

Regional mobility policy update

East Multnomah County
Transportation Committee
May 17, 2021

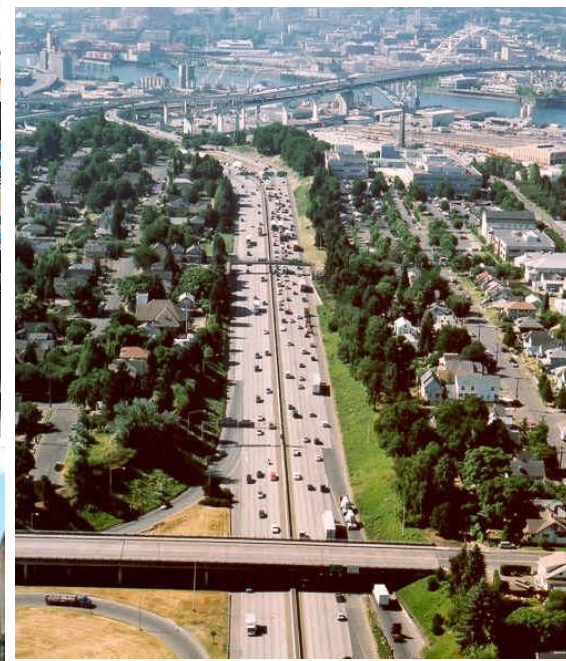
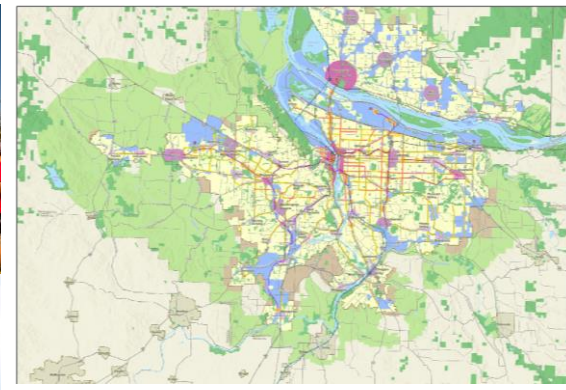
Kim Ellis, Metro
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Metro



Oregon
Department
of Transportation



Project overview

Project purpose

- Update the policy on 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

State, regional and local decisions

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 *

*

Mitigating development impacts

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

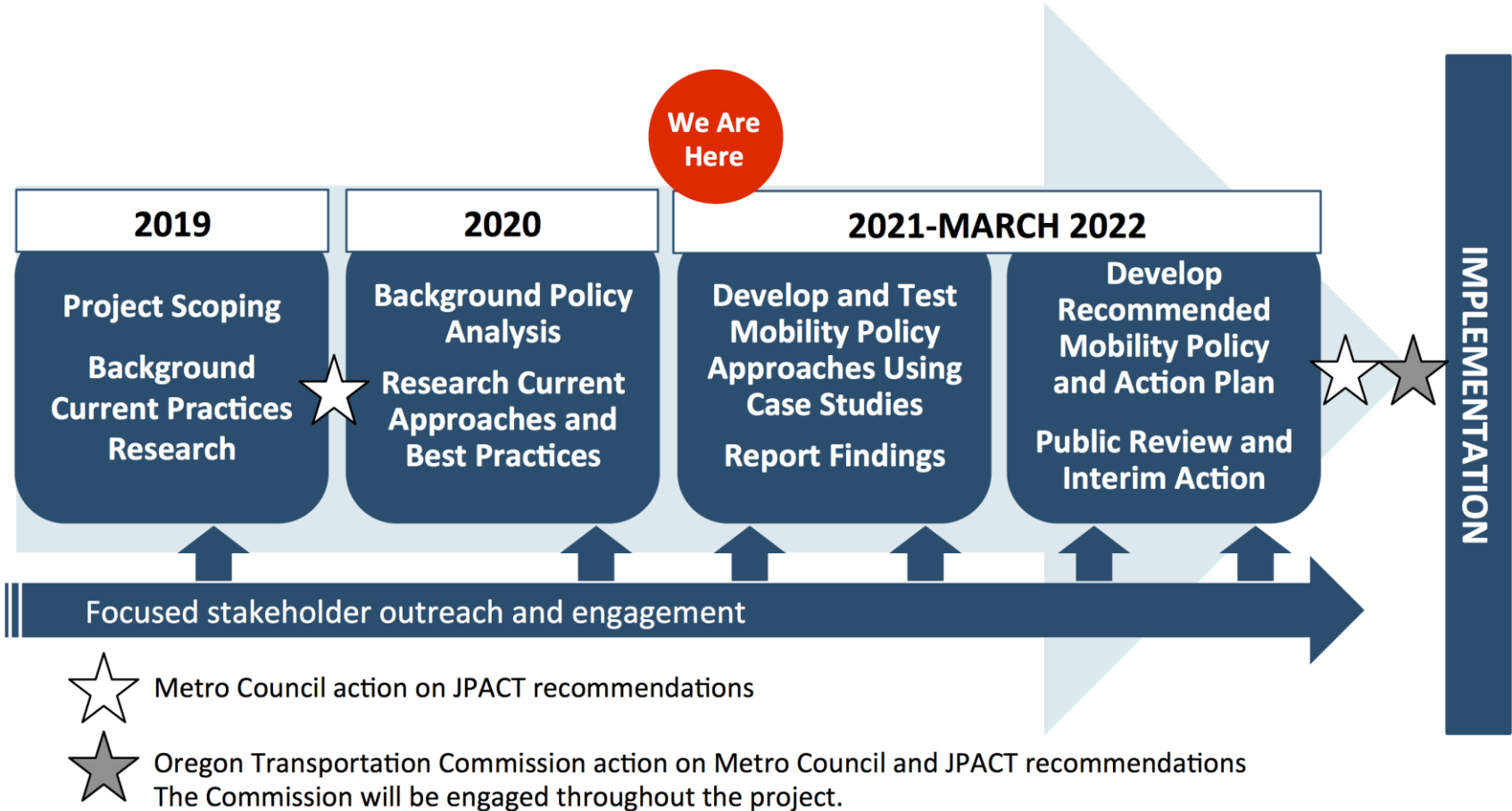
Managing and designing roads

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

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

* Focus of this effort

Project timeline

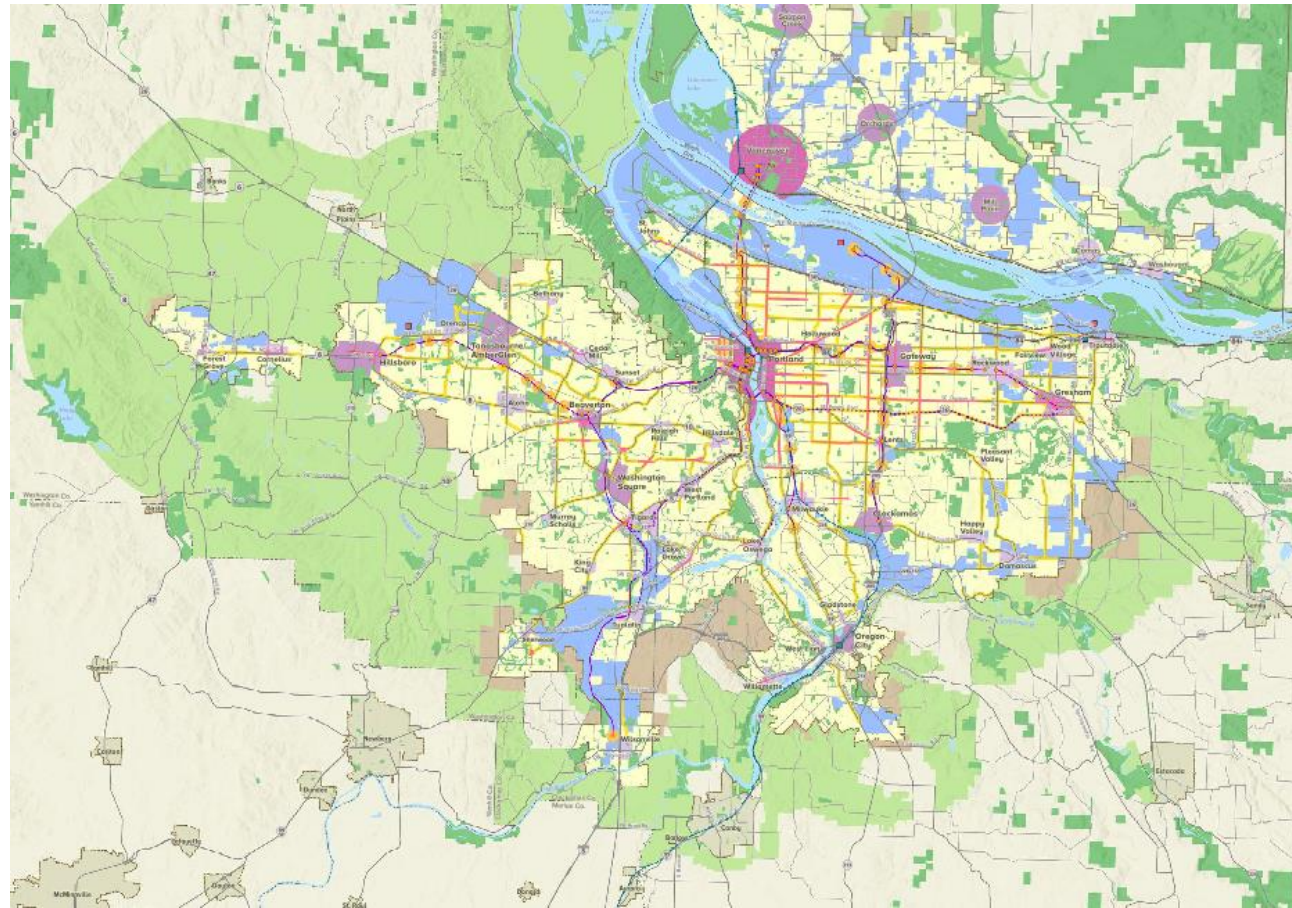


2040 Growth Concept is our foundation

Adopted as the land use plan for the region under state law (ORS 197)

Transportation plans must be adequate to serve planned land uses

Codified in regional plans governing cities and counties



Adopted in 1995 and acknowledged by the Land Conservation and Development Commission under the statewide planning program

2018 Regional Transportation Plan priorities

The updated mobility policy must advance 2040 plan and these overarching RTP priorities.



Equity



Climate



Safety



Congestion

Oregon Transportation Commission Strategic Action Plan priorities



Equity

Prioritize diversity, equity, and inclusion by identifying and addressing systemic barriers to ensure all Oregonians benefit from transportation services and investments.



Modern Transportation System

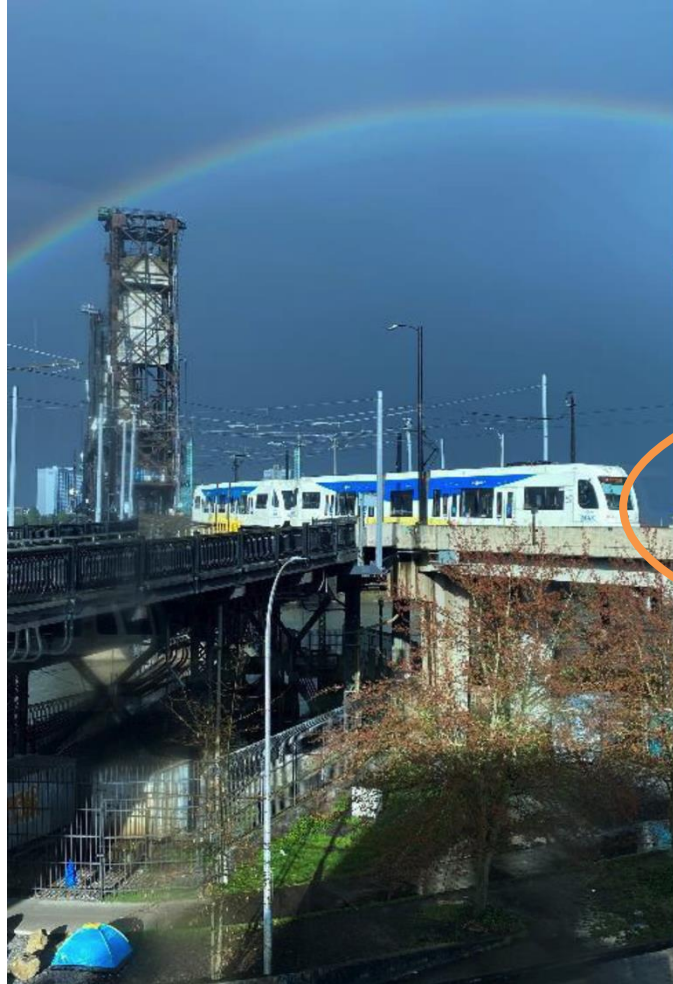
Build, maintain, and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive.



Sufficient and Reliable Funding

Seek sufficient and reliable funding to support a modern transportation system and a fiscally sound ODOT.

Oregon Transportation Commission Strategic Action Plan priorities



Modern Transportation System

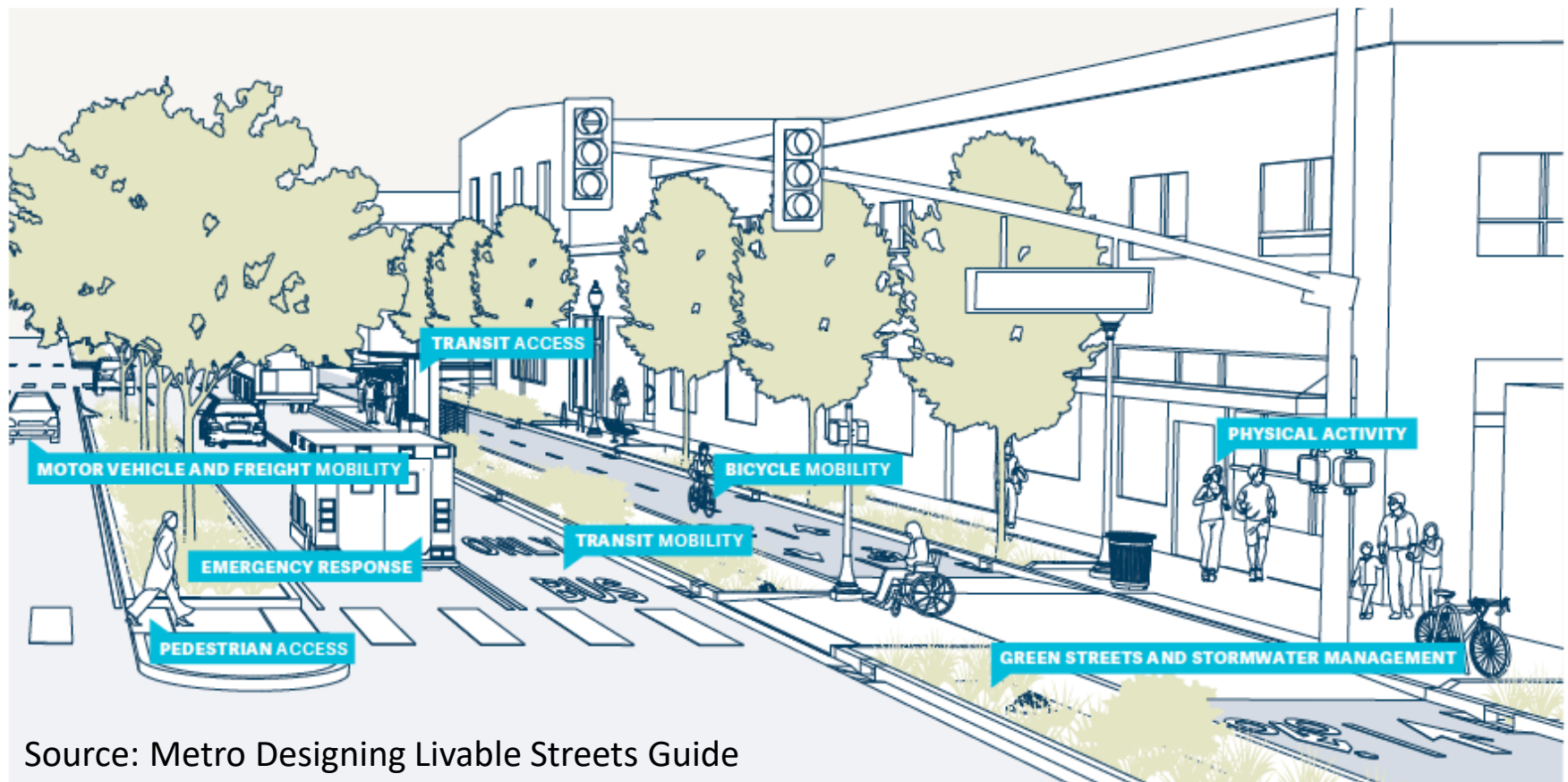
Build, maintain, and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive.

- **Preservation and Stewardship:** Preserve, maintain, and operate Oregon's multimodal transportation system and achieve a cleaner environment.
- **Safety:** Prevent traffic fatalities and serious injuries and ensure the safety of system users and transportation workers.
- **Accessibility, Mobility and Climate Change:** Provide greater transportation access and a broader range of mobility options for Oregonians and address climate change.
- **Congestion Relief:** Invest in a comprehensive congestion management strategy for the Portland metropolitan region to benefit all Oregonians. Implement system and operational innovations to reduce traffic congestion throughout Oregon.
- **Project Delivery:** Develop practical solutions to transportation problems in order to address community needs and ensure system reliability and resiliency.
- **Innovative Technologies:** Invest in and integrate technologies to improve transportation services and operations throughout Oregon.

Mobility elements and measures overview

What does mobility look like?

Streets serve many different functions. Various functions and modes may be prioritized on different streets depending on planned land use context.



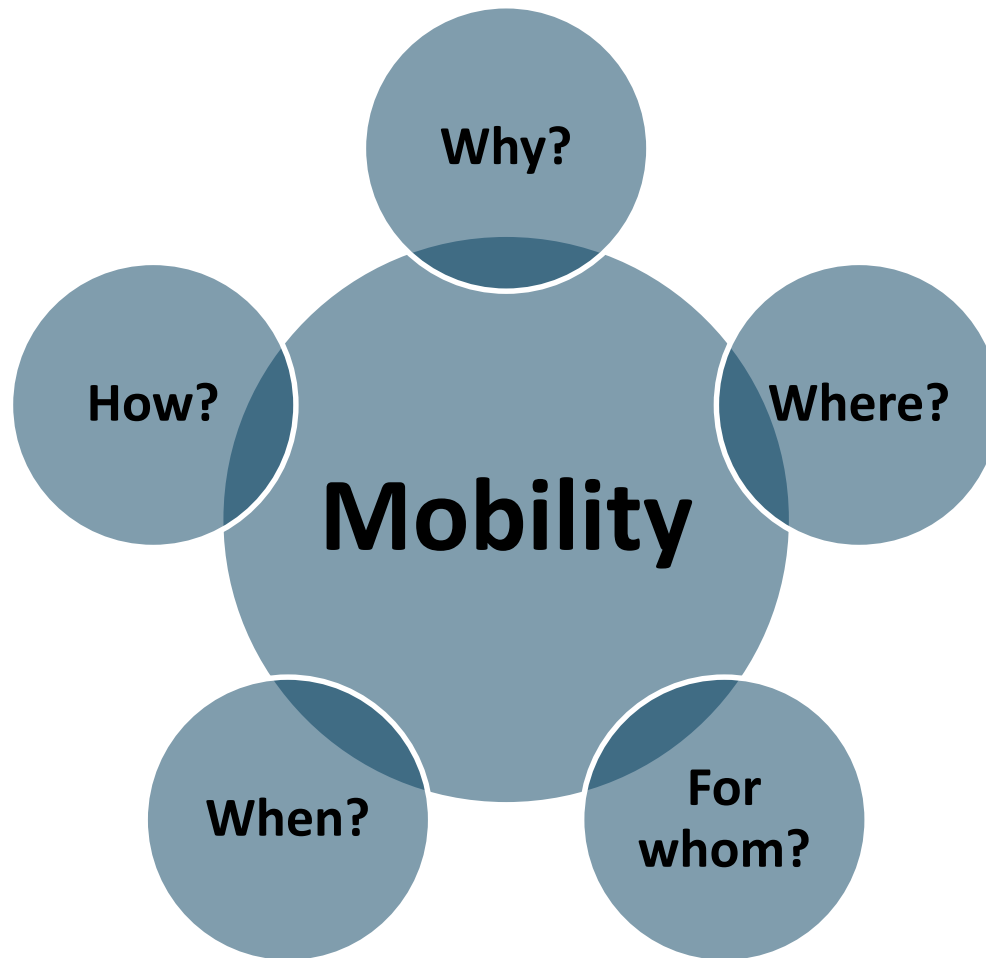
Source: Metro Designing Livable Streets Guide

Stakeholder definitions of mobility

- “Getting to where you need to go safely, affordably and reliably no matter your [mode of travel], age, gender, race, income level, ZIP code...”
- "Mobility – focus on moving people and moving goods predictably and efficiently.”
- "Efficient freight movement and access to industry and ports...play a key role in the state’s economic development."



How do you *define* mobility?



Draft Mobility Policy Elements

Access

- All people and goods can get where they need to go.

Time Efficiency

- People and goods can get where they need to go in a reasonable amount of time.

Reliability

- Travel time is reliable or predictable for all modes.

Safety

- Available travel options are safe for all users.

Travel Options

- People can get where they need to go by a variety of travel options or modes.

Mobility policy considerations

Updated policy needs to:

- Be equitable
- Consider who, why, when, where, how
- Include multiple measures that consider:
 - location and land use context
 - facility type and function(s)
 - user needs
 - time of day
 - travel options
- Consistently inform different planning applications



How should we consider mobility in different contexts?



Downtowns & business districts



Major urban corridors



Industrial areas



Throughways

Draft Potential measures

Being considered
for testing and
refinement

Listed in order
from highest to
lowest screening

Information about the screening
process is available on the project
website: oregonmetro.gov/mobility

Measure	Mobility Policy Elements				
	Access	Time Efficiency	Reliability	Safety	Travel Options
Multimodal Level of Service (MMLoS)	●			○	All modes
Level of Traffic Stress (LTS)	●	○		●	Bike, Pedestrian
Pedestrian crossing index	●	●		●	Pedestrian
System completeness	●	○		○	All modes
Travel speed			○	●	Vehicle, Freight, Transit
Accessibility to destinations	●	○	○		All modes
Hours of congestion/ duration of congestion		●	●		Vehicle, Freight, Transit
Travel time reliability		○	●		Vehicle, Freight, Transit
Vehicle miles traveled (VMT) per capita	○	●		○	Vehicle, Freight, Transit
Travel time		●			All modes
Volume-to-capacity ratio for roadway links		●	○		Vehicle, Freight
Volume-to-capacity ratio at Intersections		●	○		Vehicle, Freight

● direct measure ○ indirect measure

Looking ahead: next 6 months



April to May 2021 – Seek input on mobility policy elements and measures for testing

Stakeholder forums, briefings to Metro Council, regional advisory committees and county coordinating committees



June 2021 – Seek JPACT and Council direction on mobility elements and measures to test



Summer 2021 – Test mobility policy elements and measures through case studies



Fall 2021 – Report findings and develop draft mobility policy and measures for further review and input

Stakeholder forums, briefings to Metro Council, regional advisory committees and county coordinating committees

Discussion

Looking at the draft mobility elements and measures:

1. Are these the most important elements to include in the updated mobility policy? Anything missing?
2. Do any of the measures stand out as being especially important to measuring mobility? Anything missing?
3. Which elements and measures are most important in these different contexts – centers, urban travel corridors, industrial areas and throughways?

Thank you!

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oregonmetro.gov/mobility

