtown activities to move around Downtown without relying on the automobile as the primary mode of transportation. In addition to walking and bicycling within Downtown, an intra-downtown transit system is needed to improve intra-downtown mobility and connect the different areas within the Downtown.

1.2 Increase non-commuter transit service to and from the Downtown.

Objective: Increase transit service to and from the Downtown during the off-peak hours on weekends and evenings.

Implementation: The City should be an advocate for an increase in non-commuter transit service to the Downtown.

Discussion: The addition of a greater level of service to Downtown during non-commuter times is important in order for the Downtown to expand its role in retailing, housing, and tourism and to reinforce its cultural, education, entertainment, governmental, and ceremonial activities. To achieve the goals of the Central City Plan for the Downtown, it is not sufficient to concentrate Tri-Met's increases in service levels to only commute times.

Transit Actions

1. Increase the frequency of service in the Downtown to anticipate increases in peak loads (ongoing top priority).
2. Improve schedule reliability (ongoing second priority).
3. Consolidate east-west bus service to the retail core.
4. Provide a transit spine for east-west service in the South Auditorium area.
5. Provide north/south service along First Ave. between NW Everett south to I-405.
6. Extend the Portland Mall south from SW Madison St. to the University District and I-405.

STRATEGY 2: BICYCLES

2.1 Recognize the bicycle as an important mode of transportation within the Downtown.

Objective: Promote the use of bicycles for all types of trip purposes within the Downtown.

Implementation: It is important to enhance the bicycle environment to promote bicycling as an alternative mode of transportation within Downtown. To encourage bicycling, the downtown should be safe, pleasant, and healthy.

Discussion: The Downtown District Planning Forum encouraged the City of Portland to pursue the implementation of CCTMP's bicycle policies and action items.

Bicycle Actions

1. Reconsider bike designations in the Downtown as part of LRT planning.

STRATEGY 3: PEDESTRIANS

- 3.1 Recognize walking as an important mode of transportation.

Objective: Promote walking for all types of trip purposes within the Downtown.

Implementation: It is important to enhance the pedestrian environment within the Downtown to encourage a safe, healthy, pleasant atmosphere for walking. Pedestrian safety is a high priority. To provide a safe pedestrian environment, different strategies such as "traffic calming," curb extensions, on-street parking, and stop signs (if warranted) may be necessary. These strategies should be evaluated for inclusion in the Downtown District's transportation management program.

Discussion: The Downtown District Planning Forum encourages the City of Portland to pursue the implementation of CCTMP's pedestrian policies and action items.

STRATEGY 4: PARKING

- 4.1 Assess the parking needs of residents of existing residential buildings without dedicated parking.

Objective: Provide parking opportunities for residents in older existing residential buildings which may not have sufficient and affordable parking.

Implementation: Conduct two City-administered demonstration programs, one for limited-term parking and one for long-term parking to assess: 1) whether there is a need for parking in older residential buildings; and, if a need is verified, 2) whether the demonstration programs within the Downtown could be models for parking programs in other Central City districts which face the same type of residential parking problems.

Limited-term parking demonstration project. Establish a demonstration project in which a specified number of on-street parking spaces are identified for residential use during evenings and weekends. Mark these spaces "for parking of district residents" during evening and weekend hours. Issue permits to use these reserved spaces. Establish a fee equal to the cost of enforcement, administration, and lost revenue.

Long-term parking demonstration project. Establish a demonstration project for long-term parking in Morrison West parking garage for a specified number of off-street parking spaces on a 24-hour basis.

Discussion: The adequacy and affordability of parking for residents of existing residential buildings is an issue for Downtown residents. In order to carry out the Central City Plan goals of increasing housing within the Downtown, parking for residents of the Downtown needs to be addressed. Demonstration projects would avoid the cost of conducting studies and better assess need by offering solutions quickly. Past City programs designed to provide parking were unsuccessful, according to Downtown residents, because the parking was not close to where people lived and it did not address the need for 24-hour parking. The demonstration projects are intended to try two different approaches to address these problems.

- 4.2 Encourage full utilization of residential parking by allowing spaces to be rented first to tenants within the building and second to tenants in other residential buildings.

Objective: Allow "mixed" use of residential parking for residents within a building and for residents of other Downtown housing.

Implementation: Existing residential parking. Encourage the Downtown Community Association, the Association for Portland Progress and the Downtown Living Council to design a private sector program that encourages residential apartment owners to rent residential parking spaces to Downtown residents.

New residential construction. Require new conditional use permits for residential parking to be conditioned to require that parking spaces be rented first to residents within the building and second to residents in other Downtown buildings.

Discussion: Parking spaces Downtown are a finite resource. The CCTMP encourages the full utilization of parking spaces, but does not allow residential parking to be rented to commercial uses such as commuter parking.

- 4.3 Recognize the need to continue to pursue efforts to meet the need for and access to parking which serves cultural uses in the Downtown.

Objective: The Central City Plan contains two action items directed to parking for cultural uses. 1) "Provide additional parking for the Parks Blocks Cultural District", and 2) "Encourage cultural and entertainment facilities to validate parking, provide transit tickets to their patrons, inform patrons of the location of parking, and develop shared-use parking."

Implementation: The Downtown District Planning Forum encouraged the City of Portland to pursue the implementation of the Central City Plan action items to address the parking needs for cultural uses."

STRATEGY 5: UNIVERSITY DISTRICT

- 5.1 Endorse efforts by Portland State University to develop a University District which will be part of the Downtown neighborhood.

Implementation: Portland State University's efforts in developing a "Vision for a University District, Portland State University District Partnership for Community Development" should be supported.

Discussion: The Central City Plan refers to a university district under its action items under the policy for Downtown, "Establish a University District for PSU," and under the policy for Education, "Create a University District which fosters Portland State University's growth". The development of a University District is an important part of the vision articulated in the Central City Plan. A University District will promote PSU as part of the Downtown and as an important regional facility.

STRATEGY 6: TRAFFIC CALMING

- 6.1 Recognize the need for the City to protect the residential character and livability of the Central City as housing units and employment increases by including "traffic calming" strategies in the development of district transportation management programs.

Objective: Maintain the residential character and livability of all eight Central City districts and to promote the use of the right-of-way by all modes of transportation.

Implementation: Design transportation management programs to include "traffic calming" strategies so that individual projects can be assessed for their impact on the livability of an area and for their impact on pedestrian and bicyclist use of the public right-of-way.

Discussion: There is a need to maintain livability of the Downtown and to improve the street system for pedestrian and bicycle use. "Traffic calming" strategies are important measures that can assist in maintaining the livability of all eight districts of the Central City.

STRATEGY 7: NEIGHBORHOOD SERVICES

- 7.1 Recognize that land uses like neighborhood hardware stores and grocery stores constitute amenities for residents which contribute to the livability of Downtown and which promote walking and bicycling.

Objective: Encourage uses which support people living in Downtown.

Implementation: The CCTMP allows customer parking for accessory lots of 20 spaces or less by right. This relaxation of parking requirements will encourage uses that support living in the Downtown.

Discussion: Small neighborhood-oriented commercial facilities promote travel by pedestrians and bicyclists, and therefore require only a small number of parking spaces. Relaxing the DPCP requirements for small parking lots should encourage these uses to locate in the Downtown.

LLOYD DISTRICT

The Central City Plan established the following policy for the Lloyd District:

"Policy 19: LLOYD CENTER-COLISEUM

Reinforce the Lloyd Center as the eastern anchor of Central City retailing and locate the highest density new development in areas served by light rail.

FURTHER:

- "A. Recognize the Lloyd Center-Coliseum District's role as a major entrance to the Central City.**
- B. Improve the environment for pedestrians throughout the district and create a regional civic facilities campus which brings together the Convention Center and Coliseum.**
- C. Promote and encourage the development of uses supporting the Convention Center and Coliseum."**

The Lloyd District Task Force identified specific strategies that were recommended to the Citizen Advisory Committee and Policy Committee to be included in the Lloyd District section of the Central City Transportation Management Plan. The strategies address specific objectives and include discussion of the approach and criteria for applying the specific objectives.

The following discussion is taken from "Central City Transportation Management Plan: Lloyd District Study" (February, 1993). The full text of the report is contained in the CCTMP Technical Appendix (under separate cover). Modifications to language and strategies were made as needed to be consistent with the remainder of the CCTMP. Actions specific to the Lloyd District were generated by the Task Force or are derived from other policies of the CCTMP.

STRATEGY 1: IMPLEMENTATION

- 1.1 The Portland Office of Transportation shall develop an implementation agreement in consultation with Tri-Met, DEQ, the Bureau of Planning, other appropriate public agencies, and businesses and neighborhood associations in and adjacent to the Lloyd District. This agreement will identify mutually agreed upon strategies to implement the CCTMP in the Lloyd District, include parking management strategies, rideshare strategies, transit improvements, and capital improvements.

STRATEGY 2: PARKING

- 2.1 Develop a plan for installing parking controls and parking meters in the Lloyd District.

Objectives:

- a) Eliminate free on-street commuter spaces;

- b) Transition on-street commuter spaces to short-term parking as intensification of land uses occurs in the district.

Implementation: After a public process that includes property owners, residents, businesses and affected neighborhoods and business associations, establish a parking management plan to assure short term parking spaces for customers and visitors and manage commuter spaces. If parking meters are installed, a substantial portion of the meter revenues should be dedicated to the benefit of the District including mitigating impacts on surrounding neighborhoods. The City's metering strategy should address the need to support existing residential projects which do not have access to off-street parking.

2.2 Establish parking ratios for new office development in the District.

Objective: Limit the increase in the supply of parking in the District for office use as the density in the District increases.

Implementation: Establish maximum parking ratios for all new office developments based upon the allowed density, existing district conditions, land use, and transit availability.

2.3 Manage primary parking facilities and surface parking lots.

Objective: Manage the supply of parking available in the District not tied to specific uses.

Implementation: Establish a land use review for all new garages and new surface parking facilities. Parking would be added to support economic uses that need additional parking including: short-term parking, event parking, and existing offices with parking below the maximum ratio.

2.4 Establish area parking permit programs for neighborhoods upon request with approval by affected neighborhood and business associations and the City.

Objective: Protect neighborhoods from overflow parking from high-density development, particularly when other parking strategies are implemented.

Implementation: Establish a neighborhood parking permit program after meeting with the neighborhood associations and evaluating the extent of the issues created by parking policies implemented in the District. Neighborhoods to be consulted include Sullivan's Gulch, Irvington, Eliot, Kerns, West Lloyd District, and Central Eastside. Consideration should be given to underwriting a portion of the cost of the program with parking meter revenues.

Investigate a specialized parking permit program to manage the effects of special events occurring in the Coliseum/Convention Center area.

STRATEGY 3: DEMAND MANAGEMENT

- 3.1 Establish a program for employers to support demand management programs.

Objective: Encourage employees to use transit, carpool, rideshare, and other alternatives to the single-occupant vehicle.

Implementation: Form a Transportation Management Association (TMA) of District employers to support trip reduction programs that include incentives for employee transit use, carpools, and rideshare. It is recommended that Tri-Met provide a full-time transportation coordinator to assist in the organization of the TMA and to work with individual employers to establish programs.

- 3.2 Require transportation management programs for all new large developments.

Objective: Encourage new employers to utilize transit and alternative modes.

Implementation: Develop strategies for encouraging participation in demand management programs for new developments involving greater than 50 employees. Consider requirements for including Tri-Met in the review of projects.

STRATEGY 4: TRANSIT

- 4.1 Establish more direct bus routes to the Lloyd District from locations throughout the region.

Objective: Ensure that transit is an effective substitute for using the automobile for commuting.

Implementation: It is recommended that a TMA formed by employers and supported by Tri-Met staff develop potential route extensions. Condition implementation upon establishment of a targeted level of employer participation in a transit incentive program. Promote service for employees through the TMA.

- 4.2 Improve the transfer system for Grand Avenue (#6 line) and 12th Avenue (#70 line) lines connecting southeast service.

Objective: Reduce transit travel time for southeast resident commuters to Lloyd District.

Implementation: Revise Tri-Met schedules to ensure effective transfers from southeast transit service. Provide promotional materials through the TMA to ensure that employees are aware of the service.

- 4.3 Extend Fareless Square for light rail to the Lloyd District.

Objective: Increase transit use between the Downtown and Lloyd District.

Implementation: The application for Fareless Square extension is a joint effort with the Portland Office of Transportation, the Lloyd District TMA, and the Association for Portland Progress. The consideration for extending Fareless Square must meet the Special Fare Zone Criteria established by the Tri-Met Board. This planning process would include an evaluation of alternative strategies, impacts on the districts and adjacent neighborhoods, ridership impacts, transit impacts on operations, and financial impacts on Tri-Met. A critical element for this application is the implementation of measures to encourage transit ridership by managing on-street and off-street parking supply. Additionally, the Portland Office of Transportation will be coordinating this effort with adjacent residents, businesses, and neighborhood and business associations to mutually identify and implement appropriate strategies to minimize spillover impacts.

4.4 Increase light rail frequency by adding trolley service to light rail seven days per week.

Objective: Encourage Tri-Met to establish a high-frequency corridor (7.5-minute headways) between the Lloyd District and Downtown.

Implementation: It is recommended that the City of Portland use a portion of the revenues from parking meters to support the addition of trolley service on the rail line from Lloyd Center to Downtown. Service could be added from 10 a.m. to 3 p.m. between light rail cars Monday through Friday assuring 7.5-minute frequency for rail service throughout the business day. At other hours, existing rail service meets the higher frequency.

Transit Actions

1. Improve direct express service to the Lloyd District from southwest transit centers.
2. Increase the mid-day frequency of MAX service between Downtown and the Lloyd District.
3. Provide direct service to the Lloyd District from the southeast.
4. Increase the frequency of service to the Lloyd District from Northwest, North, Northeast, Southeast, and Southwest Portland.
5. Develop a transit center in the office core of the Lloyd District (Lloyd Central).
6. Consider extension of Fareless Square to Lloyd District.

STRATEGY 5: SECTORS

5.1 Establish sectors within the District to enable specific transportation management strategies to be targeted to certain areas.

Objective: Target transportation strategies for specific needs of the District.

Implementation: It is recommended that the City of Portland, in conjunction with the Transportation Management Association to be set up and affected neighborhoods, and business associations, businesses and citizens, develop "mini-plans" for each of the following sectors in the District:

- a) Coliseum, Blazer Arena, and riverfront,
- b) NE Broadway-Weidler Retail couplet (24th to River),

- c) North of NE Multnomah to NE Weidler, 7th Ave. to River (West Lloyd District),
- d) Holladay Park spine between Multnomah and Oregon Streets,
- e) Convention Center and NE Lloyd Boulevard edge and,
- f) Lloyd Center.

STRATEGY 6: PEDESTRIAN AND BICYCLE IMPROVEMENTS

6.1 Develop pedestrian improvements for the major street crossings in and to the District.

Objective: Improve the pedestrian environment in the District to reduce automobile dominance. Achievement of this objective will require the City Engineer and PDOT to accommodate pedestrians at the same level, or on a higher priority level than vehicles.

Implementation: Identify and prioritize targeted street crossings in the District that require capital improvements. To the extent possible, the City should implement the capital improvements and changes.

Discussion: The Task Force identified some specific areas of concern. These concerns are listed in order of priority:

- a) NE Broadway/Weidler/15th: A significant retail area that has essentially six lanes of traffic or parking to cross with significant turning movements. The Task Force urges that the sidewalks be extended at corners and reduction in the number of lanes be considered. Other ideas such as slowing the speed of traffic, and changing the number of traffic and/or frequency of traffic lights, should also be considered.
- b) NE Broadway/Weidler: The retail corridor from NE 16th to NE Grand on NE Broadway has pedestrian requirements in the Central City Plan. Additional improvements to pedestrian access along various locations is encouraged.
- c) NE 15th/16th: The Task Force recommends that the new 15th/16th project between NE Weidler and NE Multnomah contain more pedestrian crossings to enable greater interaction with the neighborhood. The lack of a crossing from NE Multnomah to NE Halsey is the concern. The need for a crosswalk at NE Clackamas St. will be determined with the next phase of the Lloyd Center expansion. The speed of traffic and number of traffic lights should also be reviewed.
- d) Coliseum: Pedestrian access in the Coliseum/Arena area is expected to change with the new construction. Pedestrians should be accommodated from all directions.
- e) NE Grand/MLK: The NE Grand/MLK crossings involve considerable distance and traffic conflicts. The area of specific concern is at the Convention Center and NE Holladay where considerable transit transfers are expected to occur.

- 6.2 Incorporate the proposed CCTMP pedestrian system into the Central City Plan.

Objective: Increase pedestrian trips in the District.

Implementation: The Task Force recommends that the Bureau of Planning review the Central City Plan for the potential of incorporating the proposed pedestrian system. *(Adoption of the CCTMP as part of the Transportation Element of the Comprehensive Plan partially accomplishes this action.)*

- 6.3 Incorporate the bicycle policies and actions into the CCTMP.

Objective: Increase the use of bicycles in the District.

Implementation: It is recommended that the capital improvements strategy and specific regulations developed for the Lloyd District include requirements for bike parking and demand management that reflect the bicycle component of the CCTMP.

Pedestrian Actions

1. Improve pedestrian linkages between the Lloyd District and Downtown.
2. Develop pedestrian improvements and increase pedestrian safety along, and at the intersections of, the major four-lane, one-way roads, including NE MLK, Jr. and NE Grand, NE Broadway and NE Weidler, and N Vancouver and N Williams.
3. Reinforce and enhance the pedestrian character of the retail areas of NE Broadway and Weidler by sidewalk extensions and possible reductions in the number of lanes in conjunction with the proposal to install bicycle facilities on this couplet.
4. Ensure that development of superblocks maintain continuity of pedestrian routes through the district, and provide plazas and public spaces which are inviting and easily accessible.
5. Ensure that pedestrian safety is maintained and crossing opportunities are provided in the proposed new configuration of the 15/16th Project, between NE Weidler and NE Multnomah to maintain connection with the neighborhood.
6. Ensure that pedestrian safety is maintained, and that pedestrians are accommodated in all directions in the vicinity of the Coliseum/Arena complex, at times of high pedestrian and vehicular activity.
7. Improve NE Grand/Martin Luther King, Jr. Boulevard pedestrian crossing facilities near the OCC to accommodate transit passengers.
8. Reinforce the pedestrian environment on the NE Holladay St. transit/pedestrian spine through the implementation of the Central City Fundamental and Lloyd District design guidelines to promote pedestrian scale activities and building features.
9. Prepare and implement a landscaping plan for the riverfront and bridgeheads, to reduce the visual prominence of the freeway, ramps, and railroads.

Bicycle Actions

1. In the Lloyd District, the evaluation of bicycle facilities on NE Broadway-Weidler will examine the transportation impacts on transit, pedestrians, and traffic operations. This study should evaluate the impacts of bicycle options on potential pedestrian improvements in the corridor.

STRATEGY 7: CIRCULATION

- 7.1 Incorporate recommended circulation and access improvements for the District.

Objective: Utilize the street and freeway capacity efficiently to minimize congestion.

Implementation: Present the results of the Circulation and Access Study conducted by the City of Portland to the Lloyd Task Force.

CENTRAL EASTSIDE DISTRICT

The Central City Plan established the following policy for the Central Eastside District:

"Policy 20: CENTRAL EASTSIDE

Preserve the Central Eastside as an industrial sanctuary while improving freeway access and expanding the area devoted to the Eastbank Esplanade.

FURTHER:

B. Reinforce the district's role as a distribution center.

E. Develop Union [MLK, Jr.] and Grand Avenues as the principal north-south connection and commercial spine in the district for transit and pedestrians."

The Central Eastside Working Group has recommended specific strategies to be included in the Central Eastside Transportation Management Plan. The strategies address specific objectives and include discussion of the approach and criteria for applying the specific objectives.

Related policies, objectives, and actions that have been adopted through previous planning efforts, such as the Transportation Element of the Comprehensive Plan (1992), the Central Eastside Transportation Study (CETS, 1990), and the Central City Plan (1988) are included in an appendix.

The following discussion is taken from the "Central City Transportation Plan: Central Eastside District" (June, 1993) report of the Working Group. Full text of the report is contained in the CCTMP Technical Appendix (under separate cover). Modifications in language and strategies were made as needed to be consistent with the remainder of the CCTMP. Actions specific to the Central Eastside were generated by the Working Group or are derived from other CCTMP policies.

STRATEGY 1: PARKING

- 1.1 Examine the feasibility of implementing an Area Parking Permit Program for the Central Eastside.
- 1.2 Ensure adequate on-street parking for retail uses in the Central Eastside District commercial corridor by examining alternative parking strategies.

Objectives:

- a) Eliminate free on-street commuter spaces.

- b) Transition on-street parking in certain areas to favor of short-term parking users.
- 1.3 Establish maximum auto parking ratios in the District for office development.
- Objective: Limit the increase in the supply of parking in the District for office uses as the density in the District increases.
- 1.4 Limit or control primary parking facilities and surface parking lots.
- Objectives:
- a) Ensure that existing and new parking is tied to economic uses, such as visitor and shopper parking for retail and commercial uses within the Central Eastside.
 - b) Discourage the removal of buildings to provide for surface parking lots.
 - c) Do not allow surface parking lots in adjacent industrial areas to be used to service the retail and commercial core.
- 1.5 Establish area parking permit programs for neighborhoods upon request with approval by affected neighborhood and business associations and the City.
- Objective: Protect neighborhoods from overflow parking from high-density development, particularly when other strategies are implemented.
- 1.6 Manage on-street parking through elimination of illegal signs, increased enforcement of parking regulations and improved City signing of on-street parking.
- 1.7 Coordinate parking regulation among zones within the Central Eastside.
- Objective: Ensure that parking in the EX zone does not spill over and impact parking needed in the IG1 zone.
- 1.8 Provide additional parking by closing unused curb cuts.
- 1.9 Balance the needs of industrial businesses for parking and loading with the need for on-street parking and pedestrian safety.

Parking Action

Construct a parking structure to support short-term and accessory parking needs in the MLK, Jr./Grand corridor.

STRATEGY 2: DEMAND MANAGEMENT

- 2.1 Establish a program for employees to use transit, carpool, rideshare, bike and walk, and use other alternatives to the single-occupant vehicle.
- 2.2 Require transportation management programs for all large, new developments.

Objective: Encourage new employers to utilize transit, alternative modes, and alternate work hours.

- 2.3 Establish sectors within the District to enable specific transportation management strategies to be implemented.

Objective: Target transportation strategies for specific needs of the District.

STRATEGY 3: TRANSIT

- 3.1 Improve transit transfer systems in the Central Eastside, including at all bridgeheads and at major transfer points.
- 3.2 Provide transit stop amenities such as shelters, sidewalks, benches, lighting, and other design elements.
- 3.3 Support a Tri-Met study to develop options for a new generation of transit vehicles that are quieter, cleaner, and easier to board.
- 3.4 Support Tri-Met's demand management efforts to target selected markets such as the industrial district market for increased rideshare efforts such as carpools, vanpools, etc.

STRATEGY 4: PEDESTRIANS

- 4.1 Develop pedestrian improvements for the major street crossings in and to the District.
- 4.2 Improve pedestrian safety at the intersection of E. Burnside/Grand and E. Burnside and MLK, Jr..
- 4.3 Investigate the potential for pedestrian connections along the MLK, Jr. and/or Grand Avenue viaducts as part of the East Marquam Project.
- 4.4 Improve the bridges and bridgeheads for safer pedestrian areas by such means as increased illumination and increased surveillance.
- 4.5 Increase pedestrian safety and convenience along and across Major City Traffic Streets, including MLK, Jr. and Grand Avenue.
- 4.6 Prepare and implement a landscaping plan for the riverfront and bridgeheads to reduce the visual prominence of the freeway, ramps, and railroads.
- 4.7 Accommodate and enhance pedestrian activity throughout the area while recognizing that the area is an industrial area with industrial traffic.
- 4.8 Identify and remedy gaps and deficiencies in the pedestrian network and remove barriers that inhibit pedestrian movement.

- 4.9 Examine all "No Pedestrian Crossing" locations and identify appropriate measures to improve pedestrian accessibility in these locations.
- 4.10 Construct pedestrian improvements at the intersections of SE 12th/Sandy/Burnside and SE 11th/12th/Clinton/Division Streets.
- 4.11 Develop a pedestrian connection from the north side of the Ross Island Bridge to the west side of SE McLoughlin Boulevard.
- 4.12 Improve sidewalk connectivity and amenities on bridge viaducts from Grand Avenue to the Hawthorne and Morrison Bridge main span.
- 4.13 Resolve issues related to stairways at the east end of the Burnside Bridge.

STRATEGY 5: BICYCLES

- 5.1 Evaluate new and alternative bicycle routes proposed by the Central City Bicycle Committee.
- 5.2 Consider developing a bicycle classification scheme for the Central Eastside for both bicycle commuter routes and recreational routes.
- 5.3 Examine alternatives to improve the safety and convenience of bicycling on SE Ankeny and SE Clay Streets.
- 5.4 Examine and select a bicycle route between SE Division Place and Clinton Street.

Bicycle Actions

1. In the Central Eastside, the evaluation of bicycle facilities on Martin Luther King, Jr. Boulevard and Grand Avenue shall examine the transportation impacts on transit, pedestrians, and traffic operations. This study should also evaluate the impacts on the future Central City Streetcar project. The planning process should evaluate the need for additional north/south routes on 7th Avenue and 11th/12th Avenues.
2. Identify improvements to connect SE Clinton with the Central Eastside.

STRATEGY 6: CIRCULATION

- 6.1 Re-examine the effectiveness of the Western Edge Project on reducing non-local and industrial traffic infiltrating the residential neighborhoods in the vicinity of SE 12th Avenue. Identify additional measures if needed.
- 6.2 Consider modifying Sandy Boulevard from E Burnside to SE Stark to eliminate excess street area, realign city blocks, and improve routes and street design for pedestrians and bicyclists.

- 6.3 Develop a truck access plan for industrial land uses in the Central Eastside which improves connections to the regional traffic network and reduces conflicts with non-industrial land uses.

GOOSE HOLLOW DISTRICT

The Central City Plan established the following policy for Goose Hollow:

"Policy 15: GOOSE HOLLOW

Protect and enhance the character of Goose Hollow by encouraging new housing and commercial development which is compatible with a growing community.

FURTHER:

- A. Encourage development of housing, particularly for families.**
- B. Encourage retail and commercial development along the light rail corridor and in mixed use projects, which supports the needs of the residential community."**

The following actions relating to the Goose Hollow district are recommended for inclusion in the CCTMP:

1. Support the construction of the SW Salmon Street light rail station.
2. Encourage Tri-Met to provide new bus service connecting NW Portland, Goose Hollow, light rail stations, and Portland State University.
3. Continue to monitor traffic displaced by the construction of the Westside Light Rail Project and the Sunset Highway Project. Implement appropriate mitigation measures as determined by the Westside Traffic Mitigation Project.

LOWER ALBINA DISTRICT

The Central City Plan established the following policy for the Lower Albina District:

"Policy 18: LOWER ALBINA

Strengthen the economic development of the district as an industrial employment area while preserving its historic buildings and providing a connection for pedestrians to the Willamette River.

FURTHER:

- C. Provide improvements which attract industry to the district.**
- D. Provide a connection for the adjacent neighborhoods to the district and river."**

The following actions relating to the Lower Albina district are recommended for inclusion in the CCTMP:

1. Improve pedestrian accessibility to downtown by: diminishing the inhospitable environment caused by the freeway, ramps, and railroad; eliminating pedestrian-prohibited areas; providing additional sidewalks; and improvements to and on the Broadway Bridge.

2. Monitor the Blazer Arena Traffic and Parking Mitigation Plan to insure that events at this facility have minimal impacts on the residential and industrial uses of the Lower Albina district.
3. Pursue completion of the Railroad Overpass Project.

NORTH MACADAM DISTRICT

The Central City Plan established the following policy for the North Macadam District:

"Policy 21: NORTH MACADAM

Develop the district as a mixed use neighborhood with significant residential development along the river bank and commercial development along Macadam and the Jefferson Street light rail line.

FURTHER:

- A. Orient new development to pedestrians and provide frequent links to the river.**
- B. Keep waterfront development low rise and allow taller buildings along the light rail corridor.**
- C. Complete the Willamette River Greenway Trail riverbank connection between John's Landing and River Place.**
- D. Improve road access and transit service within the district."**

The following actions relating to the North Macadam district are recommended for inclusion in the CCTMP:

1. Improve pedestrian access to downtown from the North Macadam district.
2. Promote mixed-used, transit-friendly development by supporting the Central City Streetcar Project.
3. Preserve the Willamette Shore Line rail corridor for future light rail.
4. Construct a through street linking North Macadam and South Waterfront so that bus service can be re-routed through the district.

RIVER DISTRICT:

NORTH OF BURNSIDE AND NORTHWEST TRIANGLE

The Central City Plan established the following policy for the North of Burnside District:

"Policy 16: NORTH OF BURNSIDE

Extend downtown development toward Union Station and the Broadway Bridge while protecting existing housing and social services for the district's special needs populations.

FURTHER:

- B. Focus development along the extended transit mall in the district to link the Downtown, Lloyd Center/Coliseum, and Northwest Triangle Districts.**

The Central City Plan established the following policy for the Northwest Triangle District:

"Policy 17: NORTHWEST TRIANGLE

Preserve the district's character and architectural heritage while encouraging both industrial activity and mixed use development.

FURTHER:

D. Develop Ninth Avenue as an interim connection between the North Park Blocks and the river through placement of public art, special lighting, and a park treatment until the Park Blocks extension is completed."

The following actions relating to the River District are recommended for inclusion in the CCTMP:

1. Ensure that all intercity transportation terminals (bus and train) are accessible via pedestrian facilities.
2. Improve and make safer all pedestrian crossing opportunities along W. Burnside.
3. Improve pedestrian crossings of the I-405 freeway.
4. Prepare a pedestrian plan for the area north of NW Lovejoy which defines the most direct and appropriate routes into and through the district, focusing on the important features of the area including the North Park Blocks and the Willamette Greenway trail.
5. Extend the North Park Blocks to the Willamette River via the Tanner Creek Park connection and connect the North Park Blocks with the South Park Blocks, in order to improve pedestrian movement.
6. Implement the transportation strategies of the River District plan.
7. Provide transit service on NW Front to serve the River District.

Resolution No. 35472 As Amended

Adopt some components of the Central City Transportation Management Plan and direct staff to continue work on some elements (Resolution)

WHEREAS, in March 1988, the City Council adopted the Central City Plan to guide the growth and livability of the Central City area. Policy 4, Transportation of the Central City Plan called for an improvement in the Central City's accessibility to the rest of the region and its ability to accommodate growth while maintaining livability; and

WHEREAS, in September 1990, the Portland City Council adopted Resolution 34771 which established a process for developing a Central City Transportation Management Plan (CCTMP). The Plan was developed in several phases with a structure of public and private sector involvement on all levels of planning effort; and

WHEREAS, the purpose of the CCTMP is to maintain air quality, promote economic development, support an efficient transportation system, and encourage the use of alternative modes of travel; and

WHEREAS, the City of Portland adopted its Comprehensive Plan on October 16, 1980 (effective date January 1, 1981). The Plan was acknowledged as being in conformance with Statewide Goals for Land Use Planning. The Plan complied with State Goal 12. The Land Conservation and Development Commission's Administrative Rule for Goal 12 (660-12), adopted April 1991, subsequently imposed additional requirements on local jurisdictions to achieve compliance with Goal 12; and

WHEREAS, the CCTMP updates the Transportation Goal and Policies to comply with State Goal 12 and the Transportation Planning Rule and replaces the Downtown Parking and Circulation Policy; and

WHEREAS, there are some elements that require further work;

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Portland, that the following portions of the Planning Commission Recommendation on the Central City Transportation Management Plan and Policy are adopted:

- a. The Action Items
- b. The District Strategies
- c. The explanations following the policies and objectives; and
- d. The Glossary

BE IT FURTHER RESOLVED that the Planning Commission Recommendation on the Central City Transportation Management Plan Administration Section is adopted.

BE IT FURTHER RESOLVED that the staff of the Office of Transportation and the Bureau of Planning are directed to do the following:

- a. Conduct a study to evaluate parking for facilities that have frequent, large events. The evaluation will include aspects of congestion and demand management, considering the CCTMP policies and implementation strategies. The study should be completed no later than 6 months after the effective date of the CCTMP.
- b. Continue the current interpretation of accessory parking regulations, which allows “event” parking to continue. This interpretation will continue until the issue is resolved by City Council taking final action on the study directed in a, above.
- c. Participate in development of the DEQ CO/Ozone State Implementation Plans (SIPs). After development of the two SIPs, staff is to evaluate the next steps for adopting rations for the balance of the Central City plan district.
- d. Work with Portland State University to develop a University District Strategy as described in the Memorandum of Understanding attached as Exhibit D.