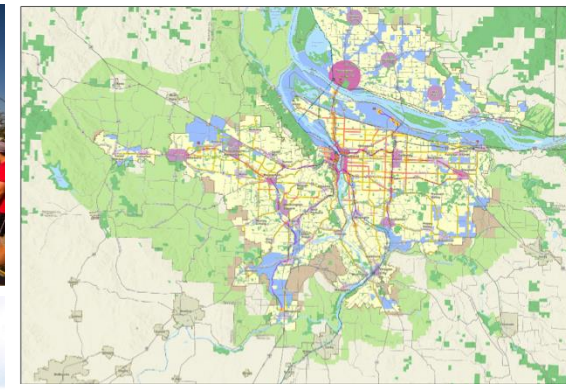


Regional mobility policy update

EMCTC

May 16, 2022



Today's purpose

- Provide project overview:
 - purpose
 - mobility elements
 - draft mobility policies
 - draft mobility measures
- Describe next steps



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 networks, including ODOT highways and city and county arterials
- System planning only

Highway Mobility Standards (OHP Policy 1F)

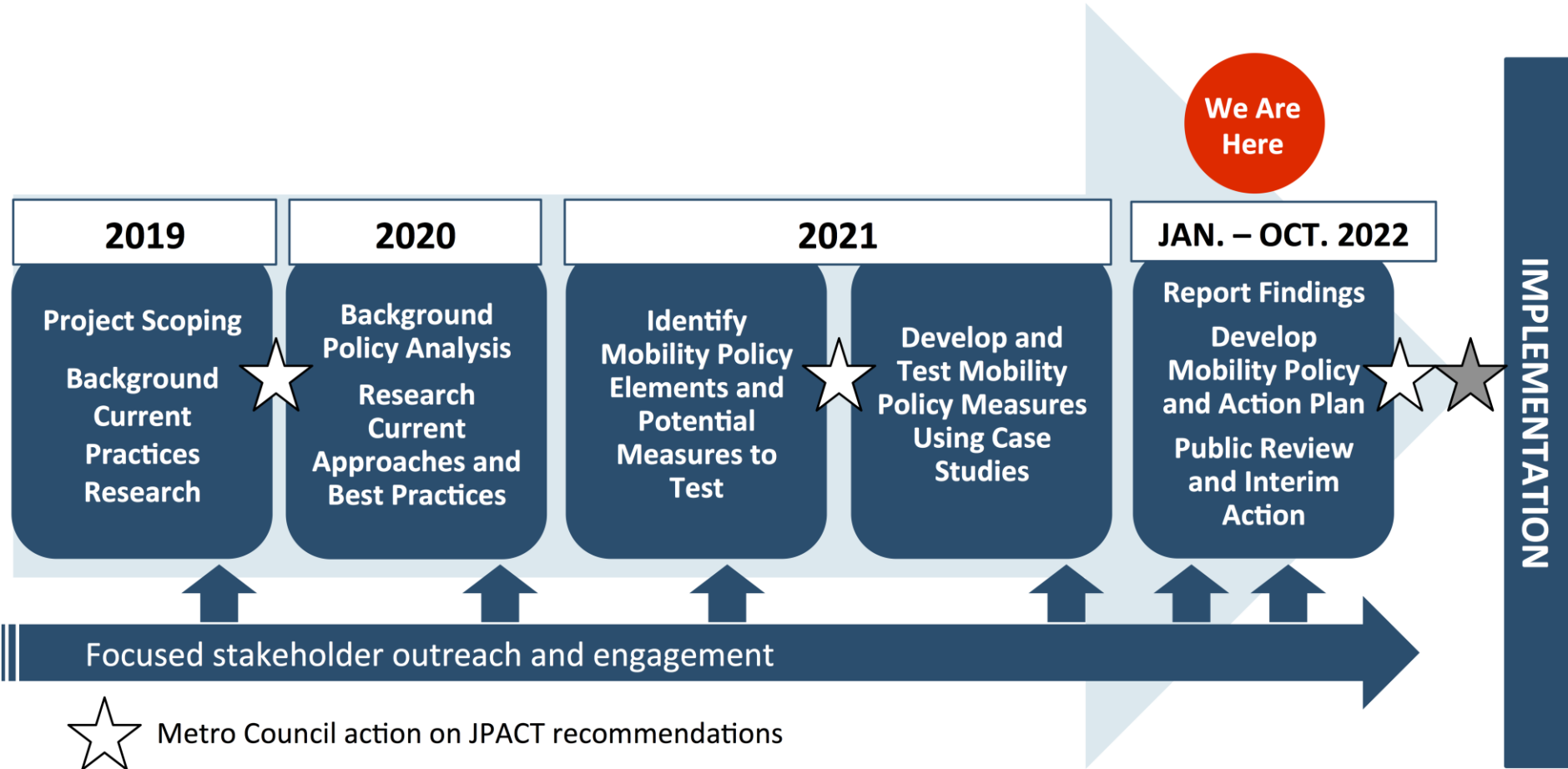
- ODOT highways only
- System planning, plan amendments
- *Development review requirements where adopted in local development codes; guiding operations decisions such as managing access and traffic control systems (not part of this project)*

Note: Working through how to separate these functions OHP Policy 1F/Table 7

VOLUME TO CAPACITY RATIO TARGETS INSIDE METRO ^{A, B}		
Locations	Target	
	1 st hour	2 nd hour
Central City	1.1	.99
Regional Centers		
Town Centers		
Main Streets		
Station Communities		
Corridors	.99	.99
Industrial Areas		
Intermodal Facilities		
Employment Areas		
Inner Neighborhoods		
Outer Neighborhoods		
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

Project timeline



★ Metro Council action on JPACT recommendations

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

2020-22 Engagement

Metro Council

Regional advisory committees

County coordinating committees

1 community leaders forum

1 freight and goods forum

3 practitioner forums – planners,
engineers, modelers

6 TPAC/MTAC Workshops

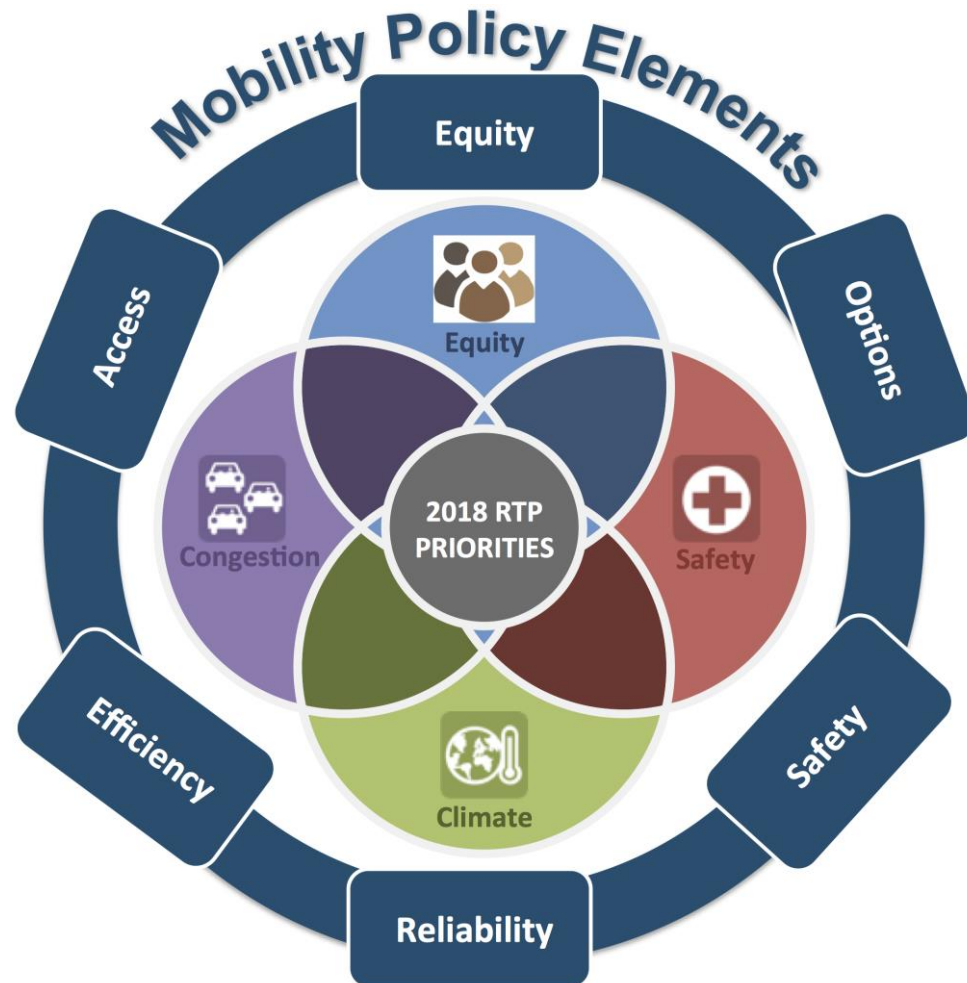


More than
560
participants



zoom

DRAFT 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

Policy 1: Ensure that the **public's investment in the transportation system enhances efficiency in how people and goods travel** to where they need to go.

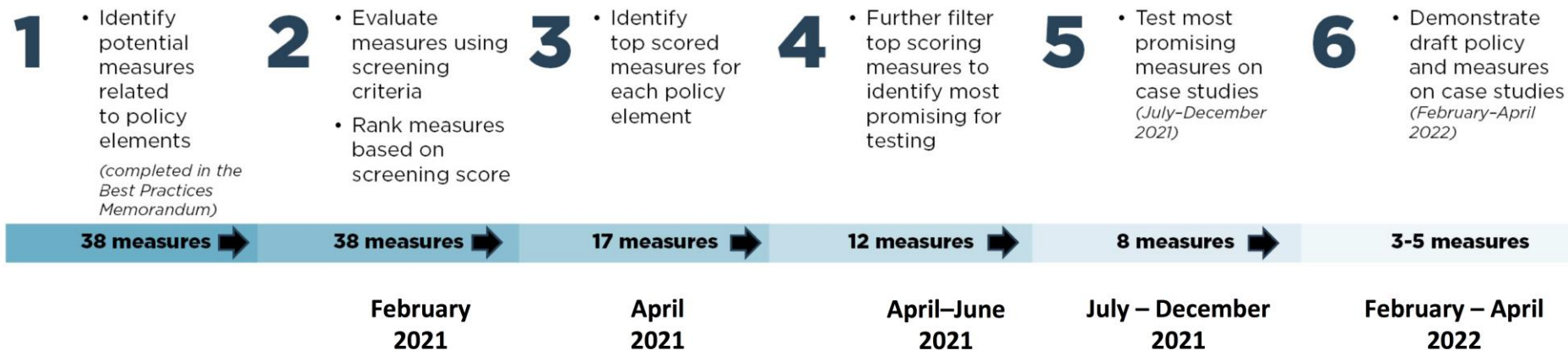
Policy 2: Provide people and businesses a variety of seamless and well-connected travel modes and services that increase connectivity, increase choices and access to low carbon transportation options so that people and businesses can conveniently and affordably reach the goods, services, places and opportunities they need to thrive.

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.

Policy 4: Prioritize the safety and comfort of travelers in all modes when planning and implementing mobility solutions.

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.

Draft measures for the updated mobility policy



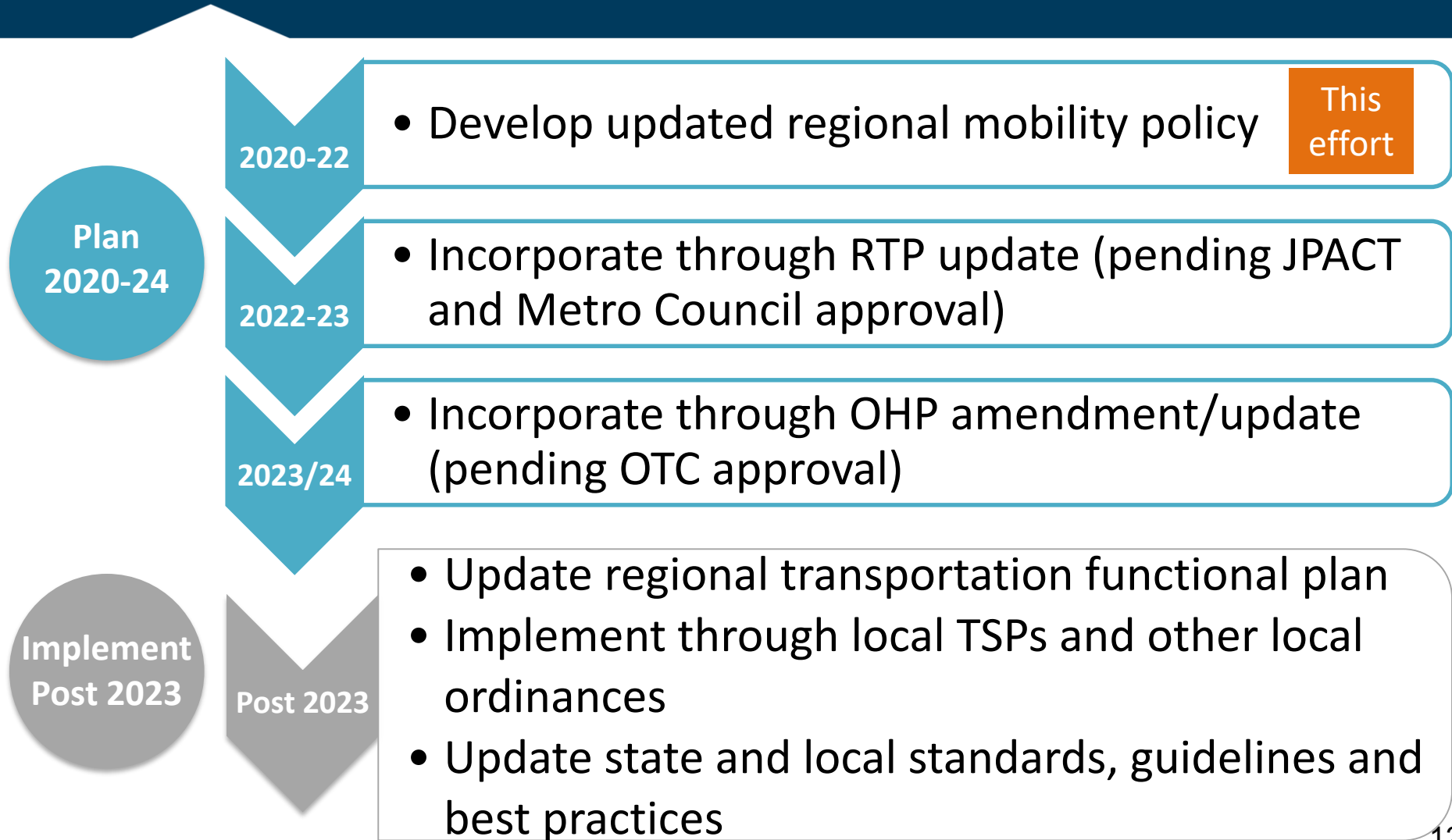
Draft Recommended Measures:

- **Multimodal – System completeness measure** (all modes)
 - Supports equity, safety, expanded travel options, building connected/integrated system
- **Reliability – Travel speed measure** (with queuing and hours of congestion)
 - Supports reliability, access by vehicle and for longer distance trips
- **Efficiency – VMT per capita measure** (home-based vehicle trips)
 - Supports climate goals, efficient land use patterns, reduced vehicle travel, expanded travel option, connecting land use and transportation to reduce the need to drive alone

Draft measures for the updated mobility policy

Measure	What does it tell us?
System Completeness (all travel options, includes TSMO and TDM)	<ul style="list-style-type: none">• Are there travel options and connectivity allowing people to safely walk, bike, drive and take transit to get where they need to go?
Reliability (using travel speed and including duration and queuing)	<ul style="list-style-type: none">• Does the facility function reliably and safely for people, goods and services?
Efficiency (using VMT/Capita and/or VMT/Employee)	<ul style="list-style-type: none">• Are we moving towards a land use pattern that is more efficient to serve and supportive of travel options?

Where is this headed?



Looking ahead: next 6 months

- May-June** Project team considers feedback from TPAC, MTAC and practitioners to further develop recommended policy and measures
- June 15** TPAC/MTAC Workshop
- Summer** Continue developing draft policy, measures and action plan with TPAC and MTAC
- Fall** Recommend policy, measures and action plan for implementation to apply in 2023 RTP update

Learn more at:

oregonmetro.gov/mobility



Metro



**Oregon
Department
of Transportation**

Thank you!

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