



Mobility Framework

Draft Goal

Improve the competitive advantage, economic development potential and livability of the Central City by increasing the accessibility of people and goods via a world class, safe, affordable, equitable, health-promoting and energy efficient transportation system.

Draft Strategy

- a. *Support the Central City as the Portland region's transportation hub, by increasing access to it via regional and local investments in transportation facilities that reinforce the region's compact urban form and enhance the role of the Central City as the region's highest density center for economic development, education, retail, tourism, and recreation.*
- b. *As a destination of state- and region-wide significance, provide a complete and balanced transportation system that can accommodate the diversity of access needs to, from and within the Central City.*
- c. *Support the Central City as an equitable, active and vibrant place for a diversity of people to work, live, shop, learn and play by providing for affordable transportation access throughout the day and evening hours on weekdays and weekends.*
- d. *Support transportation strategies and public-private partnerships to bring more people and commerce by increasing the use of walking, bicycling and transit to reduce Central City vehicle miles traveled per capita and greenhouse emissions.*
- e. *Support integrated transportation and land use strategies that aim for a balancing of jobs and housing to encourage shorter trips that can be attractive for travel by foot, bicycle, and transit.*
- f. *Integrate parking strategies as important elements of the transportation system to support economic vitality policies and to support strategies to reduce congestion and encourage the use of walking, bicycling and transit.*

Draft Objectives

I. System Management

- **System and Demand Management.** Support the Central City's high density, economic and land use goals by increasing the people carrying capacity and efficient and balanced use of all transportation modes: pedestrians, bicycles, buses, light rail, streetcar, tram, automobiles, freight and passenger rail, and trucks.

- Central City Transportation Portals-Manage the entry points (portals) into the Central City to ensure efficient and safe movement and access for all transportation modes.
- Provide for a balanced transportation system to support a wide variety of Central City activities, including single occupancy vehicle (SOV) trips that have economic utility to the Central City, leading to an overall increase in non SOV trips.
 - Key strategies include job-housing balance, transportation investments that can leverage maximizing Central City development potential, investments in non SOV transportation modes, parking and demand management.
 - Invest in Intelligent Transportation System technologies to manage the transportation system, such as telecommunications that improve wayfinding for access and parking, as well as personal and data communication (including wireless) in the Central City.
- Provide for a Central City roadway system that strengthens the role of the Central City by increasing the ease of access and circulation within the Central City instead of facilitating trips through the Central City.
- Street Hierarchy System. Provide for a clear street hierarchy that integrates land use with the transportation modes to ensure efficient Central City access and circulation, support land use activities and provide for safe movement for people and goods.
 - Multi-modal access. Establish a street system that provides for a balance between auto and freight access with increasing needs for transit, pedestrian and bicycle facilities.
 - Pedestrian realm. Ensure that the highest priority for the public realm is a safe and pleasant pedestrian experience in all parts of the Central City.

II. System Investments

- Invest in resolving key transportation bottlenecks that limit access to and through the Central City, including the I-5/405 Freeway Loop and barriers for safe and efficient access for all transportation modes.
- Invest in non-SOV transportation measures to increase the people carrying capacity of the transportation system.
- Leverage transportation improvements to stimulate economic development and private investment in support of the CC2035 land use and economic development goals.
- Invest in transportation improvements that enhance the quality and livability of urban places.
 - Improve safety
 - Provide amenities that enhance the pedestrian experience
 - Improve the retail experience.

III. Parking. Manage the supply of off- and on-street parking to support economic development, improve mobility, promote non-SOV modes and minimize impacts to adjacent neighborhoods.

- Explore strategies for more flexible parking management for on- and off-street parking to better utilize the parking supply.

- Continue to discourage undedicated surface parking.

IV. 2035 Performance Targets

- a. Trip Activity. Target a 50% increase in trips as a result of increased economic activity and number of jobs and residents expected by 2035.
- b. Commute mode split.
 - Central City land use and transportation strategies should aspire to achieve a target of 25 percent SOV trips in and out of the Central City; and 75 percent by other modes*.
 - Subdistrict targets for commute auto person trips (including carpool) to be no more than:

Downtown:	30%
River District:	30%
Goose Hollow:	40%
South Waterfront:	40%
Lloyd:	45%
Central Eastside:	65%
Lower Albina:	75%

- c. VTM Per capita. Establish a VMT per capita reduction target for Central City trips of at least 40 percent from today's levels.
- d. GHG Emissions. Establish a target of keeping GHG emissions from automobiles and trucks constant from today's levels, thus making the growth of the Central City "carbon free" and supported primarily by non auto modes.

Equity Statement

The Central City 2035 planning effort strives to develop policies and actions that ensure a balanced multimodal transportation system that is accessible to all Portlanders who live, work, learn, visit, shop and recreate in the Central City.

Potential Actions:

- Update the 1995 Central City Transportation Management Plan (CCTMP).
 - a. Street Hierarchy System
 - Integrate Central City land use and urban design concepts with a street hierarchy system and TSP Street Classification.
 - Integrate with *Freight Master Plan*, *Bicycle Plan for 2030*, *Streetcar System Concept Plan*, and *Pedestrian Master Plan*.
 - Integrate with the *Regional Transportation Plan* and *High Capacity Transit Plan*.

* Approximate breakdown by modes: transit at about 40 percent, bicycling at about 15 percent, and walking and carpooling each at about 10 percent.

- b. Update land use review, system planning, comprehensive plan amendments and capital project performance standards to better reflect the Central City's unique role and characteristics.
 - Review and update level-of-service standards and diversion policy for the Central City.