

Transportation & Mobility Plan

THE VISION

Portland should be a city where people and goods are moving around efficiently, conveniently, affordably, safely, and equitably using locally produced vehicles running on locally produced renewable fuels.

OVERVIEW

As our City grows, we need to ensure that our streets are safe, and that people and goods can move around easily. From maintaining paths and roadways to planning for the future of transportation, it is our cities responsibility to think about how we move. We have an opportunity to reduce congestion, improve air quality, and create jobs by investing in local solutions to our city's mobility needs. Regardless of our pace and method of travel, we need to design this city for a multi-modal, carbon-neutral future.

Beyond changing how we move, my administration is addressing why we move. Part of Transit-Oriented Development is about eliminating the need for travel. Walkable neighborhoods with basic services like childcare, groceries, and other daily needs are a major part of reducing our transportation footprint.

WHAT OZZIE WILL DO

1. Establish vehicle design standards for allowable use on City roads and pathways.
2. Dedicate a cabinet position to coordinating between bureaus and maintaining the Safe Streets Initiative connection with neighborhoods.
3. Establish general neighborhood design and planning standards and present them to each of Portland's neighborhoods for community input.

70 percent of the region's residents live within 1/4 mile of public transit.

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POLICY PROPOSALS

TRANSIT-ORIENTED DEVELOPMENT (TOD) OVERLAY ZONE



Creating a TOD overlay zone is about reducing our transportation footprint while improving the walkability of our neighborhoods. This policy incentivizes projects that compliment transit and brings much needed housing, commercial services, and amenities to neighborhoods throughout the city. The TOD Overlay Zone policy is going to:

- Identify the critical needs for each neighborhood of the City through a community process in advance of projects.
- Incentivize developments that fill critical gaps in housing, emergency services, commercial services, educational facilities, and recreational amenities in addition to providing transit-related services.
- Incentivize developments that increase neighborhood walkability scores and offer last mile solutions to neighborhood residents.
- Provide TOD projects with priority permitting, fee credits, and a single-point multi-bureau permitting process.

In a nation-wide study, compact communities were shown to reduce average driving by as much as 33%.

SAFE STREETS INITIATIVE



Improving safety in our streets is a matter of life and death for Portlanders; and something we can all be a part of. This initiative is about creating a process for addressing safety issues quickly and cooperatively regardless of the task. With everything from vegetation and debris removal in quiet neighborhoods to improved signage and street lighting on major intersections, the opportunity for cooperation between government and community here is great. The objectives of this initiative are:

- Work with neighborhood associations and bring in community groups focused on street safety to identify and evaluate safety enhancements projects.
- Support implementation of safety improvements by connecting neighborhoods to the appropriate agency resources and community service programs available.
- Showcase the safety enhancements implemented in the city through awards and public events to inspire more neighborhoods to implement creative safety enhancements.
- Designate temporary and permanent transit corridors for non-motorized uses

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POLICY PROPOSALS

REDUCING CONGESTION



It's time we develop new funding models for street improvements and drive the innovation in transportation technology towards short range mobility solutions. Part of this policy is about updating how we collect, spend, and use existing public resources including the right of way. The other part of it is about leveraging our local innovators to create the future of mobility in the City. This policy lays the groundwork for eliminating our transportation carbon footprint with locally produced solutions and makes the City a vested partner in the process by:

- Creating motorized vehicle standards for commercial uses on city streets
- Providing R&D funding for locally produced vehicle technologies and fuel types
- Establishing an advisory panel for the development of a new funding model and preparing a recommendation for council within 1 year.

**Cleaner vehicles & fuels represent 60% of the gap
between our carbon emissions goals and our progress.**

EMPLOYEE COMMUTER PROGRAMS



We need to start considering our commuting options more openly. Employee commuter programs are a huge opportunity for government and business to collaborate on making our city work better. By mandating businesses in Portland to provide commuter programs for their employees, the City will be empowering Portland's business sector to become part of the solution to congestion management and employees will benefit from greater flexibility and support. This policy will:

- Require all businesses and organizations operating in Portland to create commuter programs for their employees that include congestion reduction measures and incentives for non-motorized, rideshare, and public transit options.
- Lead through example by instituting programs for City employees that include options for shift offsetting, teleworking, and expanding incentives beyond public transit discounts to include perks for rideshare and use of any non-motorized transport methods.