GENERAL

- The City will optimize the efficiency of the transportation system through improvements to management improvements, connectivity, multimodal facilities, technology, parking management, and transportation demand management (TDM) strategies, in combination with the projects identified in this Transportation Systems Plan.

PARKING AND CURB MANANGEMENT

- The City will fully implement the Downtown Parking Plan (2017).
- The City will enable the creation of parking districts in areas where residents or stakeholders have identified an issue that could be resolved by parking management, and/or in locations where data supports the development of a parking district.
- The City will monitor and update parking requirements on a regular cycle to allow for adjustments based on changes in behavior and parking demand over time.
- The City will adopt the use of technology for parking management and enforcement, including guiding users to available parking and convenient payment solutions.
- The City will allow the sharing of off-street parking resources among complementary land uses, including the use of shared parking agreements and the establishment of parking districts.
- The City will develop and adopt flexible, demand-based parking requirements that are consistently applied across all developments based on their land use. Flexibility may include a detailed variance process or a discrete set of options for deviating from the standards (e.g., providing shared parking, transportation demand management programs).
- The City will create curb management strategies for flexibility and adaptability with changing parking and mobility technology needs. The City will use context to determine the appropriate curb use (e.g., on-street parking, pick-up/drop off of passengers or freight, Shared Active Transportation facilities, bikeways, transit stops).

Commented [KS1]: Should we put the actual cycle in the plan? The recommendation was every 5 years.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

- The City will develop a program that requires larger institutions and businesses to develop, implement, and track a transportation demand management (TDM) plan. A TDM plan is a written document that outlines targets, strategies, and evaluation measures to reduce vehicle miles traveled (VMT) and reduce single-occupancy vehicle (SOV) trips to and from a specific site, particularly at peak hours. TDM plans will include supportive infrastructure, such as preferential van and car-pool parking, bicycle parking, and shower/locker facilities, as well as appropriate programmatic elements such as scheduling off peak work or class start times, providing subsidized transit passes, priced parking and parking cash-out programs, guaranteed emergency ride home, etc.

Commented [KS2]: We are taking a look at what size business/institution makes sense.

TECHNOLOGY

- The City will test emerging mobility techniques and technologies to better understand their impacts and opportunities to maximize community benefits through the use of pilot and/or demonstration projects to augment or replace existing approaches.
- The City will partner with the public and private sectors to implement new mobility solutions, support the creation and integration of new mobility solutions that address equity and access to opportunity, and maximize user choice and freedom of movement
- In agreements with private mobility providers (including microtransit[1], transportation network companies (TNC) and Shared Active Transportation[2] companies), the City will require companies operating in the public right of way to provide the City with accurate, complete, and timely data about how the services are used. These companies and other mobility service providers are only allowed to operate in the public right-of-way with legal permission (e.g. license, permit, or other contract) from the City.
- Wherever possible, open data standards will be utilized by third party mobility providers, such as Global Transit Feed Specification (GTFS), General Bikeshare Feed Specification (GBFS), Mobility Data Specification (MDS), etc. The City will develop technical guidelines around use of specific data standards and will keep this updated as new standards emerge.
- The City will retain the right to request aggregated reports on system use, compliance, and other aspects of operations (e.g. parking complaints, crashes, damaged or lost small vehicles).
- The City will develop clear guidelines governing the location and management of Shared Active Transportation vehicles in the right of way.

[1] Microtransit a form of Demand Responsive Transit (DRT) that offers flexible routing and/or flexible scheduling of minibus vehicles using technology to enable real-time matching of demand (trip) and supply (driven vehicle). Microtransit may be private, public, or a combination.

[2] Small vehicles (bikes, e-bikes, e-scooters, etc.), typically placed in the public right-of-way and provided for rent in short time increments, which provide increased mobility options over short distances in urban areas. Also sometimes called “micromobility.”

CONNECTED AND AUTOMATED VEHICLES POLICIES

- The City recognizes that autonomous[3] and connected[4] vehicles will be a part of the City's transportation system in the near future. As the technology becomes implemented, the City will prioritize connected and automated vehicles that are fleet/shared ownership, fully automated, electric and, for passenger vehicles, shared by multiple passengers (FAVES), over privately owned and operated autonomous vehicles. This preference is because, as currently understood, FAVES are expected to have a neutral or beneficial effect on travel time reliability, system efficiency, and vehicle miles traveled, and positive effect on carbon pollution.
- The City will strive to make the benefits of connected and automated mobility available on an equitable basis to all segments of the community while ensuring traditionally disadvantaged communities are not disproportionately hurt by connected and autonomous vehicle use. This includes people with disabilities, as well as communities of color, women, and geographically underserved communities.
- The City will ensure that when connected and automated vehicles use City rights-of-way or when vehicles connect with smart infrastructure within the City they share information including, but not limited to, vehicle type, occupancy, speed, travel routes, and travel times, with appropriate privacy controls. Any private data communications devices installed in the City right of way will be required to share anonymized transportation data.
- The City will design and manage the mobility zone, curb zone, and traffic control devices to increase safety, evaluate future demand for pick-up and drop-off zones, and to prioritize automated electric vehicles carrying more passengers in congested times and locations.
- The City will examine the potential for sustainable user-pays funding mechanisms to support connected and automated vehicle infrastructure and service investments, transportation system maintenance, and efficient system management.
- The City will work with ODOT to develop Connected Vehicle objectives and strategies and implement consistent technologies.

TRANSIT

- The City recognizes the important and expanding role that transit plays in the City's transportation system, allowing the more efficient and equitable use of the City's infrastructure and resources. In order to continue to increase transportation options and

[3] Autonomous vehicles are those which do not require the performance of a human operator for part or all of its functions.

[4] Connected vehicles are those that communicate with the internet, other vehicles, wayside systems, and may or may not be autonomous. Many modern vehicle currently have connected technology, such as collision avoidance.

support planned and existing land uses, the City will work with Cascades East Transit to develop, improve, and expand public transportation services.

- The City will plan, prioritize, and implement needed improvements on corridors identified as high-capacity transit routes, including complete street elements and signal prioritization.
- The City will establish Mobility Hubs to improve the accessibility of public transit and to facilitate last mile traveled trips (microtransit car-share, Shared Active Transportation etc.). In cooperation with Cascades East Transit, the City will identify and establish mobility hubs in all four quadrants of the City and in the core.
- The City will continue to coordinate with the Metropolitan Planning Organization and Cascades East Transit to identify resources to support the public transportation system.
- The City will work with Cascades East Transit to develop Real-Time Traveler Information solutions and convenient payment methods, including multimodal connections.
- The City will work with Cascades East Transit to develop Mobility on Demand and Mobility as a Service trip planning tools across multiple mobility platforms.