



Preliminary Plan and Policy Review

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1.0 Executive Summary

1.1 Purpose

This preliminary plan and policy review:

- Summarizes relevant land use and transportation policies as they relate to the Sellwood Bridge Project;
- Supplies necessary information for the generation of evaluation criteria and project alternatives; and
- Identifies on-going or planned studies in the study area, to alert the project team of ongoing or forthcoming efforts that are related to the project.

This memorandum does not offer a comprehensive review of all plans and policies, nor does it attempt to compare potential bridge alternatives against planning documents. A thorough review of plans and policies will be conducted as part of the National Environmental Policy Act analysis task, which will follow the development of bridge alternatives.

1.2 Methodology

The analysis reviewed relevant, adopted plans from state, regional, and local agencies and non-profit entities. A list of reviewed plans is provided in the Background Report. Ongoing studies in the land use study area were also identified and summarized in Attachment A.

1.3 Land Use Study Area

The study area includes the Sellwood Bridge and SE Tacoma Street, and is bounded on the west by Highway 43 and on the east by Highway 99E. The study area is illustrated in the Background Report as Figure 1. The plan and policy discussion has been organized into five geographic areas:

- **Highway 43/Macadam Avenue and Taylors Ferry Road:** Highway 43/Macadam Avenue, ½-mile north and south the of Sellwood Bridge interchange, including adjacent parcels east and west of highway, and Taylors Ferry Road within 0.25 mile of the Macadam Avenue intersection.
- **Sellwood Bridge:** Entire bridge
- **Tacoma Street and Other Local Streets:** Sellwood Bridge to Highway 99E, including SE Spokane Street, SE Tenino Street, SE Umatilla Street, and adjacent parcels north and south of these roadways
- **Parks, Trails, and Open Space:** Sellwood Riverfront Park, Sellwood Park, Oaks Bottom Wildlife Refuge, Butterfly Park, Willamette Moorage, and Powers Marine Park, as well as the Springwater Corridor and Willamette Greenway Trails
- **Willamette River:** Vicinity of Sellwood Bridge

1.4 Summary of Findings

The following is a summary of the key points from this preliminary plan and policy review, organized by segment. Each of these findings are described in more detail in the Background Report. City of Portland Transportation System Plan (TSP) and Freight Master Plan street classification descriptions are located in Attachment B.

1.4.1 Highway 43/Macadam Avenue and Taylors Ferry Road

- Metro's *Regional Transportation Plan* identifies the need for a long-term strategy for high-capacity transit in the Macadam corridor that links downtown Portland to southwest neighborhoods and Lake Oswego.
- The City of Portland's *Transportation System Plan* classifies Highway 43 as a "Major City Traffic Street," a "Major Emergency Response Street," a "Regional Corridor," a "Transit Access Street," a "City Bikeway" south of the Sellwood Bridge, a "Off-Street Path" north of the Sellwood Bridge, and a "City Walkway." There are no roadway improvements along Highway 43 near the Sellwood Bridge. The TSP classifies Taylors Ferry Road as a "District Collector," a "Major Emergency Response Street," a "Community Corridor," a "Transit Access Street," a "City Bikeway," and a "City Walkway."
- The City of Portland's *Freight Master Plan* classifies Highway 43 as a "Major Truck Street" and Taylors Ferry Road as a "Truck Access Street."
- The *City of Portland Zoning Map* identifies the study area as being located within eight overlay designations.
 - One overlay designation (Design [d]) requires design review for compliance with adopted design guidelines (Macadam Corridor Design Guidelines).
 - One overlay designation (Scenic Resources [s]) has development standards including height limits, landscaping standards, and screening standards.
 - Two overlay designations require Environmental Review (Environmental Conservation [c] and Environmental Protection [p]).
 - Four overlay designations are Greenway-related and require a Greenway Review and Greenway Goal Exception (River General [g], River Natural [n], River Water Quality [q], River Recreational [r]).

1.4.2 Sellwood Bridge

- Metro's *Regional Transportation Plan* identifies a project within the 2004-09 timeframe to replace the Sellwood Bridge by implementing recommendations from the South Willamette River Crossing Study.
- Metro's 1999 *South Willamette River Crossing Study* recommends preserving the existing Sellwood Bridge or replacing it as a two-lane bridge with better service for bike and pedestrian travel. The study recommended against replacing the Sellwood Bridge with a four-lane crossing, fully rehabilitating the existing Sellwood Bridge, using the bridge for bikes and pedestrians only, and two- and four-lane bridge crossings in Clackamas County at north Lake Oswego, Marylhurst, or Milwaukie.

- The *City of Portland Transportation System Plan* classifies the Sellwood Bridge as a “District Collector,” a “Major Emergency Response Street,” a “Community Corridor,” a “Transit Access Street,” a “City Bikeway,” and a “City Walkway.”
- The *City of Portland Transportation System Plan* also identifies a project to replace the Sellwood Bridge by implementing recommendations from the South Willamette Study and Willamette River Bridge Accessibility Plan.
- The *City of Portland Freight Master Plan* classifies the Sellwood Bridge as a “Truck Access Street.” The Plan includes one project applicable to the Sellwood Bridge: Sellwood Bridge, SW/SE Bridge Replacement. This is classified as a Tier 1 project (highest priority for unfunded projects). The Plan also classifies the Sellwood Bridge as “weight-restricted,” which are “physical barriers due to inadequate infrastructure” that “hamper the efficient and reliable movement of freight.”
- The 1990 *Multnomah County Bicycle Master Plan* contains policies and implementation strategies addressing bicycling on County streets and bridges. A “Facilities” policy states that “bicycles shall be an integral component of the balanced and integrated County transportation system such that Multnomah County roads and bridges shall be made safe and accessible to bicyclists.”
- The *Portland Bicycle Master Plan* identifies a project to relocate the Sellwood Bridge’s light poles to provide a wider passageway for walkers and bicyclists.
- The *City of Portland’s 1997 Sellwood-Moreland Neighborhood Plan* contains policies, objectives and “action charts” addressing bicycle/pedestrian travel on the Sellwood Bridge. One policy aims to “improve access to and from the neighborhood across the Willamette River for transit, bicycle and pedestrians.” A supporting objective includes enhancing “the safety of the Sellwood Bridge for pedestrians and bicyclists,” and an action chart includes providing “safe bicycle lanes and separate pedestrian walkways on the bridge.”
- The *City of Portland’s Sellwood-Moreland Neighborhood Plan* also calls for the preservation of views from the Sellwood Bridge to the Willamette River, the hills to the west, and downtown Portland, in any bridge renovation or replacement project.
- The Oregon Department of Transportation’s (ODOT’s) *Oregon Highway Plan* Policy 4B advances and supports alternative passenger transportation systems “where travel demand, land use, and other factors indicate the potential for successful and effective development of alternative passenger modes.” The Sellwood Bridge has historically been a key transit connection between southwest and southeast Portland. One Tri Met bus route has been rerouted from the bridge (#41 Tacoma) and another bus route (#40 John’s Landing) no longer services the Sellwood-Moreland area due to the weight restriction on the Sellwood Bridge.

1.4.3 Tacoma Street and Other Local Streets

- The *City of Portland Transportation System Plan* classifies Tacoma Street as a “District Collector,” a “Major Emergency Response Street,” a “Community Main Street,” a “Transit Access Street,” a “Local Service Bikeway” between the Sellwood Bridge and SE 21st Avenue, a “City Bikeway” east of SE 21st Avenue, and a “City Walkway.”

SE Spokane Street, SE Tenino Street, and SE Umatilla Street are classified as “Local Service Traffic Streets,” “Minor Emergency Response Streets,” “Local Streets,” “Local Service Transit Streets,” “Local Service Bikeways,” and “Local Service Walkways.”

One of the objectives identified in the TSP for the Southeast Transportation District is to “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” (Policy 6.37.L).

- The City of Portland Freight Master Plan classifies Tacoma Street as a “Truck Access Street.” SE Spokane Street, SE Tenino Street, and SE Umatilla Street are classified as “Local Service Truck Streets.”
- The *Tacoma Main Street Plan* states that providing adequate regional traffic capacity in the travel shed that Tacoma Street and the Sellwood Bridge serves is not the responsibility of Tacoma Street.
- The *City of Portland Comprehensive Plan* calls to enhance the Sellwood-Moreland neighborhood “as an urban village, with a rich mixture of land uses, a variety of housing types including affordable housing, recreation opportunities, and transportation alternatives.”
- The City of Portland’s *Sellwood-Moreland Neighborhood Plan* contains the following policies:
 - Policy I: protection of historic resources and preservation of the historic character of neighborhood areas. The development of alternatives for the Sellwood Bridge Project will need to consider impacts to historic resources in the Sellwood-Moreland neighborhood, and the design of the bridge will need to be integrated into the Sellwood-Moreland neighborhood.
 - Policy II aims to “reinforce a distinctive sense of place by emphasizing neighborhood boundaries, connections, business districts, public open spaces, and focal points.” An objective to meet this policy is to “identify and strengthen neighborhood gateways.” The Sellwood Bridge is identified as a neighborhood gateway in the Plan.
 - Policy VI calls to “improve access to and from the neighborhoods across the Willamette River for transit, bicycles, and pedestrians.” One objective to meet this policy is to create gateways to the neighborhood at the Sellwood Bridge; another object encourages mixed-use development on Tacoma Street that enhances character of the area.
 - Policy VII aims to preserve the health and vitality of the commercial areas and maintain the balance of residential, commercial, and industrial interests. Supporting objectives to meet this goal include preserving the historic character and pedestrian orientation of the neighborhood commercial areas, and providing good mass transit access to the commercial areas for customers and residents. The development of alternatives will need to preserve the historic character and pedestrian orientation of the neighborhood and provide good transit access.

1.4.4 Parks and Open Space

- The *City of Portland Transportation System Plan* identifies planned trail projects within the study area, including the completion of the Springwater Trail Corridor through Sellwood and the completion of the Willamette Greenway Trail between the Sellwood Bridge and Portland city limits.
- The City of Portland's *Parks 2020 Vision Capital Improvement Program* cites current efforts to complete the Springwater Corridor Trail and the recent acquisition of funds to address the "Sellwood Gap" (the uncompleted trail segment between SE Umatilla Street and SE 17th Avenue).
- The City of Portland's 2006 *Willamette River Concept Plan* contains several relevant "guidance" statements:
 - "Sellwood will continue to be a vibrant neighborhood with both natural areas and parks on its waterfront. Connection to the waterfront will be improved with the completion of the Springwater Corridor, a new Sellwood Bridge, and commercial activity at the bridgehead on Tacoma Street."
 - "The redesign of the Sellwood Bridge will accommodate pedestrian and bicycle traffic, connecting the east and west sides of the river in the Willamette Greenway Trail system."
 - "Existing gaps in the Willamette Greenway Trail will be completed. The existing trail will be upgraded to current standards as opportunities arise."
 - "Dunthorpe¹ will connect to Portland neighborhoods to the north and east through trail improvements in Ira Powers Marine Park and improvements to the Sellwood Bridge."
- The City of Portland's *Willamette Greenway Plan* depicts conceptual trail alignments on both sides of the Willamette River in vicinity of the Sellwood Bridge, with the bridge serving as a key link between each trail. The trail network would eventually be achieved through property easements where necessary.

1.4.5 Willamette River

- The City of Portland's *Willamette River Plan* identifies the Sellwood Bridge and a trail on the east and west banks of the Willamette River as a "Primary Greenway Trail." The Plan also identifies a "View Corridor" westward on SE Spokane Street towards the Willamette River. The Plan states this view must be preserved.
- The City of Portland's *Willamette Greenway Plan and River Plan's* Greenway Setback requires a minimum of 25 feet landward from the top of the bank. No buildings, structures, parking lots, or fills are to be located within the setback unless it can be shown to be necessary for the functioning of a river-dependent or river-related use. Uses that are not river-dependent or river-related must obtain a Greenway Goal Exception to be within the Greenway Setback. A Greenway Goal Exception is an exception to the Willamette Greenway Plan.

¹ Dunthorpe is an unincorporated neighborhood located on Highway 43 between Portland and Lake Oswego.

- The City of Portland's *Willamette Greenway Plan and River Plan*'s design guidelines address the relationship of structures to the Greenway Setback area, public access, natural riverbank and riparian habitat, riverbank stabilization treatments, landscape treatments, alignment of the Greenway Trail, viewpoints, and view corridors. The Plan also includes other elements, including regulations for landscaping, fills, and design. The Sellwood Bridge Project will require a Greenway Review by the City of Portland, a Type II Land Use Review, per Section 33.440.310 of the City of Portland Zoning Code.

1.5 Ongoing Studies

Ongoing studies were not specifically analyzed as part of this effort because they have not yet been adopted and in some cases, a recommendation has not yet been identified. However it is important for the project team to be aware of these other efforts to allow coordination and communication. Attachment A to the Background Report summarizes the following five ongoing studies (authoring agency listed in parentheses):

- Lake Oswego to Portland Transit and Trail Alternatives Analysis (Metro)
- River Renaissance: River Plan (City of Portland)
- South Corridor Project Phase 2: Portland-Milwaukie Light Rail (Metro)
- Regional Transportation Plan (update, Metro)
- New Look at Regional Choices (Metro)

2.0 Background Report

2.1 Introduction

The preliminary plan and policy review summarizes the land use and transportation policies that will assist in the development of the Sellwood Bridge project's evaluation framework. The plan and policy review – along with the roadway deficiencies, operational deficiencies, and structural deficiencies memoranda – supplies necessary information for the generation of project alternatives. The review also identifies on-going or planned studies in the study area, to alert the project team of ongoing or forthcoming efforts that are related to the project. These are listed in Attachment A of this document.

This memorandum does not offer a comprehensive review of all plans and policies, nor does it attempt to compare potential bridge alternatives against planning documents. A thorough review of plans and policies will be conducted as part of the National Environmental Policy Act (NEPA) analysis task, which will follow the development of bridge alternatives.

2.2 Documents Reviewed

The plans listed below are being reviewed as part of this effort (adopted plans only, organized by authoring agency):

Oregon Department of Transportation

- Oregon Highway Plan (1999, amendments through 2006)
- Oregon Bicycle and Pedestrian Plan (1995)

Multnomah County

- Multnomah County Transportation System Plan (2006)
- Multnomah County Comprehensive Framework Plan (1977, amendments through 2006)
- Multnomah County Bicycle Master Plan (1990)

Metro

- Regional Transportation Plan (2004)
- South Willamette River Crossing Study (1999)

City of Portland

- City of Portland Transportation System Plan (2004 update)
- City of Portland Freight Master Plan (2006)
- River Renaissance Strategy (2005)
- Willamette Greenway Plan (1987)
- Sellwood-Moreland Neighborhood Plan (1998)

- Corbett-Terwilliger-Lair Hill Policy Plan (1977)
- Parks 2020 Vision (1999)
- Tacoma Main Street Plan (2002)
- City of Portland Comprehensive Plan (1980, updated in 2004)
- City of Portland Zoning Map
- City of Portland Bicycle Master Plan (1996)
- City of Portland Pedestrian Master Plan (1998)
- Southwest Community Plan (2000)
- Willamette River Bridges Accessibility Project (1994)
- Willamette River Concept Plan (2006)
- Parks 2020 Vision Capital Improvements Program (2006)
- Scenic Resources Protection Plan (1991)
- Oaks Bottom Management Plan (1988)

3.0 Land Use Study Area

The land use study area, illustrated in Figure 1, includes the Sellwood Bridge and SE Tacoma Street, and is bounded on the west by Highway 43 and on the east by Highway 99E. The plan and policy discussion has been organized into five geographic areas. The plan and policy discussion has been organized into the following five geographic elements:

- Highway 43/Macadam Avenue (vicinity [$\frac{1}{2}$ -mile north and south] of Sellwood Bridge interchange, including adjacent parcels east and west of highway) and Taylors Ferry Road within 0.25 mile of the Macadam Avenue intersection.
- Sellwood Bridge (entire)
- Tacoma Street (Sellwood Bridge to Highway 99E), and SE Spokane Street, SE Tenino Street, and SE Umatilla Street (Willamette River to Highway 99E), including adjacent parcels north and south of roadway
- Parks, Trails, and Open Space (Sellwood Park, Sellwood Riverfront Park, Oaks Bottom Wildlife Refuge, Willamette Moorage, Butterfly Park, Powers Marine Park)
- Willamette River (vicinity of Sellwood Bridge)

Within these five geographic areas, the following components are addressed:

- Land Use
- Roadway, Freight, and Emergency Response
- Bicycle and Pedestrian
- Transit
- Recreational
- Natural Resources








City of Portland Transportation System Plan (TSP) and Freight Master Plan street classification descriptions are located in Attachment B.

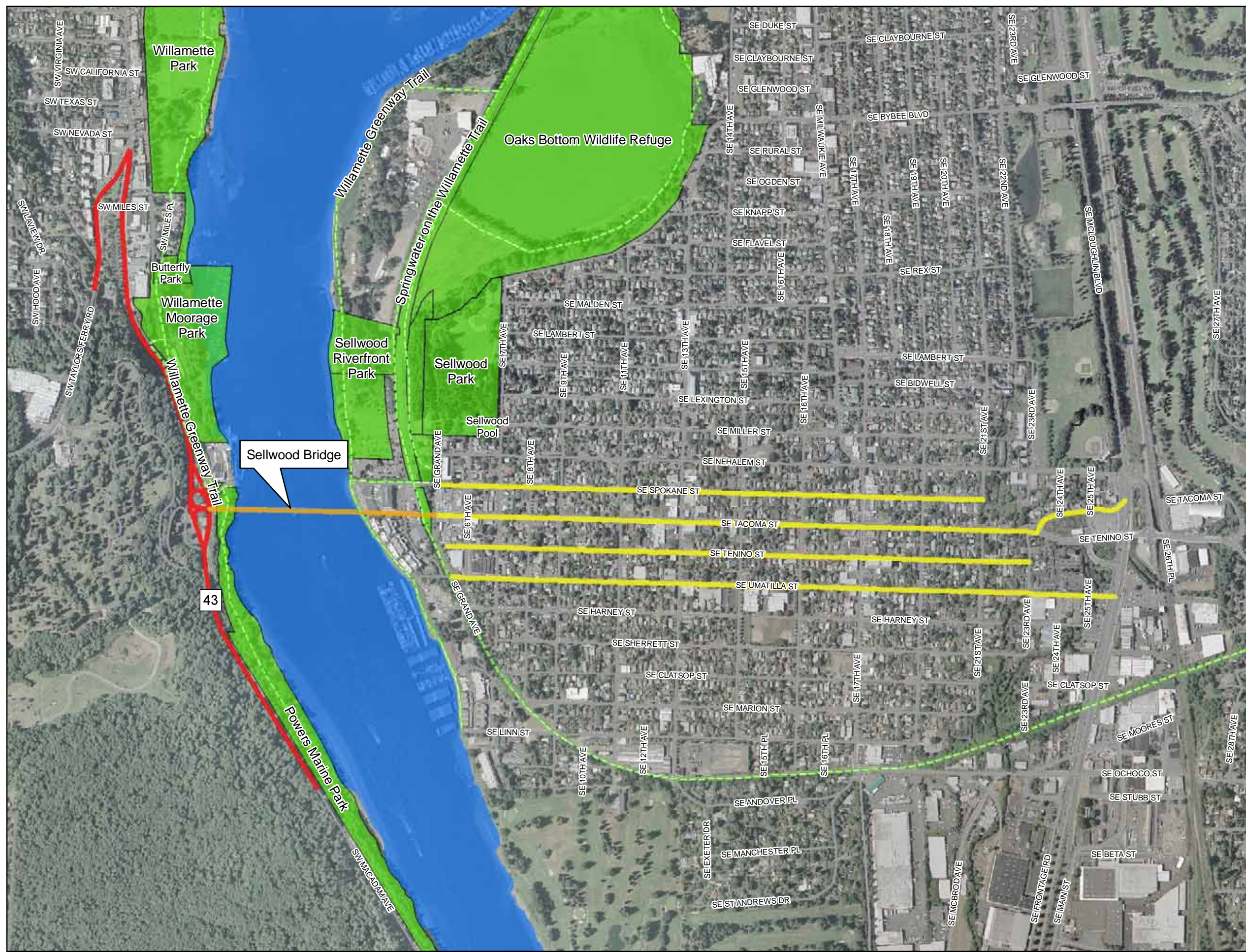
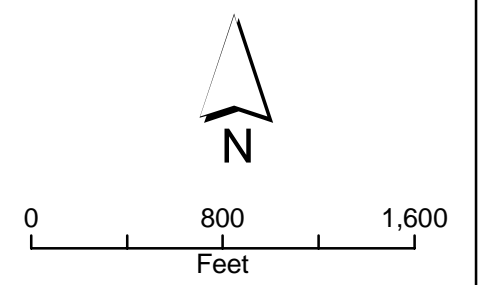
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Figure 1
Plan and Policy
Review Study Area
Sellwood Bridge Project
Multnomah County, OR



LEGEND

-  Streets
- Areas**
-  1 - Highway 43/Macadam Avenue and Taylors Ferry Road
-  2 - Sellwood Bridge
-  3 - SE Tacoma Street and Other Local Streets
-  4 - Parks, Trails, and Open Space
-  4 - Parks, Trails, and Open Space
-  5 - Willamette River



Back of Figure 1

4.0 Highway 43/Macadam Avenue and Taylors Ferry Road

Highway 43 is owned and maintained by ODOT. The highway runs north-south between the cities of Portland and Oregon City, traveling through Lake Oswego and West Linn. The highway is referred to as Macadam Avenue within the study area.

Taylors Ferry Road is owned and maintained by the City of Portland. It runs southwest-northeast through southwest Portland from Macadam Avenue on the east to I-5 on the west.

4.1 Land Use

The zoning designation at the SW Taylors Ferry Road/Macadam Avenue intersection is Storefront Commercial (CS). South of this intersection, the existing land uses transition from Storefront Commercial to Open Space (OS) west of Macadam Avenue and a combination of Open Space (Willamette Moorage) and General Commercial (CG) on the east side of Macadam Avenue. South of the Sellwood Bridge, Powers Marine Park is located between Macadam Avenue and the Willamette River, and the designated zoning west of Macadam Avenue is Open Space.

Storefront Commercial is the zoning designation south of and along Taylors Ferry Road for approximately 1,000 feet from the Macadam Avenue intersection. The zoning designation for the remainder of the land south of Taylors Ferry Road within the study area is Open Space. North of Taylors Ferry Road, the zoning designation is a combination of Residential (R5 and R10) and Open Space.

4.1.1 City of Portland Zoning Map

According to the City of Portland Zoning Map (2006), there are five overlay zoning designations on the west side of the Willamette River within the study area (Figure 2):

- Design (d)
- Environmental Conservation (c)
- River General (g)
- River Water Quality (q)
- Scenic Resources (s)

Portions of the study area north of the Sellwood Bridge on the west side of the Willamette River are within the Design overlay zone. The Design overlay zone “promotes the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value.” This is achieved through the creation of design districts. The portion of the study area with the Design overlay zone designation in the study area is subject to the design guidelines in the Macadam Corridor Design Guidelines (1985). Any development within this overlay zone will require design review and compliance with the design standards. Design standards apply to new development and modifications to existing development. The design standards do not specifically address bridge structures. Coordination with the City of Portland would determine the applicable design standards. Factors that could be reviewed during design review include architectural style, structure placement, dimensions, height, building materials, and color.

The area immediately west of Highway 43/Macadam Avenue is protected with an Environmental Conservation overlay zone designation. The Environmental Conservation overlay zone “protects resources and functional values that have been identified by the City as providing benefits to the public. The environmental regulations encourage flexibility and innovation in site planning and provide for development that is carefully designed” to protect important environmental resources.

A portion of the west bank of the Willamette River in the study area, including the Sellwood Bridge loop ramps, is located within two Greenway overlay zoning designations. The River General overlay zone “allows for uses and development which are consistent with the base zoning, which allow for public use and enjoyment of the waterfront, and which enhance the river’s natural and scenic qualities.” The River Water Quality overlay zone is “designed to protect the functional values of water quality resources by limiting or mitigating the impact of development in the setback.” In general, these greenway overlay designations are intended to “protect, conserve, enhance, and maintain the natural, scenic, historical, economic, and recreational qualities of lands along Portland’s rivers.”

In addition, a portion of the west bank of the Willamette River in the study area is located within the Scenic Resource overlay zone designation, which establishes “height limits within view corridors to protect significant views and by establishing additional landscaping and screening standards to preserve and enhance identified scenic resources.” In general, the Scenic Resources overlay designation is intended to protect Portland’s significant scenic resources, enhance the appearance of Portland, and to create attractive entrance ways to Portland and its districts. For more information on scenic resources for this segment, see the Scenic Resources Protection Plan discussion below.

Scenic Resources Protection Plan

The City of Portland Scenic Resources Protection Plan identifies two “scenic viewpoints” on the west bank of the Willamette River. However, according to the Plan and the City of Portland Zoning Code, there are no special height limitations for scenic viewpoints; view corridors are subject to the height limits of the base zone.

This Plan also identifies Highway 43/Macadam Avenue and the area to west as the “SW Macadam/Terwilliger Scenic Corridor.” The City of Portland Zoning Code for Scenic Corridors addresses design standards, including limiting blank facades, street setbacks, side building setbacks, screening, fences, signs, and tree preservation. There are no specific regulations for transportation facilities.

4.1.2 Corbett-Terwilliger-Lair Hill Policy Plan

The northwest portion of the study area is located in the Corbett-Terwilliger-Lair Hill neighborhood. Policy 3.6 of the City of Portland’s Comprehensive Plan states neighborhood plans can be “maintained and enforced” if the neighborhood plan is consistent with the Comprehensive Plan and has been adopted by City Council. The Corbett-Terwilliger-Lair Hill Policy Plan was adopted by City Council in 1977.

The Plan does not specifically address the portion of the study area within the Corbett-Terwilliger-Lair Hill neighborhood. However, Policy B of the Plan does recommend reducing vehicular traffic through residential neighborhoods and Policy C recommends controlling

Figure 2
City of Portland
Zoning Code
Overlay Zone Designations
Sellwood Bridge Project
Multnomah County, OR



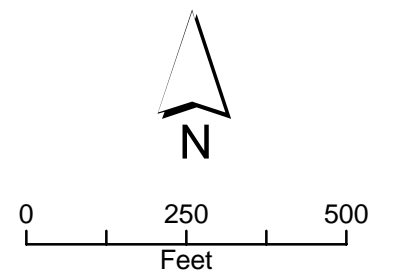
LEGEND

- Streets
- Overlay Zoning

Overlay Zoning Designations:

- a - Alternative Design Density
- c - Environmental Conservation
- d - Design
- g - River General
- n - River Natural
- p - Environmental Preservation
- q - River Water Quality
- r - River Recreational
- s - Scenic Resources

Note: More than one letter indicates multiple overlay zone designations



Back of Figure 2

development and improvements in the Macadam Corridor to retain industrial uses, potential employment, preserve residential areas, and “mitigate the economic pressure toward strictly commercial development on the riverfront.”

4.1.3 Southwest Community Plan

Completed in 2000, the City of Portland Southwest Community Plan covers several neighborhoods west of the study area in Southwest Portland. An objective in the “Land Use and Urban Form” policy element of the Plan encourages “innovative designs in public and private development that are in harmony with the natural character of Southwest Portland.” Also within the “Land Use and Urban Form” policy element, Macadam Avenue is identified as a “Main Street.” One of the identified “Main Street Objectives” is to “ensure transportation connections, community interaction, pedestrian rhythm and orientation, and frequent and accessible transit service within and between the main street and the surrounding neighborhoods.” The “Public Facilities” policy element of the Plan aims to “ensure adequate public facilities for both existing and new development through equitable funding mechanisms.” Two objectives include ensuring “the provision of new public facilities maintains or enhances the functions of existing public facilities,” and developing “public facilities that protect natural water courses.”

4.2 Roadway, Freight, and Emergency Response

4.2.1 Oregon Highway Plan

The ODOT’s 1999 Oregon Highway Plan (OHP) classifies Highway 43 as a District Highway. District Highways are defined as having “moderate to low-speed operation in urban and urbanizing areas for traffic flow and for pedestrian and bicycle movements.” The Highway segment within the study area is designated as a Special Transportation Area (STA). Action 1B defines STAs as areas which provide access to community activities, businesses, and residences and to accommodate pedestrian movement along and across the highway in a downtown, business district and/or community center including those as defined by OAR 660-22. Highway 43 is not designated as an Expressway, nor is it designated as a scenic byway freight route, or safety corridor.

The access management spacing standard for Highway 43 is a minimum of 500 feet, except where private driveways are allowed. Where driveways are allowed and where land use patterns permit, the minimum spacing for driveways is 175 feet.

Action 1F.3 enables Highway 43, because it is located in the City of Portland Urban Growth Boundary (UGB) and is designated as a STA to operate with maximum vehicular volume-to-capacity ratios of 0.99 for two consecutive hours of peak period operations.

4.2.2 Regional Transportation Plan (Metro)

Metro’s 2004 Regional Transportation Plan (RTP) includes a project to provide Intelligent Transportation Systems (ITS) enhancements to three traffic signals along Highway 43 between the Sellwood Bridge and Hood/Bancroft. This project is scheduled in the 2010-2015 timeframe.

4.2.3 Portland Transportation System Plan (City of Portland)

According to the 2004 City of Portland Transportation System Plan (TSP), Highway 43 is classified as a “Major City Traffic Street,” a “Major Emergency Response Street,” and a “Regional Corridor.”

Taylor's Ferry Road is classified as a “District Collector,” a “Major Emergency Response Street” and a “Community Corridor.”

4.2.4 Portland Freight Master Plan (City of Portland)

Highway 43/Macadam Avenue is classified as a “Major Truck Street” and Taylor's Ferry Road is classified as a “Truck Access Street” in the Portland Freight Master Plan.

The Freight Master Plan, an element of the TSP adopted by Portland City Council in May 2006, identifies SW Macadam Avenue between SW Bancroft Street and the Sellwood Bridge for system management/intelligent transportation systems improvements.

4.3 Bicycle and Pedestrian

4.3.1 Oregon Highway Plan (Oregon Department of Transportation)

The OHP's goals, policies, and actions address bicycling and walking on the state highway system in both a direct and an indirect manner. The Plan's land use and transportation policy is supported by an action directing ODOT to develop and implement bicycle and pedestrian design guidelines for state highways (Action 1B.6), including sidewalks, lighting and crosswalks. Action 1B.14 identifies alternative transportation facilities that should be included on District Highways within an UGB. Amenities include bicycle lanes, sidewalks, and enhanced bicycle/pedestrian crossing treatments at intersections.

4.3.2 Regional Transportation Plan (Metro)

The RTP includes a project to develop bicycle facilities on Highway 43 between SW Naito Parkway and the Multnomah County Line. The study area is within this project's vicinity. This project is scheduled in the 2016-2025 timeframe.

4.3.3 Portland Transportation System Plan (City of Portland)

The Portland TSP's multi-modal street classifications generally dictate the type of bicycle/pedestrian facilities to be included on city streets. Highway 43 is defined as a “City Bikeway” and a “City Walkway” south of the Sellwood Bridge, and an “Off-Street Path” north of the Sellwood Bridge. Taylor's Ferry Road is classified as a “City Bikeway” and a “City Walkway.”

According to the TSP, “consideration should be given to include medians and curb extensions to enhance pedestrian crossings, sidewalks with landscape buffers, striped bicycle lanes or wide outside lanes along Regional Corridors.” Highway 43 is classified as a Regional Corridor. The TSP directs the City to “provide safe and convenient access for pedestrians and bicyclists to, across, and along Major Transit Priority Streets.” Highway 43 is classified as a Major Transit Priority Street.

The TSP identifies planned bicycle and pedestrian improvements near Highway 43, including the following:

- Addressing multi-modal circulation needs at the west end of the Sellwood Bridge
- Completing the Willamette River Greenway Trail between the Sellwood Bridge and Portland city limits.

The TSP also identifies project on Taylors Ferry Road between SW 35th Street and SW Macadam Avenue to implement bicycle and pedestrian improvements.

4.3.4 Portland Bicycle Master Plan (City of Portland)

The City of Portland Bicycle Master Plan, completed in 1996 and updated in 1998, identifies a project to add bicycle facilities on Highway 43 between SW Naito Parkway and the Portland city limits.

4.4 Transit

4.4.1 Regional Transportation Plan (Metro)

The RTP identifies the need for a long-term strategy for high-capacity transit that links downtown Portland to southwest neighborhoods and Lake Oswego. Options to be considered include:

- Interim repairs to maintain Willamette Shores Trolley excursion service.
- Implementing frequent bus service in the Macadam corridor.
- Phasing of future streetcar commuter service or commuter rail in the Macadam corridor to provide high-capacity travel option using the Willamette Shore Line right-of-way or other right-of-way as appropriate.

The Lake Oswego to Portland Transit and Trail Alternatives Analysis Study is summarized in Attachment A.

4.4.2 City of Portland Comprehensive Plan

Objective A of Policy 6.40 (Southwest Transportation District) states to “use the Willamette Shore Line right-of-way, the corridor identified in the Macadam Corridor Improvement Plan, or other alignments as appropriate to provide future streetcar commercial service or light rail in the Macadam corridor.”

4.4.3 Portland Transportation System Plan (City of Portland)

Highway 43 is classified as a “Major Transit Priority Street” and Taylors Ferry Road is classified as a “Transit Access Street” in the Portland TSP.

4.5 Recreational

There were no specific recreational policies in the reviewed plans applicable to this segment.

4.6 Natural Resources

There are four overlay zoning designations to protect natural resources on the west side of the Willamette River in the study area. For more information, see this segment’s Land Use section.

5.0 Sellwood Bridge

The Sellwood Bridge is a four-span continuous deck truss bridge that connects Highway 43 on the west side of the Willamette River with Highway 99E on the east via Se Tacoma Street on the east side of the Willamette River. The bridge is owned and maintained by Multnomah County.

5.1 Land Use

The Sellwood Bridge is listed on the Oregon Inventory of Historic Properties (Resource #3707)². In addition, the Sellwood Bridge is eligible to the National Register of Historic Properties under a draft programmatic agreement between Oregon Department of Transportation and the State Historic Preservation office. Under the programmatic agreement, any truss bridge over 50 years of age is eligible to the National Register of Historic Places.

5.1.1 *Sellwood-Moreland Neighborhood Plan (City of Portland)*

The Sellwood Bridge is identified as a “neighborhood gateway” in the City of Portland Sellwood-Moreland Neighborhood Plan. One policy and four objectives are applicable to the Sellwood Bridge project. The applicable policy aims to integrate the Willamette River’s edges into the Sellwood-Moreland community. The four supporting objectives to meet this policy are:

- “Preserve views from the Sellwood Bridge to the river, the hills to the west, and downtown Portland in any Sellwood Bridge renovation or replacement.”
- “Strengthen the role of the Sellwood Bridge as neighborhood gateway.”
- “Use the public areas near the river’s edge to help unify and create an identity for the neighborhood.”
- “Pursue and support commercial activity at the bridgehead that is compatible with river edge resources, and will link commercial and residential areas on Tacoma with the residential and recreational areas below the water’s edge.”

5.2 Roadway, Freight, and Emergency Response

5.2.1 *Regional Transportation Plan (Metro)*

The RTP identifies a project to replace the Sellwood Bridge by implementing recommendations from the South Willamette River Crossing Study (see below). The program years identified in the RTP are 2004-09.

The RTP identifies the regional “Acceptable Operating Standard” for a “Corridor/Inner Neighborhood” as LOS "E" for the AM/PM Two-Hour Peak. LOS "E" is defined as a volume to capacity ratio (v/c) of 0.9 to 1.0.

5.2.2 *South Willamette River Crossing Study (Metro)*

The South Willamette River Crossing Study, completed by Metro in 1999, was initiated to study multi-modal crossing improvements during the next 20 years for the Willamette River corridor

² Sellwood Bridge Evaluation and Repair Study. 2005. David Evans and Associates.

between the Marquam Bridge in Portland and the I-205 Bridge in Oregon City. The following recommendations were made in relation to the Sellwood Bridge:

1. Preserve the existing Sellwood Bridge or replace it as a two-lane bridge with better service for bike and pedestrian travel
2. Consider improvements to the Ross Island and I-205 bridges through a separate study
3. Increase motor vehicle capacity on regional facilities, such as McLoughlin and Highway 224
4. Mitigate traffic on Tacoma Street, Highway 99E in Milwaukie and on A Avenue and Highway 43 in Lake Oswego

The study recommended against replacing the Sellwood Bridge with a four-lane crossing, fully rehabilitating the existing Sellwood Bridge, using the bridge for bikes and pedestrians only, and two- and four-lane bridge crossings in Clackamas County at north Lake Oswego, Marylhurst, or Milwaukie.

5.2.3 Portland Transportation System Plan (City of Portland)

According to the Portland TSP, the Sellwood Bridge is classified as a "District Collector," a "Major Emergency Response Street," and a "Community Corridor."

The TSP identifies a project to replace the Sellwood Bridge by implementing recommendations from the South Willamette Study and Willamette River Bridge Accessibility Plan.

5.2.4 Portland Freight Master Plan (City of Portland)

The Sellwood Bridge is classified as a Truck Access Street in the Freight Master Plan. The Plan includes one project applicable to the Sellwood Bridge: Sellwood Bridge, SW/SE Bridge Replacement. This is classified as a Tier 1 project (highest priority for unfunded projects). The Plan also classifies the Sellwood Bridge as "weight-restricted," which are "physical barriers due to inadequate infrastructure" that "hamper the efficient and reliable movement of freight."

5.2.5 Willamette Greenway Plan and River Plan (City of Portland)

The City of Portland Willamette Greenway Plan was adopted in 1987. The River Plan (currently underway) will update and replace the Willamette Greenway Plan. For more information on the River Plan, see Attachment A. The portion of the River Plan in the study area (the "South Reach") is expected to be adopted in 2009.

The Willamette Greenway Plan includes the following related to the Sellwood Bridge: "Bridges perform a vital and important role in the Willamette Greenway. Apart from their primary function as transportation linkages, bridges add visual character to the Greenway, both in terms of creating architectural landmarks, and in defining space and form. Due to the major impact they have on the Greenway, all bridge replacement and new construction (projects) are required to be reviewed by Design Commission."

The design commission review would be a City of Portland Type II or Type III procedure. This review would occur during final design, but coordination with the City throughout the design and engineering process would be necessary to assure the design would meet the applicable design review criteria and standards. There are no specific design standards for bridges in the

Design Guidelines of the Zoning Code. A meeting or pre-application conference would determine the applicable design and approval criteria.

5.3 Bicycle and Pedestrian

5.3.1 Regional Transportation Plan (Metro)

The RTP identifies a project to relocate light poles on the Sellwood Bridge and to improve the bicycle/pedestrian crossing environment at the bridge's east end. This project is scheduled in the 2016-2025 timeframe.

5.3.2 Multnomah County Bicycle Master Plan (Multnomah County)

The 1990 Multnomah County Bicycle Master Plan contains policies and implementation strategies addressing bicycling on County streets and bridges. A "Facilities" policy states that "bicycles shall be an integral component of the balanced and integrated County transportation system such that Multnomah County roads and bridges shall be made safe and accessible to bicyclists." The Bikeway "Development" Policy directs the County to "continue to develop new or improved County bikeway facilities and bicycle-friendly streets and roads, in a systematic and programmed manner." Supporting implementation strategies include maximizing opportunities to develop bikeways as roads or bridges are constructed or reconstructed, and as road and bridge maintenance programs are implemented.

The Bicycle Master Plan includes specific policies for accommodating bicyclists on bridges. New bridge structures should include bicycle facilities in the form of off-street paths, dedicated bicycle lanes, or wide outside lanes to be shared by motorists and cyclists. The Plan also provides options for retrofitting existing bridges, including adding striped bicycle lanes where sufficient room exists; providing a two-way bicycle path on one side of the bridge; utilizing existing sidewalks where sufficient room exists to safely accommodate cyclists and pedestrians; or providing wide curb lanes for mixed vehicle/bicycle traffic.

5.3.3 Portland Comprehensive Plan (City of Portland)

The City's "Southeast Transportation District" Policy (6.37) of the City of Portland Comprehensive Plan includes a supporting objective to "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."

5.3.4 Portland Transportation System Plan (City of Portland)

The Portland TSP's multi-modal street classifications generally dictate the type of bicycle/pedestrian facilities to be included on city streets. The Sellwood Bridge is classified as a "City Bikeway" and a "City Walkway."

According to the TSP, "consideration should be given to include medians and curb extensions to enhance pedestrian crossings, sidewalks with landscape buffers, striped bicycle lanes or wide outside lanes" for community corridors (see Roadway section).

5.3.5 Portland Bicycle Master Plan (City of Portland)

The Portland Bicycle Master Plan, completed in 1996 and updated in 1998, identifies a project to relocate the Sellwood Bridge's light poles to provide a wider passageway for walkers and bicyclists.

5.3.6 Portland Pedestrian Master Plan (City of Portland)

The Portland Pedestrian Master Plan identifies a project called "Sellwood Bridge Accessibility Project" to be completed by "others" (that is, not the City of Portland).

5.3.7 Sellwood-Moreland Neighborhood Plan (City of Portland)

The 1997 Sellwood-Moreland Neighborhood Plan contains policies, objectives and "action charts" addressing bicycle/pedestrian travel on the Sellwood Bridge. One policy aims to "improve access to and from the neighborhood across the Willamette River for transit, bicycle and pedestrians." A supporting objective includes enhancing "the safety of the Sellwood Bridge for pedestrians and bicyclists," and an action chart includes providing "safe bicycle lanes and separate pedestrian walkways on the bridge." The Plan's Transportation Policy is intended to "provide for the safe movement of people and goods, while preserving, enhancing or reclaiming the neighborhood's livability." Supporting objectives include "enhancing or expanding accessibility across the Willamette River for pedestrians, bicyclists and transit". A specific action chart includes "investigating the use of the current Sellwood Bridge structure as a pedestrian, bicycle and possibly bus crossing segregated from vehicular traffic."

5.3.8 Willamette River Concept Plan (City of Portland)

Completed in 2006, the City of Portland's Willamette River Concept Plan contains a "guidance" statement relevant to the Sellwood Bridge Project. Specifically, the bridge should "accommodate pedestrian and bicycle traffic, connecting the east and west sides of the river in the Willamette Greenway Trail system."

5.3.9 Willamette River Bridges Accessibility Project (City of Portland)

The Multnomah County Bridges Accessibility Project, completed in 1993, identified the need to make improvements to pedestrian and bicycle conditions on the Sellwood Bridge. According to the study, the sidewalks on the Sellwood Bridge are too narrow, and light poles take up part of the usable space. Bicyclists are required to walk their bicycles, but rarely do. Because of the Springwater Corridor/Willamette Greenway trails located on the east and west banks of the Willamette, bicyclists and pedestrians are often going in two directions on the north sidewalk, creating dangerous passing maneuvers. The connection to the Willamette Greenway Trail on the west side is problematic, with sharp narrow turns to connect to a path through the Boat Ramp parking area. The connection to the Springwater Corridor on the east side is also problematic due to the narrow sidewalks and unclear routing.

5.4 Transit

5.4.1 Oregon Highway Plan (Oregon Department of Transportation)

Policy 4B of the OHP advances and supports alternative passenger transportation systems "where travel demand, land use, and other factors indicate the potential for successful and effective development of alternative passenger modes." The Sellwood Bridge has historically

been a key transit connection between southwest and southeast Portland. However, due to the Sellwood Bridge's low safe load carrying capacity, one Tri Met bus route has been rerouted from the bridge (#41 Tacoma) and another bus route (#40 John's Landing) no longer services the Sellwood-Moreland area due to the weight restriction on the Sellwood Bridge. Tri Met has not identified future transit service and routes if the Sellwood Bridge is rehabilitated or replaced, which would lift the existing weight restriction. However, Tri Met has indicated they would use the bridge for transit service because the bridge is a key connection Southeast and Southwest Portland.

5.4.2 City of Portland Transportation System Plan

The Sellwood Bridge is classified as a "Transit Access Street" in the Portland TSP.

5.5 Recreational

There were no specific recreational policies in the reviewed plans applicable to this segment.

5.6 Natural Resources

There were no specific natural resources policies in the reviewed plans applicable to this segment.

6.0 Tacoma Street and Other Local Streets

SE Tacoma Street, SE Spokane Street, SE Tenino Street, and SE Umatilla Street are owned and maintained by the City of Portland. At its west end, Tacoma Street transitions to the Sellwood Bridge, terminating west of the bridge at Highway 43/Macadam Avenue. At its east end, Tacoma Street connects with Highway 99E/McLoughlin Boulevard. East of Highway 99E/McLoughlin Boulevard, Tacoma Street transitions into SE Johnson Creek Boulevard. SE Spokane Street, SE Tenino Street, and SE Umatilla Street generally span between the Springwater Trail on the west and Highway 99E/McLoughlin Boulevard on the east.

6.1 Land Use

There are residential and commercial land uses along Tacoma Street. The commercial zoning designations include Storefront Commercial (CS) for a majority of the corridor, Mixed Commercial (CM) between SE 13th Avenue and SE 17th Avenue, and General Commercial (CG) on the east end near Highway 99E. The residential land uses include Low Density Residential (R2 and R5) and Medium Density Residential (R1).

Land uses along Spokane Street, Tenino Street, and Umatilla Street are generally low to medium residential, except at SE 6th Avenue, SE 13th Avenue, and SE 17th Avenue intersections where the designated zoning is commercial.

6.1.1 *Sellwood-Moreland Neighborhood Plan (City of Portland)*

This segment is located within the Sellwood-Moreland neighborhood. Policy 3.6 of the City of Portland's Comprehensive Plan states neighborhood plans can be "maintained and enforced" if the neighborhood plan is consistent with the Comprehensive Plan and has been adopted by City Council. The Sellwood-Moreland Neighborhood Plan was adopted by City Council in 1998.

There are four policies and six objectives in the Sellwood-Moreland Neighborhood Plan that are applicable to this segment:

- Policy I of the Plan calls for the protection of historic resources and preservation of the historic character of neighborhood areas recognized in the Plan. This policy is supported by an objective to "recognize and conserve historic resources and structures" and another objective to "respect the character of Sellwood-Moreland by sensitively integrating new development with historic elements of the community." The development of alternatives for the Sellwood Bridge Project will need to consider impacts to historic resources in the Sellwood-Moreland neighborhood, and the design of the bridge will need to be integrated into the Sellwood-Moreland neighborhood.
- Policy II of the Plan aims to "reinforce a distinctive sense of place by emphasizing neighborhood boundaries, connections, business districts, public open spaces, and focal points." An objective to meet this policy is to "identify and strengthen neighborhood gateways." The Sellwood Bridge is identified as a neighborhood gateway in the Plan.
- Policy VI of the Plan calls to "improve access to and from the neighborhoods across the Willamette River for transit, bicycles, and pedestrians." One objective to meet this policy is

to create gateways to the neighborhood at the Sellwood Bridge; another object encourages mixed-use development on Tacoma Street that enhances character of the area.

- Policy VII of the Plan aims to preserve the health and vitality of the commercial areas and maintain the balance of residential, commercial, and industrial interests. Supporting objectives to meet this goal include preserving the historic character and pedestrian orientation of the neighborhood commercial areas, and providing good mass transit access to the commercial areas for customers and residents. The development of alternatives will need to preserve the historic character and pedestrian orientation of the neighborhood and provide good transit access.

6.1.2 Portland Comprehensive Plan (City of Portland)

The Comprehensive Plan includes one Sellwood-Moreland neighborhood specific objective. Objective B of Policy 3.6 aims to “retain and enhance the Sellwood-Moreland neighborhood as an urban village, with a rich mixture of land uses, a variety of housing types including affordable housing, recreation opportunities, and transportation alternatives.”

6.1.3 Willamette River Concept Plan (City of Portland)

Completed in 2006, the Willamette River Concept Plan contains two “guidance statements” for the Tacoma Street area:

- “Sellwood will continue to be a vibrant neighborhood with both natural areas and parks on its waterfront. Connection to the waterfront will be improved with the completion of the Springwater Corridor, a new Sellwood Bridge, and commercial activity at the bridgehead on Tacoma Street.”
- “Tacoma Street, which leads to the Sellwood Bridge, will continue to develop into a bustling pedestrian oriented mixed-use main street.”

6.1.4 Tacoma Main Street Plan (City of Portland)

Completed in 2001, the City of Portland Tacoma Main Street Plan was developed to implement the vision of a multi-modal neighborhood-oriented street in Sellwood-Moreland. A basic assumption carried into the planning process (per recommendations from the South Willamette River Crossing Study) was that providing adequate regional traffic capacity in the Sellwood Bridge/Tacoma Street travelshed is not the responsibility of Tacoma Street.

The Plan supports “regional efforts to carry out the recommendations of the South Willamette Bridge Crossing Study that reduce travel demand on the Sellwood Bridge.” Action items to meet this recommendation include mitigating traffic growth on Tacoma Street, increasing transit services, increasing motor vehicle capacity on appropriate regional facilities “in order to direct traffic away from areas of conflict with land use goals,” and supporting “improvements to the west end of the Sellwood Bridge that mitigate congestion impacts.”

6.1.5 Scenic Resources Protection Plan (City of Portland)

The City of Portland Scenic Resources Protection Plan identifies one “scenic viewpoint” on the east bank of the Willamette River north of the Sellwood Bridge, and one “scenic viewpoint” from Sellwood Park. However, there are no special height limitations for scenic viewpoints; view corridors are subject to the height limits of the base zone.

6.2 Roadway, Freight, and Emergency Response

6.2.1 *Regional Transportation Plan (Metro)*

The RTP includes a project to provide ITS enhancements to four traffic signals along Tacoma Street between the Sellwood Bridge and SE 45th/Johnson Creek Boulevard. This project is scheduled in the 2010-2015 timeframe.

The RTP identifies the regional "Acceptable Operating Standard" for a "Corridor/Inner Neighborhood" as LOS "E" for the AM/PM Two-Hour Peak. LOS "E" is defined as a volume to capacity ratio (v/c) of 0.9 to 1.0.

6.2.2 *Portland Comprehensive Plan (City of Portland)*

The City's "Southeast Transportation District" Policy (6.37) includes a supporting objective to "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."

6.2.3 *Portland Transportation System Plan (City of Portland)*

According to the Portland TSP, Tacoma Street is classified as a "District Collector," a "Major Emergency Response Street," and a "Community Main Street." SE Spokane Street, SE Tenino Street, and SE Umatilla Street are classified as "Local Service Traffic Streets," "Minor Emergency Response Streets," and "Local Streets."

The TSP identifies two projects for Tacoma Street related to roadway:

1. Implement boulevard design based on Tacoma Main Street study recommendations (see description below) and incorporate McLoughlin Neighborhoods Project Recommendations
2. Communications infrastructure, closed circuit TV cameras, variable message signs for remote monitoring and control of traffic for four signals along Tacoma Street.

6.2.4 *Portland Freight Master Plan (City of Portland)*

Tacoma Street is classified as a "Truck Access Street" in the Freight Master Plan, which is intended to provide truck access and circulation for delivery of goods and services to commercial and residential uses in neighborhoods.

SE Umatilla Street, SE Tenino Street, and SE Spokane Street are classified as "Local Service Truck Streets."

6.2.4 *Tacoma Main Street Plan (City of Portland)*

The Tacoma Main Street Plan recommends changes to Tacoma Street between the Sellwood Bridge and McLoughlin Boulevard. Key objectives related to roadway are:

- *Neighborhood-Oriented Development:* Support the continued redevelopment of Tacoma Street as a commercial destination that serves the needs of the neighborhood and supports the region's growth management goals. Key issues include on-street parking and traffic and pedestrian access.

- *Neighborhood Livability:* Reduce the barrier effect of Tacoma Street which divides the neighborhood; protect the function and character of the surrounding local street network. Key issues include traffic diversion, and bicycle and transit access.

A basic assumption that was carried into the planning process from the South Willamette Bridge Crossing Study was that providing adequate regional traffic capacity in the travel shed that Tacoma Street and the Sellwood Bridge serves is not the responsibility of Tacoma Street.

The modifications to Tacoma Street were proposed to occur in two phases. The first phase included immediate implementation of all the basic traffic management elements of the preferred alternative design, including lane striping, parking sign removal and replacement, and any related signal timing modifications. The second phase, which includes implementation of design elements including curb extensions, medians and other streetscape enhancements, is being implemented as funding becomes available.

The ultimate plan for Tacoma Street includes the following:

- **One travel lane in each direction of travel:** The street section was recently changed from having two lanes in each direction during the peak period and one during the off-peak period, to one travel lane during all hours. Between the Sellwood Bridge and 11th Avenue, a center turn lane was installed. At the 13th and 17th intersections, additional lanes are to be added in the future to better accommodate turn movements during the peak periods.
- **Full time on-street parking:** Removing the peak hour travel lanes permitted full-time parking on both sides of Tacoma Street between approximately 13th and 17th Avenues, and on the south side of Tacoma Street between the Sellwood Bridge and 13th Avenue.
- **Gateways:** Landscaped medians at the west (6th Avenue) and east (21st Avenue) entrances to the main street area were installed. These also serve as pedestrian crossing refuges.
- **Curb extensions:** Curb extensions are planned to be added when funding becomes available. The extensions will improve pedestrian crossing safety at unsignalized intersections.
- **Streetscape design guidelines:** In the future and as redevelopment occurs, the current 8-foot wide sidewalks will be widened to a new standard of 12 feet. This will provide the space necessary for a full complement of streetscape amenities appropriate for a main street.

6.2.5 Sellwood-Moreland Neighborhood Plan (City of Portland)

The Sellwood-Moreland Neighborhood Plan contains policies that relate to the intended transportation function of Tacoma Street within the neighborhood. These policies include:

Policy VI: Neighborhood Subareas/Tacoma Street

- *Desired Character:* Returned to its intended role as a district collector, reduced traffic loads, reduced speed limits, and increased on-street parking
- *Challenges:* Improving the commercial and residential environment of the street, bringing the street back into the neighborhood fabric, reducing the impacts on traffic, and reducing the role of the street as a barrier

Policy VI: Tacoma Street

- *Policy:* Improve access to and from the neighborhood across the Willamette River for transit, bicycles, and pedestrians
- *Objectives:* Relevant objectives include 2) Create gateways to the neighborhood at the Sellwood Bridge and at the McLoughlin Overpass, 3) Reduce regional traffic on the Sellwood Bridge and Tacoma Street, 4) Manage traffic on Tacoma Street consistent with classifications for transit, bikeway, and pedestrian ways in the Transportation Element of the Comprehensive Plan, and 5) Improve the safety and character of pedestrian crossings across Tacoma Street

These policies directly tie to the Tacoma Main Street Plan.

Policy XIII: Transportation

- *Policy:* Provide for the safe movement of people and goods, while preserving, enhancing or reclaiming the neighborhood's livability.
- *Objectives:* 1) Retain a bridge crossing that connects Sellwood and southeast neighborhoods to southwest neighborhoods. Avoid increasing traffic capacity for a regional facility, and 2) Enhance the neighborhood's pedestrian environment along Tacoma.
- *Action Items:* Support existing on-street parking on Tacoma Street during off-peak hours.

This policy directly ties in with the Willamette River Crossing Study.

6.3 Bicycle and Pedestrian

6.3.1 Portland Transportation System Plan (City of Portland)

The Portland TSP's multi-modal street classifications generally dictate the type of bicycle/pedestrian facilities to be included on city streets. SE Tacoma Street is classified as a "Local Service Bikeway" between the Sellwood Bridge and SE 21st Avenue; and a "City Bikeway" east of SE 21st Avenue; and as a "City Walkway."

SE Spokane Street, SE Tenino Street, and SE Umatilla Street are classified as "Local Service Bikeways" and "Local Service Walkways."

The TSP identifies planned bicycle and pedestrian improvements on or near SE Tacoma Street, including the following:

- Implementing the remaining phases of the Tacoma Main Street Plan (including "multi-modal improvements" on SE Tacoma Street, and developing the Spokane/Umatilla bicycle boulevards)
- Improving SE Umatilla Street between SE Tacoma Street and SE 7th Avenue

6.3.2 Portland Bicycle Master Plan (City of Portland)

The Portland Bicycle Master Plan identifies a project to develop bicycle boulevards on SE Spokane Street and SE Umatilla Street.

6.3.3 Sellwood-Moreland Neighborhood Plan (City of Portland)

The Sellwood-Moreland Neighborhood Plan contains policies, objectives and “action charts” addressing bicycle/pedestrian travel on SE Tacoma Street. One policy aims to improve “the safety and character of pedestrian crossings across Tacoma Street,” while another policy calls for improving the overall pedestrian environment along the street.

6.3.4 Tacoma Main Street Plan (City of Portland)

The Tacoma Main Street Plan includes the following objective related to the pedestrian environment:

- Create a high quality pedestrian oriented street. Key issues include the safety and convenience of crossings and the design of the sidewalk area.

The Plan proposes “gateway” treatments in the form of landscaped medians near the Sellwood Bridge and at SE 21st Avenue. Bicycle travel would be accommodated along bicycle boulevards on SE Spokane Street and SE Umatilla Street as part of a separate project.

6.4 Transit

6.4.1 Regional Transportation Plan (Metro)

The RTP designates Highway 99E/McLoughlin Boulevard as a proposed light rail corridor and inter-city high speed rail corridor. Highway 99E/McLoughlin Boulevard at Tacoma Street is identified as a proposed light rail station.

The South Corridor Project (Phase 2: Portland-Milwaukie Light Rail) is summarized in Attachment A.

6.4.2 Portland Transportation System Plan (City of Portland)

The Portland TSP classifies Tacoma Street, 13th Street, and 17th Street as “Transit Access Streets.” SE Spokane Street, SE Tenino Street, and SE Umatilla Street are classified as “Local Service Transit Streets.”

6.4.3 Sellwood-Moreland Neighborhood Plan (City of Portland)

The Sellwood-Moreland Neighborhood Plan includes a policy to provide for the safe movement of people and goods, while preserving, enhancing, or reclaiming the neighborhood’s livability. Objectives to meet this policy include enhancing or expanding accessibility across the Willamette River for transit users and supporting high-capacity transit serving those living in the Sellwood-Moreland neighborhood.

6.5 Recreational

There were no specific recreational policies in the reviewed plans applicable to this segment.

6.6 Natural Resources

There were no specific natural resource policies in the reviewed plans applicable to this segment.

7.0 Parks, Trails, and Open Space

This segment includes all parks, trails, and open space in the study area (Figure 1). On the west side of the Willamette River, there are three parks (Power Marine Park, Willamette Park, and Willamette Moorage) and one natural area (Butterfly Park). On the east side of the Willamette River, there are two parks (Sellwood Park and Sellwood Riverfront Park) and one natural area (Oaks Bottom Wildlife Refuge). The Springwater Corridor Trail operates on the east side of the Willamette River within the study area. The Willamette Greenway Trail operates on the west and east banks of the river within the study area. All parks and natural areas included in Segment 4 are owned and maintained by the City of Portland Parks and Recreation Department. The segments of the Springwater Corridor Trail and the Willamette Greenway Trail within the study area are owned and maintained by the City of Portland.

7.1 Land Use

7.1.1 Parks 2020 Vision (City of Portland)

The City of Portland Parks 2020 Vision is a vision document for preserving, protecting, restoring, and developing parks in the City of Portland. The Vision is divided into sections by geographic area of the city. The Southeast and Southwest sections are applicable to the study area.

The Southeast section of the Parks 2020 Vision states as a recommendation to “protect and enhance river-related recreational areas along the Willamette River...where residents can access the water and enjoy unimpeded views across the river.” Sellwood Park and Sellwood Riverfront Park are identified as in need of minor repairs (e.g., maintenance). Oaks Bottom Wildlife Refuge and the Springwater Corridor are identified as needing Resource Management Plans. Oaks Bottom Wildlife Refuge, the Springwater Corridor, and Sellwood Riverfront Park are identified as needing Resource Management Plans, “ecosystem-based plans for parks or properties with significant natural resources.”

The Southwest section of the Vision states to “develop new parks along the Willamette River in conjunction with new development.” Power Marine Park is identified as needing of repairs, Willamette Park is identified as needing extensive rehabilitation, Butterfly Park is identified as needing basic renovation, and Willamette Moorage is identified as needing a Resource Management Plan and basic rehabilitation.

7.2 Roadway, Freight, and Emergency Response

There were no specific roadway, freight, or emergency response policies in the reviewed plans applicable to this segment.

7.3 Bicycle and Pedestrian

7.3.1 Regional Transportation Plan (Metro)

The RTP identifies the following trail studies and projects in and near the study area:

- Willamette River Greenway: “Study Feasibility of Corridor” (2004-2009)
- Willamette Greenway Trail: “Study Feasibility of Shared-Use Path” (2016-2025)

- Springwater Trail Corridor (Sellwood Bridge to Union Pacific Railroad Corridor): “Construct shared-use path; improve bicycle/pedestrian access” (2004-2009). This project would establish a new trail segment between SE Umatilla Street and SE 17th Avenue, linking the existing Springwater Trail near the Sellwood Bridge with the nearly-completed “Three Bridges” project near McLoughlin Boulevard).

7.3.2 Portland Comprehensive Plan (City of Portland)

The City’s “Southeast Transportation District” Policy (6.37) includes a supporting objective to “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.” An objective of Policy 12.4 (“Providing for Pedestrians”) directs the City to complete the 40-Mile Loop and Willamette Greenway Trails.

7.3.3 Portland Transportation System Plan (City of Portland)

The Portland TSP identifies planned trail projects within the study area, including:

- Completing the Springwater Trail Corridor through Sellwood (including the nearly-completed Three Bridges project)
- Completing the Willamette Greenway Trail between the Sellwood Bridge and Portland city limits

7.3.4 Parks 2020 Vision CIP (City of Portland)

The City of Portland Parks 2020 Vision CIP summarizes recent actions completed by the City of Portland to improve area parks and trails, and also identifies current and planned projects. The document cites current efforts to complete the Springwater Corridor Trail (including the completed Three Bridges project near McLoughlin Boulevard) and the recent acquisition of funds to address the “Sellwood Gap” (the uncompleted trail segment between SE Umatilla Street and SE 17th Avenue). The document also references the City’s current partnership with Tri Met and Metro to study potential transit and trail options along the Willamette Shore Trolley corridor.

7.3.5 Southwest Community Plan (City of Portland)

The Plan’s “Willamette River Greenway” policy includes an objective to “foster the completion of the Willamette River Greenway Trail through the Southwest Community Plan area and its connection to other Southwest bicycle and pedestrian routes.”

7.3.6 Corbett-Terwilliger-Lair Hill Policy Plan (City of Portland)

The Corbett-Terwilliger-Lair Hill Policy Plan recommends completing gaps in the Willamette Greenway Trail.

7.3.7 Willamette River Concept Plan (City of Portland)

Completed in 2006, the City of Portland’s Willamette River Concept Plan contains several “guidance” statements relevant to the Sellwood Bridge Project:

- “Sellwood will continue to be a vibrant neighborhood with both natural areas and parks on its waterfront. Connection to the waterfront will be improved with the completion of the Springwater Corridor, a new Sellwood Bridge, and commercial activity at the bridgehead on Tacoma Street.”
- “The redesign of the Sellwood Bridge will accommodate pedestrian and bicycle traffic, connecting the east and west sides of the river in the Willamette Greenway Trail system.”
- “Existing gaps in the Willamette Greenway Trail will be completed. The existing trail will be upgraded to current standards as opportunities arise.”
- “Dunthorpe will connect to Portland neighborhoods to the north and east through trail improvements in Ira Powers Marine Park and improvements to the Sellwood Bridge. Improved trail and transit options will better connect Portland with Lake Oswego.” (Note: Dunthorpe is an unincorporated neighborhood located on Highway 43 between Portland and Lake Oswego.)

7.3.8 Willamette Greenway Plan (City of Portland)

The Willamette Greenway Plan depicts conceptual trail alignments on both sides of the Willamette River in vicinity of the Sellwood Bridge, with the bridge serving as a key link between each trail. The trail network would eventually be achieved through property easements where necessary.

7.4 Transit

There were no specific transit policies in the reviewed plans applicable to this segment.

7.5 Recreational

7.5.1 Willamette River Concept Plan (City of Portland)

The Willamette River Concept Plan contains several guidance statements applicable to the Sellwood area:

- “The riverfront south of the Ross Island Bridge will continue to offer a fully connected riverfront trail, water access, several riverfront parks, and natural areas.”
- Sellwood “offers opportunities for people to experience the river from trails, parks, picnic sites, beaches, docks, viewpoints, non-motorized boat launches, and from floating homes.”

7.6 Natural Resources

7.6.1 Parks 2020 Vision (City of Portland)

The Southeast section of the Vision includes the following statement: “Increased visitation to Oaks Bottom Wildlife Refuge... for hiking, birding, walking, and general recreation use will impact the natural resources and cause the health and integrity of the resources to decline. Excessive and inappropriate use is currently having negative impacts on Oaks Bottom, which is accessible and close to residential areas.”

7.6.2 Southwest Community Plan (City of Portland)

The “Parks, Recreation, and Open Space” policy element of this Plan aims to “preserve and enhance the natural habitat features of Southwest Portland’s parks and open spaces” and “ensure a wide range of recreational opportunities for Southwest citizens.” An objective to this policy is to preserve natural areas for wildlife habitat, environmental, and scenic values.

7.6.3 Oaks Bottom Management Plan (City of Portland)

Adopted in 1988, the Oaks Bottom Management Plan guides the management of natural resources in Oaks Bottom Wildlife Refuge. According to Jim Sjulín, City of Portland Parks and Recreation Department, the Plan does not have a land use element; the Plan only guides the management of natural resources in the Oaks Bottom Wildlife Refuge. Therefore, there are no land policies in the Oaks Bottom Management Plan. The natural resources policies of the Plan will not result in constraints to the Sellwood Bridge Project.

8.0 Willamette River

The portion of the Willamette River that was studied includes the area below the ordinary high water level in the immediate vicinity of the Sellwood Bridge.

8.1 Land Use

8.1.1 *Willamette Greenway Plan and River Plan (City of Portland)*

The City of Portland's Willamette Greenway Plan is divided into four main sections:

- Goals and Objectives
- Willamette Greenway Boundaries
- Greenway Concept
- Land Use Controls

8.1.1.1 Goals and Objectives

The goal of the Willamette Greenway Plan is to "protect, conserve, maintain, and enhance the scenic, natural, historical, economic, and recreational qualities of lands along the Willamette River." The Plan includes seven primary objectives, of which five are applicable to the Sellwood Bridge project:

- "Restore the Willamette River and its banks as a central axis and focus for the City and its neighborhoods and residents"
- "Increase public access to and along the Willamette River"
- "Conserve and enhance the remaining natural riverbanks and riparian habitat along the river"
- "Provide an attractive quality environment along the Willamette River"
- "Reserve land within the Greenway for river-dependent and river-related recreational uses"

8.1.1.2 Willamette Greenway Boundaries

The Willamette Greenway Boundaries section of Plan defines the areas that are within the Greenway zone.

8.1.1.3 Greenway Concept

The purpose of the Greenway Concept section is to "provide direction as to the future land uses of land within the Willamette Greenway, in keeping with the goal and objectives of the Greenway Plan." The section consists of four subsections:

- Concept Map
- Public Access Map
- Greenway Setbacks
- Acquisition Areas

The Concept Map in the Plan shows general allocation by major land use categories to help guide proposals to change the Greenway overlay zoning designation for properties within the Greenway overlay zones. The following summarizes the Concept Map in the study area:

- The Greenway on the east bank of the Willamette River is identified as "Mixed use development emphasis."

- The Greenway on the west bank of the Willamette River is identified as “recreation use emphasis,” except for a small portion north of the bridge that is identified as “mixed-use development emphasis.”

The intent of the Public Access subsection is to meet the public access objective of the Plan. The following summarizes the Public Access Map in the study area:

- The east bank of the Willamette River is identified as a “Primary Greenway Trail”
- The west bank of the Willamette River is identified as a “Primary Greenway Trail”
- The Sellwood Bridge is identified as a “Primary Greenway Trail.” From the Sellwood Bridge, there are connections to the “Primary Greenway Trail” from SE Spokane Street and SE Sherrett Street via SE Tacoma Street and SE 7th Avenue.
- There is a “View Corridor” westward on SE Spokane Street, towards the Willamette River. The Plan states this view must be preserved.

The intent of the Greenway Setback portion is to “keep uses back from the river’s edge to conserve the riverbank’s natural vegetation and to provide the opportunity for public access along the Willamette River”. The Greenway Setback is described as:

- “...a minimum of 25 feet landward from the top of the bank. No buildings, structures, parking lots, or fills are to be located within the setback unless it can be shown to be necessary for the functioning of a river-dependent or river-related use. Uses that are not river-dependent or river-related must obtain a Greenway Goal Exception to be within the Greenway Setback. A Greenway Goal Exception is an exception to the Willamette Greenway Plan.”

8.1.1.4 Land Use Controls

The goal and objectives of the Greenway Plan are met through the implementation of the following land use controls in the Plan:

- Overlay Zones
- Design Guidelines
- Landscaping
- Fills and Structures
- Bridges

The overlay zones of the City of Portland Zoning Map implement the land use pattern identified on the Concept Plan (Figure 2). Of the five overlay zones described in the Willamette Greenway Plan, three are designated to the Willamette River in the study area:

- *River Natural (n)*: The River Natural zone protects, conserves, and enhances land of scenic quality or of significant importance as wildlife habitat.
- *River Recreational (r)*: The River Recreational zone encourages river-dependent and river-related recreational uses which provide a variety of types of public access to and along the river, and which enhance the river’s natural and scenic qualities.

- *River General (g)*: The River General zone allows for uses and development which are consistent with the base zoning, which allow for public use and enjoyment of the waterfront, and which enhance the river's natural and scenic qualities.
- *River Water Quality (q)*: The River Water Quality zone is designed to protect the functional values of water quality resources by limiting or mitigating the impact of development in the setback.

The design guidelines address the relationship of structures to the Greenway Setback area, public access, natural riverbank and riparian habitat, riverbank stabilization treatments, landscape treatments, alignment of the Greenway Trail, viewpoints, and view corridors. The Plan also includes other elements, including regulations for landscaping, fills, and design. The Sellwood Bridge Project will require a Greenway Review by the City of Portland, a Type II Land Use Review, per Section 33.440.310 of the City of Portland Zoning Code.

8.1.2 Scenic Resources Protection Plan (City of Portland)

This Plan identifies the Willamette River as the "Willamette River Scenic Corridor." The City of Portland Zoning Code for Scenic Corridors addresses design standards, including limiting blank facades, street setbacks, side building setbacks, screening, fences, signs, and tree preservation. There are no specific regulations on transportation facilities.

8.1.3 Southwest Community Plan (City of Portland)

The "Land Use and Urban Form" policy includes a "Willamette River Greenway" objective to "protect the Willamette River and the Willamette River Greenway by supporting Statewide Goal 15 (Willamette River Greenway), the Willamette Greenway Plan, its regulations, resolutions, and vision."

8.1.4 Willamette River Concept Plan (City of Portland)

The Willamette River Concept Plan contains one "guidance statement" applicable to the Willamette River and the Sellwood Bridge project. This statement aims to maintain the river channel to allow easy passage for barges and other river traffic.

8.2 Roadway, Freight, and Emergency Response

There were no specific roadway, freight, or emergency response policies in the reviewed plans applicable to this segment.

8.3 Bicycle and Pedestrian

There were no specific bicycle and pedestrian policies in the reviewed plans applicable to this segment.

8.4 Transit

There were no specific transit policies in the reviewed plans applicable to this segment.

8.5 Recreational

There were recreational policies in the Willamette Greenway Plan applicable to this segment. However, for clarity in describing the Willamette River Plan, these policies are in listed in the Land Use section of this segment.

8.6 Natural Resources

8.6.1 Southwest Community Plan (City of Portland)

The “Watershed” policy in the Southwest Community Plan calls for the protection and enhancement of the environment and natural resources in Southwest Portland. An objective to meet this policy is to “integrate floodplain values of the Willamette River with developments and uses along the Willamette Greenway.”

8.6.2 Oregon Highway Plan (Oregon Department of Transportation)

The OHP includes one policy to “maintain or improve the natural and built environment including air quality, fish passage and habitat, wildlife habitat and migration routes, sensitive habitats (including wetlands, designated critical habitat, etc.), vegetation, and water resources where affected by ODOT facilities.”

Attachment A – Ongoing and Planned Studies in the Study Area

A.1 Lake Oswego to Portland Transit and Trail Alternatives Analysis

Lead Agency: Metro

Scope: In August 2005, Metro initiated the Lake Oswego to Portland Transit and Trail Alternatives Analysis (LOAA) to assess how current and future transportation needs might be met in the Highway 43/Macadam Avenue corridor between Portland and Lake Oswego. The study is in process and is evaluating six transit alternatives:

- Bus Rapid Transit (BRT)
- River Transit
- Streetcar
- Light-Rail
- Diesel Multiple Unit (DMU)
- Multi-Use Trail

The end result of the LOAA will be the selection of a preferred alternative or several promising alternatives to be advanced into the federal NEPA process.

Timeline: The alternatives analysis study began in the winter of 2006. A preferred alternative or several alternatives, and a preferred alignment or several alignments will be selected by the end of 2006 when the study is completed. The NEPA environmental process for the preferred alternative or alternatives will commence in early 2007.

A.2 River Renaissance: River Plan

Lead Agency: City of Portland

Scope: Launched in 2000, River Renaissance is a vision for future development along the Willamette River in the City of Portland. The River Plan is one of many projects that comprise the citywide River Renaissance initiative. The River Plan will include:

- Policy amendments to the Willamette Greenway Plan
- Zoning map amendments
- Greenway zoning code amendments
- Design guidelines amendments
- Prioritized City investments
- Measures of success
- Other actions

Timeline: Phase 1 – North Reach (approximately the Fremont Bridge north to the Columbia River) commenced in 2005. Phase 2 – South Reach, which includes the Sellwood Bridge area, will launch in 2007 and is expected to be adopted in 2008. Phase 3 – Central Reach (central city portion) will commence in 2008 and is expected to be adopted in 2009.

A.3 South Corridor Project Phase 2: Portland-Milwaukie Light Rail

Lead Agency: Metro

Scope: The South Corridor Project identified transportation options for the Interstate-205 and Milwaukie/Oregon City corridors. The first phase of the South Corridor Project will add light rail to I-205 between Clackamas Town Center and Gateway Transit Center and to the Portland Transit Mall in downtown Portland. The second phase of the South Corridor Project would extend light rail from downtown Portland to Milwaukie. The proposed closest stop to the Sellwood Bridge study area would be at SE Tacoma Street and Highway 99E/McLoughlin Boulevard.

Timeline: The South Corridor Supplemental Draft Environmental Impact Statement was completed in 2003. One of the five Build alternatives analyzed was high-capacity transit between downtown Portland and Milwaukie. A supplemental DEIS could begin by the fall of 2006 and construction could begin by 2009, with the light rail line opening in 2014.

A.4 Regional Transportation Plan (update)

Lead Agency: Metro

Scope: The Metro Council has initiated an update to the Regional Transportation Plan (RTP) that will be coordinated with the New Look at Regional Choices regional planning process (see Section A.5 below) and the development of a regional freight plan. The RTP establishes policies for all modes of travel: motor vehicles, freight, transit, walking and bicycling. The RTP will be developed in collaboration with the local governments of the region, and includes funding strategies to implement short and long-term transportation priorities. The RTP update will also incorporate a new approach designed to better address the growing disconnect between funding shortfalls and future transportation needs. This new approach will provide an opportunity to reframe the discussion around delivering specific results that citizens value at a price they are willing to finance.

Timeline: Phase 1 of the project, scoping, occurred between February 2006 and June 2006. The following is a general timeline for the remainder of the RTP update:

- Through the end of 2006: Research and policy development (Phase 2)
- January 2007 to September 2007: System development and policy analysis (Phase 3)
- September 2007 to November 2007: Public review and adoption process (Phase 4)
- December 2007 to February 2008: Federal and state consultation (Phase 5)

A.5 New Look at Regional Choices

Lead Agency: Metro

Scope: This Metro Council launched this project to reexamine how to implement the region's long-range plan, the 2040 Concept Plan. The decisions reexamined in this project will help to determine:

- How to balance the protection of farmland, forestland and natural areas with urban needs
- How the region spends money for highway and public transportation
- How to pay for streets, sidewalks, and parks in new and existing communities

Timeline: Through the end of 2006, the Metro Council will ask Metro region residents and leaders to help identify critical regional choices facing the region and to develop policy recommendations. By the end of 2006, the Metro Council will adopt updated policies, which may include proposals for the 2007 Oregon Legislature. This project will be closely coordinated with the Regional Transportation Plan update.

Attachment B – Street Classification Descriptions

B.1 City of Portland Transportation Systems Plan Classifications

The following are the general street classification descriptions. See Chapter 6 of the Portland TSP for more detailed descriptions.

B.1.1 Traffic Classifications

Major City Traffic Streets are intended to serve as the principal routes for traffic that has at least one trip end within a transportation district.

District Collectors are intended to 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.

Local Service Traffic Streets are intended to distribute local traffic and provide access to local residences or commercial uses.

B.1.2 Transit Classifications

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

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

Local Service Transit Streets are intended to provide transit service to nearby residents and adjacent commercial areas.

B.1.3 Bicycle Classifications

City Bikeways are intended to serve the Central City, regional and town centers, station communities, and other employment, commercial, institutional, and recreational destinations.

Off-Street Paths are intended to serve as transportation corridors and recreational routes for bicycling, walking, and other non-motorized modes.

Local Service Bikeways are intended to serve local circulation needs for bicyclists and provide access to adjacent properties.

B.1.4 Pedestrian Classifications

City Walkways are intended to 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.

Off-Street Paths are intended to serve recreational and other walking trips.

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

B.1.5 Emergency Response Classifications

Major Emergency Response Streets are intended to serve primarily the longer, most direct legs of emergency response trips.

Minor Emergency Response Streets are intended to serve primarily the shorter legs of emergency response trips.

B.1.6 Street Design Classifications

Community Main Streets are designed to accommodate motor vehicle traffic, with special features to facilitate public transportation, bicycles and pedestrians.

Regional Corridors are designed to include special amenities to balance motor vehicle traffic with public transportation, bicycle travel, and pedestrian travel.

Community Corridors are designed to include special amenities to balance motor vehicle traffic with public transportation, bicycle travel, and pedestrian travel.

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

B.2 City of Portland Freight Master Plan

The following are the general freight classification descriptions. See the Freight Master Plan for more detailed descriptions.

Major Truck Streets are intended to serve truck trips with one or both trip ends in a Transportation District.

Truck Access Streets are intended to provide truck access and circulation for delivery of goods and services to commercial and residential uses in neighborhoods.

Local Service Truck Streets are intended to serve local circulation, access, and serve requirements for truck movements.

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