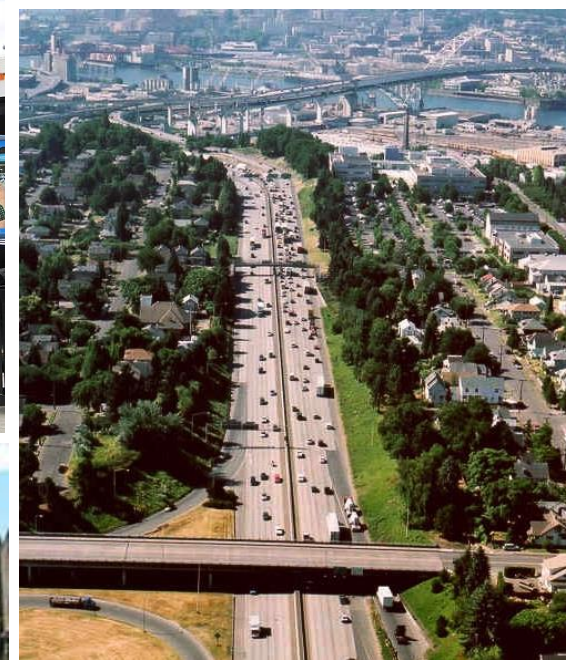
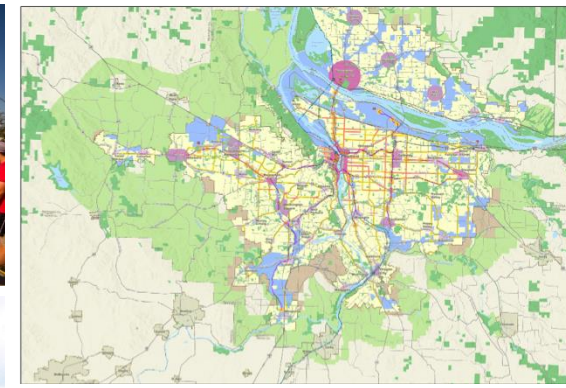


# Regional mobility policy update

JPACT  
June 17, 2021

Kim Ellis, Metro  
Glen Bolen, ODOT



# Today's purpose

**Report back what we heard**

**Hear your feedback in preparation for July direction:**

- Are we on the right track?
- Have we missed anything?

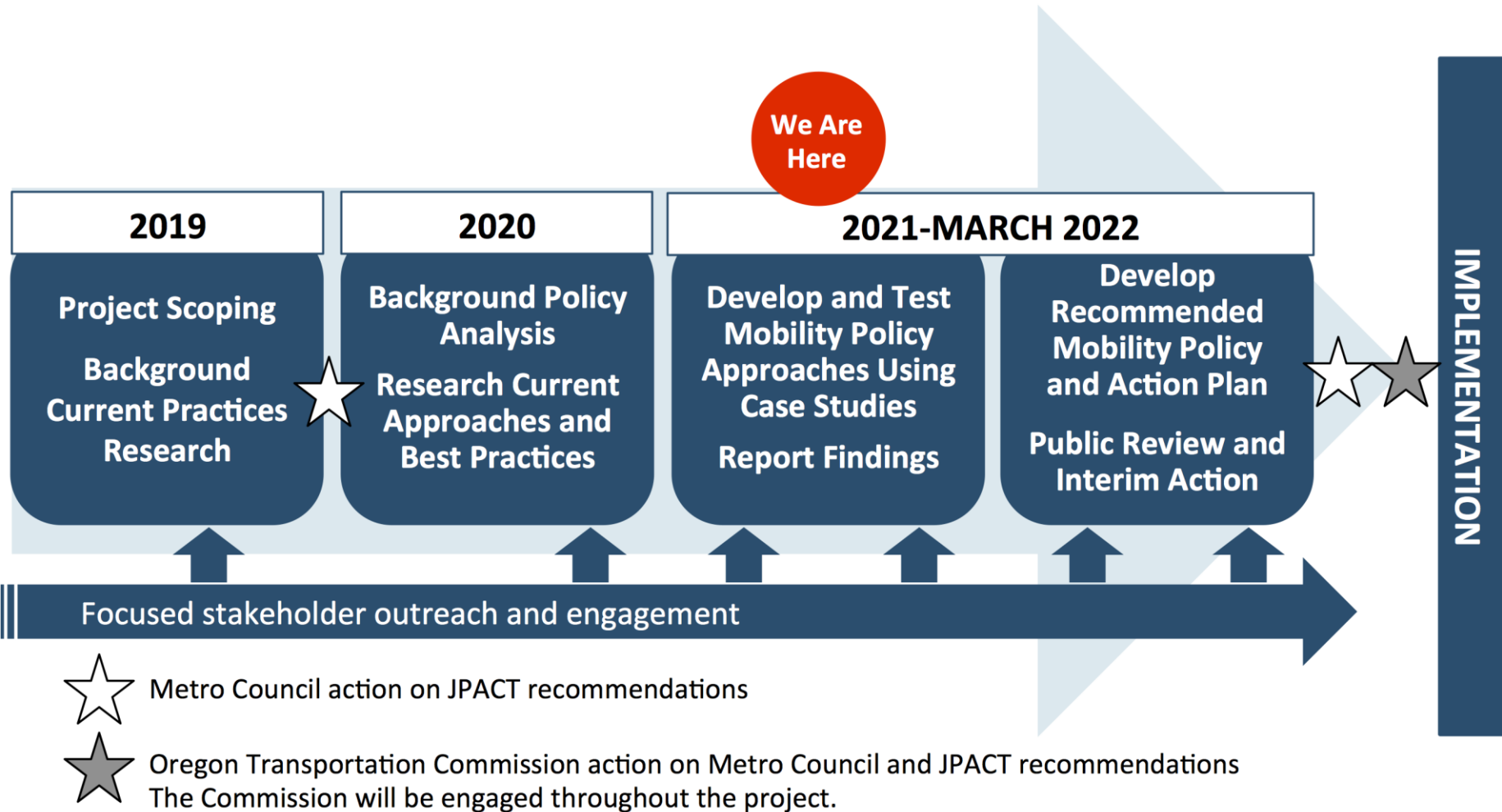
# Project purpose

- Update the policy on how we define and measure mobility for the Portland region
- Guide system planning and land use decisions
- Recommend amendments to the RTP and Oregon Highway Plan



Visit [oregonmetro.gov/mobility](https://oregonmetro.gov/mobility)

# Project timeline





# 2018 Regional Transportation Plan priorities

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



Equity



Climate



Safety



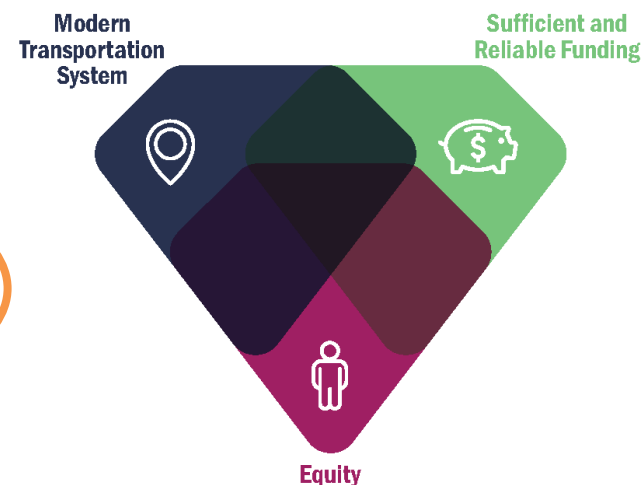
Congestion

# Oregon Transportation Commission Strategic Action Plan priorities

## 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
- **Safety**
- **Accessibility, mobility and climate change**
- **Congestion relief**
- Project delivery
- Innovative technologies



# Who we heard from Spring 2021 Engagement

Metro Council

County coordinating committees

Regional advisory committees

1 community leaders forum

1 freight and goods forum

2 practitioner forums – planners,  
engineers, modelers



More than  
**350**  
participants



# What we heard on shaping the mobility policy elements

**Equity and climate should be explicit** in the updated mobility policy

**Many aspects of access** are important to mobility:

- Access to places
- Access to travel options
- Affordability is key to access

**Efficient use of the transportation system** is important to mobility

**Quality connections between travel options** are important to mobility





# What we heard on shaping the **mobility measures**

**Ensure that all elements are reflected across the measures**

**Ensure measures are focused on people and places, many seem vehicle-focused**

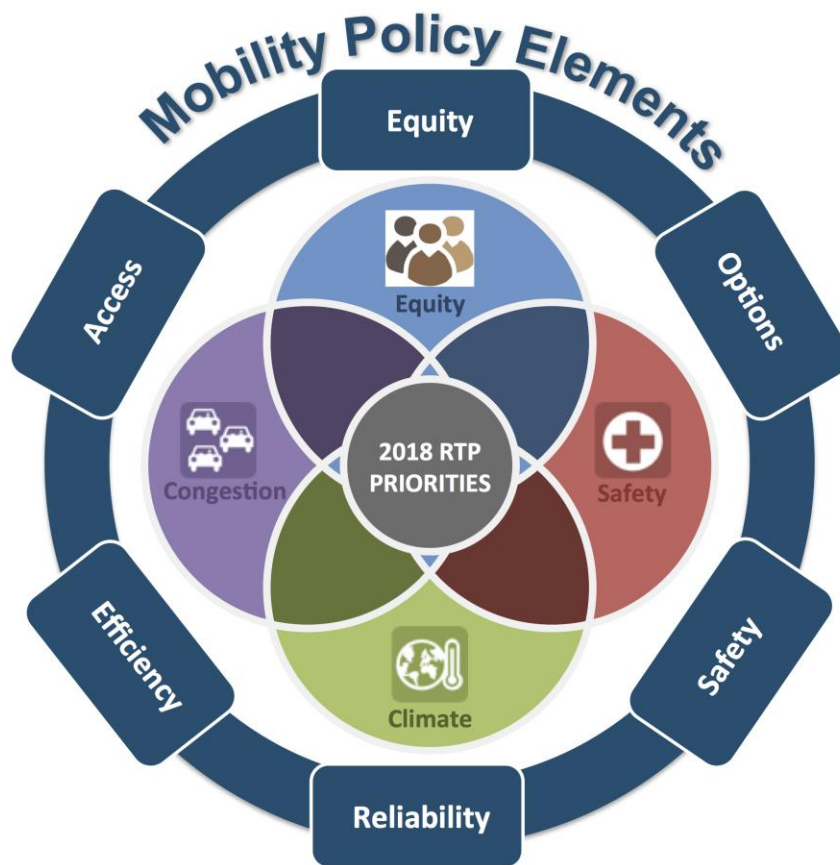
**Avoid redundancy in the measures**

**Ensure flexibility to allow for different measures in different contexts (land use and transportation functions), without being overly complex**



## REVISED MOBILITY ELEMENTS AND MEASURES

**DRAFT definition of urban mobility:** *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 to be reflected in updated policy

#### 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.

### Mobility measures recommended for testing

#### 1. Multimodal level of service

- Multimodal level of service (MMLOS)
- Level of traffic stress
- Pedestrian crossing index
- System completion
- Queuing
- Volume to capacity ratio

#### 2. Access to destinations/opportunity

#### 3. Vehicle miles traveled (VMT) per capita

#### 4. Person and goods throughput

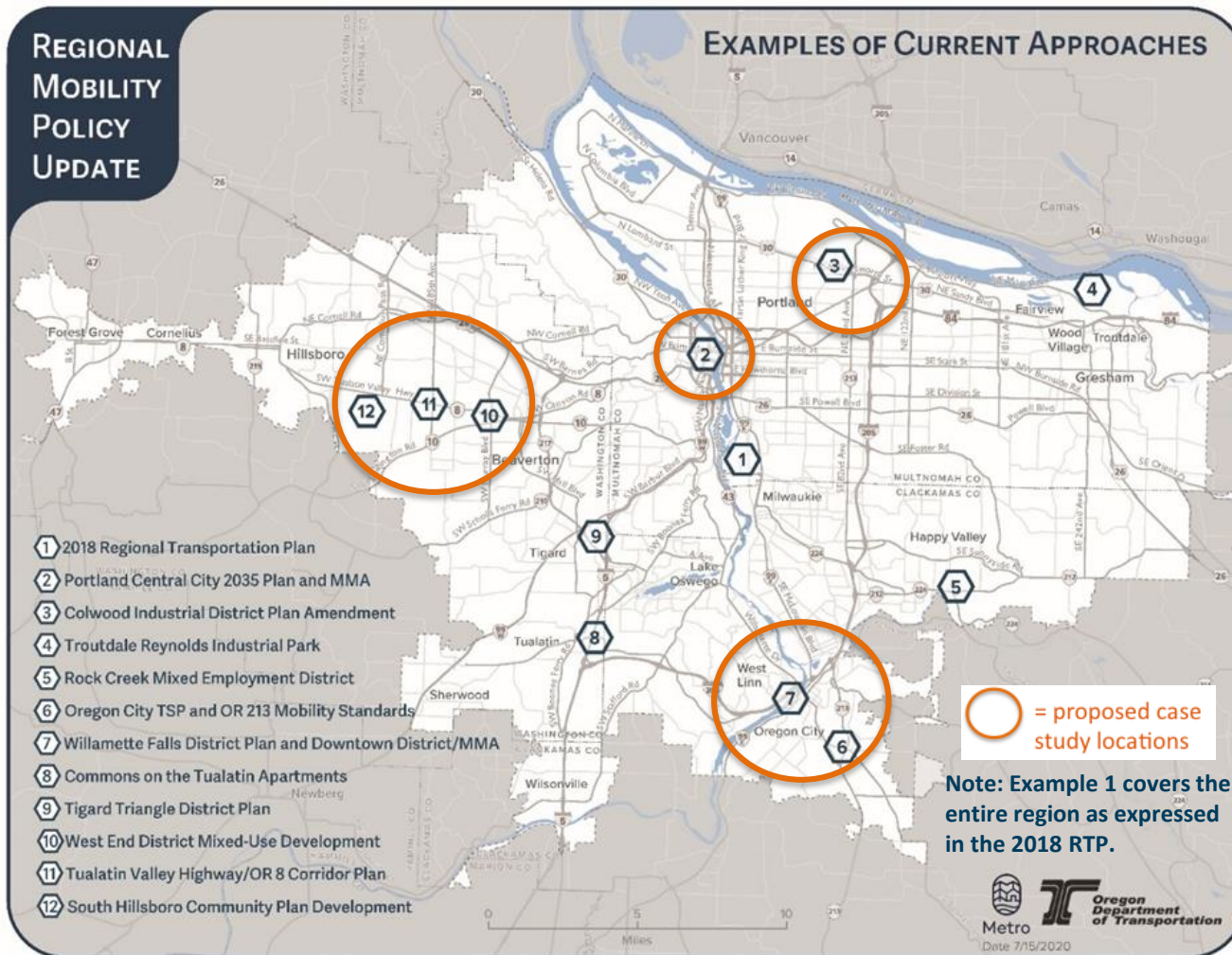
#### 5. Travel time reliability

- Travel time reliability
- Travel time

#### 6. Congestion

- Travel speed
- Duration (hours)
- Queuing
- Volume to capacity ratio

# Case studies to test mobility measures



○ = seven proposed case study locations

- Tualatin Valley Highway area
- Downtown Portland area
- Middle Columbia Corridor Industrial area
- Oregon City area

Information about all twelve available on the project website

**oregonmetro.gov/mobility**

# Looking ahead: next 6 months



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



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



**Summer to Fall 2021 – Test mobility policy measures** through case studies and **report findings** for further input



**Spring 2022 – Carry recommended mobility policy forward** to 2023 RTP update

# Discussion questions

**Are we on track?**

**Have we missed anything?**



**[oregonmetro.gov/mobility](https://oregonmetro.gov/mobility)**



# Climate Smart Strategy

## Regional strategy for reducing emissions



# Largest potential carbon reduction in Metro region

## Climate Smart Strategy | Largest potential carbon reduction impact\*



### Vehicles and Fuels (Investment)

- Newer, more fuel efficient vehicles
- Low- and zero-emission vehicles
- Reduced carbon intensity of fuels



### Pricing (Policy)

- Carbon pricing
- Gas taxes
- Per-mile road usage charges (e.g., OReGO)
- Parking management and pricing
- Pay-as-you-drive private vehicle insurance



### Community Design (Policy with Investment)

- Walkable communities and job centers facilitated by compact land use in combination with walking, biking and transit connections



### Transit (Investment)

- Expanded transit coverage
- Expanded frequency of service
- Improvements in right-of-way to increase speed and reliability of buses and MAX

# Moderate potential carbon reduction in Metro region

## Climate Smart Strategy | Moderate potential carbon reduction impact\*



### Active Transportation (Investment)

- New biking and walking connections to schools, jobs, downtowns and other community places



### Travel Information and Incentives (Investment)

- Commuter travel options programs
- Household individualized marketing programs
- Car-sharing and eco-driving techniques



### System Management and Operations (Investment)

- Variable message signs and speed limits
- Signal timing and ramp metering
- Transit signal priority, bus-only lanes, bus pull-outs
- Incident response detection and clearance

Source: *Understanding Our Land Use and Transportation Choices Phase 1 Findings* (January 2012), Metro.

# Low potential carbon reduction in Metro region

## Climate Smart Strategy | Low potential carbon reduction impact\*

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### Street and Highway Capacity (Investment)

- New lane miles (e.g, general purpose lanes, auxiliary lanes)
- 

Source: *Understanding Our Land Use and Transportation Choices Phase 1 Findings* (January 2012), Metro.