INTRODUCTION

The Central City Transportation Management Plan (CCTMP) was adopted in 1995, with an effective date of January 8, 1996 (Ordinance 169535). The explanations that follow the policies and objectives were originally written in 1995 and, in most cases, have not been modified except to delete statements that no longer apply. The CCTMP is the adopted transportation system plan for the Central City. The following goal, policies, and objectives are part of the Portland Comprehensive Plan. The CCTMP is reviewed and updated separately from the TSP. (Note: CCTMP Classification Maps now start at Page 2-110, after Policy 6.42 Central City Transportation District.)

CCTMP GOAL

Provide for and protect the public's interest and investment in the public right-of-way and in the transportation system consistent with the Transportation Element of the Comprehensive Plan and support the Central City by:

- Improving air quality
- Increasing the use of mass transit, biking, walking, and carpooling as alternatives to single-occupant vehicles
- Improving access and circulation within the capacity of the street system with consideration for all modes of transportation
- Preserving pedestrian and urban design elements of the Central City Plan and improving pedestrian and bicycle accessibility through the Central City
- Supporting existing and new development in accordance with the policies of the Central City Plan by emphasizing the importance of developing housing and attracting key businesses that will benefit each district of the Central City
- Coordinating air quality, mass transit, and traffic management projects with county, regional, state, and federal agencies
- Minimizing the demand for parking without negatively impacting development opportunities by managing long- and short-term parking and providing incentives to encourage the use of alternative modes
- Minimizing and mitigating the effects of high-density development on adjacent neighborhoods

POLICY 1 GROWTH WITH LIVABILITY

Support the vitality of existing residences and businesses and the development of new housing in, and attract new jobs to, the Central City, while also improving its livability, by maintaining and improving the transportation system for all modes.

Explanation: This is a key premise of the Central City Plan and of the Central City Management Plan (CCTMP). The CCTMP policies are intended to support economic development in the Central City. The transportation

policies support high-density development with a transportation system that will accommodate growth.

Policy 1.1 Concentrated Central City Growth
Support the addition of 75,000 jobs and 15,000 new housing units to the Central City by 2010.

Explanation: The City of Portland has set a goal of attracting one-fifth of the region's expected population growth. In order to achieve this goal without impacting livability in neighborhoods, new jobs and housing must occur in the Central City.

Policy 1.2 Employment Opportunities
Expand employment opportunities in the Central City through the retention of existing businesses and the creation of new jobs, taking into consideration the existing and planned densities, land uses, levels of congestion, and transit service in each district.

Explanation: Opportunities for growth in employment are directly linked to the vitality of existing businesses and the availability of transit and more efficient use of streets and parking. If new jobs locate in the Central City without new policies and programs in place, the result will be increased traffic congestion and growing parking demand. Existing or new jobs may locate elsewhere if such problems are not anticipated and addressed.

Policy 1.3 Housing Opportunities
Support the development of housing as a way to maximize the efficiency of the existing and planned transportation system and to also create a more livable community.

Explanation: Increased Central City housing will have a positive effect on transportation patterns. People living near their work places are more likely to walk, ride bicycles, or use public transit to get to work.

Policy 1.4 Residential Livability
Enhance the livability of the Central City for residents, workers, and visitors by managing the effects of growth and ensuring a high level of comfort, safety, and vitality.

POLICY 2 CIRCULATION AND ACCESS
Maintain and enhance the economic vitality and livability of Portland's Central City for residents, goods and service providers, businesses and their employees, and visitors through balanced transportation management programs, which enhance mobility and access.

Policy 2.1 System Investments
Focus investments in the transportation system on facilities that provide access to emerging districts, maintain existing capacity, and on measures that enhance the efficiency and safety of existing facilities, including:

- Transportation demand management
- Transportation system management
- Transit preferential treatments at congested locations

- Capital improvements improving pedestrian and bicycle access and safety

Explanation: This policy recognizes that the roadway system for automobiles in the Central City is essentially complete. Adding new traffic corridors to or within the Central City would have adverse impacts by displacing businesses and homes and would not support State and City goals to reduce per capita vehicle miles traveled. The exceptions are in emerging districts – North Macadam and the River District – which will need new streets to serve development and in the lower Central Eastside to connect development to existing transportation infrastructure.

The Central City must use the existing transportation system more efficiently for all travel modes – the automobile, trucks, transit, bicycles, and pedestrians. The street classification system identifies the expected modal functions for each street.

Policy 2.2 Modal Choice
Support transportation programs and provide facilities that encourage individuals to choose the most appropriate travel modes for each type of trip to, from, and within the Central City to achieve the goals of the CCTMP and maintain reasonable levels of access and circulation.

Explanation: In order to obtain maximum utility from the transportation system, individuals will need to choose the most efficient mode of travel for their trip purposes. The most efficient mode for any particular trip depends on its nature, taking into account distance and the availability of infrastructure to support alternatives to the automobile. It is critical that mode choices be made available in quantity, location, and cost that result in overall efficiency of the transportation system.

Policy 2.3 Priority for Transit
Support transit as the preferred mode of moving people to increase transportation access to the Central City, with light rail and express bus routes providing the link to urban and suburban centers and urban transit routes connecting close-in City neighborhoods.

Explanation: The Comprehensive Plan designates transit as the preferred form of person trips to and from the Central City. Transit is not to be viewed simply as a method for reducing peak hour, work trip congestion on the motor vehicle network, but must serve all trip purposes. A reduction in transit travel times on the regional system, and in the Central City area, to levels approaching automobile travel times, is also required to make transit more appealing.

There is a need to operate the street system in a manner that benefits transit. Transit preference in lane utilization, traffic signal operations, etc. is appropriate at key access points, in congested corridors, and in districts or areas that have adopted a 'transit/pedestrian first' strategy that provides transit incentives, service commitments, and development that supports transit and pedestrian travel.

Policy 2.4 Congestion Management
During the off-peak travel periods, manage the roadway system within the Central City to maintain stable traffic flow on freeways and major arterial routes and acceptable delays at intersections. During peak travel periods, greater levels of traffic congestion are acceptable, except where such congestion would result in significant additional delays to transit vehicles or contribute substantially to carbon monoxide problems. In congested areas, give priority to street improvements for modes other than single-occupant vehicles, where possible, to accommodate travel demand.

Explanation: This policy establishes a service level standard of 'stable traffic flow' and 'acceptable delay' for the Central City area. The policy recognizes that it is impractical, and may even be undesirable, to provide a roadway system capable of providing a constant level of service throughout the day. During peak travel periods, including the morning and evening rush hours, the roadway system will be more congested. The policy recognizes that desirable service level may not be maintained during peak hours, that increased congestion during peak hours is acceptable, and that construction programs to relieve peak-hour congestion would only encourage higher traffic volumes.

Policy 2.5 Accommodate Density
The solution to congestion problems on the local roadway system within the Central City must accommodate the existing and planned high-density land use pattern. Consider the following measures as of higher priority than the reduction of vehicular congestion:

- Supporting pedestrian access and enhancing the pedestrian environment
- Maintaining on-street parking to support existing and planned land uses in the area (unless maintaining air quality standards is threatened)
- Accommodating transit access
- Accommodating bicycle access

Explanation: The movement of vehicles, particularly through-vehicles, is of secondary importance on local streets. The primary function of the local street system is to provide access and otherwise serve the needs of adjacent land uses.

Policy 2.6 Access Management to Increase Safety and Efficiency
To enhance the street system's overall efficiency and safety for motor vehicles, transit, bicycles, and pedestrians, access to newly developed parking shall be restricted by limiting the number and locations of curb cuts.

Explanation: To enhance development opportunities in the Central City, the street system must be managed to ensure efficient operations and safety for all modes. Driveways, in particular, if in the wrong location or too many in number, can adversely impact this system by decreasing street capacity or increasing safety conflicts between other vehicles and pedestrians and bicycles, and reduce operating speeds of buses. Streets with restricted access are shown on the Parking Access Restricted Streets map in the Zoning Code. Exceptions to these Parking Access Restricted Streets are based on a

demonstration that there are no significant adverse traffic, transit, pedestrian and bicycle impacts, on balance, including on adjacent streets.

Policy 2.7 Maintain Access to Industrial Activities
Maintain and/or enhance commercial and vehicle access and circulation to and within the Central City to serve industrial activities.

Explanation: Mobility for commercial vehicles should be maintained in the Central City by minimizing congestion caused by single-occupant automobiles, particularly during peak-hour periods, through increased use of transit and other alternative modes, for example, carpooling, walking, and bicycling.

Policy 2.8 Industrial Sanctuaries
Protect industrial sanctuaries in the Central City from commercial development, especially from being used as a parking resource by commercial development in adjacent districts. Support the development of commercial parking in industrial districts only if it serves uses within the industrial district.

Explanation: As controls on parking are implemented for commercial development, the industrial areas will become more attractive and desirable as locations for parking for nearby commercial uses. Controls need to be developed to ensure that industrial land is preserved for industrial uses.

Policy 2.9 Central City Edges
Protect residential neighborhoods adjacent to the Central City from adverse transportation or parking impacts caused by economic or other activities in the Central City and mitigate their impacts.

Explanation: The livability of neighborhoods adjacent to the Central City can be impacted by Central City activities. The City of Portland currently operates several programs to reduce the impacts of traffic and parking in neighborhoods. These include the Area Parking Permit Program.

Policy 2.10 Broadway-Weidler Corridor
Enhance the multimodal transportation role of the Broadway-Weidler Corridor with transportation improvements that reduce the overall vehicle miles traveled per capita by increasing opportunities for transit, pedestrians, and bicycles, and by reducing vehicle speeds.

Explanation: The Broadway-Weidler Corridor serves a multimodal transportatin role and is a major gateway to the Central City.

Policy 2.11 Grand/Martin Luther King, Jr. Corridor
Enhance the multimodal transportation role of the Grand/Martin Luther King, Jr. corridor with transportation improvements that reduce congestion by increasing opportunities for transit (bus and streetcar), pedestrians, bicycles, freight movement, and traffic management.

Objective:

2.11.1 When the East Bank Alternative Access Task Force Study, the South Willamette River Crossing Study, and the Regional Transportation Plan update determine alternative routes for regional and local traffic through the Central Eastside, then the City would implement policy and street projects that will enhance the role of SE Grand and MLK as the principal commercial spine in the Central Eastside District.

Explanation: The Grand/MLK, Jr. corridor is identified in the Comprehensive Plan as the primary north-south artery through the inner eastside. The majority of the corridor is in or adjacent to a National Historic District. The corridor provides an important location for commercial, housing, and light industrial uses within the surrounding industrial sanctuary. The corridor is expected to accommodate bus routes, pedestrian connections, on-street parking, the Portland Streetcar, and automobile and truck traffic.

POLICY 3 MODE SPLIT

Reduce the mode split of single-occupant vehicles by commuters in order to reduce vehicle miles traveled per capita and lessen congestion during the peak hour.

Explanation: Mode split is the percentage of trips taken by each of the possible modes of travel. Within the total number of trips, the percentage of trips by a particular mode may be reduced but, if there is growth in the total number of trips, the number of trips by that mode may actually increase. The CCTMP emphasizes the need to manage peak-hour commuting trips in order to ensure opportunities for growth in the Central City.

Policy 3.1 Transit

Support achieving the following transit share goals for commuter trips in 2010:

Downtown	60%
North of Burnside	40%
Lloyd-Coliseum	40%
Northwest Triangle	20%
North Macadam	20%
Goose Hollow	20%
Central Eastside	15%
Lower Albina	10%

Explanation: Commuter trips are those trips classified as 'home-based work trip attractions' in Metro's transportation forecasting model. The transit goals for 2010 are based upon an analysis of expanded transit service and potential for development in the districts. The Downtown goal is based upon high-growth projections; the North of Burnside and Lloyd-Coliseum goals are equal to transit mode split in 1990. The mixed-use districts of Northwest Triangle, North Macadam, and Goose Hollow have 20 percent goals to reflect lesser levels of transit service. The Central Eastside and Lower Albina goals are lower to reflect industrial employment and lower-density development patterns.

Policy 3.2 Walk/Bike
Promote a combined mode split goal of 10 percent for walking and bicycling for home-based work trip attractions to each district by the year 2010.

Explanation: Currently, data for bicycles and walking are combined. The combined mode share is approximately four percent for all commute trips.

Policy 3.3 Rideshare
Establish a rideshare goal for average auto occupancy of 1.3 persons per vehicle for home-based work trip attractions to all Central City districts by the year 2010.

Explanation: This is an overall Central City goal, but each district should attempt to meet or exceed this goal. Currently, auto occupancy is approximately 1.2 persons per vehicle.

POLICY 4 PARKING
Manage the supply of off- and on-street parking to improve mobility, support economic development, promote the use of alternative modes, and minimize impacts on adjacent neighborhoods.

Explanation: The Central City Plan established the overall framework to create a high-density, pedestrian-friendly, walkable Central City area. Managing parking is one method to encourage the use of alternatives to the single-occupant vehicle. The intent of the Parking policy is to minimize congestion, support existing uses and activities, encourage economic development, and enhance livability. Parking management is a major policy theme of the CCTMP. Stricter requirements apply where there are high levels of pedestrian and transit activity or where such activity is planned for in the future.

Policy 4.1 On-Street Parking
Support on-street parking as a valuable resource in Central City districts where it can support the land uses of the area.

Explanation: On-street parking is principally intended to be used to support the land uses in that area. On-street parking supports economic development and enhances the viability, safety, and activity of a commercial district. Parking is a key contributor to the economic health and vitality of a commercial district.

Objectives:

4.1.1 In managing the supply of on-street parking, the priority is first for short-term, followed by carpool, and finally long-term parking.

4.1.2 Encourage on-street parking in locations where it provides a buffer for pedestrians.

4.1.3 Implement on-street parking controls, such as posted limitations, parking permits, or parking meters, as appropriate for the area where managing commuter parking spaces is necessary to encourage the use of alternative modes and to support economic uses in the district. Parking meters are recognized in most cases as the most efficient and effective technique to manage on-street parking use.

Explanation: The implementation of parking controls for any area will involve extensive public review, block-by-block, property-by-property. The process will determine the best techniques and assess the benefits and negative impacts of each technique. It can not be predetermined which alternative is less restrictive versus which option will yield the best parking management for an area.

4.1.4 Give priority consideration to the designation of loading zone areas on-street in order to support nearby business activity.

Explanation: Designation of loading zone areas on the street should be based on the need to support nearby businesses.

Policy 4.2 Off-Street Parking
Manage the supply of off-street parking to improve mobility, promote the use of alternative transportation, support existing and new economic development, and enhance the urban form of the Central City.

Explanation: A combination of maximum ratios, policies on surface parking lots, and parking structure strategies will be used to manage the future supply of parking in the Central City. Off-street parking is regulated by the Zoning Code through maximum parking ratios and through the Central City Parking Review and Design Review processes.

Objectives:

4.2.1 Encourage carpooling as the second priority after short-term parking for off-street. For off-street parking facilities, 15 percent is the goal for the number of spaces available for carpooling use.

4.2.2 Encourage multiple-use parking (i.e., a mixture of older/historic building parking, short-term parking, and/or carpool parking) as a way to fully utilize parking structures.

Policy 4.3 Parking Ratios for New Development
Allocate parking for new development through the use of maximum parking ratios. Support the development of parking in conjunction with new development up to the allowed ratios. Parking approved under maximum parking ratios is allowed to be managed in a manner to maximize the effective utilization of spaces, as long as it is paid parking.

Explanation: The Zoning Code establishes distinctions between parking accessory to a designated use and commercial parking that is available to the general public. The Central City is a unique area where considerable commercial parking exists. The policies of the CCTMP substantially limit the

creation of new parking through ratios or needs analysis. This policy allows 'accessory' parking to be operated in a more flexible manner than the Zoning Code typically allows.

Objectives:

4.3.1 Establish maximum parking ratios for office developments in all districts of the Central City to limit long-term commuter parking while encouraging and supporting the economic viability of new development. Establish parking ratios for other uses in the Core areas to support the use of alternative modes and to ensure that federal air quality standards are met.

Explanation: Ratios were developed based upon existing levels and capacity of transit service for each district and sector. Future updates to the assigned ratios (outside the DT sectors 1-5 and UD 1) will recognize improvements in transit service both in increased capacity and in coverage within a district or sector and take into account the results of the DEQ process for establishing regional ratios.

4.3.2 Establish maximum parking ratios based on transit service, as measured in passenger capacity in the evening peak hour, and on the density of existing and planned land uses.

4.3.3 Upon completion of the DEQ rulemaking effort to establish regional parking ratios, reexamine the Central City ratios for all uses outside Downtown Sectors 1-6.

4.3.4 Review and update the maximum parking ratios for new development outside the Downtown Sectors 1-6 during the next five-year periodic review process. At that time, adopt new ratios based on transit service capacity and coverage improvements within the district and apply previously established ratios.

4.3.5 Retain existing maximum parking ratios in Downtown Sectors 1-5 and UD 1 for uses other than office in order to provide parking that meets the needs of development while minimizing impacts on congestion and air quality and encouraging the use of alternative transportation modes.

Explanation: The maximum parking ratios are intended to provide employee parking and/or some parking for visitors or patrons. Lower ratios are established for some uses, such as theaters, because the peak hours of use are weekends or evenings when more on-street and structured parking is available.

4.3.6 Establish parking ratios for uses other than offices in the Downtown and River District sectors based upon the maximum office ratio for the sector or on the demand for customer parking. Parking ratios for some uses with low parking demand are based on providing parking that meets the needs of development and minimizing impacts on congestion and air quality and encouraging the use of alternative transportation modes.

Explanation: Ratios are established based on either the ratios of the Downtown Sectors 1-5 and UD 1 (theaters, religious institutions, community service, hotels, industrial uses, etc.) or on the office ratio of the district (other retail, medical centers, educational institutions).

4.3.7 Adjustments are allowed for certain uses in the Core which have higher than normal parking needs and which are a desirable addition to the Core or which have a parking ratio based solely on employee parking. For supermarkets the maximum ratio shall not exceed 2.0 spaces per 1,000 square feet of floor area, and for anchor retail uses the maximum ratio shall not exceed 1.5 spaces per 1,000 square feet of floor area. Adjustments can be granted only when adequate short-term parking is not available in the area to serve the proposed use.

Explanation: Adjustments may be requested from parking ratios in order to provide visitor parking where greater than typical numbers of visitors will come to a development at times when adequate parking is not available in the area and the use is desirable because of its contribution to a lively, diverse community. These exceptions will be limited to theaters, religious institutions, community services, supermarkets, anchor retail sales uses, or uses that have a .25 maximum ratio. Supermarkets are defined as being at least 20,000 square feet in area and anchor retail sales are defined as being at least 50,000 square feet in area and in one structure.

The .25 ratio for Community Service, Religious Institutions, and Theater uses is based on employee parking. Parking for daytime use by patrons is adjustable and will be determined on a case by case basis and based on an analysis of demand and availability of parking in the area. Parking for evening use by patrons will only be approved if existing daytime parking in the area is unavailable or insufficient for the need. Daytime parking spaces approved for evening patrons' use will be reviewed and considered during the land use review process.

Supermarkets and anchor retail uses are key contributors to commercial vitality and to attract residential uses in the core. Their peak-hour use frequently conflicts with other peak-hour retail uses and generates a high level of users per square foot of development. Supermarkets may be located in areas with little or no public parking. Adjustments for anchor retail can only be granted if adequate short-term parking is not available in the area to serve the proposed use. Adjustments up to 2.0 per 1,000 square feet for supermarkets can be granted based upon demand analysis and providing access and facilities for pedestrians and bicycles.

4.3.8 Encourage the joint use of parking for the purpose of reducing the total number of parking spaces.

Explanation: Where hours of use do not overlap, two uses may share parking. Each use is subject to the maximum ratios. New parking accessory to uses not under parking maximums will not be allowed to rent parking to office uses. The intent is not to allow uses to exceed the maximum parking ratios of the Zoning Code through joint use situations.

Policy 4.4 Management of Parking Associated with Existing Buildings
Allow structured parking approved for buildings developed prior to the CCTMP and under maximum parking ratios to be managed to maximize the effective utilization of spaces as long as it is paid parking.

Explanation: This policy allows existing structured parking associated with development to be operated in a more flexible manner than the Zoning Code typically allows if it was built under the maximum ratio system and if it is paid parking.

Policy 4.5 Parking for Buildings with Less than the Allowed Ratios

Objectives:

4.5.1 Support the development of parking facilities to provide parking for existing buildings that have less parking than is allowed by the maximum ratios.

Explanation: Older and historic buildings generally lack dedicated parking and usually rely on commercial surface parking lots. Future development projects are likely to result in surface parking lots being replaced by new buildings, thereby reducing the supply of parking for older and historic buildings. Parking that meets this policy may be in a single-purpose facility or in a facility with multiple parking functions. Parking provided under this policy on surface parking lots must also meet the policy and objectives under Policy 4.7.

Proposed parking that is not created within or under an existing building, and that is not created through internal conversion of a building, by excavating under the building, or by adding gross building area to the building will be subject to this policy. Parking created within or under the building wll be subject to the parking policies under Policy 4.3.

4.5.2 In the Core, based upon a principle of equalizing parking opportunities, apply a maximum parking ratio of 0.7 spaces per 1,000 square feet of floor area for existing buildings.

Explanation: The high-growth scenario anticipated a loss of 5,200 surface parking spaces due to projected development. This loss of parking would impact existing buildings because of the gradual loss of surface parking spaces. Due to the competitive office market in Downtown, replacing surface parking for buildings dependent on this dwindling supply requires a new approach and policies to address this need.

Existing buildings may participate in the development of accessory parking to the extent that the maximum ratio of .7 spaces is not exceeded. A 'parking reserve' is established at an initial level of 750 spaces for the creation of parking for existing buildings. As surface parking spaces are removed from the core, the number of these spaces is added to the reserve. As structured

parking for existing buildings is developed, the number of these spaces is subtracted from the reserve.

Parking that meets this policy in the core must be in parking garages and may be in a single-purpose garage or in a garage with multiple parking functions.

4.5.3 In the Lloyd District, based upon a principle of equalizing parking opportunities, apply a maximum parking ratio of 2.0 spaces per 1,000 square feet of floor area for existing office buildings. For other uses in the Lloyd District, treat the development of parking for existing buildings the same as for new development.

Explanation: In the Lloyd District, a parking reserve is established initially at 300 spaces. It is anticipated that installation of meters in the district will result in the reduction of approximately 250 additional parking spaces, and an undetermined amount (100-200) of unregulated spaces converted to short-term parking. This parking reduction in long-term on-street parking and the 250 spaces will constitute the parking reserve. Additional spaces will be added as surface parking spaces are replaced with parking developed in conjunction with office development. New parking spaces meeting this policy can be provided in either garages or surface parking lots. Surface parking lots must also meet the requirements under the policies and objectives for 4.7, Surface Parking.

4.5.4 For the rest of the Central City, not including the Core and Lloyd District, the parking needs of existing buildings will be treated the same as for new development, including the application of maximum ratios for office for those Districts/Sectors with such ratios.

Explanation: New parking spaces meeting this policy can be provided in either garages or surface parking lots. Surface parking lots must also meet the requirements under the policies and objectives for 4.7, Surface Parking.

Policy 4.6 Parking Not in Conjunction with Specific Development
Support the development of parking structures which address short-term parking needs, such as for retail shoppers, tourists, clients, and visitors, and the need for parking for special attractors.

Explanation: The need for short-term parking varies, depending on the amount, type, and proximity of retail and other attractors. It is important that there is sufficient short-term parking to ensure the economic vitality and development of the Central City. In the past, most short-term parking has been provided by the City in a number of garages. Now the need for short-term parking will be determined by a demand analysis. The analysis considers the parking demand in the area, availability of on-street parking, and proximity to the generator of short-term parking demand. A transportation analysis is also required, and should indicate there are no significant adverse traffic, transit, bicycle, and pedestrian impacts.

Parking not meeting the requirements of Policy 4.3 for new development and Policy 4.5 for existing buildings below the parking ratios and not meeting short-term parking needs of Policy 4.6 is prohibited. Parking for the general commuter, or commercial long-term parking, will increase traffic congestion and decrease the use of alternative transportation modes and will not meet the goals of the CCTMP and the Central City Plan.

Policy 4.7 Surface Parking
Discourage the development of new surface parking in the Central City.

Explanation: Surface parking is generally inconsistent with the goal of creating a high-density, pedestrian-friendly environment because it interrupts retail and office continuity, thereby reducing the human scale and character of the Central City. Surface parking also tends to cause a dispersion of activities, which reduces the vitality of the pedestrian and shopping environment. To promote urban density, parking structures are preferred over surface parking lots.

'New' lots are those that did not exist prior to the adoption of the CCTMP. There are two types of 'existing' parking lots. First, parking lots that existed prior to the requirement for conditional use approval are considered 'grandfathered' and, as such, are not subject to the renewal process. Second, there are 'existing' lots that were approved prior to adoption of the CCTMP and have received conditional use approval from the City. For regulation of 'existing' lots, see Objective 4.7.7.

Objectives (New Surface Lots):

4.7.1 Use the Central City Plan Fundamental Design Guidelines, district design guidelines, and Zoning Code requirements when reviewing new surface parking lots to ensure that the pedestrian environment is enhanced by the location and design of surface parking.

4.7.2 Ensure that buildings will not be demolished in order to provide surface parking in commercial and residential areas. New surface parking lots should be allowed only in conjunction with new development.

4.7.3 Allow surface lots where structured parking may be prohibitive or impossible due to scale or phasing of development.

Explanation: Structured parking may not be economical for small developments, such as small convenience stores. Small surface lots of less than 21 spaces are allowed outright to serve uses that have only a small parking need. When multiblock projects (in excess of 40,000 square feet of site area) occur, some surface lots may be provided as an interim use until later phases of the development occur. Surface parking for residential developments is addressed in Objective 4.8.4.

4.7.4 When surface parking is developed as part of a phased development plan, a primary use must be constructed at the same time as the parking.

Explanation: It is not the intent of this objective to allow surface parking by itself to be the first phase of a development project.

4.7.5 In the Core, allow a maximum of 20 spaces of accessory surface parking per 40,000 square feet of site area. Where more than 20 surface parking spaces are developed, parking should be physically separated to break up large areas of surface parking. Twenty surface parking spaces are allowed on any site of less than 40,000 square feet in size.

Explanation: Each development site is entitled to a maximum of 20 surface spaces (if allowed within maximum parking ratios). For example, two or more developments on a 40,000-square-foot block would each be entitled to a maximum of 20 surface spaces (depending on allowed ratios). Each lot should be treated as a separate lot rather than aggregated into one. Design guidelines ensure that areas of surface parking are visually separated.

4.7.6 Prohibit surface lots of greater than 40,000 square feet in area in the Core, but consider allowing them elsewhere in the Central City, generally as part of a phased development plan or in areas that are predominantly industrial in character.

Explanation: Outside the Core, the areas subject to office ratios are generally characterized by a street grid pattern. In these areas, the amount of surface parking area is limited to 40,000 square feet, except as an interim use as part of a phased development plan. In contrast, the areas that are not subject to ratios are characterized by larger, irregularly shaped parcels or are industrially zoned. In these areas, the amount of surface parking area is limited to 40,000 square feet or to not more than 30% of the area of the site, whichever is greater. Larger amounts of surface parking may be allowed in any of the following situations:

1) As an interim use as part of a phased development plan if the surface parking is visually separated into parking areas of no larger than 40,000 square feet at the end of the phasing;
2) In industrial zones,
3) For regional attractors.

Objectives (Existing Conditional Use Surface Lots):

4.7.7 Standardize the conditions that apply to existing surface lots subject to periodic review, focusing on promoting carpool use, short-term parking, and improved landscaping. Require perimeter landscape treatment of these lots to ensure that pedestrians have an adequate separation from vehicles and to contribute to an attractive pedestrian environment. Encourage existing surface lots to add landscaping.

Explanation: In the area of the Central City formerly covered by the Downtown Parking and Circulation Plan, some existing conditional use approved surface parking lots had a reapplication requirement every three years. The lots were considered as 'new' each time the reapplication

occurred. These lots are now subject to a five-year renewal requirement and are not treated as 'new' lots.

Lots that went through periodic reapplication processes were subject to a variety of conditions of approval. Many of those conditions are no longer applicable or are not in compliance with CCTMP policies. The conditions that apply to these lots have been clarified and standardized. Conditions focus on encouraging carpool use, short-term parking, and improved landscaping. A Type III land use review process was used to streamline and clarify the conditions that apply to these lots and to 'switch over' to the new CCTMP regulations.

Existing surface lots that were never subject to the three-year reapplication requirement are not subject to the five-year renewal requirement and are intended to remain without review unless changes are proposed that would be subject to review under the CCTMP regulations.

4.7.8 Allow existing and new surface lots, where appropriate, to be managed to maximize the utilization of spaces, as long as it is paid parking.

Explanation: This objective allows existing and new surface parking lots for paid parking to be operated in a flexible manner.

Policy 4.8 Residential Parking
Support the provision of adequate parking that meets the needs of the development while minimizing impacts on congestion and air quality and encouraging the use of alternative transportation modes for residential uses throughout the Central City.

Objectives:

4.8.1 Establish minimum parking ratios for residential uses in the Downtown District, Sectors 1-6, to ensure that an adequate amount of off-street parking is being provided for new residential development.

Explanation: The regulations that enforced this objective were deleted in 2000 as a part of changes to minimum and maximum parking ratios citywide.

4.8.2 In the RX zone in the Core, parking shall reinforce the residential uses and non-residential uses in the neighborhood and shall not support commercial activities from the adjacent non-residential zones.

Explanation: The regulations that enforced this objective were modified in 2000 as a part of changes to minimum and maximum parking ratios citywide. In some instances, residential parking can be used as accessory to commercial uses if in a mixed-use building.

4.8.3 Establish maximum residential parking ratios to support a diverse range of downtown housing.

4.8.4 Residential buildings are encouraged to share parking with other residential buildings which are under the maximum ratio.

Explanation: The intent is to maximize the use of parking for residential uses, especially older buildings without dedicated parking, and to support the stability of downtown housing. Residential parking should not be used for commuter parking. Shared parking should not exceed the ratios established in objectives 4.3.5 and 4.3.6.

4.8.5 Support higher-density residential projects within the Core by allowing surface parking lots where structured parking may be prohibitive or impossible due to scale, high cost, design concerns, or environmental constraints. Where possible, surface lots should be visually separated to reduce impacts of the large surface lot.

Explanation: The Zoning Code contains provisions to address parking for residential projects within the Core generally as follows:

a. Allow up to 40 spaces of surface parking per 40,000 square feet of site area if the project creates more than 50 dwelling units per acre.
b. Adopt design guidelines to ensure that areas of surface parking are visually separated.
c. For mixed-use projects where one of the uses is residential, allow 40 spaces of surface parking per 40,000 square feet of site area.

4.8.6 Recognize the parking needs of residents living in the Central City.

Explanation: Many residential buildings in the Central City were constructed prior to the automobile era and lack sufficient parking to meet the needs of their residents. Demand management strategies will be evaluated to address these needs.

Policy 4.9 Area Permit Parking Programs
Implement area permit parking programs in neighborhood and industrial sanctuary areas impacted by spillover parking impacts due to high-intensity Central City activities if approved by the area.

Explanation: Area permit parking programs can ensure that on-street parking in residential areas and industrial sanctuaries will not be used by non-neighborhood parkers. Area parking permits may be instituted in accordance with Title 16 of the City codes in neighborhood and industrial areas (with industrial sanctuary zoning) experiencing parking problems from adjacent areas. Implementation is based on an investigation of need, a review of alternatives and their effectiveness, and support of the neighborhood.

Policy 4.10 Compatibility of Parking Structures with Central City Character
Ensure that the location, size, and ground floor activities of parking structures contribute to a lively and attractive pedestrian environment.

Objectives:

4.10.1 Limit the size of new parking structures in historic districts to ensure compatibility in scale with nearby historic buildings. The building coverage for new parking structures within a historic district may not be larger than 20,000 square feet.

4.10.2 Ensure that parking structures contribute to a lively pedestrian environment by including retail or other uses on the ground floor of the structure.

Explanation: Areas have been added to the Required Building Line map in the Central City Plan District along streets with a strong pedestrian and transit orientation. In the Central Eastside, when full block development occurs between Grand and MLK, Jr., Grand should have the higher priority in meeting this policy because it is intended to have a more important pedestrian environment appropriate to its historic character.

4.10.3 Locate free-standing parking structures near the uses they serve.

4.10.4 Restrict the location of parking structures along the Transit Mall between NW Glisan and SW Mill to support high-density development as established by adopted floor area ratios.

4.10.5 Restrict parking access on light rail transit streets.

POLICY 5 TRANSIT
Ensure that the transit system will be a key component in stimulating economic development in the Central City, supporting the density and diversity of activities that lead to high levels of pedestrian and bicycle trips, minimizing automobile congestion, and improving air quality.

Policy 5.1 Transit Access
Improve transit access to the Central City to support its full development potential as envisioned in the Central City Plan.

Objectives:

5.1.1 Expand transit capacity and service to the Central City as the highest-priority means of increasing access to the Central City.

5.1.2 Give preference for transit/rideshare improvements to districts with adopted transportation demand management plans which reduce reliance on single-occupant auto trips and encourage transit/rideshare use.

5.1.3 Protect existing and adopted transit priority corridors (light rail and the Fifth and Sixth Avenues Transit Mall) rights-of-way to maximize public investments by ensuring their primary transit function, support a healthy pedestrian environment, and minimize adverse traffic impacts. Priority corridors will be designated following completion of the Draft Environmental Impact Statement (DEIS) and adoption of the Locally Preferred Alternative.

5.1.4 Improve the frequency, coverage, and hours of bus service to the Central City.

5.1.5 Establish an urban and regional network of 10-minute corridor bus service (Tri-Met's proposed FastLink service).

5.1.6 Establish local and regional partnerships (both public and private) to plan, implement, and finance transit improvements.

Policy 5.2 Transit Operations
Increase the speed and reliability of transit service in the Central City.

Objectives:

5.2.1 Provide transit-preferential treatments at congested locations and segments.

5.2.2 Establish street designations for transit priority streets within the Central City.

5.2.3 Identify transitways in each Central City district to accommodate high-frequency transit.

Policy 5.3 Physical Image of Transit
Improve the understandability, predictability, and visibility of transit in the Central City.

Objectives:

5.3.1 Improve the clarity and convenience of transit by consolidating fragmented route patterns onto transit streets and by providing public information signs.

5.3.2 Expand the high quality of transit-related streetscape improvements to include new transit priority streets and to support adjacent commercial development and enhance the pedestrian environment.

5.3.3 Improve the attractiveness, comfort, and safety of transit stops.

5.3.4 Improve the transit vehicle fleet to include vehicles that are quieter, less polluting, easier to board, more comfortable, and more visually appealing.

Policy 5.4 Central City Transit Circulation
Improve transit service to provide better circulation and distribution within and between districts of the Central City.

Objectives:

5.4.1 Increase the frequency of service and the connectivity between major bus routes and light rail to improve their function as Central City shuttles so that users would not need a system schedule.

5.4.2 Integrate Tri-Met services with those of other transportation modes.

5.4.3 Integrate Tri-Met services with those of other transportation providers.

5.4.4 Establish a network of transit streets, terminals, and transit centers in the Central City.

5.4.5 Identify a strategy for developing the Central City streetcar system and integrating it with other transit services.

Policy 5.5 Transit-Supportive Density
Use transit to foster high-density, transit-supportive development.

Objectives:

5.5.1 Include planning for transit and ridesharing as an integral part of the development process.

5.5.2 Plan and provide transit services prior to construction of new development where early provision will encourage transit-supportive development.

5.5.3 Give preference to transit improvements in districts with adopted urban design standards which encourage pedestrian-oriented environments.

5.5.4 Discourage the development of new park-and-ride facilities in the Central City to minimize congestion.

Policy 5.6 Funding Transit
Participate in regional efforts to secure funding for improved transit services, facilities, and demand management programs.

Objectives:

5.6.1 In partnership with Tri-Met and the City and with other regional partners, secure funding for transit operations and capital to implement the Tri-Met Strategic Plan, including funding and construction and operation of the regional light rail transit system.

5.6.2 Identify a strategy for securing funding for construction and operation of the Central City streetcar system.

5.6.3 Establish public-private partnerships to fund and enhance transit and ridesharing projects and programs related to specific developments.

POLICY 6 DEMAND MANAGEMENT
Increase the demand and availability of transit and ridesharing, and support walking and bicycling and other alternatives to the single-occupant vehicle in every district of the Central City.

Policy 6.1 Regional Efforts
Support regional demand management efforts to reduce vehicle miles traveled per capita and thereby limit increases in traffic congestion and enhance air quality.

Policy 6.2 Future Amendments
Amend the demand management policies, if necessary, upon completion of the Department of Environmental Quality's Employer Commute Option (ECO) rule-making process to comply with requirements of the ECO Rule.

Policy 6.3 Demand Management Programs
Encourage new demand management programs and expansion of existing programs for employers. Support the formation of transportation management associations or similar private-sector organizations to support trip-reduction programs. Encourage businesses, or groups of business, to participate in trip-reduction measures.

Policy 6.4 Coordination
Coordinate with Tri-Met and other public and private organizations to jointly plan, implement, and promote transit, rideshare, and other transportation demand management (TDM) programs.

Policy 6.5 Marketing
Work with Tri-Met to enhance marketing and outreach efforts to make transit, ridesharing, and other alternatives to the single-occupant vehicle easier to use for potential new customers.

Policy 6.6 Expand Existing Programs
Work with selected market segments to expand transit fare and carpool parking fee programs, such as group passes or special event passes.

Policy 6.7 Off-Peak Transit Usage
Work with Tri-Met to increase off-peak transit usage.

POLICY 7 PEDESTRIAN NETWORK
Support the Central City as a pedestrian-friendly environment with good pedestrian connections to adjacent neighborhoods and a high level of pedestrian activity due to the availability, accessibility, convenience, safety, and attractiveness of the pedestrian network. The network should be:

- Available and accessible to all users
- Convenient and easily negotiable, with all routes and surfaces having ample capacity and being relatively free of obstruction
- Safe, with pedestrians being able to use the system with minimal concerns about traffic and personal safety
- Comfortable and attractive, with streets, sidewalks, and adjacent development having a high degree of amenities and appeal for pedestrians

Policy 7.1 Pedestrian Mode Split
Improve the pedestrian network to support the CCTMP mode split goals for home-based work (HBW) trips, reinforce walking as an important mode of transportation, and promote walking for all types of trip purposes.

Policy 7.2 Pedestrian Environment
Provide the maximum practicable consideration to walking in the Central City by:

- Minimizing air and noise pollution and pedestrian-vehicle conflicts to provide a healthy and pleasant atmosphere for walking
- Calming vehicular traffic commensurate with the needs of the Central City and to a degree that reinforces the viability of mass transit
- Recognizing Portland's rainy weather by encouraging the provision of awnings and other pedestrian amenities
- Providing safe pedestrian access to and across bridges
- Providing landscaping or other perimeter treatment around surface parking lots subject to land use review to make them more pedestrian friendly, and exploring the possibility of providing other uses along frontages and at corners of new surface parking lots
- Encouraging the redevelopment of surface parking lots to promote growth in the Central City and to remove gaps in the pedestrian system

Policy 7.3 Pedestrian Access and Availability
Create a comprehensive pedestrian network throughout the Central City that provides easy access to all uses and encourages pedestrian movement. In industrial areas, however, recognize that the pedestrian network will have limitations due to industrial-related activities, such as loading and truck movements.

- Maintain needed pedestrian connections as part of any street vacation process.
- Improve the quality of pedestrian crossings as part of transportation projects.

Policy 7.4 Pedestrian Convenience and Negotiability
Create a pedestrian network in the Central City area that will be direct, have adequate capacity, have minimal delays, and be relatively free of obstructions and obstacles for all groups.

Policy 7.5 Pedestrian Safety
Create a pedestrian network in the Central City where pedestrians have a relatively good prospect of being free from concerns about traffic and personal security, and that is at all times visible from the street.

Policy 7.6 Pedestrian Comfort
Make every reasonable effort in the planning, design, construction, and management of the pedestrian network to ensure that a pleasant and enjoyable pedestrian environment is created.

Policy 7.7 Pedestrian Crossings
Provide for safe pedestrian crossings in the roadway system.

POLICY 8 BICYCLE MOVEMENT

Develop a bicycle plan for the Central City that establishes a bicycle route network, and develop strategies, including setting priorities, for implementation of programs and projects.

Policy 8.1 Bicycle Mode Split
Improve the bicycle network to support the CCTMP mode split goals for home-based work (HBW) trips, recognize bicycling as an important mode of transportation, and encourage greater use of bicycles for all types of utilitarian and recreational trips.

Policy 8.2 Bicycle Trip-End Facilities
Support the provision of bicycle parking, locker, and shower facilities by the private and public sector to aid in achieving the bicycle mode share goal. Incorporate incentive programs as a preferred means of providing for these facilities as a part of implementation of the Transportation Planning Rule.

Policy 8.3 Bicycle Access
Ensure that all public streets and public ways within the Central City, except freeways, expressways, and exclusive transitways, are accessible to bicycles. Accommodate the needs of bicyclists as appropriate on each street, based on the Traffic, Transit, Bicycle, Pedestrian, and Truck designations of the right-of-way in the Street Classifications and Descriptions of the CCTMP.

Policy 8.4 Bicycle Network
Provide a network of bicycle routes where the needs of bicyclists receive due consideration based on the mode split goals in the CCTMP. The bicycle network should, at a minimum, provide for bicycle access to the Central City from all areas of the City and also provide for connections between major attractions, such as those identified on the Central City Plan map. Central City Bicycle Routes should:

- Be direct. The network should connect areas and sites in as direct a line as possible.

- Minimize conflicts between bicycles and motorized vehicles. When turning movement or other conflict points are unavoidable, traffic designs should accommodate the safety needs of bicyclists.

- Be relatively obstruction free. Obstructions, such as stairs, surface hazards, lack of adequate shoulders, etc. should not exist on the bicycle network routes. Where they do, they should be eliminated.

- Be complete. The City will support completion of regional bicycle route segments that connect to the Central City.

Policy 8.5 Bicycle Connections

The bicycle network should be integrated with other transportation systems to accommodate commuting and other trips by bicycle. Safe, direct, and continuous bikeways free of unnecessary delays should be provided along all urban arterial and major collector routes. The bicycle network should connect new residential development districts to existing residential areas and commercial districts.

POLICY 9 AIR QUALITY

Implement an air quality plan that will ensure compliance with federal clean air standards.

Policy 9.1 Regional Policy

Support the implementation of regional air quality policies for ozone and carbon monoxide that encourage per capita motor vehicle trip reduction and concentrated development served by transit rather than geographically restrictive measures. Consider measures to address vehicle particulate emissions. Support implementation of bicycle and pedestrian facilities to encourage higher bicycle and pedestrian travel.

Policy 9.2 Air Quality Plan

Adopt a plan to assure attainment and maintenance of National Ambient Air Quality Standards (NAAQS) for carbon monoxide sufficient to replace the maximum parking inventory (the lid) as defined in the Downtown Parking and Circulation Policy. The strategies shall include a Basic Plan and a Contingency Plan.

- Develop a 'Basic Plan' for air quality maintenance that includes circulation and parking policies sufficient to meet Federal Clean Air Act requirements for carbon monoxide.

- Develop a 'Contingency Plan' for air quality maintenance that is designed to prevent non-attainment from occurring or to correct a non-attainment problem.

Policy 9.3 Interim Plan

Retain the maximum parking inventory established in the Downtown Parking and Circulation Policy until the City of Portland has received notification from the Oregon Department of Environmental Quality (DEQ) that the CO Maintenance Plan has been approved. This approval will allow the replacement of the DPCP with the CCTMP. The base inventory was set in 1991 at 43,914 existing and approved spaces and shall be applied to the following districts: Downtown, North of Burnside, and Northwest Triangle 3.

- Under an Offset Rule proposed and accepted by the State Department of Environmental Quality (OAR 340-20-400 through 440) and approved by the federal Environmental Protection Agency, the revised parking ceiling of 43,914 spaces can be increased by up to 1,370 spaces, provided that emission offset measures are implemented.

- If further increases are needed over the allowed 1,370 spaces, the City of Portland shall make a request to the Department of Environmental Quality for an expansion of the air quality offset and State Implementation Plan revision, preferably six months prior to the needed increase.

GLOSSARY OF TRANSPORTATION TERMS

Access Management
Measures regulating access to streets, roads, and highways from public roads and private driveways. Measures may include, but are not limited to, restrictions on the siting of interchanges, restrictions on the type and amount of access to roadways, and use of physical controls (such as signals and channelization, including raised medians) to reduce impacts of approach road traffic on the main facility.

Accessibility
The ability to move easily from one mode of transportation to another mode or to a destination. Accessibility increases when the number and quality of travel choices increases. Accessibility is affected by the mix of land uses and the travel alternatives available.

Accessway
A type of right-of-way, either public or private, that is primarily to provide pedestrian and bicycle linkages consistent with connectivity needs, but may be used for vehicle access to parking or for emergency vehicles. Accessways are typically short in length and are used where full street connections are not needed and/or are not physically feasible.

Activity Center
A cluster of uses that collectively generates many trips (e.g., school and park, neighborhood commercial district). An activity center can be a single use that generates many trips (e.g., stadium, large commercial outlet, large institution).

Americans with Disabilities Act (ADA) of 1990
Civil rights legislation enacted by Congress that mandates the development of a plan to address discrimination and equal opportunity for disabled persons in employment, transportation, public accommodation, public services, and telecommunications.

Area of Special Concern
An area designated in the 2000 Regional Transportation Plan that is planned for mixed-use development, but is also characterized by physical, environmental, or other constraints that limit the range of acceptable transportation solutions for addressing a level-of-service need, but where alternative routes for regional through-traffic are provided.

Area Permit Parking Program
An Office of Transportation program to ensure that on-street parking associated with commercial, industrial, institutional development or large events will not spill over into adjacent residential neighborhoods. The program allows residents and firms a limited supply of permits for on-street parking and restricts on-street parking for other potential users.

Arterial
Any street that is not a Local Service Traffic Street according to the traffic classification maps in the Transportation Element of the Comprehensive Plan. Arterials include Regional Trafficways, Major City Traffic Streets, District Collectors, Neighborhood Collectors, and Traffic Access Streets.

Attractor
A use that, by its nature, draws large numbers of people to it for special events or regular activities. Regional attractors include uses such as sports arenas and convention centers.

Auto-Oriented Development
Development that is either: 1) auto-related (such as gas stations and auto repair shops) or 2) auto-accommodating (by its design attracts primarily customers and employees arriving by automobile, such as drive-in restaurants).

Benchmark
A specific target or goal to be achieved in a specific timeframe. Benchmarks are used to determine the attainment of performance indicators and performance measures (defined below).

Bicycle Boulevard
A street with low traffic volumes where the through movement of bicycles is given priority over motor vehicle travel. *(Source: Portland Bicycle Master Plan)*

Bike Central
A public or private facility that provides a variety of bicycle services, such as bicycle parking, bicycle repair, sale of bicycles and equipment, showers, and changing rooms.

Carpool
A motor vehicle carrying two or three (depending on the context) or more people, usually commuting on a regular or semi-regular basis.

Car Sharing
An organization consisting of a group of individuals who share a fleet of cars. The purchase or lease of vehicles, fuel costs, maintenance and repair costs is borne by the organization.

Central City
A design type designated in Metro's 2040 Growth Concept. The 2040 Growth Concept designation and Portland's Central City boundaries are co-terminus. The Central City has the highest density development of all the design types, with the most diverse mix of land uses and the greatest concentration of commerce, offices, and cultural amenities.
(Source: 2000 RTP)

Central City Bus Circulator
Bus route(s) that operates as a shuttle to provide local access to destinations within a defined geographic area, such as the Central City.

Central City Transportation Management Plan (CCTMP)
The adopted transportation system plan for the Central City. The CCTMP is reviewed and updated separately from the Transportation System Plan.

Collector of Regional Significance
As designated in the 2000 Regional Transportation Plan, a route that connects the regional arterial system and the local system by collecting and distributing neighborhood traffic to arterial streets. Collectors of regional significance have three purposes: 1) They ensure adequate access to the primary and secondary land use components of the 2040 Growth

Concept; 2) They allow dispersion of arterial traffic over a number of lesser facilities where an adequate local network exists; 3) They help define appropriate collector level movement between jurisdictions. *(Source: 2000 RTP)*

Corridor
A 2040 Growth Concept design type that emphasizes a high-quality bicycle and pedestrian environment and convenient access to public transportation, but will not be as intensively planned as station communities. *(Source: 2000 RTP)*

Early Bird Parking
Parking that is provided to encourage its use primarily by commuters. Typically, the pricing strategy is to offer a lower all-day rate if the parker arrives before a certain time in the morning.

Emergency Response Vehicles
Vehicles employed in responding to emergencies. Examples of emergency response vehicles include fire apparatus, ambulances, and police cars.

Employee Commute Options (ECO) Rule
Part of House Bill 2214, which was adopted by the 1992 Oregon Legislature. The rule directs the Environmental Quality Commission to institute an employee trip reduction program. The rule is designed to reduce 10 to 20 percent of commuter trips for all businesses employing 50 or more persons.

Environmental Impact Statement
An environmental assessment required by the National Environmental Protection Act for "any major Federal action that may significantly affect the environment."

Exceptional Habitat Quality
For transportation planning purposes,
1) Riparian-associated wetlands protected with environmental zones;
2) Locally or regionally rare or sensitive plant communities;
3) Important forest stands contributing multiple functions and values to the adjacent water feature habitats of sensitive, threatened or endangered wildlife species; or

Habitats that provide unusually important wildlife functions, such as (but not limited to) a major wildlife crossing/runway or a key migratory pathway.

FastLink
Replaced by the term 'Streamline'. A program in Tri-Met's Strategic Plan to increase bus frequency, speed, and comfort on approximately two dozen major transit corridors.

Freight
Raw and bulk materials and products that require value-adding or warehousing.

Freight Intermodal Facility
An intercity facility where freight is transferred between two or more modes (e.g., truck to rail, rail to ship, truck to air, etc.).

Functional Plan
A limited-purpose, multijurisdictional plan for an area or activity having significant districtwide impact on the orderly and responsible development of the metropolitan area. A Functional Plan serves as a guideline for local comprehensive plans consistent, with ORS 268.390.

Goods
Finished products, commodities, and wares ready for the final consumer.

Green Street
A street that:

- Handles stormwater on site through use of vegetated facilities;
- Creates attractive streetscapes that enhance neighborhood livability by helping to calm traffic by introducing park-like elements into neighborhoods; and
- Serves as an urban greenway segment that connects neighborhoods, parks, recreation facilities, schools, and main streets.

High-Occupancy Vehicle (HOV)
Any vehicle carrying two or more persons, including the driver. An HOV could be a transit bus, vanpool, carpool, or any other vehicle that meets the minimum occupancy requirements. Consistent with federal regulations, motorcycles (with or without passengers) are considered HOVs.

Home-Based Work Trip Attractions
The trips made by commuters from their homes to their places of work.

Local Improvement District (LID)
A method that allows a group of property owners to share the cost and benefits of public improvements.

Locally Preferred Alternative
The option selected by local jurisdiction(s) following completion of a Draft Environmental Impact Statement (DEIS).

Main Street
A 2040 Growth Concept design type that usually features mixed-use storefront-type development. Two or more main streets in a relatively small area serve the same urban function as town centers, but are located in a linear pattern along a limited number of bus or light rail transit corridors. Main streets feature street designs that emphasize pedestrian, public transportation, and bicycle travel. *(Source: 2000 RTP)*

Metro
The regional government and designated metropolitan planning organization (MPO) of the Portland region. It is governed by a seven-member elected Metro Council and is responsible for regional transportation planning activities, such as the preparation of the 2000 Regional Transportation Plan and the planning of regional transportation projects, including light rail.

Minimize
Usually defined to mean reduce to the least possible amount; the word is used in the Central City Transportation Management Plan (CCTMP) to mean manage or control, taking into consideration any other concerns.

Mixed-Use Areas
Compact areas of development that include a mix of uses, either within buildings or among buildings, and include residential development as one of the potential components.

Mobility
The ability to move people and goods from place to place, or the potential for movement. Mobility improves when the transportation network is refined or expanded to improve capacity of one or more modes, allowing people and goods to move more quickly toward a destination.

Mode Split
The percentage of trips taken by each of the possible modes of travel (motor vehicle, transit, bicycle, walk). Mode split does not refer to the number of trips. For example, the number of trips by a particular mode may increase, but the percentage of trips by that mode may stay the same or be reduced if there is also growth in the overall number of trips for other modes.

Motor Vehicle Level-of-Service (LOS)
A qualitative measure describing operational conditions within a traffic stream. A level-of-service definition generally describes these conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. LOS ratings of 'A' through 'F' describe the traffic flow characteristics on streets and highways and at intersections, as shown on the following table:

LOS	Traffic Flow Characteristics
A	Virtually free flow; completely unimpeded
B	Stable flow with slight delays; reasonably unimpeded
C	Stable flow with delays; less freedom to maneuver
D	High density, but stable flow
E	Operating conditions at or near capacity; unstable flow
F	Forced flow; breakdown conditions
Greater than F	Demand exceeds roadway capacity, limiting volume that can be carried and forcing excess demand onto parallel routes and extending the peak period

(Sources: 1985 Highway Capacity Manual [A through F]; Metro [greater than F])

Multimodal
Having a variety of modes available for any given trip, such as being able to walk, ride a bicycle, take a bus, or drive to a certain destination. In a transportation system, multimodal means providing for many modes within a single transportation corridor.

National Ambient Air Quality Standards (NAAQs)
Air quality standards for a variety of pollutants.

Neighborhood
For the TSP classification system, a neighborhood is an area bounded by Major City Traffic Streets, District Collectors, and/or Neighborhood Collectors.

Obstruction
Something that hinders from passage, action, or operation.

Offset Rule
Rule adopted by the Oregon Department of Environmental Quality and approved by the federal Environmental Protection Agency in 1990. The rule allows the parking lid of 43,914 spaces to be increased by up to 1,370 spaces, provided that emission offset measures are implemented and an approved contingency plan is in place. Offsets may include alternative work hours, carpooling, and transit subsidies.

Opticom
A signal preemption system for emergency response vehicles or transit vehicles.

Oregon Department of Transportation (ODOT)
State agency that oversees and maintains the State highway system, under the guidance of the Oregon Transportation Commission.

Oregon's Statewide Planning Goals
The 19 goals that provide a foundation for the State's land use planning program. The 19 goals can be grouped into four broad categories: land use, resource management, economic development, and citizen involvement. Locally adopted comprehensive plans and regional transportation plans must be consistent with the statewide planning goals.

Owl Service
Transit service provided during the late evening and early morning hours (12:30 a.m. to 5 a.m.).

Paratransit
Non-fixed route service that serves special transit markets, including disabled populations unable to use regular transit service. Other examples include demand-responsive (e.g., dial-a-ride) and contracted fixed-route service.

Park-and-Ride Facility
A parking lot or structure in association with a light rail station, transit stop, or transit transfer point. Generally, park-and-rides should provide access to regional route service for areas not directly served by transit. Bicycle and pedestrian access, as well as parking and storage for bicycles, should be considered in locating new park-and-ride facilities.

Peak-Hour
Either of the two weekday rush-hour time periods: 7 a.m. to 9 a.m. and 3:30 p.m. to 5:30 p.m.

Peak Period Pricing
A transportation management tool that applies market pricing principles to roadway use. Peak-period pricing imposes user surcharges or tolls on congested facilities during peak traffic periods and may allow a reduced price for high-occupancy vehicle (HOV) use.

Performance Indicator
A term that describes a characteristic of the transportation system in order to measure progress towards a specific goal.

Performance Measure
A method used to assign a value to a performance indicator. Performance indicators measure change over time, and the performance measure is a specific activity or physical change that can be measured.

Port of Portland
A public agency that owns and maintains five marine terminals, four airports, and seven business parks in the three-county area. The Port is governed by a nine-member commission appointed by the governor.

Refinement Plans
Amendments to the Transportation System Plan. Refinement Plans resolve, at a systems level, determinations on function, mode, or general location that were deferred during the transportation system planning process because the detailed information needed to make those determinations was not available during that process. *(Source: TPR)*

Regional Center
A design type designated in Metro's 2040 Growth Concept. After the Central City, regional centers have the region's highest development densities, the most diverse mix of land uses, and the greatest concentration of commerce, offices, and cultural amenities. They are very accessible by both automobile and public transportation, and have streets that are oriented to pedestrians. Gateway is the only regional center in Portland. *(Source: 2000 RTP)*

Rideshare
A motor vehicle carrying two or more people for any trip purpose, including work, shopping, etc., but not on a regular schedule.

Right-of-Way (ROW)
A public or private area that allows for the passage of people or goods. Right-of-way includes passageways such as freeways, streets, bicycle and pedestrian off-street paths, and alleys. A public right-of-way is one that is dedicated or deeded to the public for public use and is under the control of a public agency.

State Implementation Plan (SIP)
State plan for achieving air quality goals to ensure compliance with the requirements of the federal Clean Air Act.

Station Community
A 2040 Growth Concept design type located along light rail corridors and featuring a high-quality pedestrian and bicycle environment. Station communities are designed around the transportation system to best benefit from the public infrastructure. They include some local services and employment, but are primarily residential developments oriented toward the Central City, regional centers, and other areas that can be accessed by rail for most services and employment. *(Source: 2000 RTP)*

Street Tree
A tree growing within the public right-of-way between the travel lanes and the property line.

Sustainable
Methods, systems, or materials that will not deplete nonrenewable resources or harm natural cycles.

Town Center
A 2040 Growth Concept design type that functions as a local activity area and provides close access to a full range of local retail and services within a few miles of most residents. Town centers do not compete with regional centers in scale or economic diversity, but they will offer some specialty attractions of regional interest. Town centers have excellent multimodal access and connections to regional centers and other major destinations. *(Source: 2000 RTP)*

Traffic Calming
Roadway design strategies to reduce vehicle speeds and volumes, aimed at improving traffic safety and neighborhood livability. Traffic calming measures include, but are not limited to, traffic-slowing devices. Examples of other traffic calming measures are traffic diverters, curb extensions, and medians.

Traffic-Slowing Devices
Devices that slow emergency response vehicles as well as general traffic. Speed bumps and traffic circles are the only traffic-slowing devices currently used.

Transit Center
A location where a number of bus and/or high-capacity transit vehicles stop. Generally, transit centers contain waiting areas, transit information, and timed transfer opportunities.

Transit-Oriented Development
A mix of residential, retail, office, and other uses and a supporting network of streets, bikeways, and pedestrianways oriented to a light rail station or transit service and the pedestrian network. Transit-oriented development should include high-density residential development near transit service to support the neighborhood commercial uses and have a lower demand for parking than auto-oriented land uses.

Transportation Demand Management (TDM)
Actions taken to change travel behavior in order to improve the performance of transportation facilities, reduce the need for additional road capacity, and reduce impacts on residential neighborhoods. Examples include encouraging the use of alternatives to single-occupant vehicles (SOVs), ridesharing and vanpools, parking management, and trip-reduction ordinances.

Transportation Disadvantaged
Individuals who have difficulty obtaining transportation because of their age, income, disability, or who are transit dependent for other reasons.

Transportation District
For TSP purposes, one of the eight Transportation Districts identified: Central City, North, Northeast, Far Northeast, Southeast, Far Southeast, Northwest, and Southwest.

Transportation Facilities
Any physical facility that moves or assists in the movement of people or goods, but excluding electricity, sewage, and water systems. *(Source: TPR)*

Transportation Management Association (TMA)
Groups of businesses or institutions that develop TDM measures in order to reduce the need for commuter and visitor parking. Measures may include carpool-matching services, transit subsidies, shuttle vans, or encouraging alternatives to the automobile.

Transportation Planning Rule (TPR)
The implementing rule of Statewide Planning Goal 12 dealing with transportation, as adopted by the State Land Conservation and Development Commission (LCDC). Among its provisions, the TPR requires reducing vehicle miles traveled (VMT) per capita by 15 percent in the next 30 years, reducing parking spaces per capita by 10 percent in the next 20 years, and improving opportunities for alternatives to the automobile.

Transportation System Management (TSM)
Strategies and techniques for increasing the efficiency, safety, or level-of-service of a transportation facility without increasing its size. Examples include, but are not limited to, traffic signal improvements, traffic control devices (including installing medians, channelization, access management, and ramp metering), incident response, targeted traffic enforcement, preferential transit measures, and restriping for high-occupancy vehicle lanes.

Transportation System Plan (TSP)
A plan for one or more transportation facilities that are planned, developed, operated, and maintained in a coordinated manner to supply continuity of movement between modes and within and between geographical and jurisdictional areas.

Tri-Met
Tri-County Metropolitan Transportation District, the transit agency for most of Clackamas, Multnomah, and Washington Counties.

Trip
A journey made by any mode between an origin and a destination. Trips can be categorized as follows:

- Regional trip – A trip that has neither trip origin nor destination within the Portland metro area.
- Interregional trip – A trip that has one trip end within the Portland region and the other trip end outside the Portland region.
- Interdistrict trip – A trip that starts in one Transportation District and ends in another Transportation District.
- Intradistrict trip – A trip that starts and ends within the same Transportation District.
- Non-local trip –A trip that extends beyond the length of the functional purpose described in a street's classification description.

Trip End
The origin or destination point of a journey.

2040 Growth Concept
A concept for the long-term growth management of our region, developed by Metro. It describes the preferred form of regional growth, including where growth should be clustered, what the appropriate densities are for various land use design types, and which areas should be protected as open space. The 2040 Growth Concept was adopted as part of the Regional Urban Growth Goals and Objectives (RUGGOs) in 1995. *(Source: 2000 RTP)*

2000 Regional Transportation Plan (RTP)
The 20-year transportation plan developed by Metro to guide transportation in the region. The RTP is the region's transportation system plan that is required by the Transportation Planning Rule.

Urban Growth Management Functional Plan (UGMFP)
A regional functional plan with requirements binding on cities and counties in the Metro region, as mandated by Metro's Regional Framework Plan. The plan addresses accommodation of projected regional population and job growth, regional parking management, water quality conservation, and limits on retail uses in employment and industrial areas.

Vehicle Miles Traveled (VMT) per Capita
Miles driven in automobiles per person on average. The Transportation Planning Rule requires a 10 percent reduction of VMT per capita within 20 years of adoption of a Transportation System Plan, and an additional 5 percent reduction within 30 years of adoption of the TSP. The VMT per capita reductions mean that individuals will, on average, travel less by automobile than previously but, because the population will continue to grow, it does not mean an overall reduction in the amount of miles driven.

Woonerf
A type of street design where multiple modes of travel mix in a shared space. Typically, the street carries relatively low volumes of auto traffic and travel speeds are very low. In concentrated shopping areas, woonerf design would focus on pedestrian movement.