



DRAFT

# Comprehensive Plan

Citywide transportation policies are contained with the Transportation System Plan, a part of the 2035 Comprehensive Plan. The Comprehensive plan sets the framework for the physical development of the city, with guiding policies for urban design, housing, economic development, land use, environmental and transportation.

## The Pattern Areas of Southwest Portland

The Comprehensive Plan policies recognize that Portland has five fundamental Pattern areas related to the unique physical, social, cultural, and environmental qualities that differentiate them and create their sense of place.

### Inner Neighborhoods

The Inner Neighborhoods were developed and shaped during the Streetcar Era of the late 19th and early 20th centuries. The Inner Neighborhoods are characterized by a regular pattern of business districts located along former streetcar streets interspersed with residential areas. The South Portland neighborhood is the only areas in Southwest classified as an Inner Neighborhood.

**Inner Neighborhoods active transportation.** Use the extensive street, sidewalk, and bikeway system and multiple connections to the Central City as a key part of Portland's active transportation system (Policy 3.90)

**Inner Neighborhoods residential areas.** Continue the patterns of small, connected blocks, regular lot patterns, and streets lined by planting strips and street trees in Inner Neighborhood residential areas. (Policy 3.91)

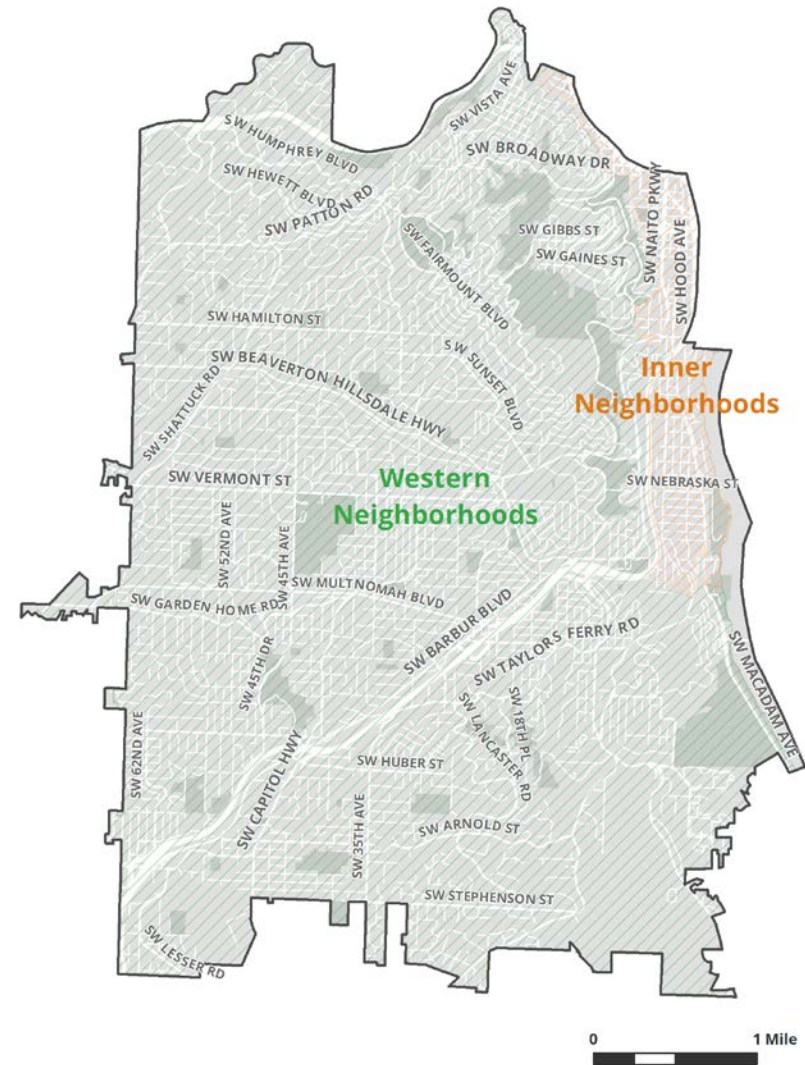
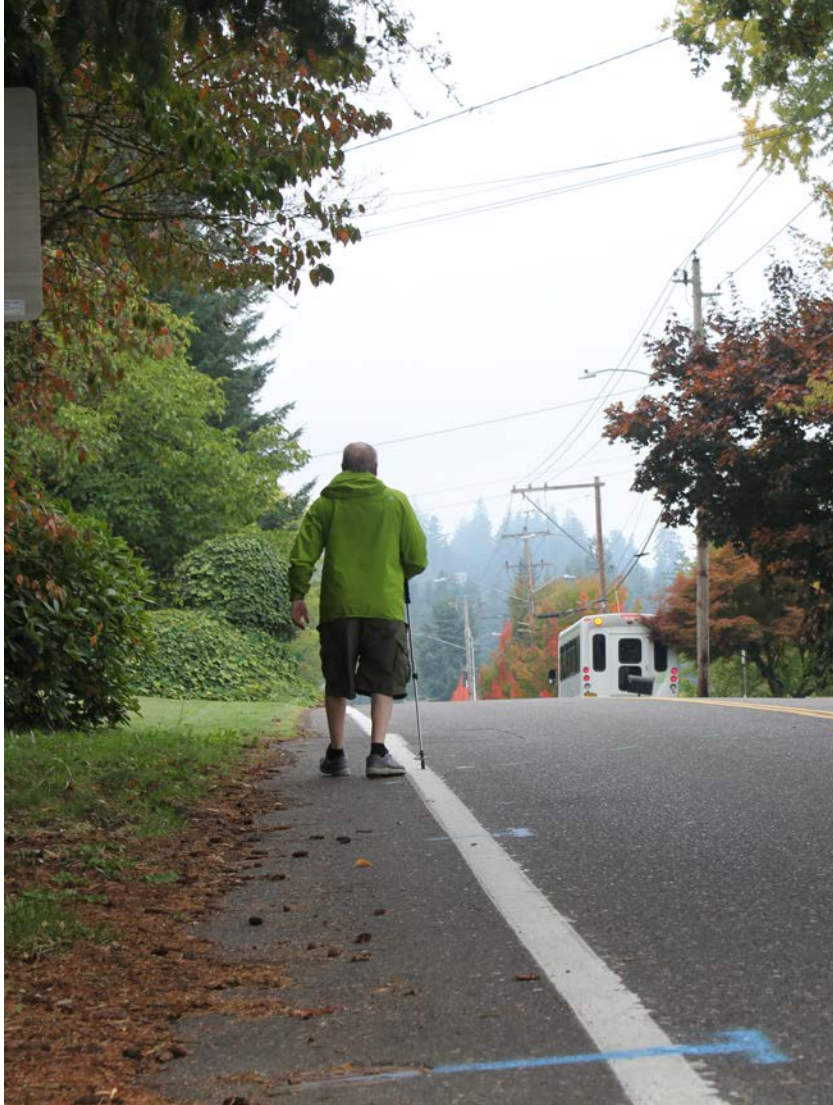


Figure 1: 2035 Comprehensive Plan Pattern Areas in Southwest



*Figure 2: Stephenson St. has no separated walkway facilities, and pedestrians must walk on the shoulder when it is available.*

## Western Neighborhoods

The Western Neighborhoods have been shaped by their location within the terrain of Portland's west hills. Much of this area was developed after World War II. These policies encourage design that responds to the area's prominent characteristics, such as its hilly topography, streams, ravines, and forested slopes, while cultivating a built environment that expands mobility and accessibility for all people

**Western Neighborhoods village character.** Enhance the village character of the Western Neighborhoods' small commercial districts and increase opportunities for more people to live within walking distance of these neighborhood anchors. (Policy 3.98)

**Western Neighborhoods active transportation.** Provide safe and accessible pedestrian and bicycle connections, as well as off-street trail connections, to and from residential neighborhoods. (Policy 3.99)

**Western Neighborhoods trails.** Develop pedestrian-oriented connections and enhance the Western Neighborhoods' distinctive system of trails to increase safety, expand mobility, access to nature, and active living opportunities in the area. (Policy 3.102)

## Active Transportation Policies

Key policy directives related to active transportation citywide and in in Southwest Portland are outlined below:

**Pedestrian transportation.** Encourage walking as the most attractive mode of transportation for most short trips, within neighborhoods and to centers, corridors, and major destinations, and as a means for accessing transit. (Policy 9.17)

**Pedestrian networks.** Create more complete networks of pedestrian facilities, and improve the quality of the pedestrian environment. (Policy 9.18)

**Design with nature.** Promote street and trail alignments and designs that respond to topography and natural features, when feasible, and protect streams, wildlife habitat, and native trees. (Policy 9.16)

**Pedestrian safety and accessibility.** Improve pedestrian safety, accessibility, and convenience for people of all ages and abilities. (Policy 9.19)

**Bicycle transportation.** Create conditions that make bicycling more attractive than driving for most trips of approximately three miles or less. (Policy 9.20)

**Accessible bicycle system.** Create a bicycle transportation system that is safe, comfortable, and accessible to people of all ages and abilities. (Policy 9.21)

**Affordability.** Improve and maintain the transportation system to increase access to convenient and affordable transportation options for all Portlanders, especially those who have traditionally been under-served or under-represented or have historically borne unequal burdens. (Policy 9.8)

**Accessible and age-friendly transportation system.** Ensure that transportation facilities are accessible to people of all ages and abilities, and that all improvements to the transportation system (traffic, transit,

bicycle, and pedestrian) in the public right-of-way comply with the Americans with Disabilities Act of 1990. (Policy 9.9)

**Transportation strategy for people movement.** Implement a prioritization of modes for people movement by making transportation system decisions according to the following ordered list (Policy 9.6).

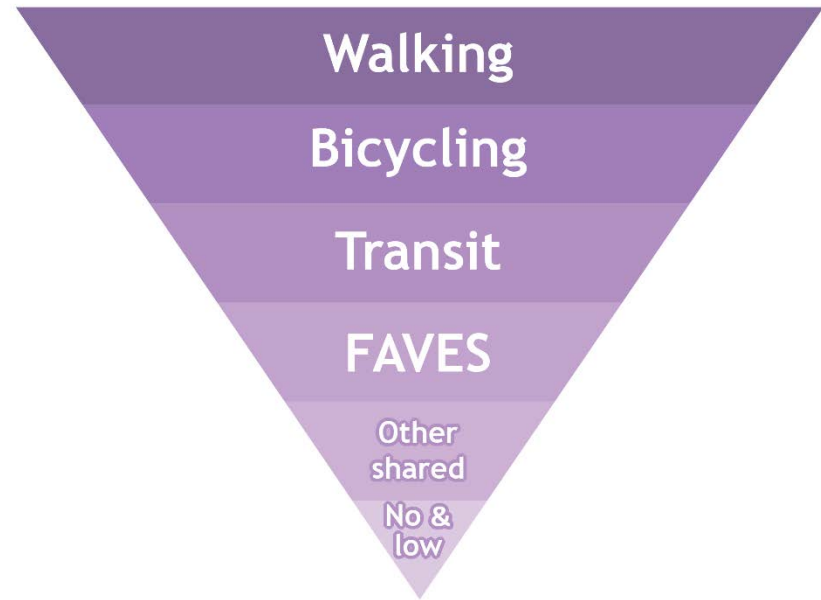


Figure 3: PBOT Strategy for People Movement (as proposed for Stage 3 Update of the TSP)

The bottom three items are: FAVES (Fleet Automated Vehicles that are Electric and Shared); Other shared vehicles, including taxis and commercial vehicles.; No and low occupancy vehicles.

# Urban Design Framework

## Centers and Corridors

The Urban Design Framework (Policy 3.1) identifies four types of centers and four types of corridors which vary in size, scale, service area, regional role. In and around all centers, there will be change as areas urbanize and new services, shops and housing are developed. It is intended to help shape decisions about existing and future places, connections and experiences, and the public infrastructure investments needed to support them.

The specific boundaries of these centers and corridors are shown on the Comprehensive Plan Map, and identified in Table 1 and Table 2.

**Town Centers** are located throughout Portland to serve broad parts of the city. They are typically anchored by employment centers or institutions, feature a wide range of commercial and community services, and have a wide range of housing options.

**Neighborhood Centers** are smaller, sometimes village-like centers that include a mixture of higher density commercial and residential buildings. Because these centers are smaller than Town Centers, there are many more of them citywide. Development in Neighborhood Centers is generally intended to be low-rise in scale

Table 1: Centers Designations

Centers	Designation
Hillsdale (SW Beaverton Hillsdale Hwy. at SW Capitol Hwy.)	Town Center
West Portland (SW Capitol Hwy. at I-5)	Town Center
Raleigh Hills (SW Beaverton-Hillsdale Hwy at SW Scholls Ferry Rd and SW Oleson Rd)	Town Center
Multnomah Village (SW Multnomah Blvd./SW Capitol Hwy.)	Neighborhood Center
Macadam	Neighborhood Center

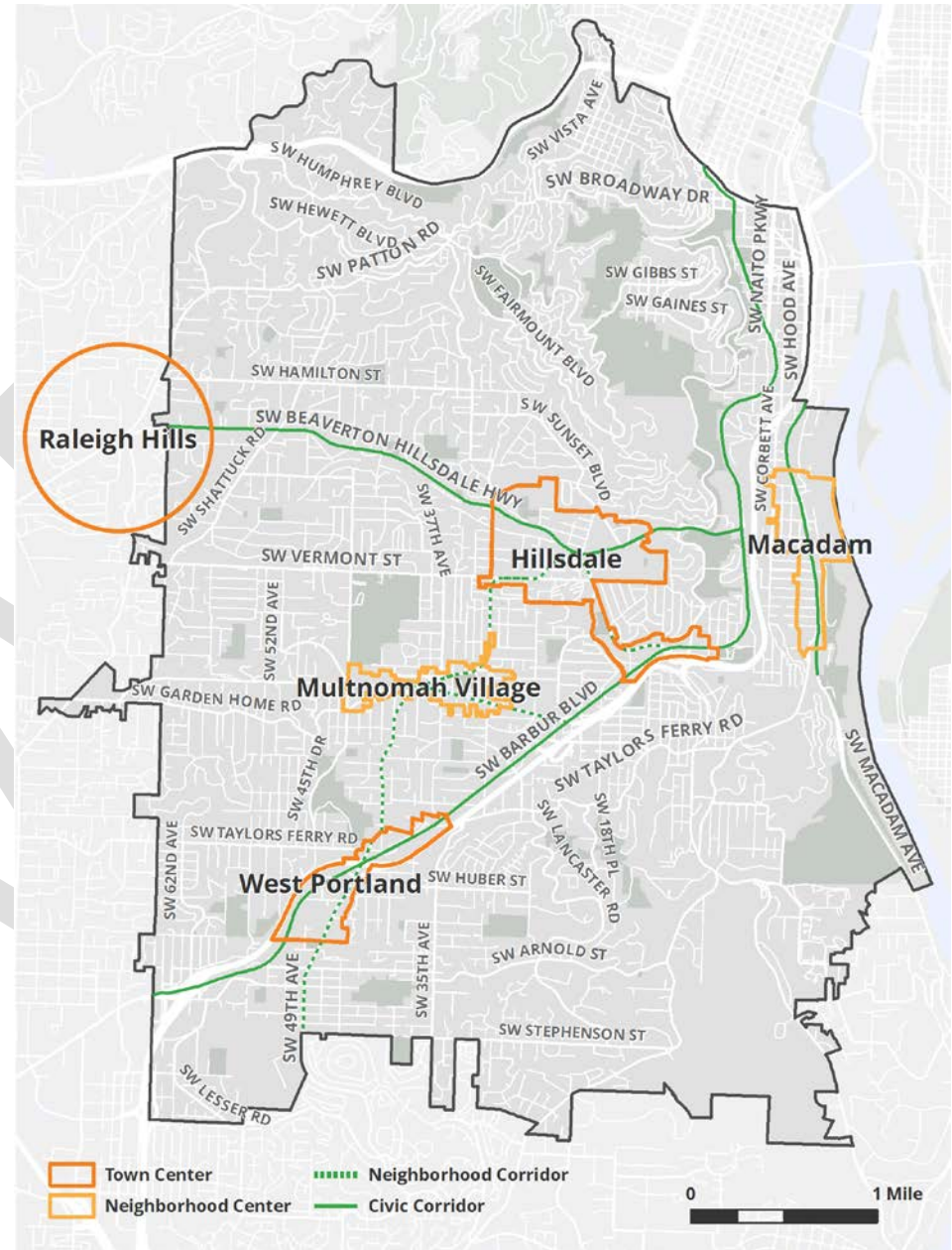


Figure 4: Urban Design Framework in Southwest Portland

**Civic Corridors** are the city’s busiest, widest, and most prominent streets. They provide major connections among centers, the rest of the City, and the region. They support the movement of people and goods across the city, with high levels of traffic and pedestrian activity. Civic Corridors provide opportunities for growth and transit-supportive densities of housing, commerce, and employment. Abundant trees and high-quality landscaping beautify Civic Corridors and offset the impacts of their large paved areas.

Neighborhood Corridors are narrower main streets that connect neighborhoods with each other and to other parts of the city. They have transportation, land use, and design functions that are important at a neighborhood or district level. They support neighborhood business districts and provide housing opportunities close to local services, amenities, and transit lines. They are streets that include a mix of commercial and higher-density housing development.

Table 2: Corridor Designations

Corridors	Designation
SW Macadam	Civic Corridor
SW Barbur Blvd	Civic Corridor
SW Capitol Hwy	Neighborhood Corridor
SW Multnomah Blvd	Neighborhood Corridor
SW Beaverton Hillsdale Hwy	Neighborhood Corridor

## Street Design Standards

City of Portland Zoning Code, Section 33.654.120, “Design of Rights-of-Way” defers to the Bureau of Transportation for standard configuration of elements within the right-of-way. These are the aspirational standards set for the street improvements within the city.

The Bureau of Transportation maintains the “Design Guide for Public Street Improvements” issued by the City Engineer in 1993 which lays out various street design standards ranging from street widths to street lights.

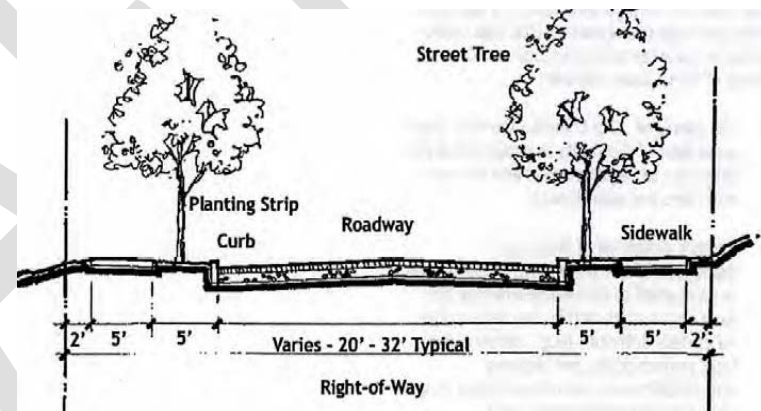


Figure 5: Typical Street Standard

## Street By Street Residential Street Program

“Up Out of the Mud Street-By-Street” was a City of Portland initiative adopted by City Council in 2012 to improve unpaved narrow residential roads with cost-effective solutions. The Street by Street Initiative expands options for residential street design by creating more flexible and affordable design standards and context-sensitive criteria for determining where alternative designs are appropriate. PBOT created the Residential Streets Program to implement this initiative.

Through the Residential Streets Program, streets that meet the following minimum criteria may qualify for the new design options for improvement. The street must be:

- Zoned for single family residential development (R5-R7)
- Classified as a “Local Street” for all modes in the Transportation System Plan (TSP).
- Not in a “Pedestrian District” (classification in the TSP)

These new design standards include a “Separated Residential Street” design and a “Shared Residential Street” design concept where all modes mix within a narrow, low speed, low volume, and paved roadway. The program also includes a narrow center strip paved street with a separated sidewalk and no curbs. The design options will be further presented in the Needs, Opportunities, Constraints and Tools report.

The program website includes more information:

[www.portlandoregon.gov/transportation/58466](http://www.portlandoregon.gov/transportation/58466)

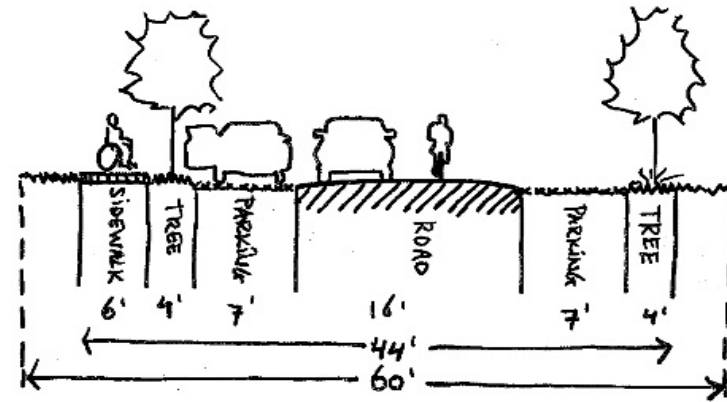


Figure 6: Street by Street Design: Separated Street

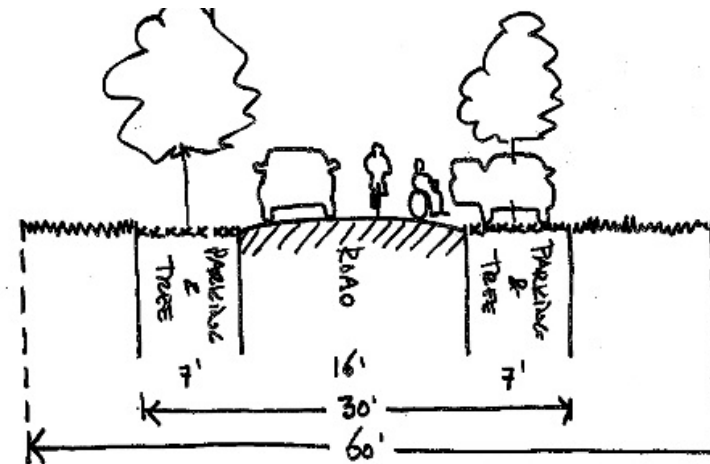


Figure 7: Street by Street Design: Shared Street

# Concurrent Planning Effort

## PedPDX: Citywide Pedestrian Plan

PedPDX is Portland's citywide pedestrian plan. It will prioritize sidewalk and crossing improvements and other investments to make walking safer and more comfortable across the city. The plan will identify the key strategies and tools we will use to make Portland a truly great walking city.

PedPDX is an update of the 1998 Pedestrian Master Plan (PMP). Since 1998, the PMP has guided pedestrian-friendly design and policies in Portland, and has served as a model across the country. The 1998 Pedestrian Master Plan has served inner Portland well, but has often struggled to provide adequate guidance for areas such as East Portland and Southwest Portland that present environmental challenges and right-of-way constraints.

PedPDX will reflect changes to pedestrian policy and design best practices that have emerged since the original Pedestrian Master Plan was adopted, including an emerging understanding of transportation equity and a Vision Zero approach to pedestrian safety. The updated plan will ensure that the City continues to lead the way in walkability, and will allow Portland to absorb growth in a sustainable way that encourages residents to walk, whether for commuting, shopping, going to school, or recreation.

## Connection to Southwest In Motion

The two planning projects share similar topics, and processes related to generating a project list and prioritizing future investments. Staff will seek to minimize duplication of effort and to integrate the planning processes where possible. Key relationships between the plans are identified below.

- PedPDX and Southwest In Motion are complementary plans, and work done in one will be included where appropriate in the other.
- PedPDX is the process for identifying pedestrian needs and deficiencies in Southwest and across Portland. These identified needs will be included in the Southwest In Motion candidate project list.
- PedPDX will identify community priorities for citywide investments. Southwest In Motion will identify southwest specific interests and priorities for Southwest specific investments.
- The PedPDX citywide project list will include projects in Southwest.
- PedPDX is focused specifically on pedestrian needs and projects. Southwest In Motion includes bicycling network projects in addition to pedestrian network projects.

# Past Planning Efforts

## Transportation System Plan

City of Portland (2016)

The TSP is the City's long-range plan to guide major transportation investments in Portland. The TSP meets state and regional planning requirements and addresses local transportation needs for cost-effective pedestrian, bicycle, transit, freight, and street improvements. The plan lists major transportation projects, identifies the street classifications for the transportation network, and establishes policies as part of the 2035 Comprehensive Plan.

Small-scale projects, unless clearly part of a larger project, are not included in the TSP Major projects list. For example, the Bicycle Plan for 2030 contains hundreds of projects, ranging from long bikeways spanning multiple neighborhoods to small neighborhood greenway segments serving a single neighborhood. In this case, large-scale projects with higher costs and wider benefits were added to the Major Projects list, while smaller-scale, less expensive, neighborhood-serving projects were incorporated into reference lists for the Bikeway Network Completion and Neighborhood Greenway Programs.

TSP projects are classified by timeline (1-10 years and 10-20 years) and conformity to budget constraints.

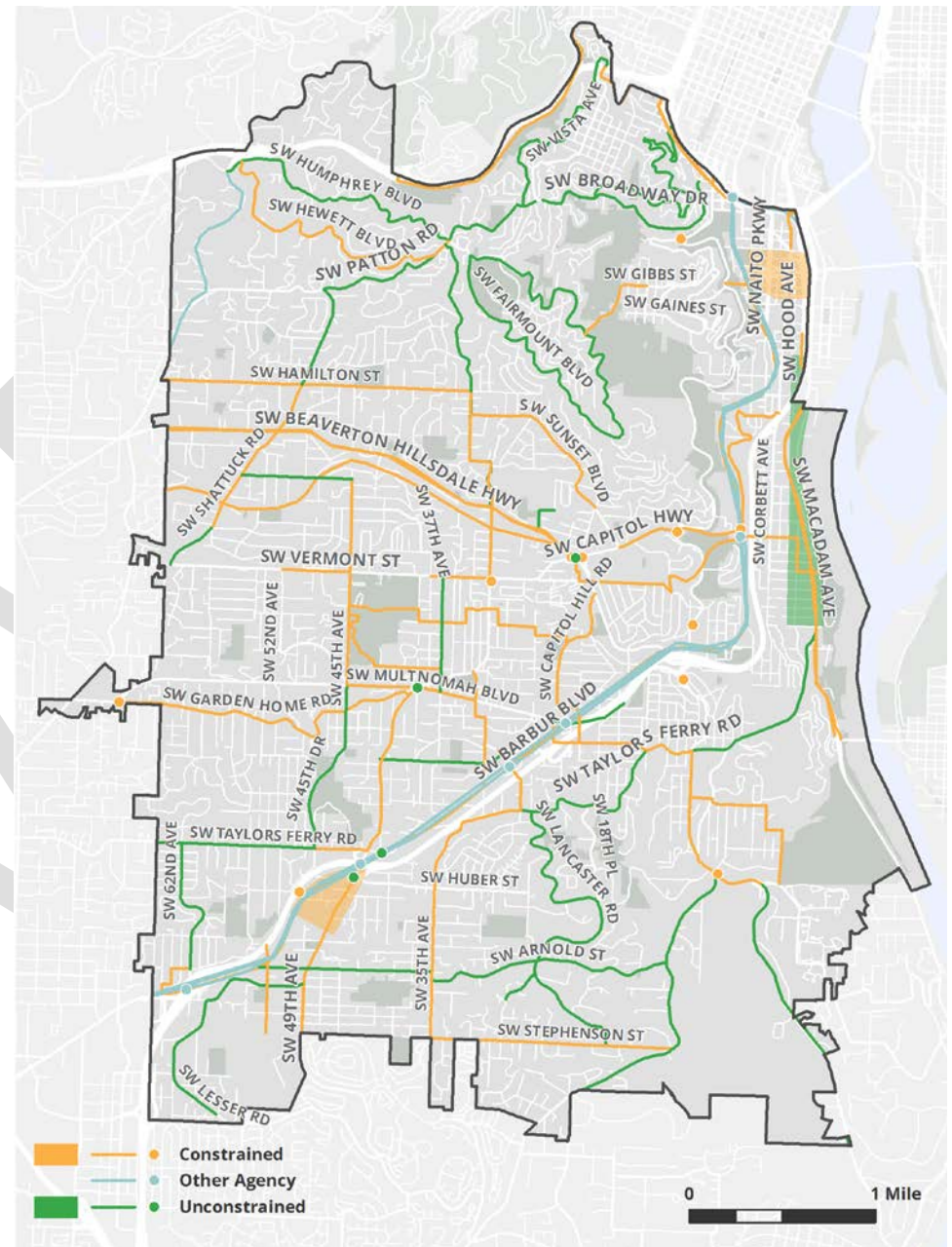


Figure 8: Major Projects on the Transportation System Plan



# Tryon-Stephens Headwaters Neighborhood Street Plan

City of Portland. (2015).

The Tryon-Stephens Headwaters Neighborhood Street Plan builds on and enhances the City of Portland’s **Southwest Street Master Plan** (2001) identified locations for future local street connections and bicycle and pedestrian paths in Southwest Portland. The city adopted the Master Street Plan into the TSP to inform future development review dedication requirements.

The plan further develops a street typology framework for applying street-by-street alternate street designs onto the study area street network. A Street and Stormwater Facility Concept Flow Chart to identify what types of street typologies and stormwater conveyance methods are potentially appropriate on a street.



## Updates to Southwest Master Street Plan

FUTURE CONNECTIONS FOR VEHICLE TRAFFIC AND ACTIVE TRANSPORTATION MODES



FUTURE CONNECTIONS FOR PEDESTRIANS AND PEOPLE RIDING BIKES



*arrows indicate only the connecting point is certain*

Figure 10: Tryon-Stephens Headwaters Neighborhood Street Plan

## Trimet Bike Plan

Trimet (2016)

## Pedestrian Network Analysis

Trimet (2011)

Trimet created a Bike Plan and Pedestrian Network Analysis projects to analyze and identify needed investments to support access to transit by walking and biking. Both plans identified key focus areas across the Portland metropolitan region impotent for supporting transit access.

The **Pedestrian Network Analysis** identified the Hillsdale town center area as a focus site, and made recommendations for improvements related to sidewalk infill, crossings and intersection improvements.

The **Bike Plan** identified the Barbur Transit center as a key focus area, and recommended bicycle facility upgrades along SW Capitol Highway, which has been funded, and along SW Taylors Ferry Rd. In addition to facilities, the plan recommended significant addition of bicycle parking at the Barbur Transit Center.

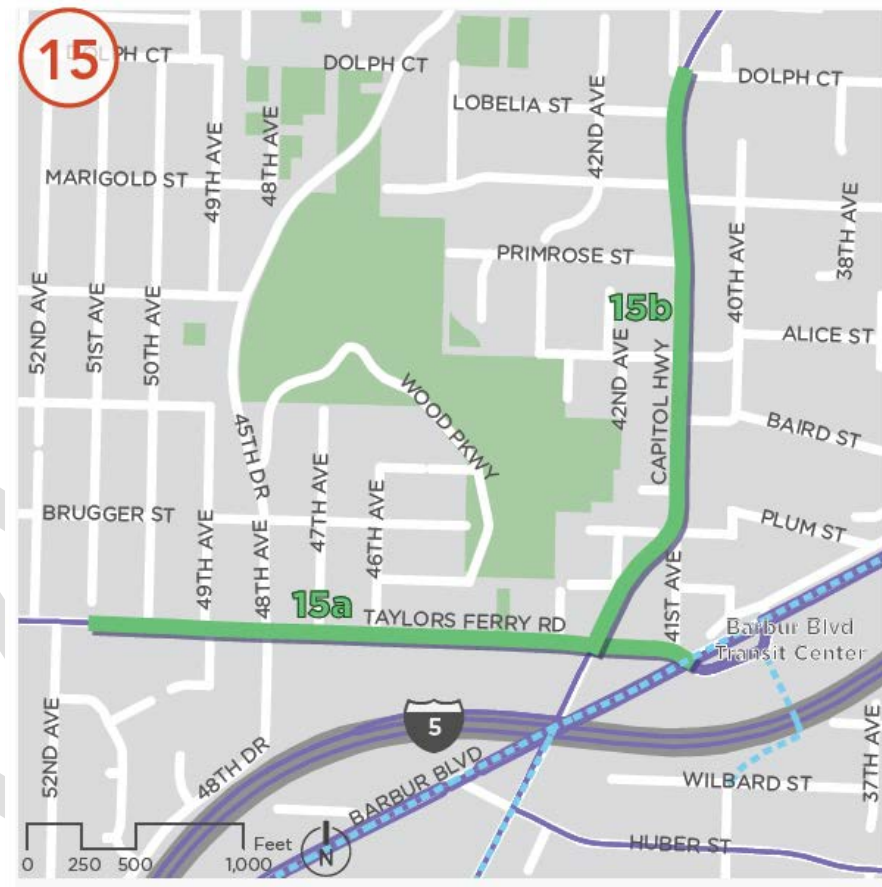


Figure 11: The Trimet Bike Plan supports projects to add cycling facilities on segments of Capitol Highway (funded) and Taylors Ferry Rd.

## Regional Active Transportation Plan

Metro (2014)

The 2014 Regional Active Transportation Plan (ATP) provides a vision, plan and policies for communities in the region to increase transportation options and support economic development, healthy active living and equity.

The plan identifies Functional Classifications for the Regional Bicycle and Pedestrian Networks across the region.

Of note, SW Barbur Blvd., SW Multnomah Blvd., and SW Bertha Blvd. are called out as Bicycle Parkways, while Capitol Highway, SW Vermont St., and SW Terwilliger Blvd./SW 5th Avenue are identified as Regional Bikeways. For pedestrian classifications, SW Barbur Blvd., SW Multnomah Blvd., and SW Capitol Highway are classified as Pedestrian Parkways and SW 13th Ave./SW 19th Ave, SW Vermont St./SW Burlingame Terr., and SW Terwilliger Blvd./SW 5th Ave. are identified as Regional Pedestrian Corridors.

One key regional planning framework is the Regional Trails and Greenways System. This system includes a number of regionally significant trails through Southwest. Trails numbered on Figure 12 include:

- 05 Beaverton to Milwaukie Trail
- 24 Hillsdale to Lake Oswego Trail
- 32 Marquam Trail
- 40 Red Electric Trail
- 55 Terwilliger Trail
- 64 Willamette Greenway Trail

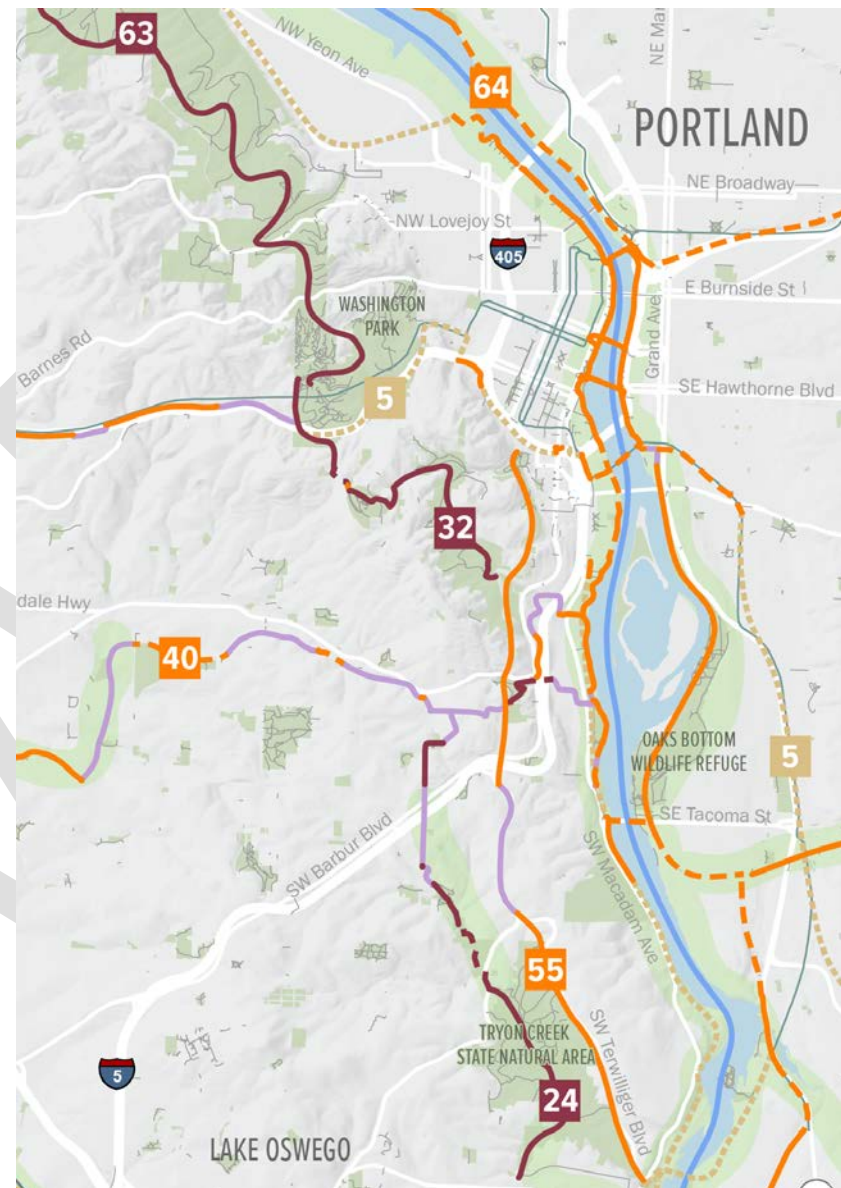


Figure 12: Regional Trails and Greenway System in Southwest Portland



# Southwest Sidewalk Infill Project

SWNI/City of Portland (2011) Not Adopted

In a collaboration between the Bureau of Transportation and Southwest Neighbors Inc. (SWNI), the Southwest Sidewalk Infill Project prioritized needed sidewalk construction across Southwest Portland. The resulting prioritization was used to guide sidewalk infill funding, and past priorities are useful in guiding Southwest In Motion today.

## Tier 1 (Funded)

- SW Capitol Hwy (Multnomah to Taylors Ferry)

## Tier 2 (Completed)

- SW Huber St: 43rd - 37th
- SW Multnomah Blvd: 40th - Barbur
- SW Spring Garden Rd: 19th - Taylors Ferry
- SW 19th Ave: Barbur - Spring Garden
- SW 22nd: Spring Garden - Barbur
- SW Sunset Blvd: 18th - Dewitt
- SW Vermont St: 37th - 30th

## Tier 3 (planned)

- SW Marquam Hill Rd: Fairmount - Gibbs
- SW Gibbs St: Fairmount - 11th
- SW 11th: Gibbs - Gaines
- SW Dosch Rd: Patton - Dosch Ct
- SW Vermont St: city limit - 45th
- SW Stephenson St: 35th - Boones Ferry
- SW Garden Home Rd: 52nd - 48th
- SW Taylors Ferry Rd: 48th - Capitol
- SW Pomona St: 53rd - 35th
- SW Shattuck Rd: Hamilton - Beaverton-Hillsdale

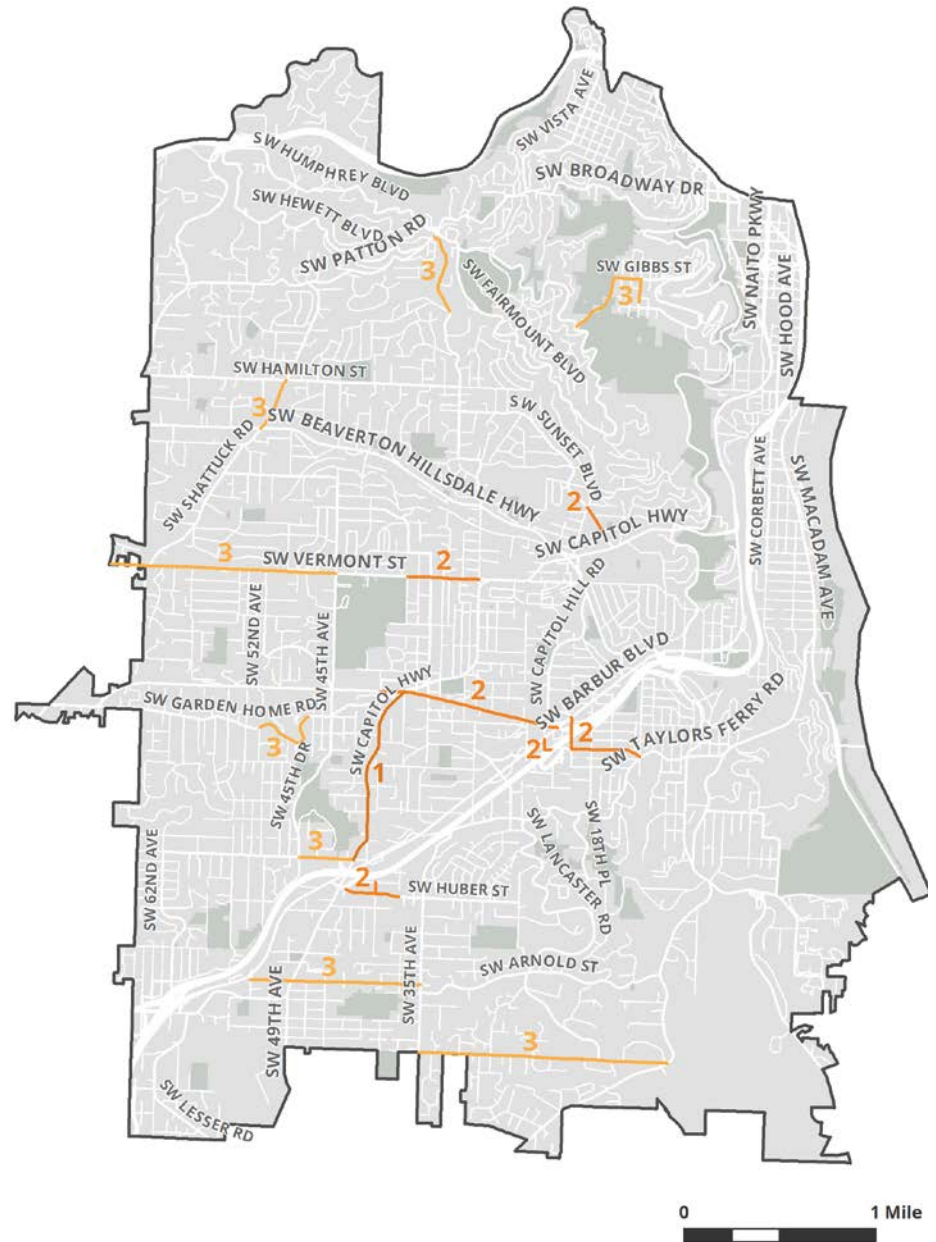


Figure 14: Sidewalk Infill Project Priorities

## Red Electric Trail Planning Study

City of Portland (2007)

Portland Parks & Recreation began the Red Electric Trail Study to investigate potential routes for an east-west trail that would extend the Fanno Creek Greenway Trail, creating a continuous, 16-mile bike and pedestrian trail between the Tualatin and Willamette Rivers. This trail alignment study expanded upon the concept described in the Southwest Urban Trails Plan (2000) below.

## Southwest Urban Trails Plan

City of Portland (2000)

The city developed the **Southwest Urban Trails Plan** (2000) to increase pedestrian access throughout Southwest Portland for recreation and transportation under the guiding principle of identifying "where Southwest neighbors want to walk." The plan recommended urban trails, which can be a combination of existing public roads, sidewalks, stairways, trails, and walkways. The majority (80%) of trail routes were within existing public rights-of-way and most of the remainder were on other public or institutionally-owned lands.

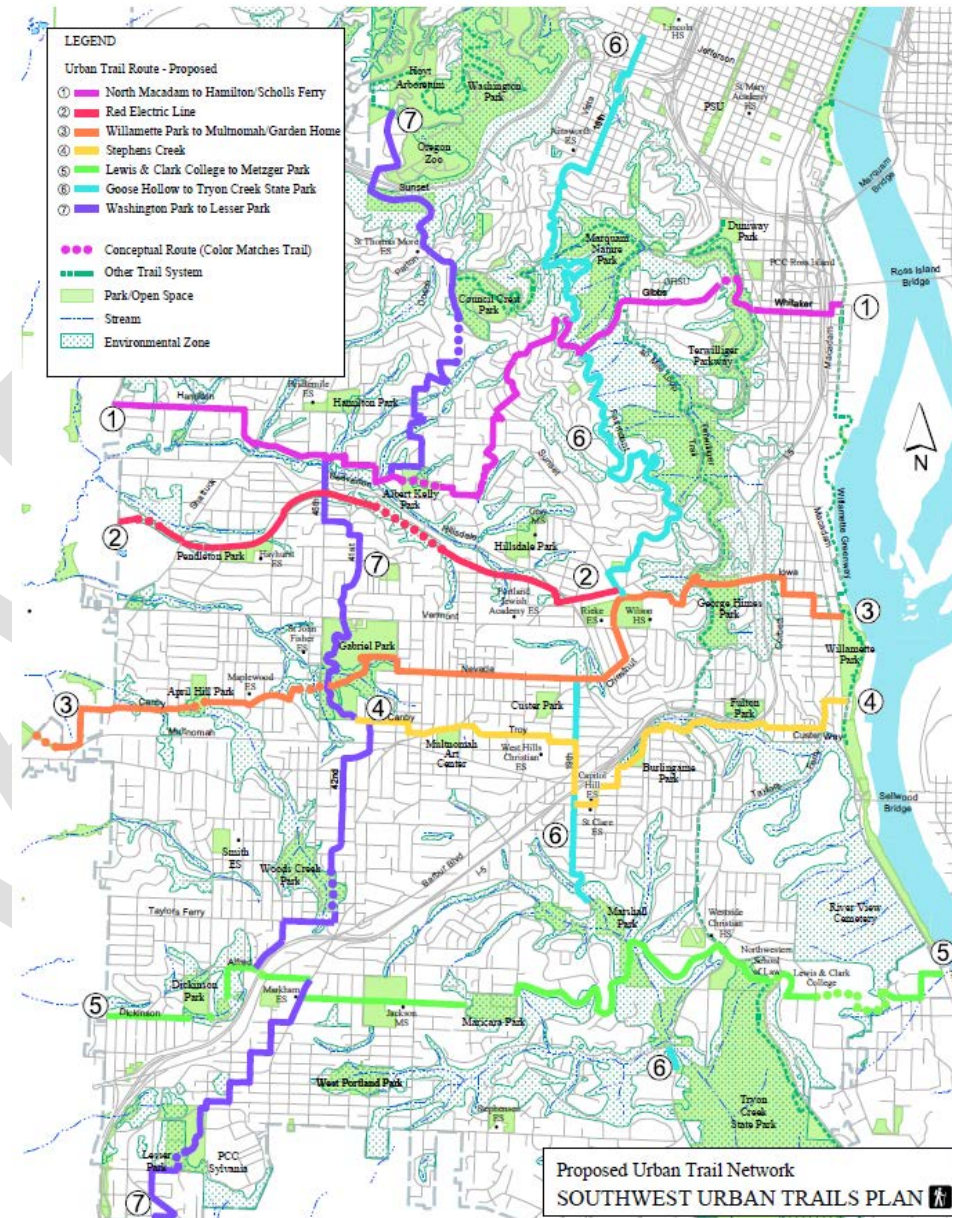


Figure 15: Numbered Urban Trail Routes

## Bicycle Plan for 2030

City of Portland (2010)

The Portland Bicycle Plan for 2030 recommends strengthening city policies in support of bicycling, providing more and better bicycle parking, expanding education and encouragement programs, and developing ongoing measures of success. It includes a list of capital projects and recommended actions. The Portland Bicycle Plan created new bike network designations based on facility type for several routes.

In Southwest, the Bicycle Plan for 2030 recommends a bicycle functional classification on a network of arterial and local streets.

Major City Bikeways:

Willamette Greenway Trail

SW Barbur Blvd

SW Terwilliger Blvd

SW Bertha Blvd

SW Multnomah Blvd

SW Capitol Hwy

SW Cullen Blvd/Fairvale Ct (Red Electric Trail Alignment)

Other arterial, collector, and select local streets are classified as City Bikeways. All other local streets are classified as Local Service Bikeway.

To support implementation, the plan identified a network of recommended bicycle facility types to implement the functional classification. In Southwest, one frequent recommendation was for Advisory Bike Lanes. This facility type has not yet been implemented in Portland.

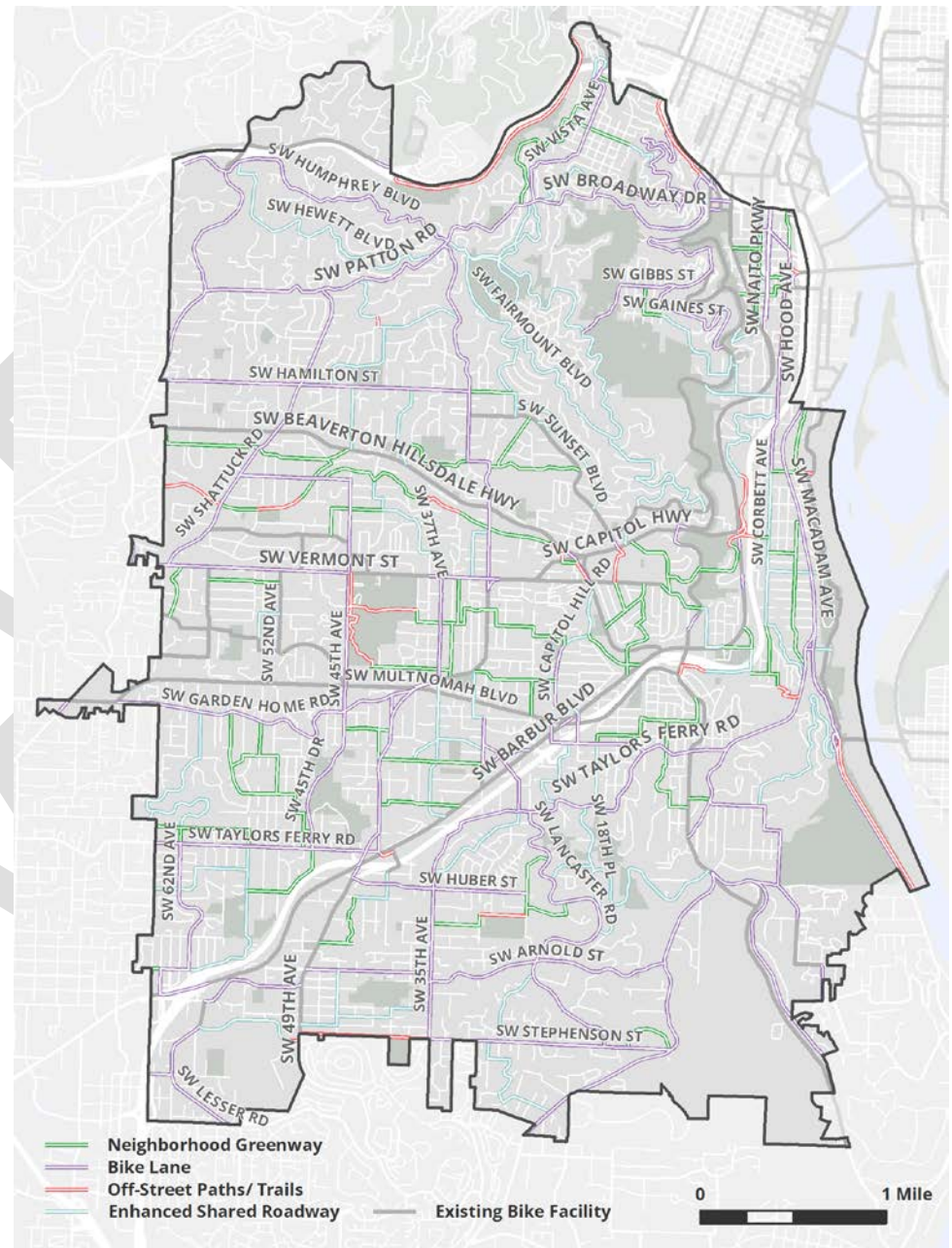


Figure 16: Bike Plan for 2030 Recommended Network

## Southwest Community Plan

City of Portland (2001)

The *Southwest Community Plan* developed a 20-year framework for Southwest Portland to guide land use, transportation, public facilities and services, environmental protection, housing, and public safety decisions. The plan proposed improving “accessibility in Southwest Portland using the existing street network to the greatest extent possible, and, when needed, create new street connections and off-street pedestrian and bicycle trails and paths” (p.71)

The transportation policies objectives of the SWCP are supplemental to those for the TSP Southwest Transportation District. Relevant policies and objectives that support and guide the development of Southwest In Motion include:

**Transportation Policy:** Provide a balanced, multimodal transportation system in Southwest Portland that encourages increases in transit use and pedestrian accessibility and connectivity, discourages non-local traffic in residential areas, manages congestion, and focuses on improving and maintaining arterial and local streets.

**Transportation Objective 1:** Support the development of pedestrian facilities, including safe crosswalks, identified in the Pedestrian Master Plan and the SW Trails maps on arterials and local streets, at major intersections and bus stops, on unimproved rights-of-way, and across public and private lands where appropriate to provide connections between residential areas and activity centers.

**Transportation Objective 2:** Use a broad range of cost-effective approaches taking into consideration existing topography and drainage patterns and protection of the natural environment when building and maintaining pedestrian ways and streets in Southwest to reflect their varying functions, classifications, and character.

## Marquam Hill Plan

City of Portland (2003)

The Marquam Hill Plan is a neighborhood specific plan presenting the vision, policies and objectives to direct public investment in the Marquam Hill Plan Area, including the Oregon Health & Science University (OHSU) campus. The plan included recommendations for critical improvements such as the Aerial Tram, and specific bicycle and pedestrian facilities on key connections through plan area. The action list remains partially complete.

## Other Area Plans and Policies

Other area plans for Southwest are included below:

Plan	Ordinance	Effective Date
Corbett-Terwilliger-Lair Hill Policy Plan	150580	1977
Terwilliger Parkway Corridor Plan	155244	1983
Hillsdale Town Center Plan	171699	1997
West Portland Park	148870	1979
Corbett-Terwilliger-Lair Hill	150580	1977