

Planning for mobility corridors

2035

REGIONAL TRANSPORTATION PLAN

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RTP FACT SHEETS: ONE IN A SERIES

The 2035 Regional Transportation Plan sets the course for using innovation and creativity to build a sustainable transportation system. It calls for making transportation investments that serve downtowns, main streets, job centers and other areas of urban activity. It sets out the importance of offering a range of affordable transportation options for everyone. It suggests that transportation investments should boost our economy, increase access and opportunity for underserved communities and clean our air. And it calls for on-going monitoring to ensure that as time goes on our investments are effectively coordinated across communities to make the most of past investments and keep this region a great place.



Metro, the regional government, crosses city limits and county lines to build a resilient economy, keep nature close by and respond to a changing climate. Representing a diverse population of 1.5 million people in 25 cities and three counties, Metro's directly elected council gives voters a voice in decisions about how the region grows and communities prosper.

Investing strategically in mobility corridors

Since the 1980s, regional mobility corridors have had throughway travel supplemented by high capacity transit service that provides an important passenger alternative. Parallel arterial streets, heavy rail, bicycle parkways and pedestrian/bicycle connections to high capacity transit also provide additional capacity in the corridors.

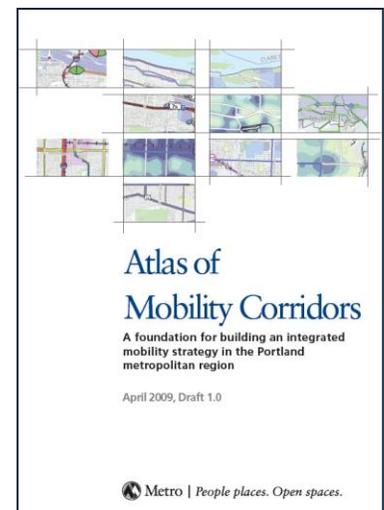
The regional mobility corridor concept integrates arterial streets, throughways, high capacity transit, frequent bus routes, freight/passenger rail, and bicycle parkways into subareas of the region that work together to provide for regional, statewide and interstate travel. The function of this network of integrated transportation corridors is metropolitan mobility – moving people and goods between different parts of the region and, in some corridors, connecting the region with the rest of the state and beyond.

These transportation corridors also have a significant influence on the development and function of the land uses they serve. The regional mobility corridor concept calls for consideration of multiple facilities, modes and land use when identifying needs and most effective mix of land use and transportation solutions to improve mobility within a specific corridor area.

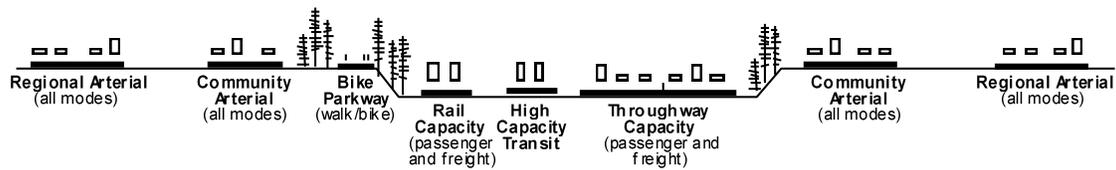
Atlas of Mobility Corridors

The first of its kind created for this region, the Atlas of Mobility Corridors was conceived as a way to visually present current land use and multi-modal transportation data for each of the region's major travel corridors. The atlas provides a general overview that includes location in the region, primary transportation facilities and land use patterns, and an assessment of gaps and deficiencies by travel mode for each mobility corridor.

The atlas enhances the region's ability to analyze and compare data between corridors. This information will be used to help identify the most cost-effective strategies and investment priorities for each corridor and serve as a framework for monitoring how well different strategies are working over time.



Regional Mobility Corridor Concept



For illustrative purposes, this idealized concept shows a recommended range of system analysis for the evaluation, monitoring, management and phasing of investments to throughways, arterial streets and transit service in the broader corridor. The illustration is modeled after I-84 between 12th and 60th avenues in Northeast Portland.

Mobility corridor strategies

Mobility corridor strategies are intended to ground the outcomes-based policy framework of the regional transportation plan and to demonstrate compliance with state Transportation Planning Rule requirements. They serve as an early scoping tool documenting land use and transportation needs, function and potential solutions for each mobility corridor. In Chapter 4 of the RTP a mobility corridor strategy has been developed for each of the 24 corridors that includes:

- scoping analysis that identifies land use, local aspirations, pedestrian, bike, management and operations, freight, highway, road and transit needs and issues
- integrated statement of mobility function and purpose defined at a corridor-area level where a concept was not included in RTP
- potential land use and transportation investment strategies and solutions.

Each mobility corridor strategy contains the same elements and the following descriptions are included to serve as a guide to understanding the mobility corridor strategies.

Corridor function provides a statement of the mobility corridors function as it relates to accessing 2040 land uses and contributes to freight mobility and statewide travel.

Corridor characteristics compares population, households, and employment in 2005 and 2035. It shows the percent change in the mobility corridor for all three categories and contrasts this with the increases in the overall regional totals.

Regional transportation facilities lists the major transportation facilities including high capacity transit, regional trails, regional bridges, state throughways, and major parallel arterial facilities.

Regional 2040 land uses lists the land uses that fall within the boundaries of the mobility corridor focusing on regional centers, town centers, employment and industrial areas, passenger and freight intermodal facilities and identifying other key destinations.

Summary of needs summarizes needs based on the RTP policies of system completion detailed in Chapter 2. The needs focus on gaps and deficiencies in the transit network, bicycle and pedestrian networks, regional trail network, throughway network, arterial network, regional bridges, safety and the regional freight network.

2035 RTP mobility corridor performance measures evaluate Non SOV mode share for trips within each mobility corridor. See performance evaluation findings within Chapter 5 of the RTP.

2035 RTP investments summarizes project type (by mode) and cost within each mobility corridor. It also includes a comparison of the federal (financially constrained) and state RTP systems of projects.

RTP investment strategy summarizes all of the projects into near-term, medium term, and long-term investment strategies. It lists unfunded projects that do not have identified revenue to be included in either the federal or state RTP. Additionally, it proposes a list of regional and local actions to be performed for each mobility corridor to begin implementing the identified strategies.

Local mobility corridor planning

In addition to identifying its local needs, City and county transportation system plans shall incorporate regional and state needs identified in the 2035 RTP, including regional needs identified in the mobility corridor strategies in Chapter 4. Additionally, mobility corridors could serve as ways to help organize solutions (transportation investments) developed during local TSP updates.

*For complete language, refer to the Regional Transportation Functional Plan, section 3.08.210 Transportation Needs.