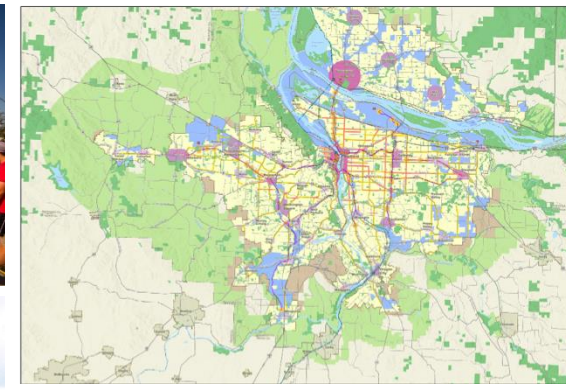


Regional mobility policy update

East Multnomah County Transportation Committee

October 17, 2022



Today's purpose

Provide update on project and next steps

Seek input on draft mobility policy:

- policy statements
- measures and targets
- implementation action plan



Project purpose

- Update the mobility policy and how we define and measure mobility for the Portland area transportation system
- Recommend amendments to the RTP and Oregon Highway Plan Policy 1F for the Portland area



Visit oregonmetro.gov/mobility

Applications of the current mobility policy

TARGETS



Planning for the future*

Transportation system plans, corridor and area plans, including concept plans to set performance expectations to identify needs as defined in the RTP and Oregon Highway Plan

STANDARDS



Regulating Plan Amendments*

Zoning changes and land use plan amendments using transportation thresholds defined in the Oregon Highway Plan for state-owned roads and local codes for city- and county-owned roads



Mitigating Development Impacts

Development approval process to mitigate traffic impacts using thresholds defined in the OHP and local codes



Managing and Designing Roads

Operational and road project designs as defined in the 2012 Oregon Highway Design Manual and local codes

*Focus of this effort

Regional Mobility Policy and Oregon Highway Plan Policy 1F

Regional Mobility Policy (Regional Transportation Plan)

- RTP motor vehicle network, including ODOT highways and city and county arterials
- Applied as targets in system planning only

Highway Mobility Standards (Oregon Highway Plan Policy 1F)

- ODOT highways only
- Applied as targets in system planning
- Applied as standards in local comprehensive plan amendments

Volume to Capacity Ratio Targets for Portland Region (adopted in RTP in 2000 and OHP in 2002)

VOLUME TO CAPACITY RATIO TARGETS INSIDE METRO ^{A, B}		
Locations	Target	
	1 st hour	2 nd hour
Central City Regional Centers Town Centers Main Streets Station Communities	1.1	.99
Corridors Industrial Areas Intermodal Facilities Employment Areas Inner Neighborhoods Outer Neighborhoods	.99	.99
I-84 (from I-5 to I-205)	1.1	.99
I-5 North (from Marquam Bridge to Interstate Bridge)	1.1	.99
OR 99E (from Lincoln Street to OR 224 Interchange)	1.1	.99
US 26 (from I-405 to Sylvan Interchange)	1.1	.99
I-405 ^C (from I-5 South to I-5 North)	1.1	.99
Other Principal Arterial Routes	.99	.99
I-205 ^C I-84 (east of I-205) I-5 (Marquam Bridge to Wilsonville) ^C OR 217 US 26 (west of Sylvan) US 30 OR 8 (Murray Blvd to Brookwood Avenue) ^C OR 224 OR 47 OR 213 242 nd /US 26 in Gresham OR 99W		

Table 7: Volume to Capacity Ratio Targets within Portland Metropolitan Region

Why Now?



2018 Regional Transportation Plan

*A blueprint for the future of transportation
in the greater Portland region*

Adopted December 6, 2018

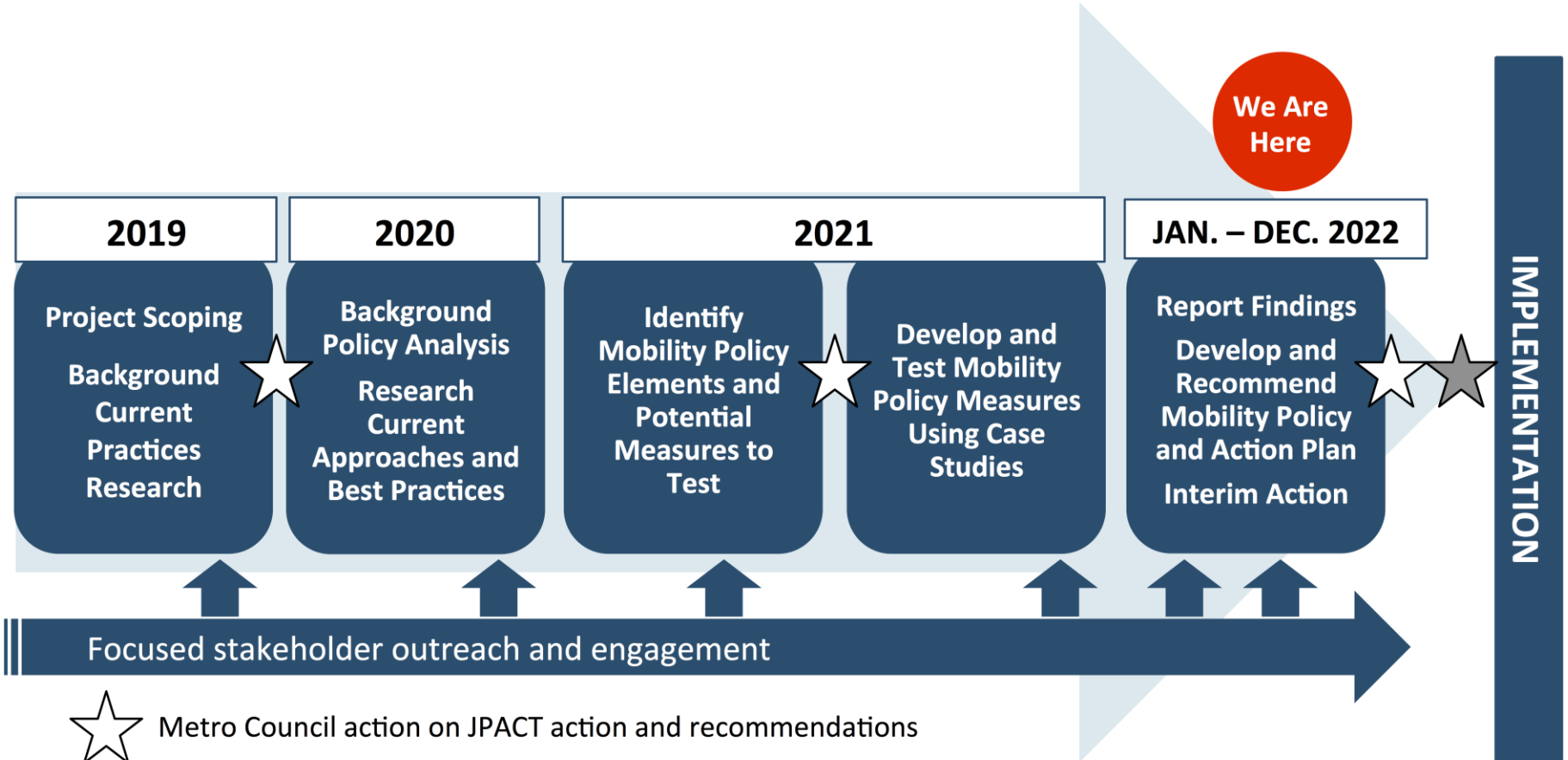
oregonmetro.gov/rtp

ODOT, Metro, cities and counties are increasingly unable to meet current mobility policy

Better align policy with state, regional and community values, goals and desired outcomes:

- Desire to shift focus from vehicles to people, goods and services
- Cannot afford what it would take to meet policy
- Impacts to meet current RTP/OHP congestion targets/standards remain a top concern

Project timeline



★ Metro Council action on JPACT action and recommendations

★ Oregon Transportation Commission action on Metro Council and JPACT recommendations
 The Commission will be engaged throughout the project.

2020-22 Engagement

4 Metro Council briefings

20 briefings and presentations to regional advisory committees and county coordinating committees

1 community leaders forum

1 freight and goods forum

3 practitioner forums – planners, engineers, modelers

10 TPAC/MTAC workshops



More than
600
participants



zoom

Looking back: 2020 to today

2020

- Share research on current policy and measure
- Identify mobility policy elements
- Define universe of potential measures (more than 100)
- Seek feedback on criteria for evaluating and selecting measures

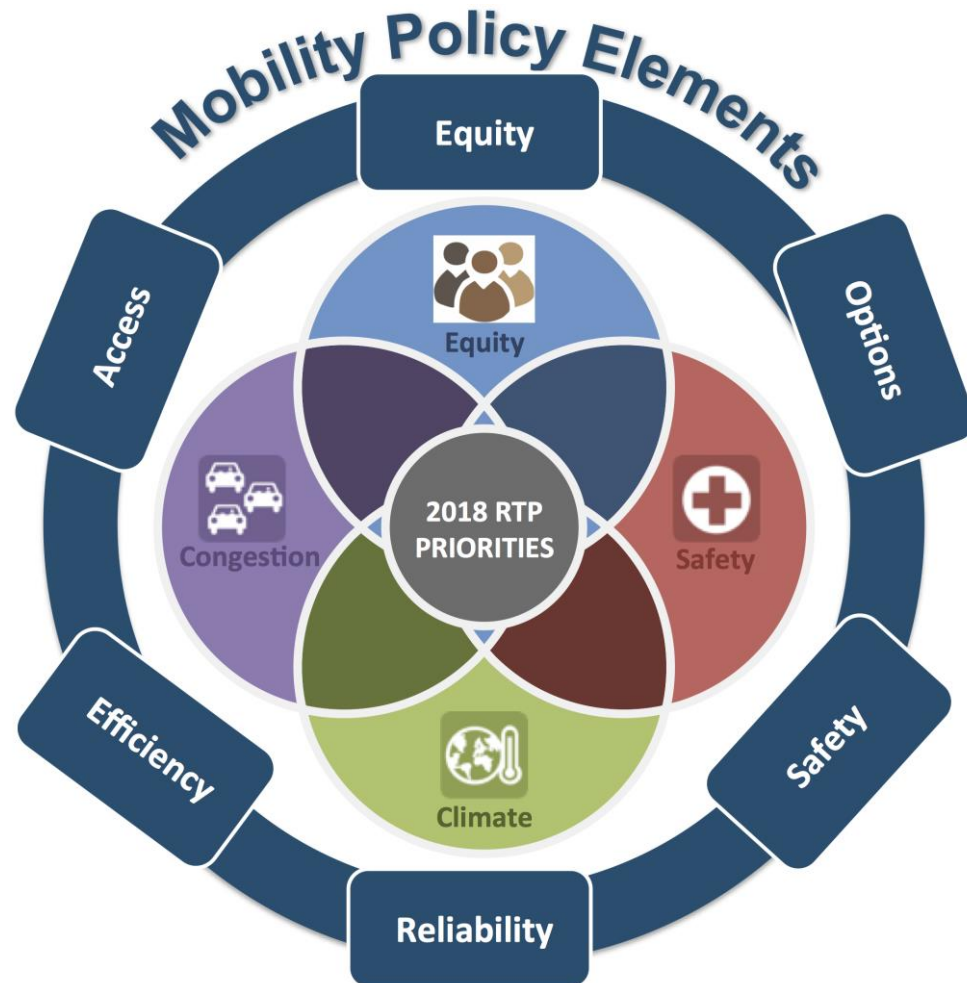
2021

- Develop definition of urban mobility
- Seek feedback on mobility policy elements and potential measures for testing in case studies (narrowed from 38 to 17 to 12 measures)

2022

- Report case study findings
- Seek feedback on draft mobility policies, measures, targets and how/where to apply them
- Develop implementation action plan

Vision for urban mobility for the Portland area: *People and businesses can safely, affordably, and efficiently reach the goods, services, places and opportunities they need to thrive by a variety of seamless and well-connected travel options and services that are welcoming, convenient, comfortable, and reliable.*



Mobility elements

Equity

Black, Indigenous and people of color (BIPOC) community members and people with low incomes, youth, older adults, people living with disabilities and other historically marginalized and underserved communities experience equitable mobility.

Access

People and businesses can conveniently and affordably reach the goods, services, places and opportunities they need to thrive.

Efficiency

People and businesses efficiently use the public's investment in our transportation system to travel where they need to go.

Reliability

People and businesses can count on the transportation system to travel where they need to go reliably and in a reasonable amount of time.

Safety

People are able to travel safely and comfortably and feel welcome.

Options

People and businesses can choose from a variety of seamless and well-connected travel modes and services that easily get them where they need to go.



DRAFT mobility policies for the Portland region

Mobility Policy 1

Ensure that **the public's land use decisions and investments in the transportation system enhance efficiency in how people and goods travel** to where they need to go.

Mobility Policy 2

Provide people and businesses a variety of seamless and well-connected travel modes and services that increase connectivity, increase choices and access to low carbon transportation options so that people and businesses can conveniently and affordably reach the goods, services, places and opportunities they need to thrive.

Mobility Policy 3

Create a reliable transportation system, one that people and businesses can count on to reach destinations in a predictable and reasonable amount of time.

Mobility Policy 4

Prioritize the safety and comfort of travelers in all modes when planning and implementing mobility solutions.

Mobility Policy 5

Prioritize investments that ensure that Black, Indigenous and people of color (BIPOC) community members and people with low incomes, youth, older adults, people living with disabilities and other historically **marginalized and underserved communities experience equitable mobility.**

Mobility Policy 6

Use mobility **performance measures and targets** for system planning and evaluating the impacts of plan amendments including **Vehicle Miles Travelled (VMT) per capita** for home-based trips and VMT/employee for commute trips to/from work, **hours of congestion** on the throughways, and **system completeness.**



DRAFT mobility policy performance measures and targets

Measure	Target	Expected Mobility Outcomes
VMT/Capita for home-based trips and VMT/Employee for commute trips to/from work	Achieve VMT/capita reductions required by OAR 660 Division 44 (GHG Reduction Rule)	Land Use Efficiency Land use patterns that are more efficient to serve because they reduce the need to drive and are supportive of travel options.
System Completeness (all modes, TDM and TSMO)	Complete the “planned” network and system for walking, biking, transit, vehicles, freight and implement strategies for managing the transportation system and travel demand	Complete Multi-Modal Networks Travel options and connectivity allow people to reliably and safely walk, bike, drive, and take transit to get where they need to go.
Hours of Congestion (throughways only based on average travel speed)	Increase miles of the throughway system that operate with 4 or fewer hours of congestion per day based on a speed of 35 mph.	Reliability Safe, efficient and reliable travel speeds for people, goods, and services.

Looking ahead: next 3 months

- 10/18/22 Metro Council discussion and feedback
- 10/20/22 JPACT discussion and feedback
- 11/4/22 TPAC recommendation to JPACT to test and refine the draft policy and measures in the 2023 RTP update
- 11/17/22 JPACT considers action on TPAC recommendation
- 12/1/22 Metro Council considers action on JPACT recommendation to test and refine the draft policy and measures in the 2023 RTP update

Learn more at:

oregonmetro.gov/mobility

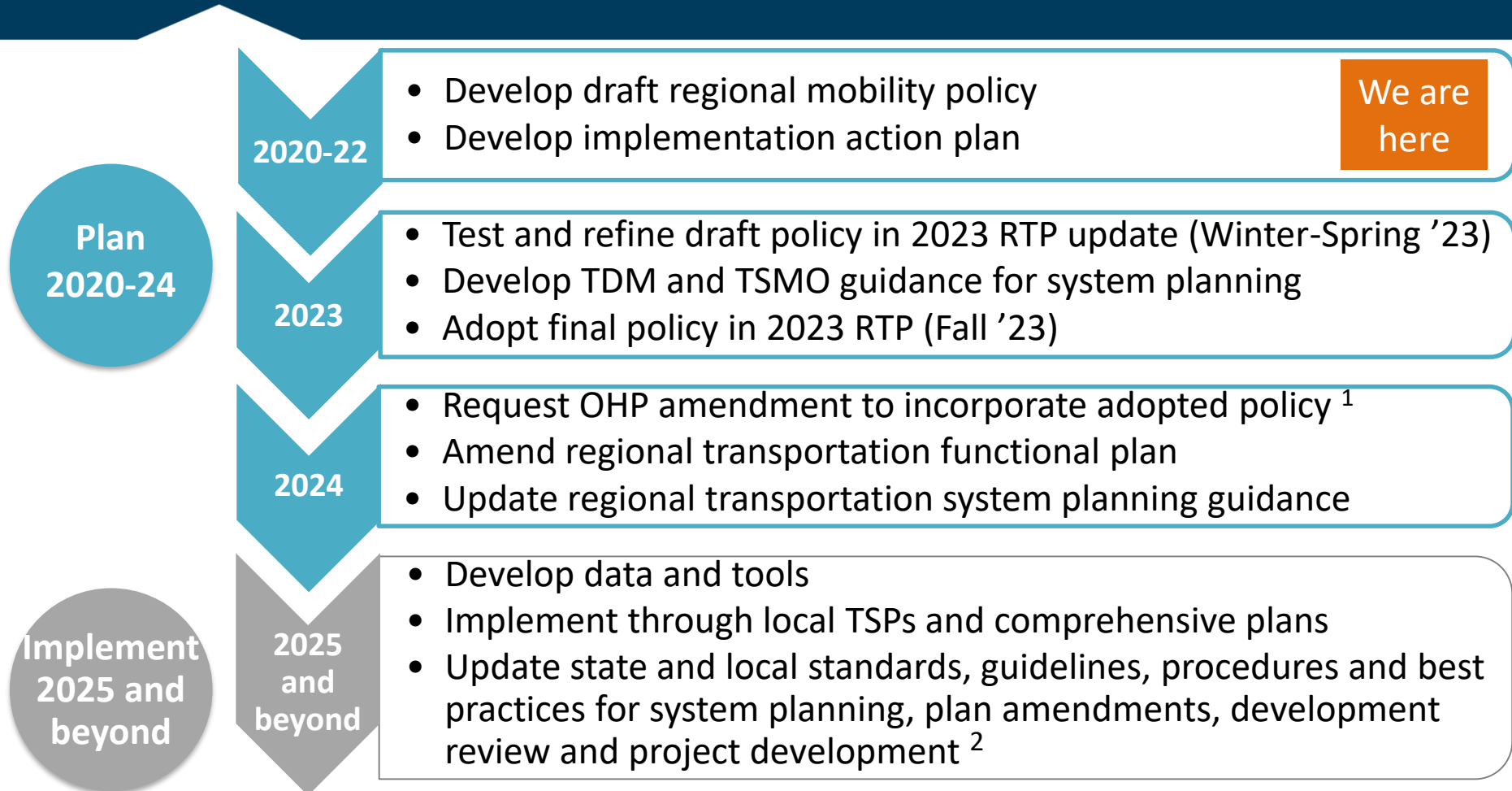


Metro



**Oregon
Department
of Transportation**

Where are we headed?



¹ The Oregon Highway Plan is undergoing an update in 2023-24.

² ODOT and DLCD are updating state guidelines, procedures and other tools in 2022-23 to support Climate-Friendly and Equitable Communities (CFEC) implementation.

Questions and discussion

Do you have feedback on:

- Draft mobility policy statements?
- Proposed performance measures and targets?
- Overall timing of proposed implementation actions? Anything missing?

Thank you!

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RTP defines the vision for a complete and connected system



2018 Regional Transportation Plan

The Regional Transportation Plan is a blueprint to guide investments for all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout the Portland metropolitan region. The plan identifies current and future transportation needs, investments needed to meet those needs and what funds the region expects to have available to over the next 25 years.

Pedestrian

- Pedestrian Parkway
- Regional Pedestrian Corridor

Motor Vehicle

- Throughway
- Major Arterial
- Minor Arterial
- Arterial Outside UGB

Transit

- Light Rail Transit
- Commuter Rail
- Streetcar
- HCT In Progress
- Future HCT
- Intercity High Speed Rail
- Enhanced Transit Connector
- Frequent Bus
- Regional Bus
- Bus Service Outside MPA
- Major Bus Stop
- Transit Center
- Air Terminal
- Bus Station

Regional Design

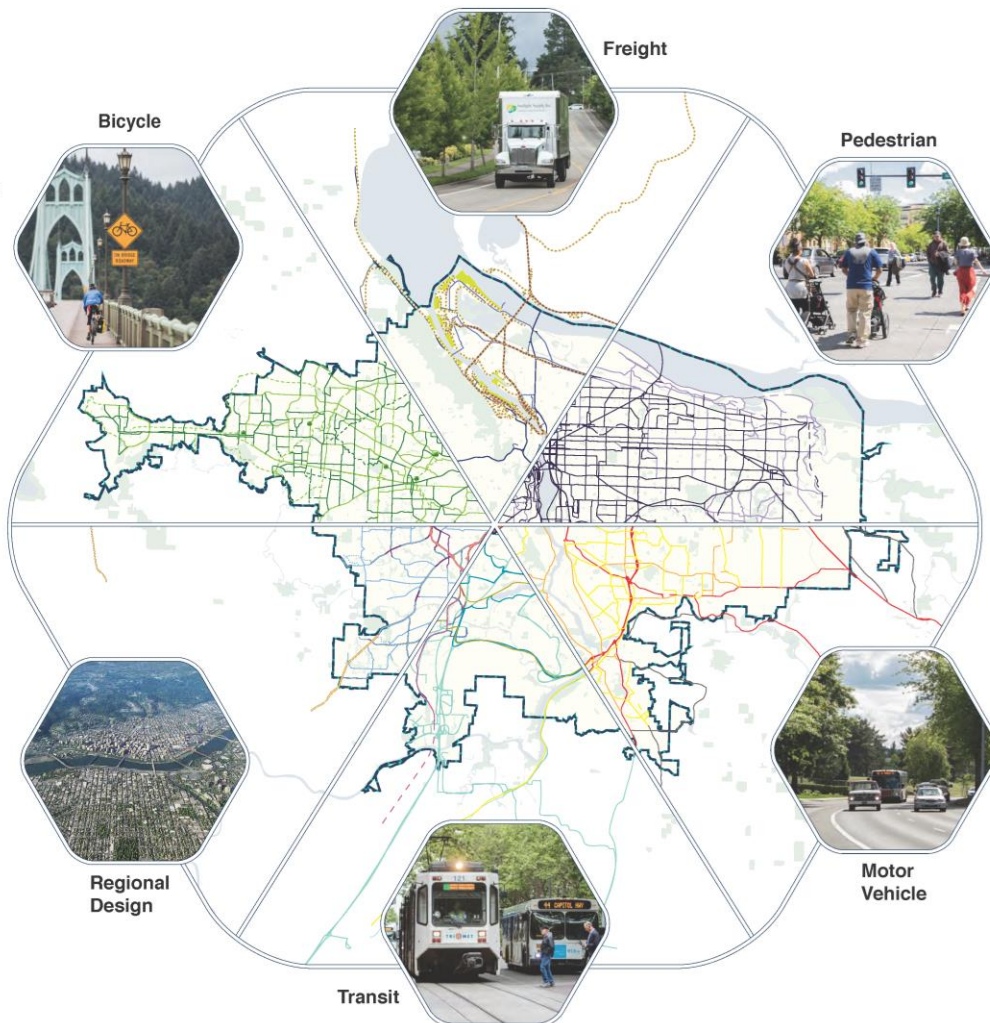
- Freeway
- Highway
- Regional Boulevard
- Regional Street
- Community Boulevard
- Community Street
- Industrial Street

Bicycle

- Bicycle Parkway
- Regional Bikeway
- Bike Transit Facility

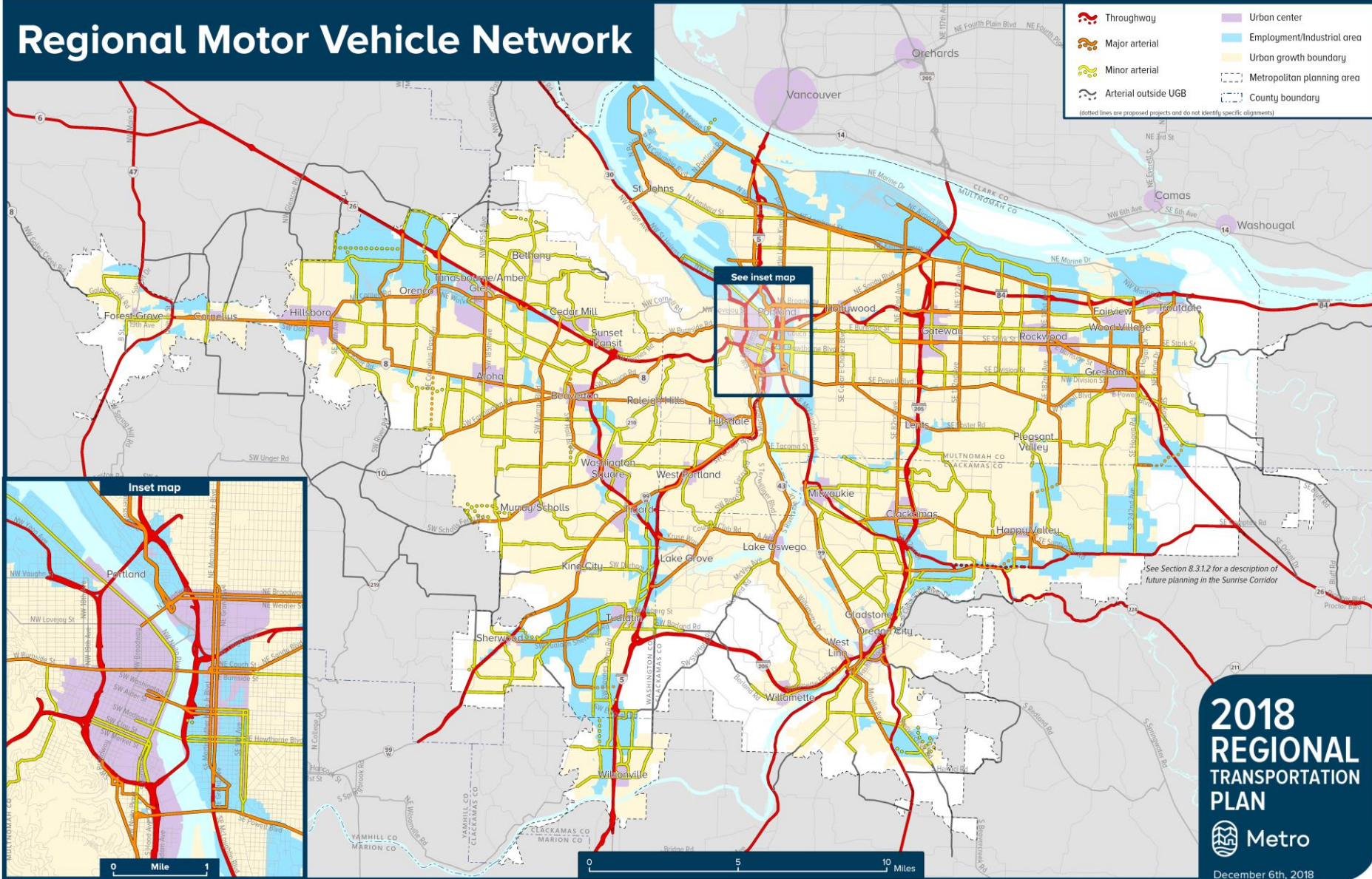
Freight

- Main Rail Lines
- Branch Rail Lines
- Main Roadway Routes
- Roadway Connectors
- Freight Routes Outside MPA Boundary
- Regional Intermodal Connectors
- Marine Facilities
- Rail Yards
- Metropolitan Planning Area



Dashed lines represent future plans and not specific alignments.
 Bus route geometry is based on modeled networks and may not be geometrically accurate.

Regional Motor Vehicle Network



What's different

Current policy

Focus on vehicle travel

Primary objective: vehicle flow and capacity

Rush hour commute travel

Focus on vehicles

Limited impact assessment

Relies on existing data and tools

Updated policy

Focus on people and goods

Primary objectives: reliability, safe and complete system

All travel, throughout the day

Focus on integrated, highly-connected multimodal networks

Systematic evaluation of impacts

Likely to direct new data and tools