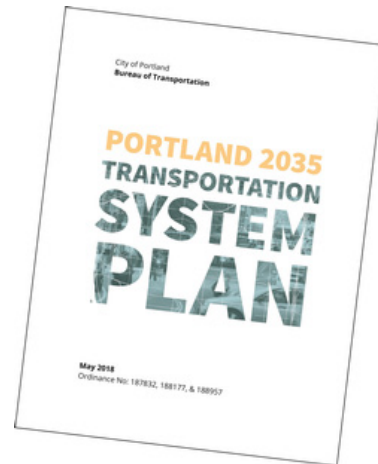


Transportation System Plan

Portland's 2035 Transportation System Plan (TSP) is a roadmap for the next 20 years of transportation policy and investment, helping us face the challenges of a growing city. The TSP outlines how we balance safety, equity and the demands of our economy. It enshrines the values of complete neighborhoods with more options for getting around. And it tells the story of how all of our planning efforts lead us to a less congested, more livable tomorrow.



Planning: The Big Picture

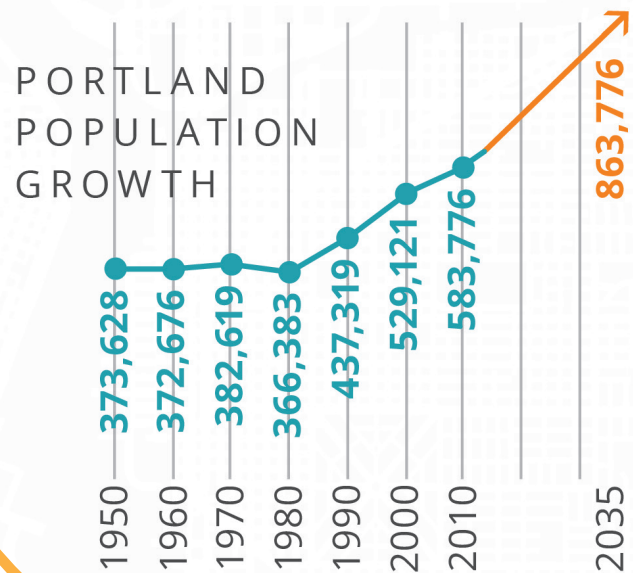
Oregon is unique. Forty-five years ago, the state passed Senate Bill 100, creating the structure for statewide land use and transportation planning and requiring every Oregon municipality to prepare comprehensive plans in accordance with 19 statewide goals.

One of the most fundamental of these statewide goals proclaimed Oregon cities would grow up instead of out in order to protect our natural resources like farm and forest lands. As a result, each metro area has created its own urban growth boundary (URB), expanded only when they can argue its necessity.

Portland is intentional about fulfilling these goals. We work with our regional Metro government and the state to make sure we're using our lands effectively and efficiently.

In 1991 Oregon passed a planning rule specific to transportation, requiring cities to have TSPs and outlining what they should look like. This rule has been amended as recently as 2012, but the thrust of it is the same: Portland must account for growth in its transportation system.

Transportation System Plan



Our Growing City

In the next 20 years, Portland is projected to add 140,000 new jobs and 260,000 new residents. It follows that our transportation system must keep pace by providing Portlanders safe, convenient ways to walk, bike and take transit for more trips.

Today nearly 60 percent of Portlanders drive alone to work. If that percentage were to hold steady through 2035, we would see unsustainably high levels of traffic congestion, pollution, and the share of household spending on things like fuel and vehicle expenses.

Portland's 2035 Comprehensive Plan outlines how we concentrate growth in neighborhood centers and along the main corridors that connect them. This applies the "growing up not out" concept within our city. Just as the urban growth boundary helps preserve farm and forest land for the region, our 2035 Comprehensive Plan helps Portland preserve both our neighborhoods and the industrial land that provides jobs.

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Transportation System Plan

Maximizing Use of Limited Road Space

Because of how we've planned and built the region over time, driving remains the fastest, easiest, most convenient way to get most places in Portland. This is true with the growth we've experienced over the last ten years. But this will not remain true given the growth we're expecting over the next two decades.

Building a lot of roads for cars is expensive, and it's not an efficient use of physical space. The more we work to reduce trips where people are driving alone, the more people we can move through limited space.

200 PEOPLE IN 177 CARS



WITHOUT CARS



ON 3 BUSES



ON 1 LIGHT RAIL TRAIN



Transportation System Plan

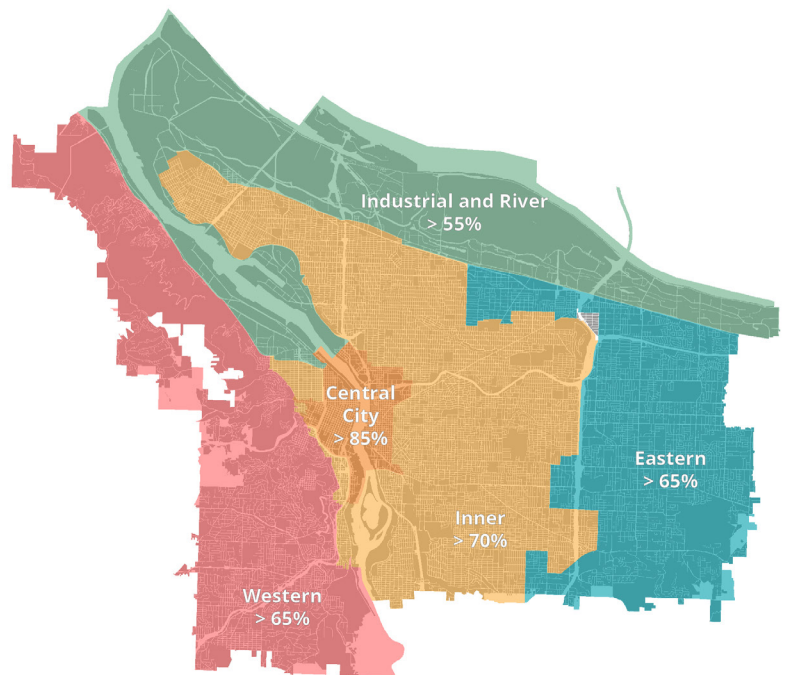
Key Policies from the TSP

Policy 9.49 Mode Share Goals by Pattern Area

By 2035, increase the mode share of daily non-drive alone trips to 70 percent citywide, and to the following in the five pattern areas: Central City, Inner, Western, Eastern and Industrial and River.

Today nearly 60 percent of commute trips are made by people driving alone. Portland City Council has committed to having no net increase of these types of trips by 2035.

We have further refined the overall mode share goal of 70 percent up or down based on geography, trends and other factors to create the best balance of mode share in various sections of the city.



Policy 9.6 Transportation Strategy for People Movement

Implement a prioritization of modes for people movement by making transportation system decisions according to the following ordered list:

Policy 9.6 states clearly that saving the lives of our most vulnerable road users – people walking and biking – is our top priority. It aligns most clearly with our goals in the 2035 Comprehensive Plan and is the least expensive when considering all the competing needs for the public right-of-way. After all, building roads is expensive. In other words, we get more bang for our buck when we prioritize walking, bicycling and transit.

