



Metro

2023 RTP update: Draft evaluation results

JPACT and Metro Council Workshop | May 11, 2023

System analysis: what it looks like

The briefing book contains separate sheets summarizing the system analysis for each RTP goal:

- Text boxes illustrating **results and targets** for each measure
- A chart showing how **spending aligns with RTP goals**
- Text describing and explaining **findings**
- Relevant **policy maps**

Safety

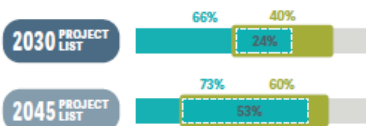
The region is not on track to meet its target of reducing fatal and serious injury crashes to zero by 2035. By every safety measure that the RTP tracks, the region's streets are getting less safe, and the RTP is not meeting the interim 2020 targets that it established to maintain progress toward the 2035 Vision Zero goal.

The RTP aims to reduce serious crashes to at or below the levels necessary to maintain progress toward the region's goal of eliminating serious crashes by 2035.



How does the RTP invest in safety?

More than two thirds of capital funding in the RTP goes to projects that partner agencies identified as safety projects (■), and roughly half of the total capital budget goes toward projects that are on the high-injury network (■), which includes the relatively small share of roads and intersections where most of the serious crashes in the region occur. A smaller share of the near-term (2023-30) RTP spending is devoted to safety projects than of the total budget, which suggests that there may be additional opportunities to prioritize near-term investments in safety.



Regional safety trends

The needs assessment on the previous page and the Urban Arterials Brief prepared in Fall 2022 contain more information on where crashes are occurring in the region and who is affected by different types of crashes that helps to explain and contextualize the analysis results. Key findings include:

- Pedestrians experience a disproportionately high number of traffic deaths.
- Traffic fatalities are decreasing among bicyclists.
- A majority of serious crashes and bike/ped crashes occur in equity focus areas (see the Equity section for more information).
- Speed, alcohol, and/or drugs continue to be the most common contributing factors in severe and fatal crashes in the region.
- Serious crashes, and particularly fatal pedestrian crashes, are increasing both in the Greater Portland region and nationally. The growing popularity of SUVs and other heavier and larger models of passenger vehicles is contributing to these trends; by 2025, light-trucks, SUVs, vans and pickups are estimated to make up 78 percent of sales. Research indicates that crashes involving SUVs and similar weight vehicles are more likely to be serious and to injure or kill pedestrians and bicyclists.

Needs assessment: what it looks like

MOBILITY AND CLIMATE

2023 Regional Transportation Plan Update

Creating and improving transit and active transportation connections between where people live and important destinations is fundamental to achieving mobility and climate goals.

Mobility and climate policy context

The 2023 Regional Transportation Plan (RTP) update includes significant changes to regional mobility and climate policies. The updated Regional Mobility Policy replaces an interim policy that was focused on reducing congestion for drivers with standards that address a greater variety of modes and outcomes. The Climate Smart Strategy is being updated in response to new state climate policies and updated greenhouse gas reduction targets. The strategy identifies a range of approaches, many of which involve making it more convenient for people to use transit and active transportation, to meet these targets. These approaches are shown in Figure 1.

The updated Regional Mobility policy recommends new performance measures to assess mobility for the region, including vehicle miles traveled (VMT) per capita and system completeness, which are also measures the region uses to track the implementation of the Climate Smart Strategy.

Figure 1. Greater Portland Climate Smart Strategies

Climate Smart greenhouse gas (GHG) reduction strategies

- High GHG Reduction Impact**
 - Support Clean Vehicles and Fuels
 - Coordinate Housing, Transportation and Community Design
 - Implement Pricing
 - Invest in Transit
- Medium GHG Reduction Impact**
 - Invest in Active Transportation
 - Invest in System Management and Operations
 - Invest in Travel Information and Incentives

Transportation system completeness

Meeting mobility and climate goals depends on completing the multimodal transportation systems so that people have multiple options for making trips. Figure 2 summarizes the completeness of different regional modal networks.

The RTP prioritizes completing bicycle and pedestrian connections in the places where they are most useful for people, including near transit, along arterials, and within urban centers. The regional bicycle and pedestrian networks are 60% to 70% complete in these key areas—which is greater than the regional averages between 50% and 60% that are shown in Figure 2.

Metro creates maps of the gaps in the region's different transportation systems as part of the RTP call for projects to help partner agencies identify opportunities to complete the transportation system.

Figure 2. System completeness by modal network

Modal Network	Total miles	% of miles completed
Transit Network	1,460 (788 miles)	54%
Pedestrian Network	1,052 (607 miles)	58%
Bicycle Network	1,169 (633 miles)	54%
Trail Network	561 (242 miles)	43%
Motor Vehicle Network	1,176 (1,150 miles)	98%

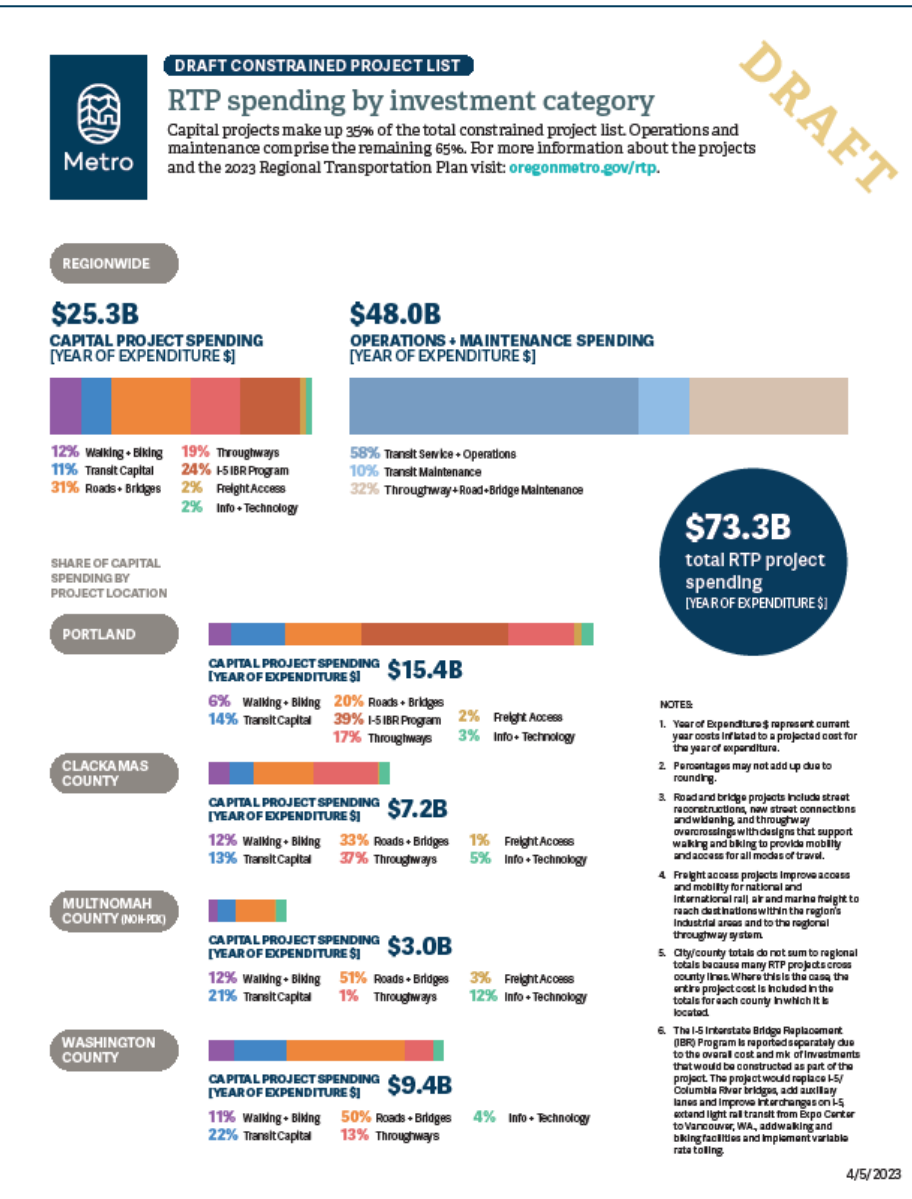
Did you know...

- Between 2017 and 2020, the region grew significantly—by 136,000 people (an 8.4% increase); 57,000 households (8.9%); and 90,000 jobs (6.1%)—and this growth is projected to continue.
- Overall, the planned motor vehicle network is much more complete than the transit or active transportation networks.
- Teleworking is a fast-growing mode. In 2020, 20% of workers teleworked, and that number rose dramatically during the COVID-19 pandemic.
- Per capita VMT in the greater Portland region has been significantly lower than the national average since 1997 and has mostly been flat or declining, even during times when the region has grown rapidly.
- During rush hour, the average traveler can reach 45% of jobs in the region by driving and 7% by transit.

The needs assessment provides a variety of information to help you understand how goals and performance measures reflect regional needs:

- Charts, maps, data and stories describing **what we currently know about the region's needs**
- Information on the **policies and research** that inform the RTP
- Text boxes with **key facts**

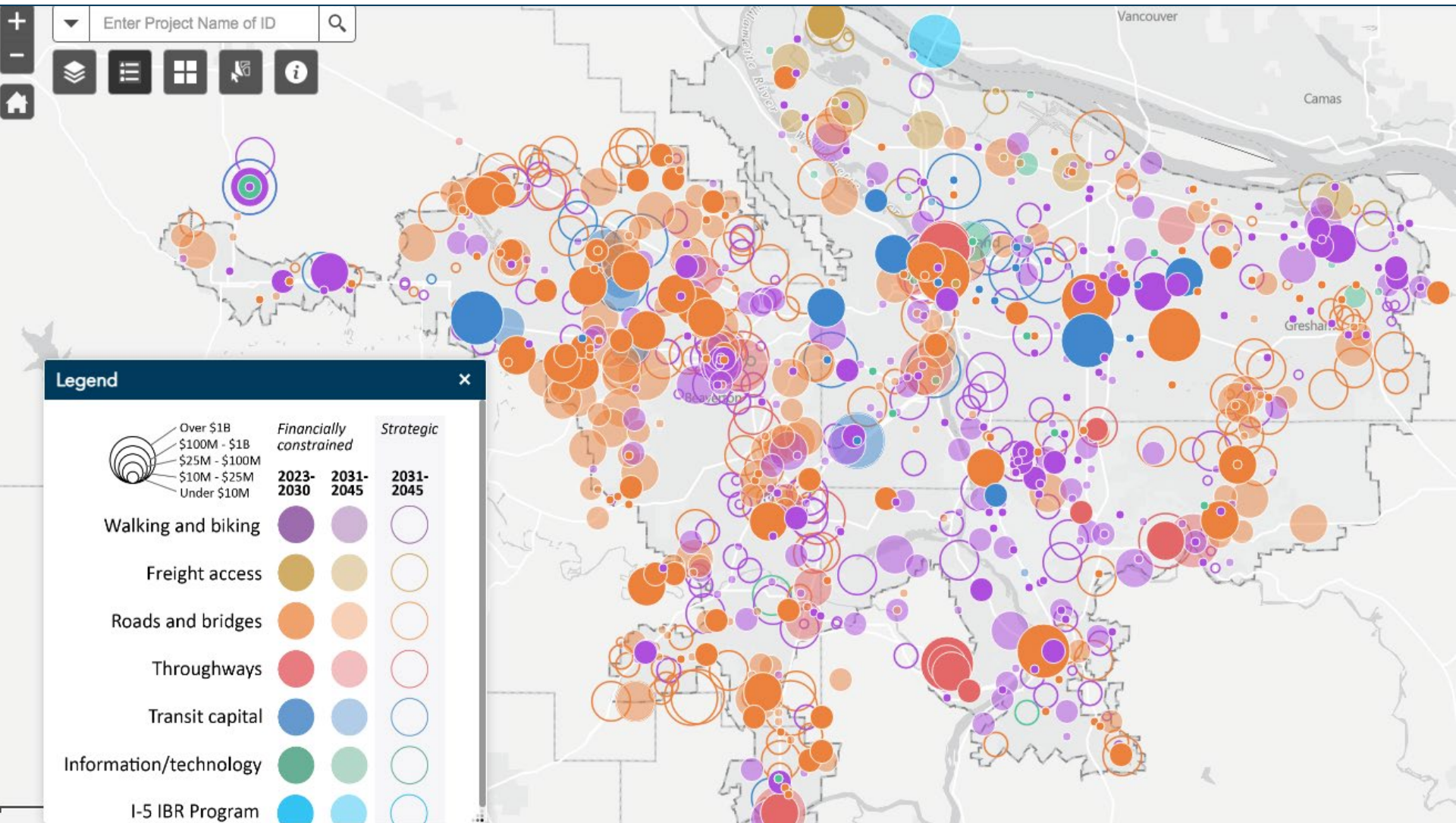
Project list overview: what it looks like



The project list overview summarizes the **value and cost of RTP projects** by their primary investment category.

- The overview uses **limited and imperfect information** provided by lead agencies.
- The summary **categorizes projects** according to how lead agencies plan to invest most of the project budget.

The RTP includes \$73b in investments



View the interactive map and project list at oregonmetro.gov/rtp.

10 projects = 50% of capital spending

I-5 Bridge Replacement: **\$6b**

I-5/Rose Quarter: **\$1.3b**

I-205 Improvements: **\$1.2b**

Earthquake Ready Burnside Bridge: **\$895m**

SW Corridor Light Rail Development: **\$800m**

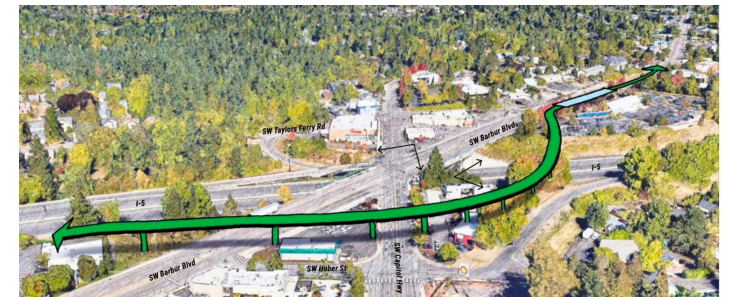
I-5 Boone Bridge: **\$550m**

Sunrise Corridor phase 2: **\$416m**

Regional Mobility Pricing Project: **\$400m**

TV Highway High Capacity Transit: **\$300m**

82nd Ave. High Capacity Transit: **\$300m**



TriMet and SMART transit projects

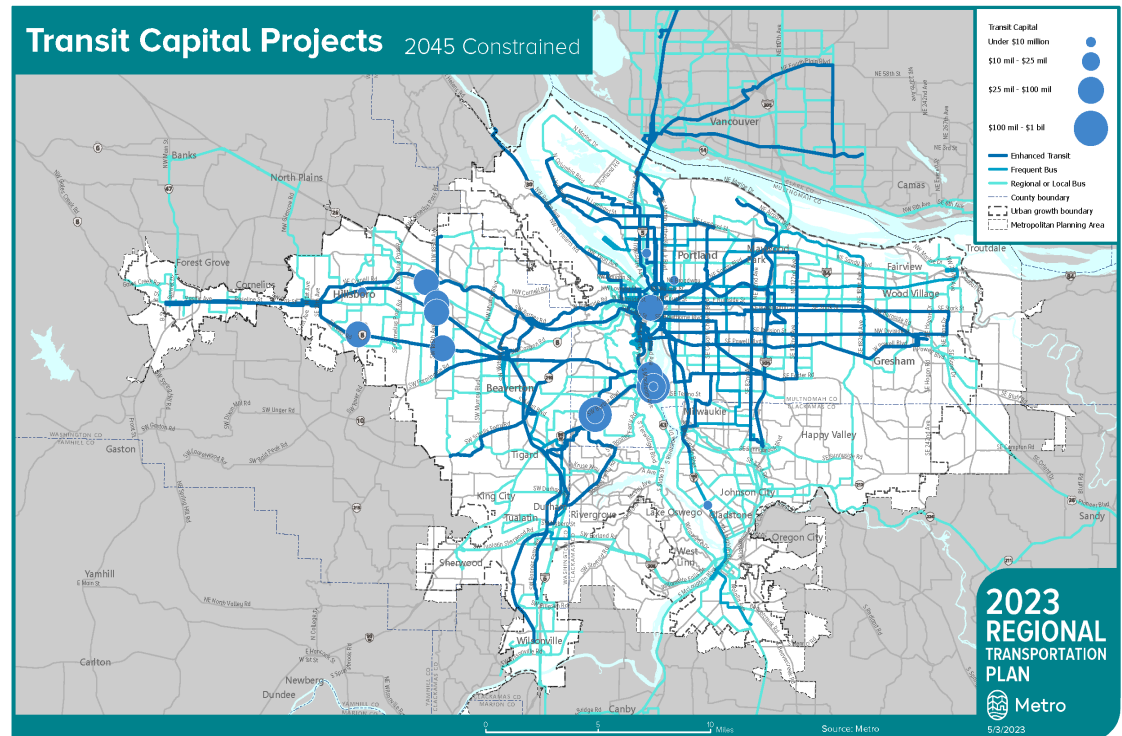
2030 investments

- Forward Together
- Tier 1 high-capacity transit (TV Highway, 82nd Ave. Montgomery Park streetcar)
- Better Red and Division FX
- Better Bus

2045 investments

Tier 2 high-capacity transit projects including:

- Interstate Bridge light rail
- SW Corridor light rail
- Lombard / Cesar Chavez
- SW 185th
- Burnside/stark

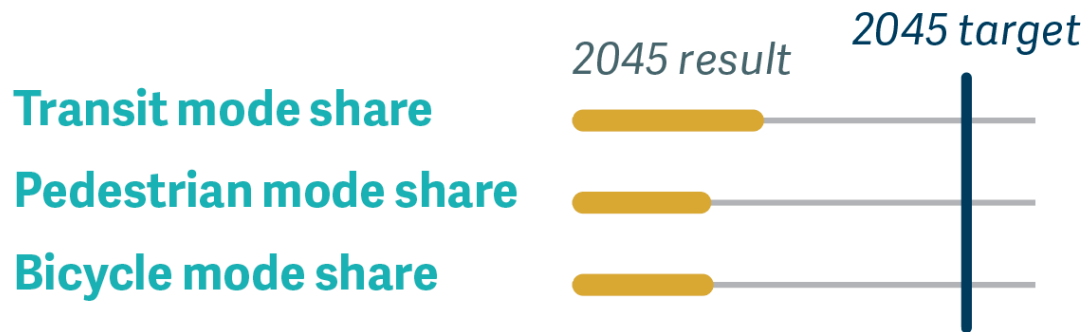


2023
REGIONAL
TRANSPORTATION
PLAN
Metro
5/8/2023

Draft results: mobility



- Improve access to jobs via driving and transit
- Provide equal access via transit and via driving
- Complete transportation networks
- Prioritize bike/ped facilities near transit
- Triple transit, bike and pedestrian mode share



Opportunity for improvement: Increase the share of RTP capital spending dedicated to projects that help fill regional network gaps (currently 29%).

Draft results: safety



○ Reduce serious crashes to maintain progress toward the region's Vision Zero target.

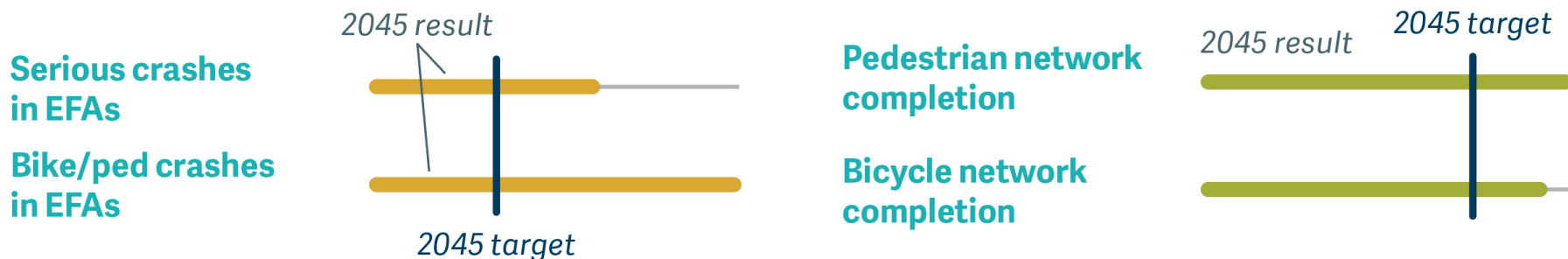


Opportunity for improvement: Accelerate projects on the high-injury network and ensure that projects on this network include safety features.

Draft results: equity



- Eliminate safety disparities in Equity Focus Areas
- Prioritize bike/ped facilities in EFAs
- Prioritize improving access to jobs in EFAs



Opportunity for improvement: Accelerate projects that invest in EFAs – and particularly in transit access, transit service, and safe, complete streets.

Draft results: economy



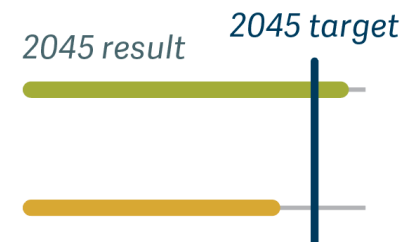
- Decrease driving travel times along key corridors
- Decrease transit travel times along key corridors
- Prioritize bike/ped facilities in centers, station communities, and mixed-use areas
- Prioritize bike/ped facilities in employment and industrial areas

% CHANGE IN AVERAGE OFF-PEAK / PEAK TRAVEL TIMES 2045 vs 2020

Driving	+3.7% / +3.8%
Transit	-3.4% / -1.6%

Regional jobs accessible by transit

Regional jobs accessible by driving

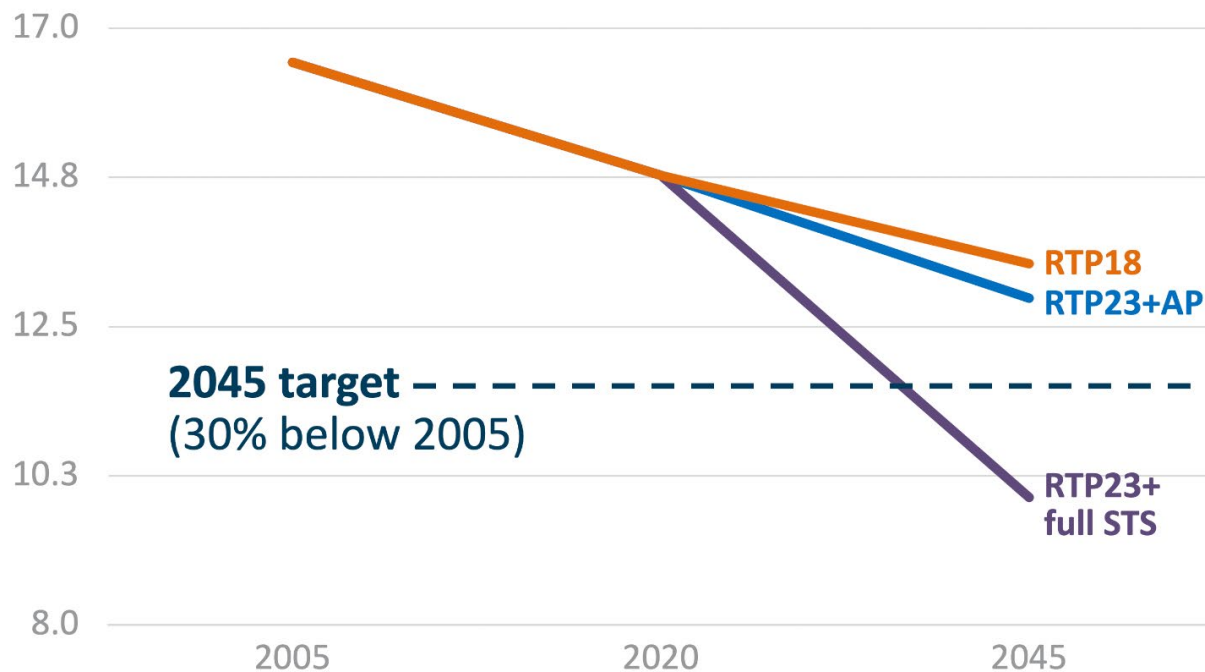


Opportunity for improvement: consider a variety of investments to increase access to employment and industrial areas.

Draft results: climate



● The RTP may or may not meet regional climate targets depending on what state-led pricing and transportation funding sources are assumed in the analysis.



Opportunity for improvement: proactively plan for the implementation of new transportation revenue sources.

What's next?

- | | |
|--------------------|---|
| June | JPACT and Council action to release public review draft 2023 RTP and projects |
| July-August | Public comment opportunity, including public agency and policymaker review |
| Fall | MPAC, JPACT and Council review of public input and final action on 2023 RTP |

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