2023 Draft RTP Needs Assessment

TPAC/MTAC workshop

October 19, 2022

About the Needs Assessment
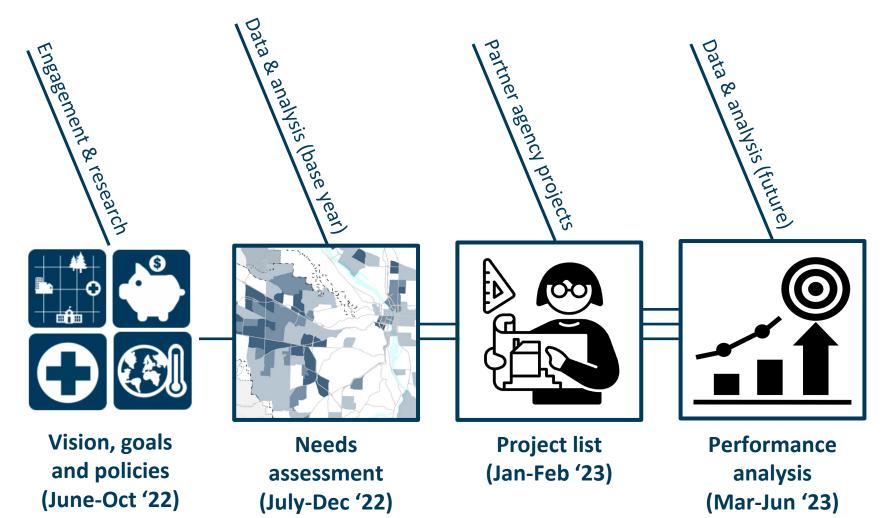
Goal: provide a **snapshot of current conditions** within the region and highlight **key transportation challenges and needs**.

Location: **chapter 4** of the RTP.

Timeline: now through the end of 2022.

The RTP must *"confirm the transportation plan's validity and consistency with current and forecasted transportation and land use conditions and trends."* - 23 Code of Federal Regulations §450.324

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The RTP process, simplified

Engagement & research

Data & analysis (base year)

partner agency projects

Data & analysis (future)

Vision, goals and policies (June-Oct '22)

Needs assessment (July-Dec '22)

Project list (Jan-Feb '23)

Performance analysis (Mar-Jun '23)

Approach to the Needs Assessment

RTP stakeholders have provided feedback requesting that the RTP…

- **Organize the needs assessment around regional priorities** (Mobility, Safety, Equity, Climate and Vibrant and Prosperous Communities)
- **Highlight needs related to multiple priorities**.
- **Focus on clear and actionable information** (well-understood data, policy-relevant information, base year performance results)
- **Report back on ongoing processes that shape how the region defines and responds to needs** (especially for Mobility, Climate, and Vibrant and Prosperous Communities)

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Some themes of today's presentation

- Metro and its agency partners have successfully been making progress toward many goals, and we are also being called upon to do more.
- We want to hear your perspective on regional needs, and we also want to bring community voices and insights from past work into the conversation.
- We want to make sure we're not missing anything, and also maintain a focus on our priorities and timeline.
- There's more in the memo!

Safety: key findings

- An average of 563 people die or are injured each year while traveling in the region.
- The region is not on track to meet its Vision Zero targets.
- Pedestrians experience a disproportionately high number of traffic deaths.
- Traffic fatalities are decreasing among bicyclists.
- Despite progress building out the transportation network in equity focus areas, a majority of serious crashes and bike/ped crashes occur in these areas.
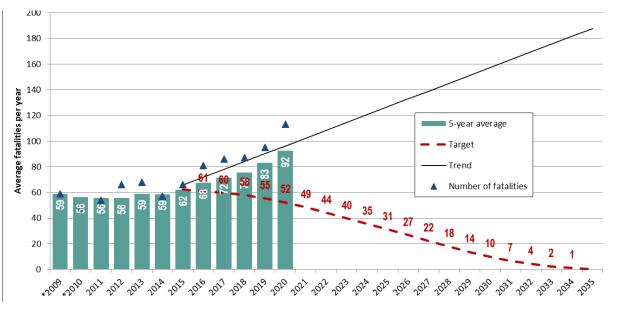
Safety performance measures

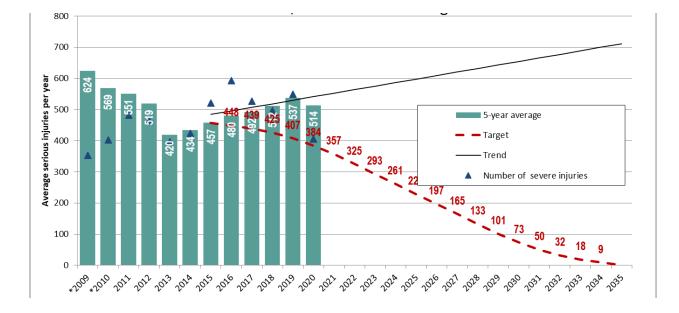| Performance Measure	5-year rolling averages		
	2011-2015 Baseline	2016-2020 Target	2016-2020 Actual
Number of fatalities	62	52	93
Fatalities per 100 million vehicle miles traveled	0.6	0.5	0.9
Number of serious injuries	458	384	512
Serious injuries per 100 million vehicle miles traveled	4.5	3.6	4.8
Number of non-motorized fatalities and serious injuries	113	95	129

Across all Federal safety performance measures in the RTP, the region is currently not meeting targets, and has gotten less safe since Metro collected baseline data.
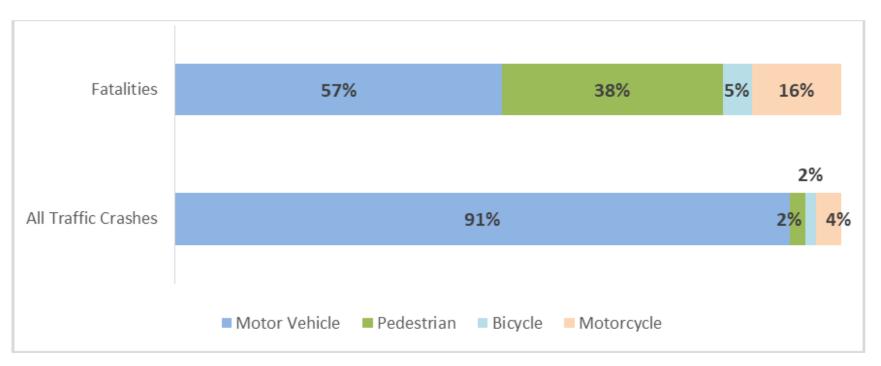
Digging deeper: data by crash type

In the past 5 years, there has been a sharp and pronounced increase in **fatal crashes**.

Severe injury crashes are also increasing, though not as dramatically as fatal crashes.
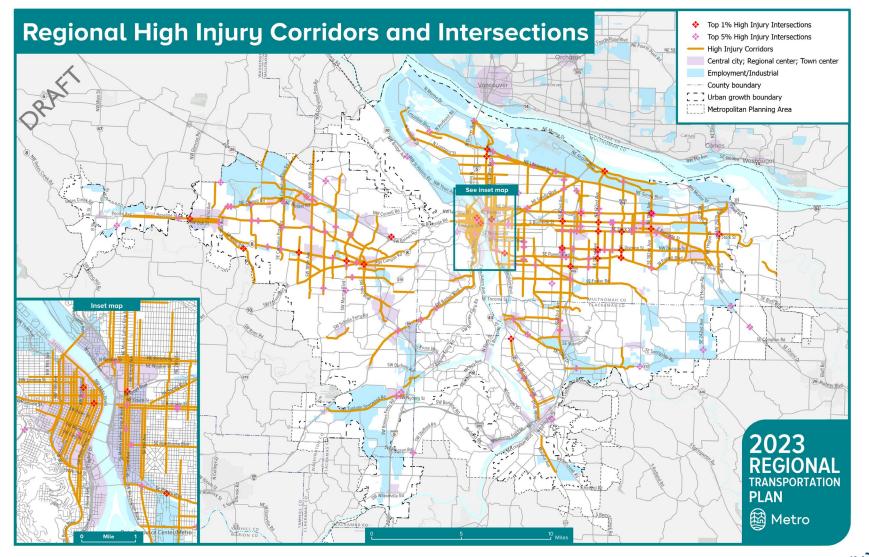
Digging deeper: data by mode

	Motor Vehicle	Pedestrian	Bicycle	Motorcycle
Fatalities	57%	38%	5%	16%
All Traffic Crashes	91%	2%	2%	4%

- Pedestrians who are involved in a crash are 26 times more likely to die than non-pedestrians.
- Pedestrian crashes make up 2% of all crashes and 38% of all fatal crashes.
- Bicyclists and motorcyclists who are involved in crashes also face disproportionate risk of death.

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Updated High Injury Network

Regional High Injury Corridors and Intersections

Legend:
- Top 1% High Injury Intersections
- Top 5% High Injury Intersections
- High Injury Corridors
- Central city; Regional center; Town center
- Employment/Industrial
- County boundary
- Urban growth boundary
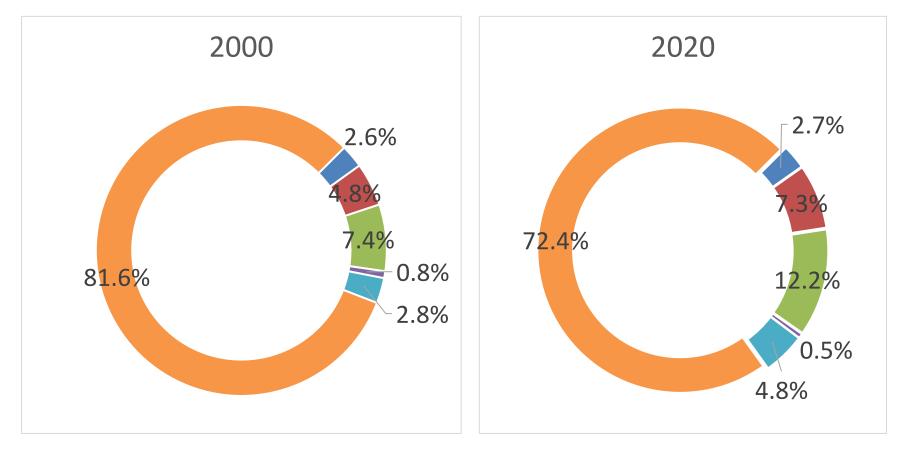- Metropolitan Planning Area

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Corridors where 60 percent of serious/bike/ped crashes occur & the 5% of intersections with the highest rates of these crashes.

Equity: key findings

- The Portland region continues to grow more racially and ethnically diverse.
- Transportation agencies can advance equity by prioritizing transit and bike/ped investments in Equity Focus Areas (EFAs).
- Bike/ped infrastructure is more complete in EFAs than other communities. However, most serious crashes and bike/ped crashes occur in EFAs.
- A significant share of people of color and people with low incomes rely on transit. The region is focusing transit service on EFAs, but in general transit offers less access to destinations than driving does.
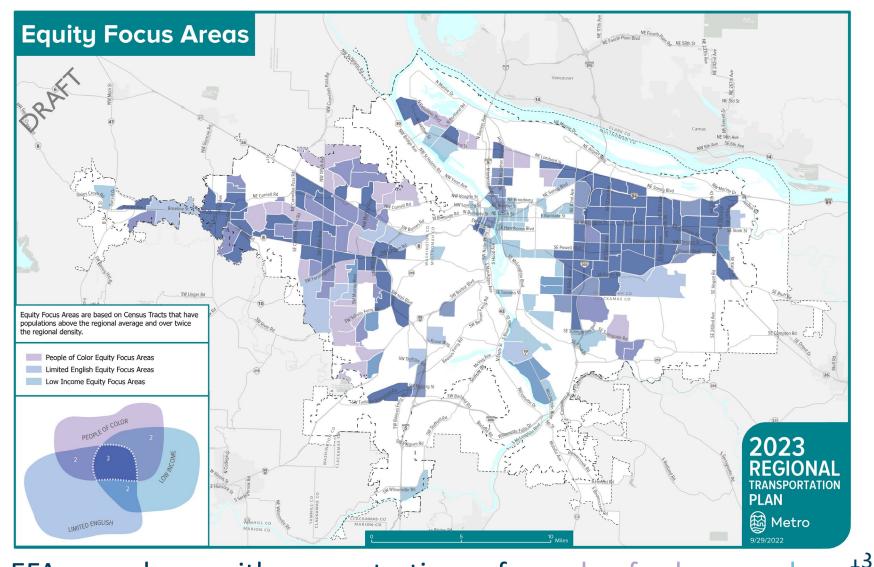
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Race and ethnicity, 2000-2020

2000
- 2.6%
- 4.8%
- 7.4%
- 0.8%
- 2.8%
- 81.6%

2020
- 2.7%
- 7.3%
- 12.2%
- 0.5%
- 4.8%
- 72.4%

Legend:
- Black
- Asian & Pacific Islander
- Hispanic / Latino
- Native American
- Other
- White

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Updated Equity Focus Areas

Equity Focus Areas

DRAFT

Equity Focus Areas are based on Census Tracts that have populations above the regional average and over twice the regional density.

- People of Color Equity Focus Areas
- Limited English Equity Focus Areas
- Low Income Equity Focus Areas

PEOPLE OF COLOR
LOW INCOME
LIMITED ENGLISH

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9/29/2022

EFAs are places with concentrations of people of color, people with low incomes, and people with limited English proficiency.
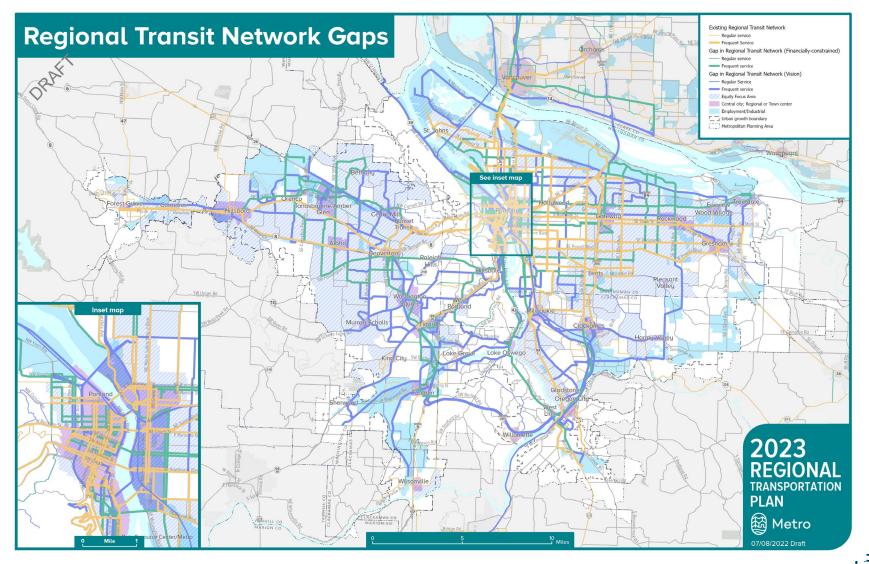
What we've heard from EFA community members

Metro has consistently heard through outreach to people who live and work in EFAs that they need:

- Fast, frequent and reliable transit service for all types of trips (including at off-peak travel times)
- Affordable transit that connects people to the places and things they need to thrive.
- Better conditions for walking and biking, including street lighting, protected crossings and crossing signals, particularly to improve access to transit.
- Connected and separated walking and biking infrastructure.

This feedback guides the RTP's focus on equity needs. 14

Transit gaps and equity focus areas

This map shows transit gaps (especially gaps in the **constrained frequent transit network**) and Equity Focus Areas.

Equity and access to destinations

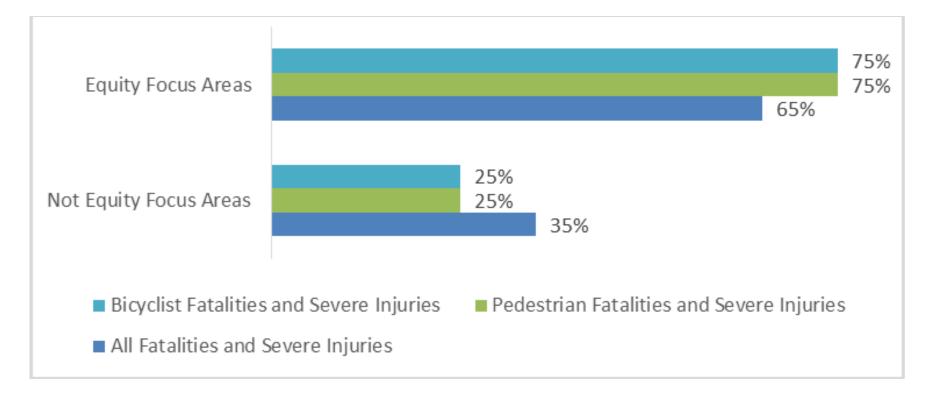|	Percent of regional jobs accessible within…	
	… a 30-minute drive	…a 45-minute transit trip
During rush hour		
Average for EFAs	42%	8%
Average for non-EFAs	42%	6%
Average for the region	43%	7%
Outside of rush hour		
Average for EFAs	52%	7%
Average for non-EFAs	50%	5%
Average for the region	50%	6%

People living in EFAs have significantly better access to destinations via transit than people in other communities.

However, transit does not offer the same level of access to destinations as driving does.

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The active transportation network is more complete in Equity Focus Areas

Network	Percent of the network that is complete…		
	In EFAs	In non-EFAs	Total
Pedestrian network	72%	43%	58%
Pedestrian network near transit	76%	53%	65%
Bicycle network	61%	49%	54%
Bicycle network near transit	65%	56%	60%
Trail network	45%	42%	43%
Trail network near transit	51%	50%	51%

…but a disproportionate share of serious crashes are happening in EFAs

Equity Focus Areas
- Bicyclist Fatalities and Severe Injuries: 75%
- Pedestrian Fatalities and Severe Injuries: 75%
- All Fatalities and Severe Injuries: 65%

Not Equity Focus Areas
- Bicyclist Fatalities and Severe Injuries: 25%
- Pedestrian Fatalities and Severe Injuries: 25%
- All Fatalities and Severe Injuries: 35%

Legend:
- ■ Bicyclist Fatalities and Severe Injuries
- ■ Pedestrian Fatalities and Severe Injuries
- ■ All Fatalities and Severe Injuries

RTP climate policy framework

The Climate Smart Strategy establishes a plan to meet greenhouse gas reduction targets set by the State. It identifies high- and moderate-impact climate actions.

Climate Smart Strategy | Largest potential carbon reduction impact*

Vehicles and Fuels (Investment)
- Newer, more fuel efficient vehicles
- Low- and zero-emission vehicles
- Reduced carbon intensity of fuels

Pricing (Policy)
- Carbon pricing
- Gas taxes
- Per-mile road usage charges (e.g., OReGO)
- Parking management and pricing
- Pay-as-you-drive private vehicle insurance

Community Design (Policy with Investment)
- Walkable communities and job centers facilitated by compact land use in combination with walking, biking and transit connections

Transit (Investment)
- Expanded transit coverage
- Expanded frequency of service
- Improvements in right-of-way to increase speed and reliability of buses and MAX

Climate Smart Strategy | Moderate potential carbon reduction impact*

Active Transportation (Investment)
- New biking and walking connections to schools, jobs, downtowns and other community places

Travel Information and Incentives (Investment)
- Commuter travel options programs
- Household individualized marketing programs
- Car-sharing and eco-driving techniques

System Management and Operations (Investment)
- Variable message signs and speed limits
- Signal timing and ramp metering
- Transit signal priority, bus-only lanes, bus pull-outs
- Incident response detection and clearance

Climate Smart Strategy | Low potential carbon reduction impact*

Street and Highway Capacity (Investment)
- New lane miles (e.g, general purpose lanes, auxiliary lanes)

To meet the updated targets, the RTP needs to reduce per capita GHG emissions by 35 percent below 2005 levels by 2050.

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RTP mobility policy framework

The updated Regional Mobility Policy will replace a 20-year-old interim policy that focused solely on addressing motor vehicle congestion.

The update will address a variety of modes and outcomes, including system completeness, VMT per capita, and throughway reliability (using travel speeds). [20]

Mobility + climate

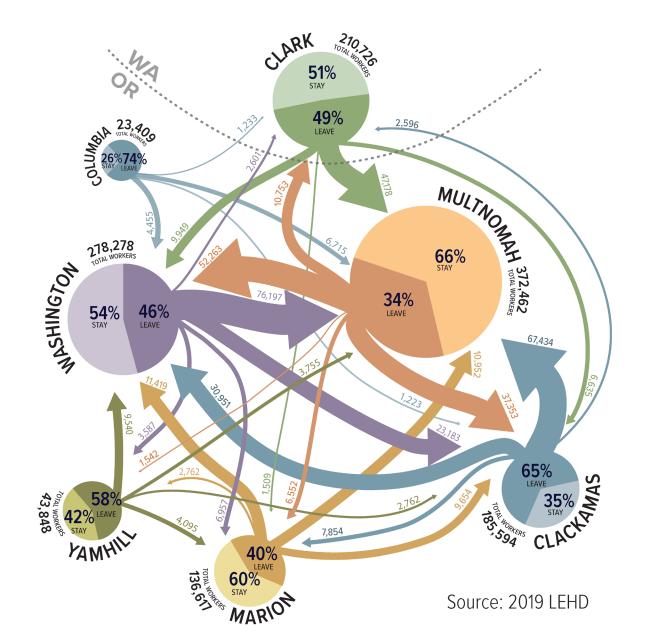The mobility- and climate-related elements of the RTP are evolving in similar directions:

- Both establish VMT per capita and system completeness as key performance measures.
- Achieving success in both areas depends on making transit and active transportation as convenient and useful as driving is.
- Both mobility and climate are shaped by ongoing processes.

The draft of the needs assessment focuses on examining current conditions with respect to system completeness and VMT/capita.
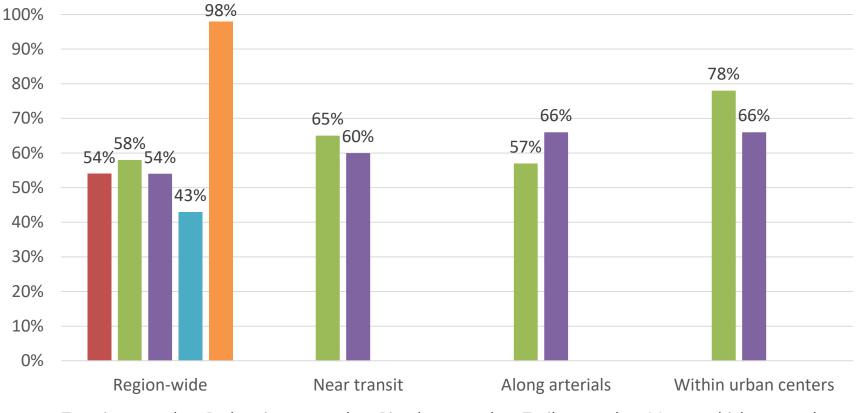
Mobility + climate: key findings

- Over 45 percent of workers in the 3 Metro-area counties work in a different county than they live in.
- The planned motor vehicle network is much more complete than other modal networks.
- Active transportation networks are mostly complete within regional centers and near transit. However, there are still plenty of small gaps in these areas that hinder people's ability to walk and bike.
- Per capita VMT in the region has been lower than the national average since 1997. But in order to meet ambitious GHG reduction targets the region may need to take new approaches.
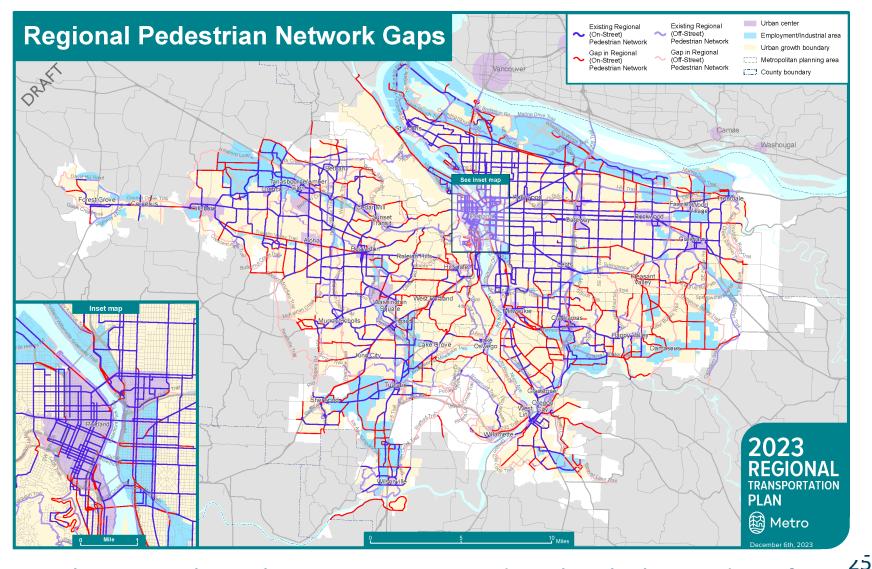
County-to-county commute flows

Source: 2019 LEHD
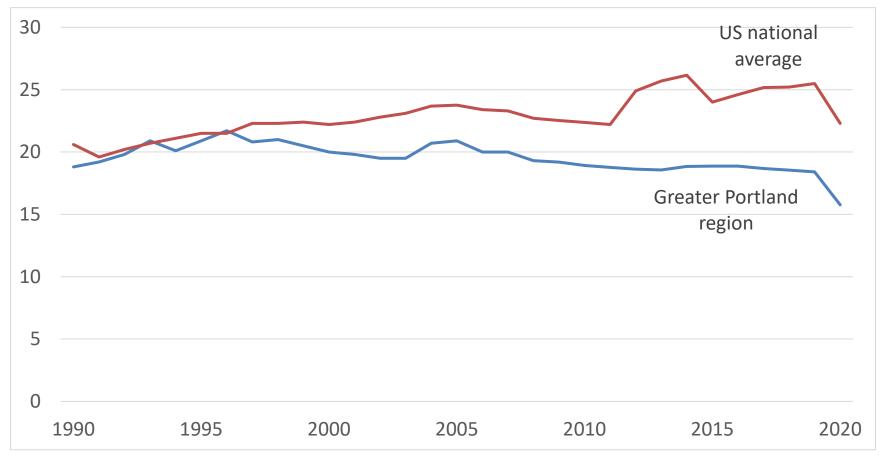
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System completeness

The motor vehicle network is generally much more complete than other modal networks. The bicycle and pedestrian networks are generally more complete in key locations – though not along arterials.[24]

Gap maps are available!

Regional Pedestrian Network Gaps

Please explore these gap maps in detail to help us identify opportunities to complete important connections.
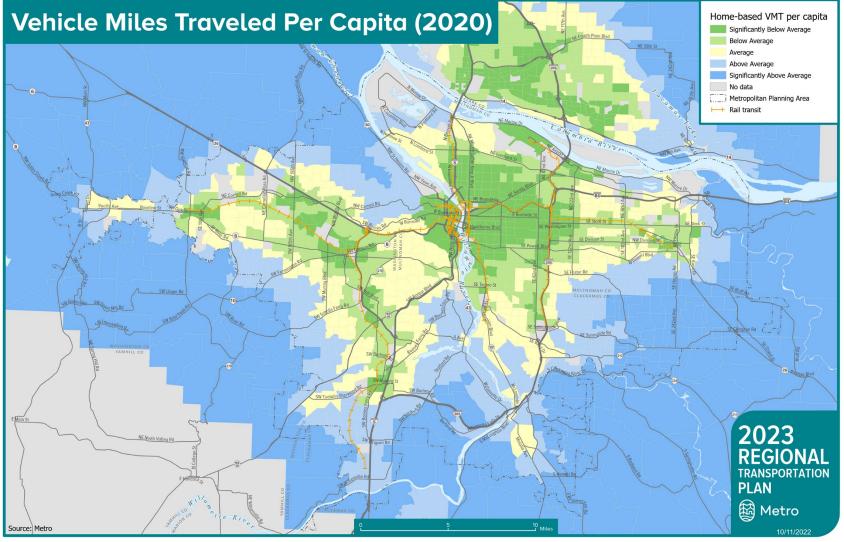
VMT per capita: how are we doing?

VMT per capita in the Greater Portland region has been significantly lower than the national average since 1997. The region's successes in transportation and land use planning appear to have had a lasting impact on people's travel choices.
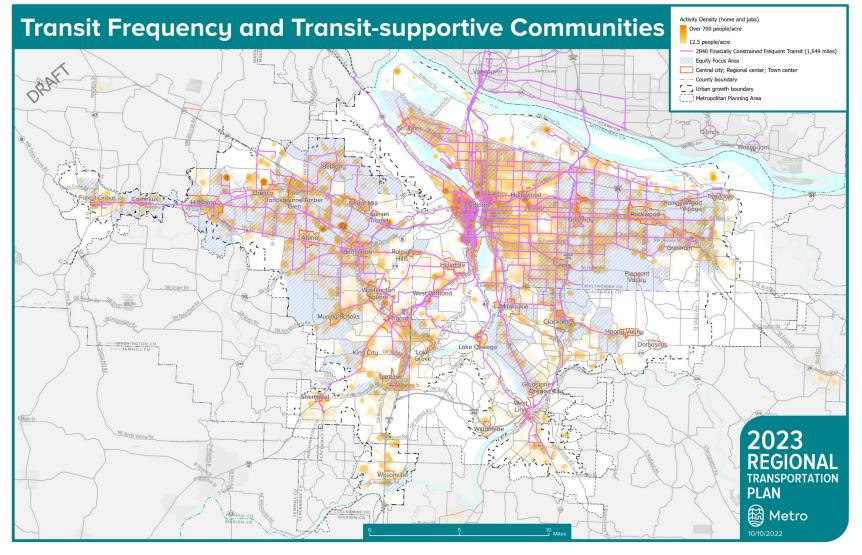
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VMT per capita: what is our target?

This chart shows regional and national VMT per capita trends alongside a trendline illustrating regional GHG reduction targets – which, per State direction, are equivalent to VMT reductions. [27]

VMT/capita varies by community

Vehicle Miles Traveled Per Capita (2020)

Home-based VMT per capita
- Significantly Below Average
- Below Average
- Average
- Above Average
- Significantly Above Average
- No data
- Metropolitan Planning Area
- Rail transit

Source: Metro

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10/11/2022

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Potential opportunities to increase frequent transit

Transit Frequency and Transit-supportive Communities

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Vibrant and Prosperous Communities

- JPACT and Metro Council directed staff to add a fifth RTP priority, Vibrant and Prosperous Communities, focused on coordinating transportation and land use.
- Many of the figures and tables in the draft Needs Assessment describe the extent to which regional centers offer better connections and more diverse travel options.

Next steps

- By October 26, email feedback to eliot.rose@oregonmetro.gov
- Oct-Dec 2022: Share additional information from the draft needs assessment, particularly on Climate and Mobility, with agency and community partners.
- Nov-Dec 2022: Share information about the RTP Call for Projects.
- Jan 6 - Feb 17 2023: RTP Call for Projects is open
- Mar 2023: RTP performance analysis

Discussion questions

- Does the draft Needs Assessment reflect RTP policy direction on Climate, Mobility, Safety, and Equity?
- What strategies should the region consider focusing on in the RTP to address the needs highlighted today?
- What other information could help illuminate needs related to Vibrant and Prosperous Communities?

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