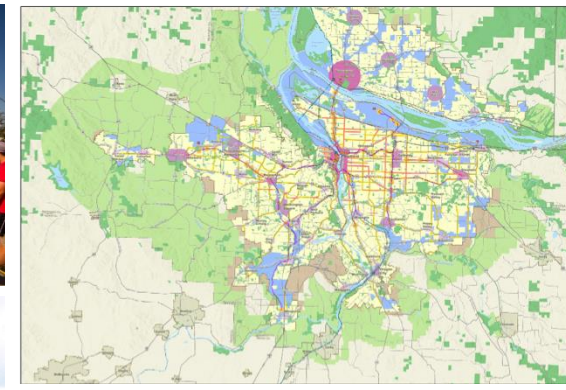


Regional mobility policy update

EMCTC TAC
May 4, 2022



Today's purpose

- Provide overview of project
- Share feedback on the draft policies and measures
- Review questions we are working through and next steps



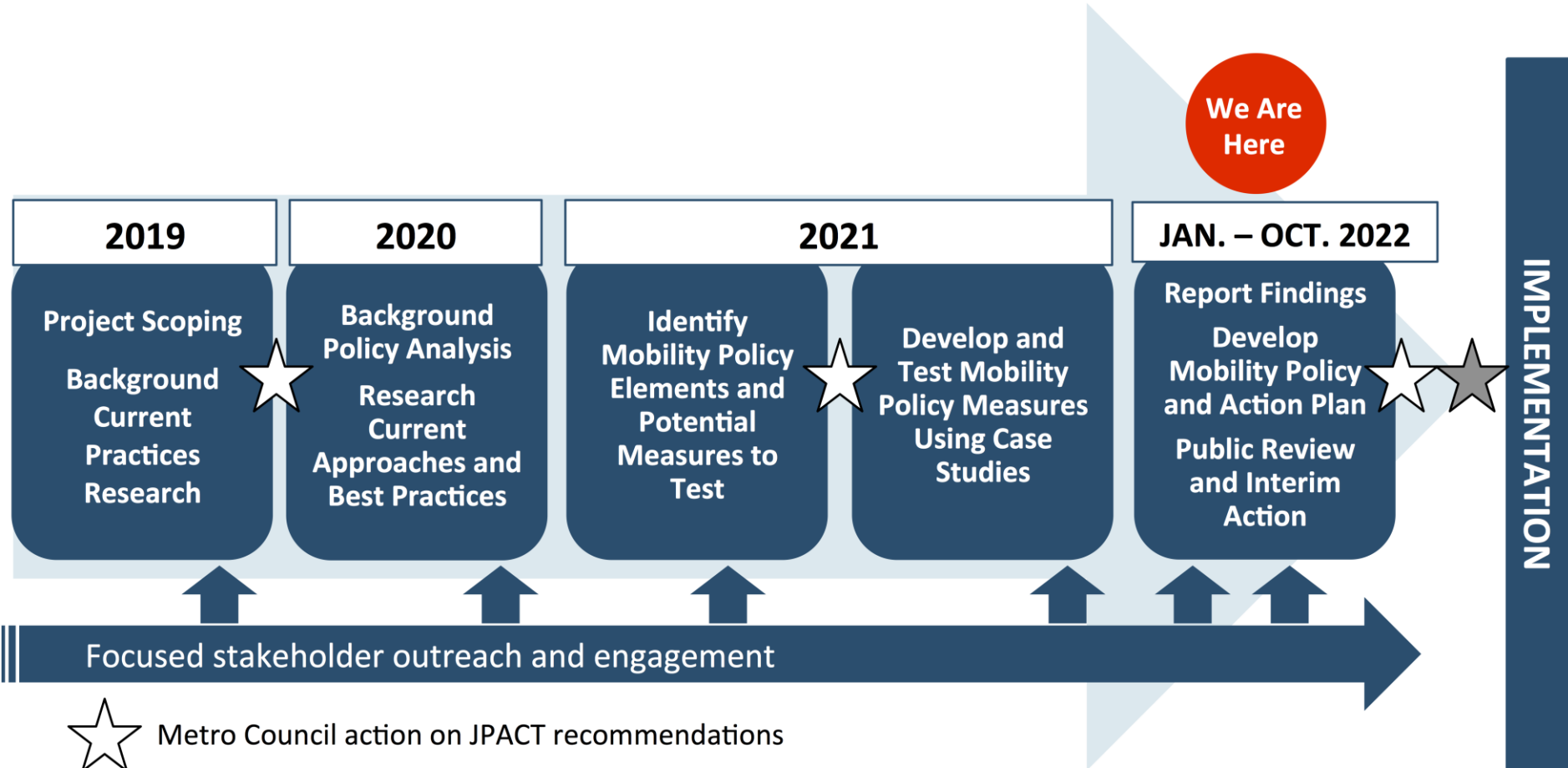
Project purpose

- Update the mobility policy and how we define and measure mobility for the Portland area transportation system
- Recommend amendments to the RTP and Oregon Highway Plan Policy 1F for the Portland area



Visit oregonmetro.gov/mobility

Project timeline



Regional Mobility Policy and Oregon Highway Plan Policy 1F

Regional Mobility Policy (Regional Transportation Plan)

- RTP networks, including ODOT highways and city and county arterials
- System planning only

Highway Mobility Standards (OHP Policy 1F)

- ODOT highways only
- System planning, plan amendments
- *Development review requirements where adopted in local development codes; guiding operations decisions such as managing access and traffic control systems (not part of this project)*

Note: Working through how to separate these functions OHP Policy 1F/Table 7

VOLUME TO CAPACITY RATIO TARGETS INSIDE METRO ^{A, B}		
Locations	Target	
	1 st hour	2 nd hour
Central City	1.1	.99
Regional Centers		
Town Centers		
Main Streets		
Station Communities		
Corridors	.99	.99
Industrial Areas		
Intermodal Facilities		
Employment Areas		
Inner Neighborhoods		
Outer Neighborhoods		
I-84 (from I-5 to I-205)	1.1	.99
I-5 North (from Marquam Bridge to Interstate Bridge)	1.1	.99
OR 99E (from Lincoln Street to OR 224 Interchange)	1.1	.99
US 26 (from I-405 to Sylvan Interchange)	1.1	.99
I-405 ^C (from I-5 South to I-5 North)	1.1	.99
Other Principal Arterial Routes	.99	.99
I-205 ^C		
I-84 (east of I-205)		
I-5 (Marquam Bridge to Wilsonville) ^C		
OR 217		
US 26 (west of Sylvan)		
US 30		
OR 8 (Murray Blvd to Brookwood Avenue) ^C		
OR 224		
OR 47		
OR 213		
242 nd /US 26 in Gresham		
OR 99W		

Table 7: Volume to Capacity Ratio Targets within Portland Metropolitan Region

Potential application of the measures tested

System Planning

- Apply as target in planning
- Define the planned complete transportation system
- Set standards based on what the plan is able to achieve



Planning for the future*

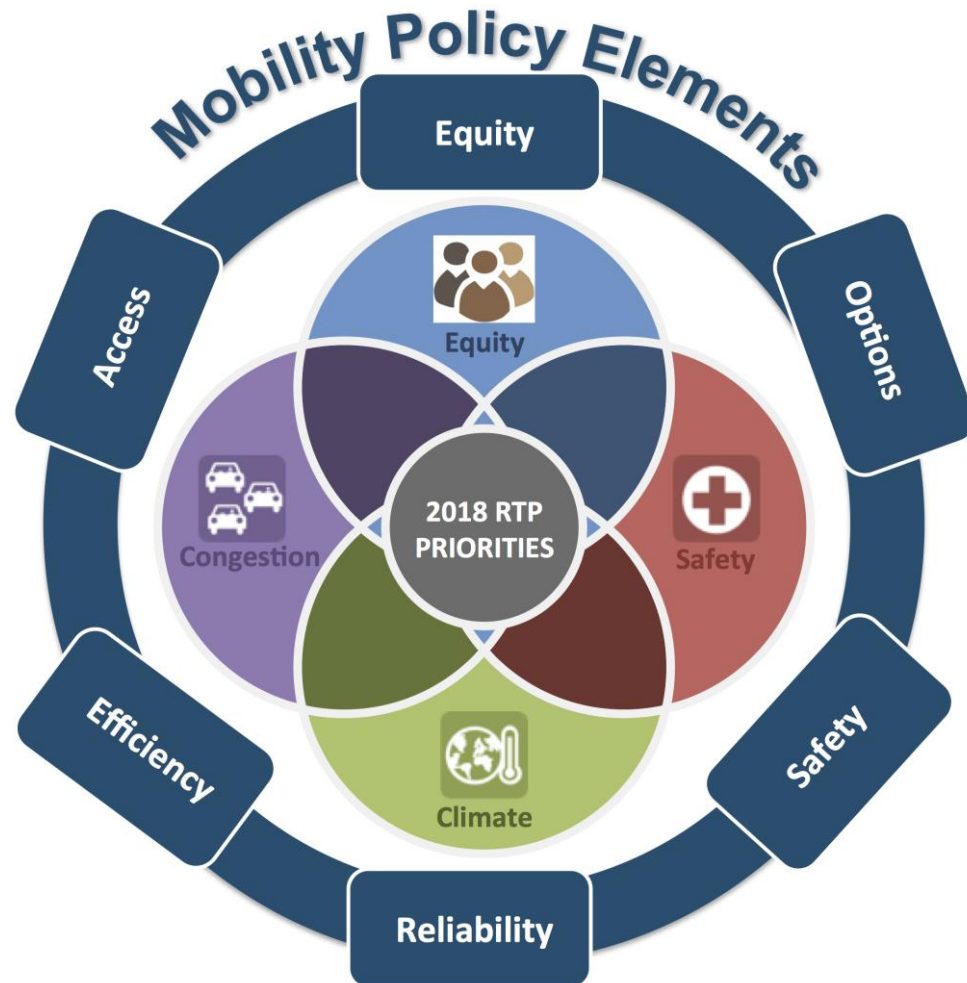
Plan Amendments

- Identify if there is a measurable change in performance
- Compare to standard
- If significant impact, identify mitigations



Regulating Plan Amendments*

DRAFT Vision for urban mobility for the Portland area: *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

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.

Broad support for draft mobility policies for the Portland region

Policy 1: Ensure that the **public's investment in the transportation system enhances efficiency in how people and goods travel** to where they need to go.

Policy 2: Provide people and businesses a variety of seamless and well-connected travel modes and services that increase connectivity, increase choices and access to low carbon transportation options so that people and businesses can conveniently and affordably reach the goods, services, places and opportunities they need to thrive.

Policy 3: Create a reliable transportation system, one that people and businesses can count on to reach destinations in a predictable and reasonable amount of time.

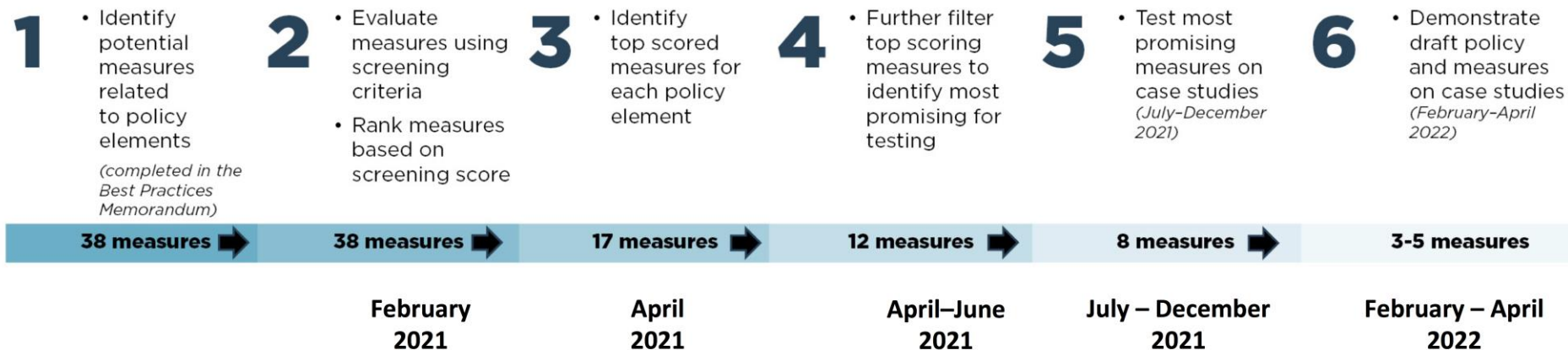
Policy 4: Prioritize the safety and comfort of travelers in all modes when planning and implementing mobility solutions.

Policy 5: Prioritize investments that ensure that 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.



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Draft recommended measures for the updated mobility policy



Draft Recommended Measures:

- **Multi-modal Measure – System completeness** (all modes)
 - Supports equity, safety, expanded travel options
- **Congestion Measure – Travel speed** (with queuing and hours of congestion)
 - Supports reliability, access by vehicle and for longer distance trips
- **Efficiency Measure – VMT per capita** (home-based trips)
 - Supports climate goals, efficient land use patterns, reduced vehicle travel, expanded travel options

Potential applications of measures in the updated mobility policy

Measure	Application	System Planning
System Completeness	<ul style="list-style-type: none"> • Throughways (connectivity and travel lanes only) • Arterials 	<ul style="list-style-type: none"> • Identify needs • Define the “complete system” for: <ul style="list-style-type: none"> -network connectivity -number of through travel lanes -policy on turn lanes -type of bicycle facility -target pedestrian crossing spacing -TSMO/TDM elements -transit streets and type • Target – 100% of planned system
Travel Speed (including duration of congestion and queuing)	<ul style="list-style-type: none"> • Throughways only? • Exclude arterials inside 2040 centers? • Consider arterials outside 2040 Centers? 	<ul style="list-style-type: none"> • Identify needs and track reliability over time • Determine facility sizing consistent with planned system, region's congestion management process and OHP Policy 1G • Target - % of posted speed such as 50% not exceed more than 6 hours per day
VMT/Capita and VMT/Employee	<ul style="list-style-type: none"> • Plan area 	<ul style="list-style-type: none"> • RTP establishes regional and subarea(?) baseline household VMT/capita needed to meet Division 44 (GHG Reduction Rule), can be used to understand jurisdictional/subarea 2045 household VMT/Capita • Use to assess if a plan amendment will reduce region or area’s VMT/capita or VMT/employee • Target – Apply/Not apply as a standard/target for local TSPs?

What we heard – System Completeness Measure

- **Broad support for system completeness** as a mobility measure
- **Would like to see used:**
 - In system planning
 - To help prioritize completeness at the local level
 - To prioritize equity
 - To reduce reliance on SOV
- **Clarify that the “complete” system will be defined by local agencies through TSPs**
 - The local agency can then balance issues between modes in TSP planning process (i.e. more vehicle lanes creating a less comfortable pedestrian experience)
- **Questions and concerns raised**
 - How to measure completeness of the roadway network? Can it be quantified vs qualitative, not easy for development review, how to address sub-standard facilities? How to establish a nexus for development review? How do you bring transit into this measure?

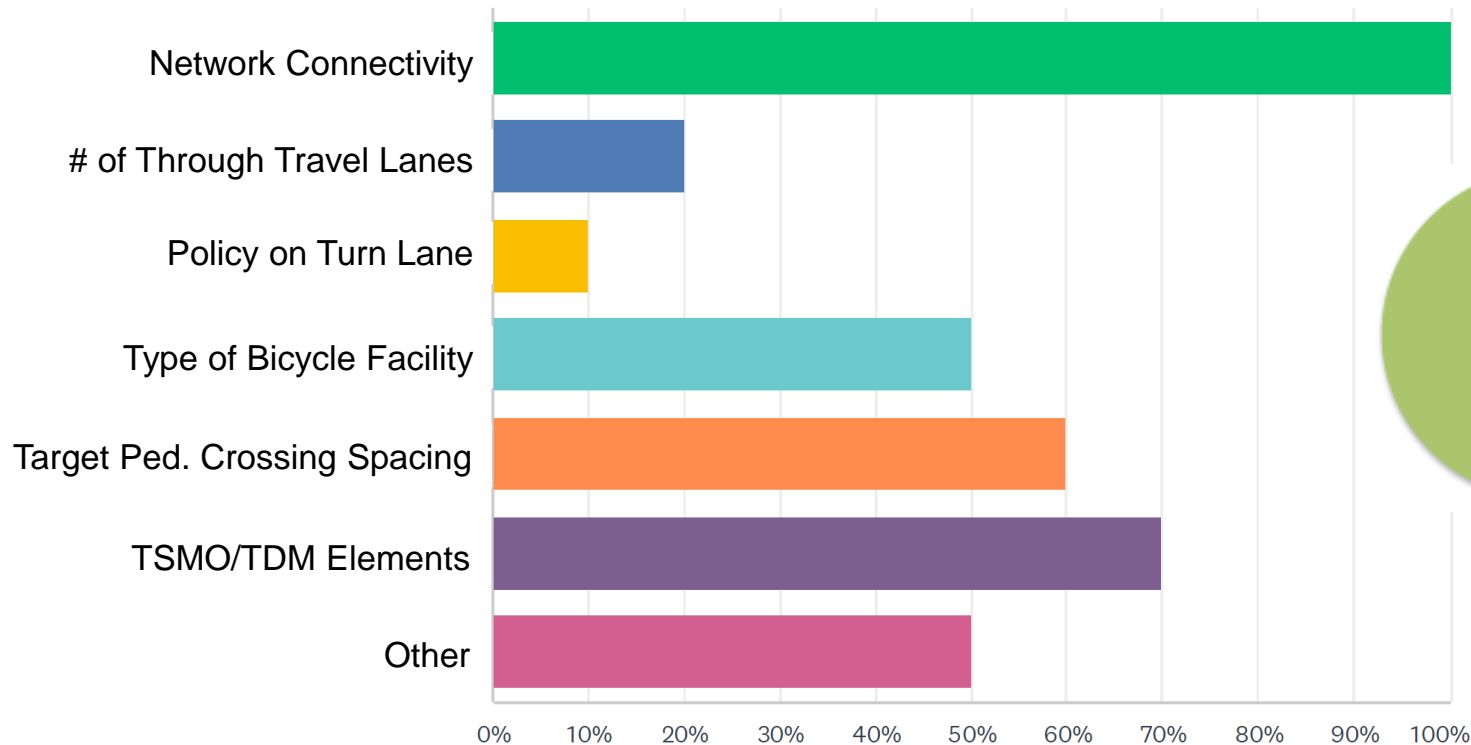
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What we heard – System Completeness Elements

What elements should be included in System Completeness?



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What we heard - Travel Speed Measure

- **Mixed support for travel speed**
 - **especially for arterials** where different types of delay are introduced and speed impacts livability and safety for all travelers, particularly people walking and biking
 - **most prefer only throughways**, if moved forward
- **Some desire option to continue using v/c ratio for arterials outside 2040 centers** with the primary measure being system completeness
- **Need more direction around analysis for consistency** – length of segments, calibration, tools used, etc.
- **Would like to see it used:**
 - To inform alternatives, not expansion of roadways
 - To identify where congestion will occur
 - To prioritize investments to reduce congestion

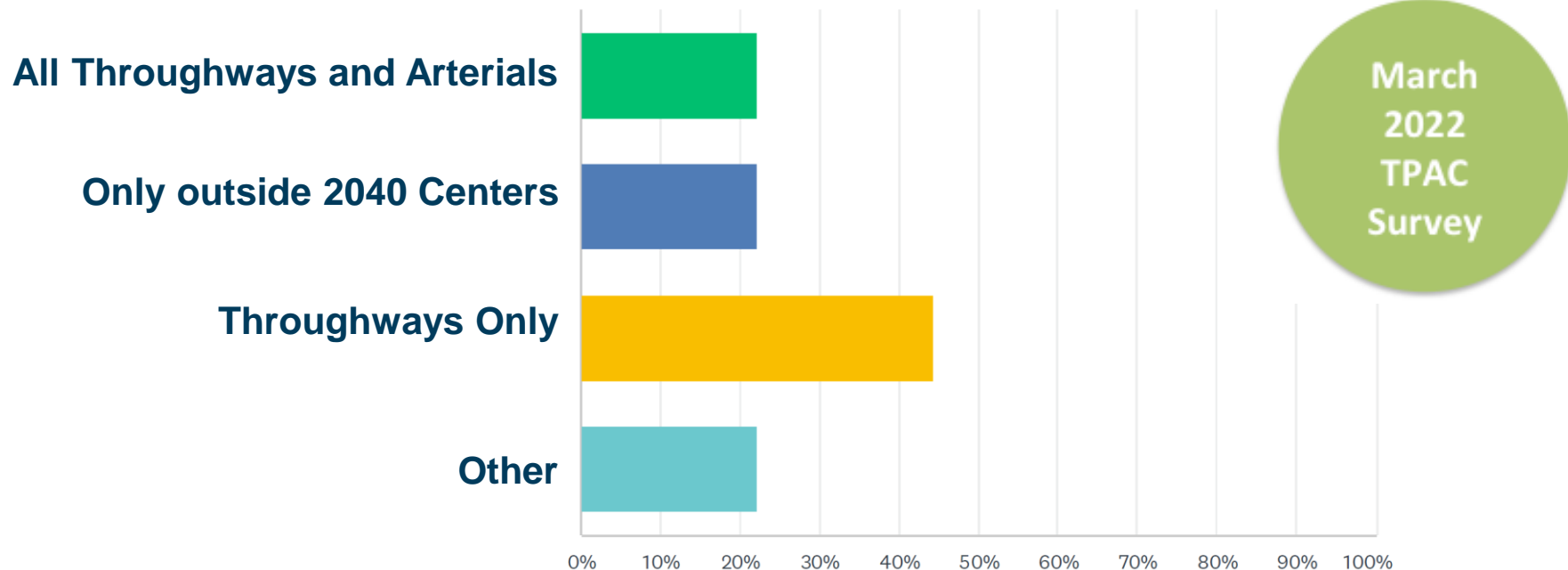
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What we heard – Travel Speed Applications on Facilities

What facilities should a congestion measure such as travel speed be applied to?



Note: Proposed TPR amendments remove congestion analysis for plan amendments in Climate Friendly Areas (2040 centers in Metro area)

What we heard – VMT/Capita Measure

Mixed, but growing support

- Desire to continue to explore given LCDC CFEC rulemaking and California experience
- Desire to consider both home-based trips and work-based trips

Concerns and questions raised about

- Metro models and capacity of Metro staff to help support use of this measure
- how to assess the land use efficiency of a plan amendment
- capability to apply at the individual site/parcel scale
- Ability to establish nexus

Would like to see it used:

- To support land use decisions
- In system planning
- To achieve climate objectives

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Next Steps and Discussion

- Questions we are still working through:
 - Should we have a congestion measure for arterials outside 2040 Centers?
 - Should we re-consider travel time reliability or v/c instead of travel speed for arterials?
 - What constitutes a significant impact on non-auto modes?
 - How can the policy integrate with development review standards in the near-term and long-term?
- We welcome feedback on these or other questions you have

Looking ahead: next 6 months

May	PMT considers feedback and identifies next steps
May 31	Metro Council (<i>tentative</i>)
June 6	Region 1 ACT (<i>tentative</i>)
June 15	TPAC/MTAC Workshop
Summer	Review draft policy, measures and action plan with regional committees
Fall	Recommend policy, measures and action plan for public review and consideration by regional policymakers and OTC to apply in 2023 RTP update

Learn more at:

oregonmetro.gov/mobility



Metro



**Oregon
Department
of Transportation**

Thank you!

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