



METRO/ODOT MOBILITY POLICY UPDATE

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Today's purpose

Introduce the project

Seek feedback on project objectives and proposed approach



As greater Portland grows...

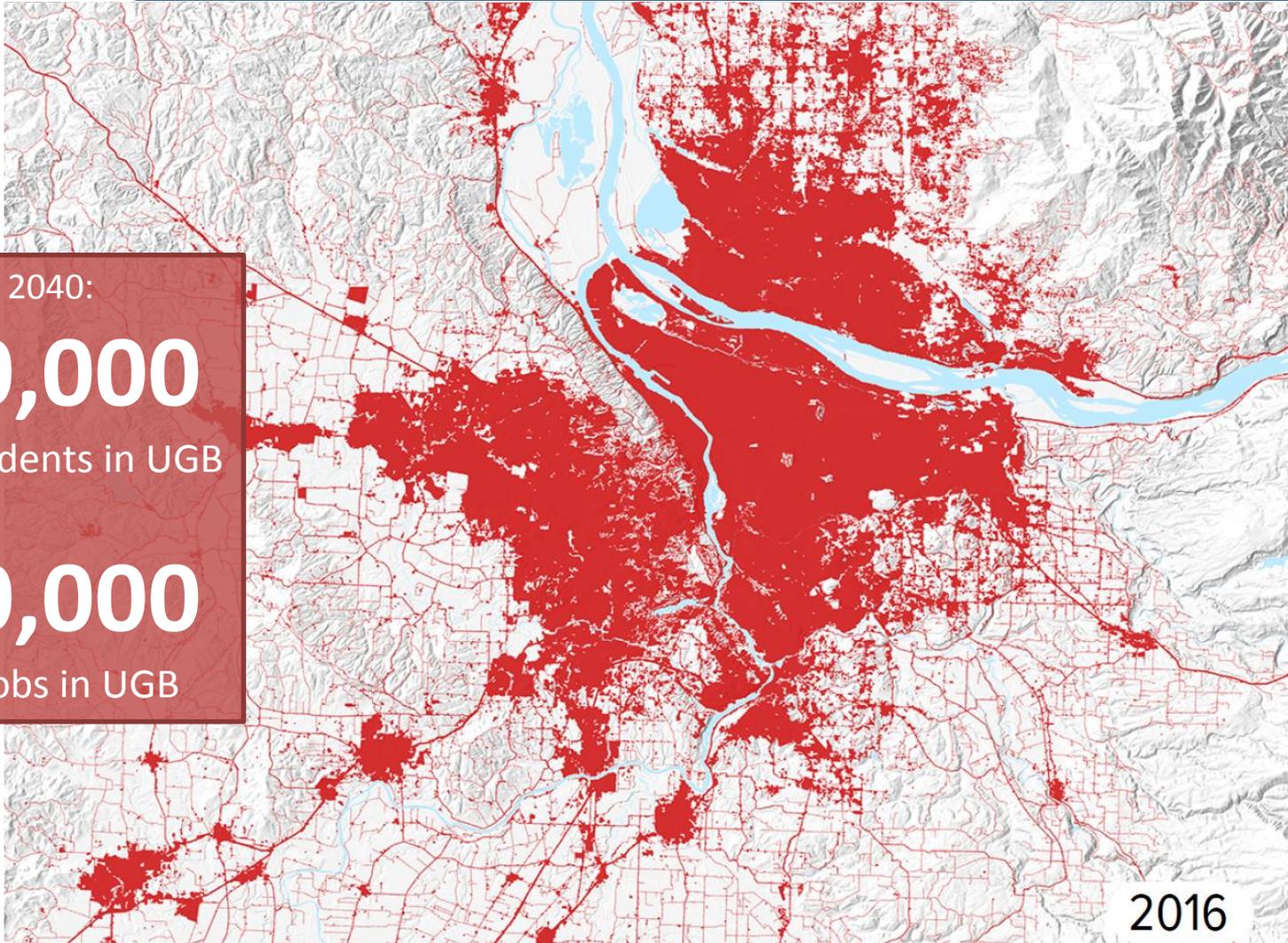
By 2040:

500,000

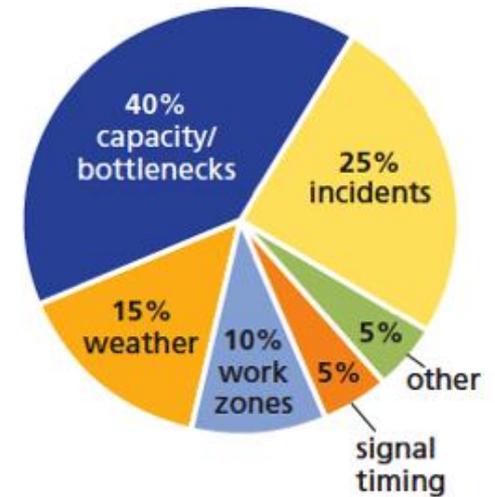
more residents in UGB

350,000

more jobs in UGB



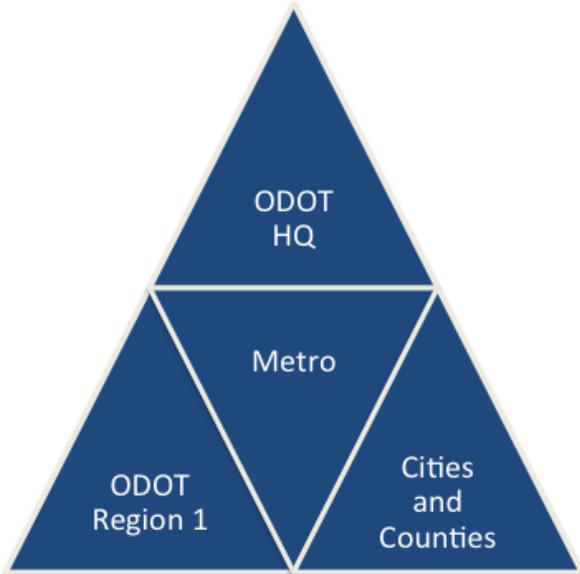
...more people and goods travel



More than half of all congestion is caused by crashes, breakdowns and other causes.

- 2018 RTP Chapter 4

Coordinated planning is essential to keeping pace with our changing region



Coordinated planning across all levels of government is required by Federal and state law

Coordinated plans identify needs and set policies for investments

Investments have been historically driven by traffic congestion in our growing region



What is our current congestion policy?

Targets accept peak period congestion and aim to preserve off-peak mobility for freight

Locations	Targets		
	Mid-day	1 st hour*	2 nd hour*
Centers and main streets	.99	1.1	.99
Arterials outside of centers and main streets	.90	.99	.99
Throughways**	.99 or .90	1.1 or .99	.99

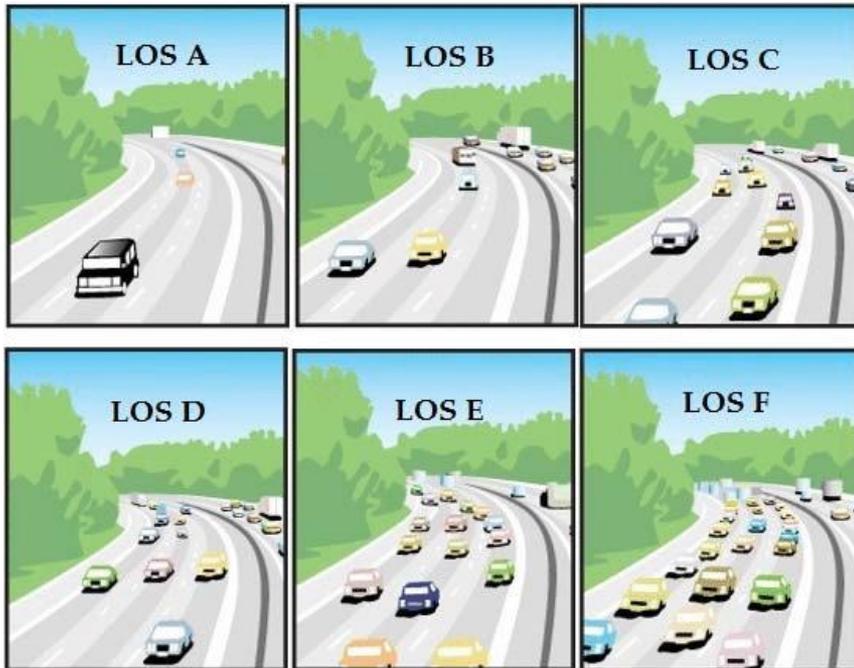
* = AM/PM 2-hour peak period

** = Varies by facility

See 2018 RTP Table 2.4 and OHP Table 7

Traditional measure of congestion | Volume-to-capacity ratio

What it looks like and how it's measured



LOS	V/C	Throughways
A	.50 to .59	More than 60 mph
B	.60 to .69	57 to 60 mph
C	.70 to .79	54 to 57 mph
D	.80 to .89	46 to 54 mph
E	.90 to .99	30 to 46 mph
F	1.0	Less than 30 mph
>F	>1.0	Demand exceeds capacity

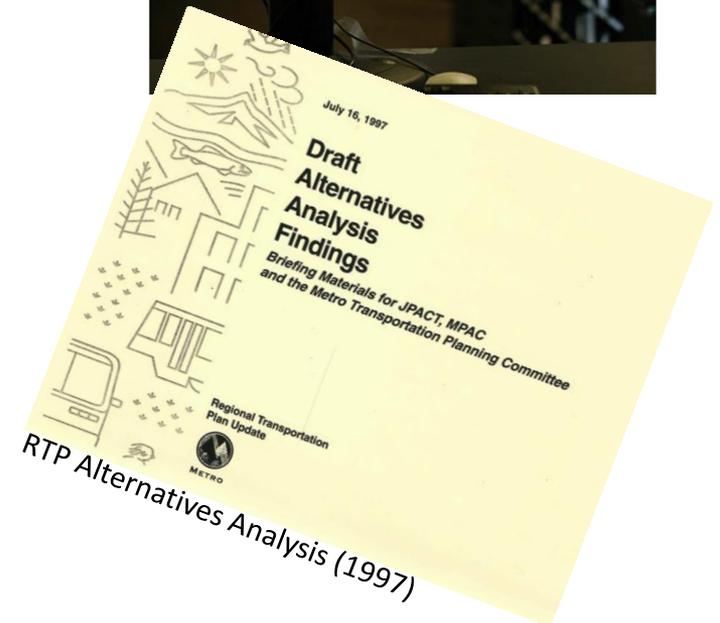
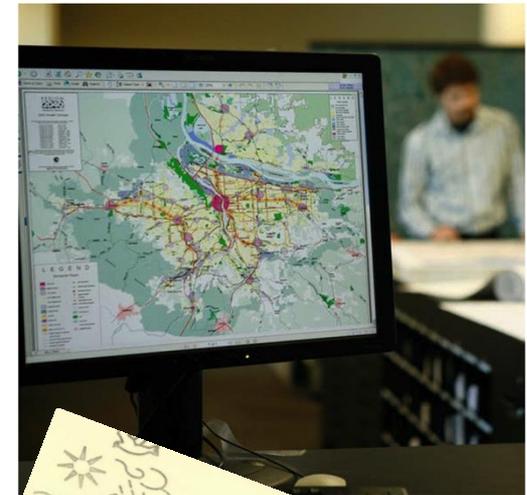
Source: Adapted from TRB Highway Capacity Manual

The most widely adopted metric for reporting transportation system performance in the U.S. since the 60's

Measures how full the road system is based on vehicle volumes, capacity of road and vehicle speeds.

2000 RTP tailored the mobility policy to support the 2040 Growth Concept

- Prior to 2000, the policy was all-day LOS “D” for all major streets and throughways
- “Interim” policy represented a major shift in transportation policy
- Policymakers based new policy on political consensus that the public was:
 - (a) not expecting this level of mobility
 - (b) unwilling to pay for the road capacity it would require
 - (c) wary of the impacts of projects that would have to be built
- The policy was subsequently adopted in the Oregon Highway Plan in 2002



2000 RTP adopted new strategies for managing congestion

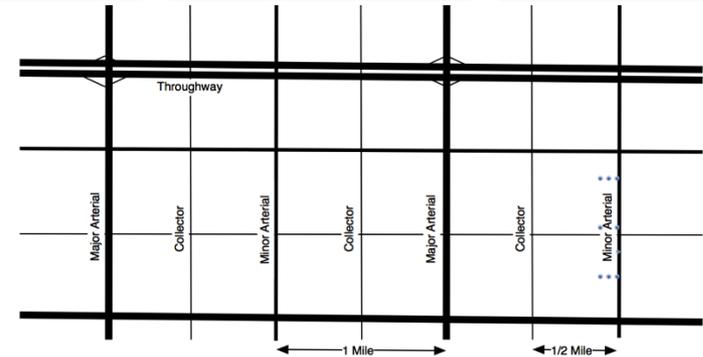
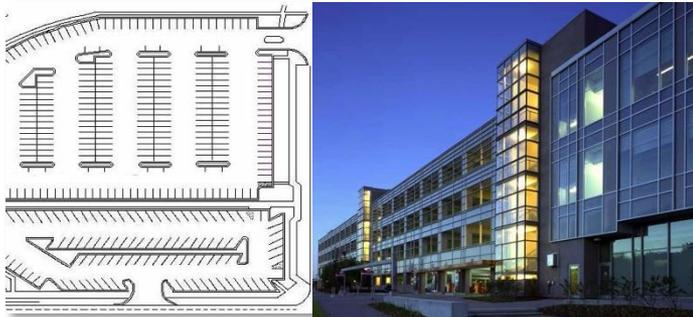
Set targets to reduce driving alone



Set targets for system sizing & connectivity

Class	Capacity	Spacing
Throughway	Up to 6 lanes	n/a
Arterial	Up to 4 lanes	1 mile
Collector	2-3 lanes	1/2 mile
Local	1-2 lanes	330 to 530'

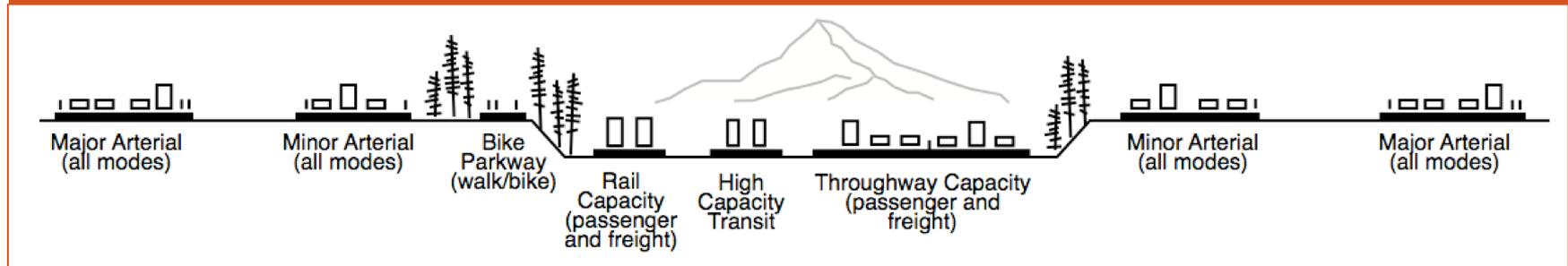
Manage parking



2010 RTP focuses on broader outcomes

- Begins transition to focus on broader desired **outcomes**
- Identifies the **need to update the region's congestion policy**
- Introduces concepts of **mobility corridors** and **system completion** to define a finish line for the regional system

Typical multimodal mobility corridor



2018 RTP further advances performance-based decisions

- New and updated system performance measures and targets reflect broader set of goals and desired outcomes
- Equity, safety, climate and congestion identified as priorities
- New federal MAP-21 targets that focus on reliability for people and freight



Why Now? Our region is at a crossroads.



2018 Regional Transportation Plan

*A blueprint for the future of transportation
in the greater Portland region*

Adopted December 6, 2018

oregonmetro.gov/rtp

2018 RTP failed to meet current mobility policy

Cities and counties are increasingly unable to meet current mobility policy

Better align policy with regional values, goals and desired outcomes, as well as with state and local goals

- Shift focus from vehicles to people and goods
- Can't afford what it would take to meet policy
- Impacts remain a top concern

State and local decisions are connected to current congestion policy



What is the difference between a policy and standard?

A mobility **policy** is a statement of intent and direction for achieving desired outcomes at the regional and system level.

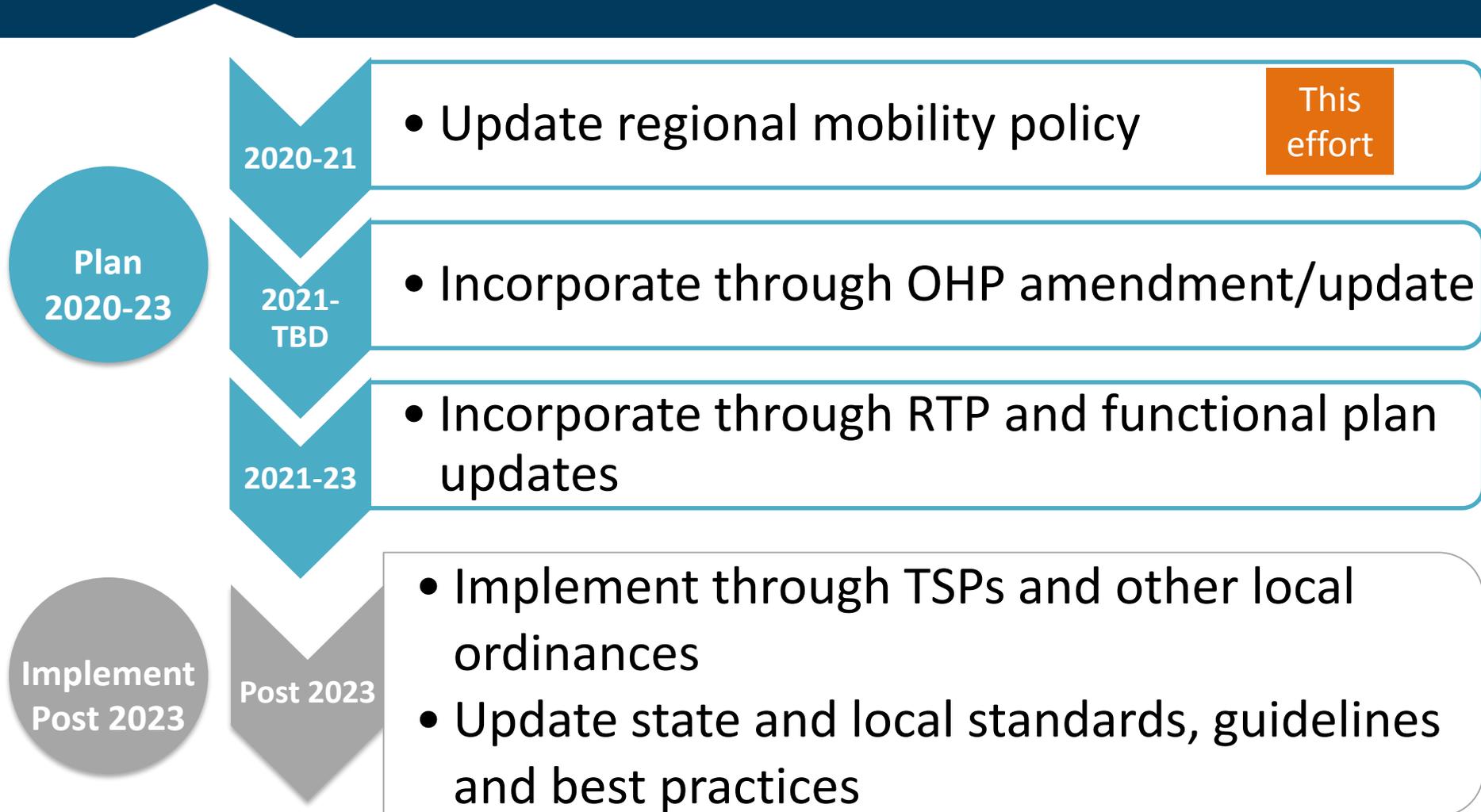
A mobility **measure** is a metric that is used to set targets and standards and to assess progress toward achieving the established targets and standards. Mobility is currently defined as a ratio of vehicle volume-to-capacity (v/c ratio).

The RTP defines **v/c-based targets** to implement the current mobility policy.

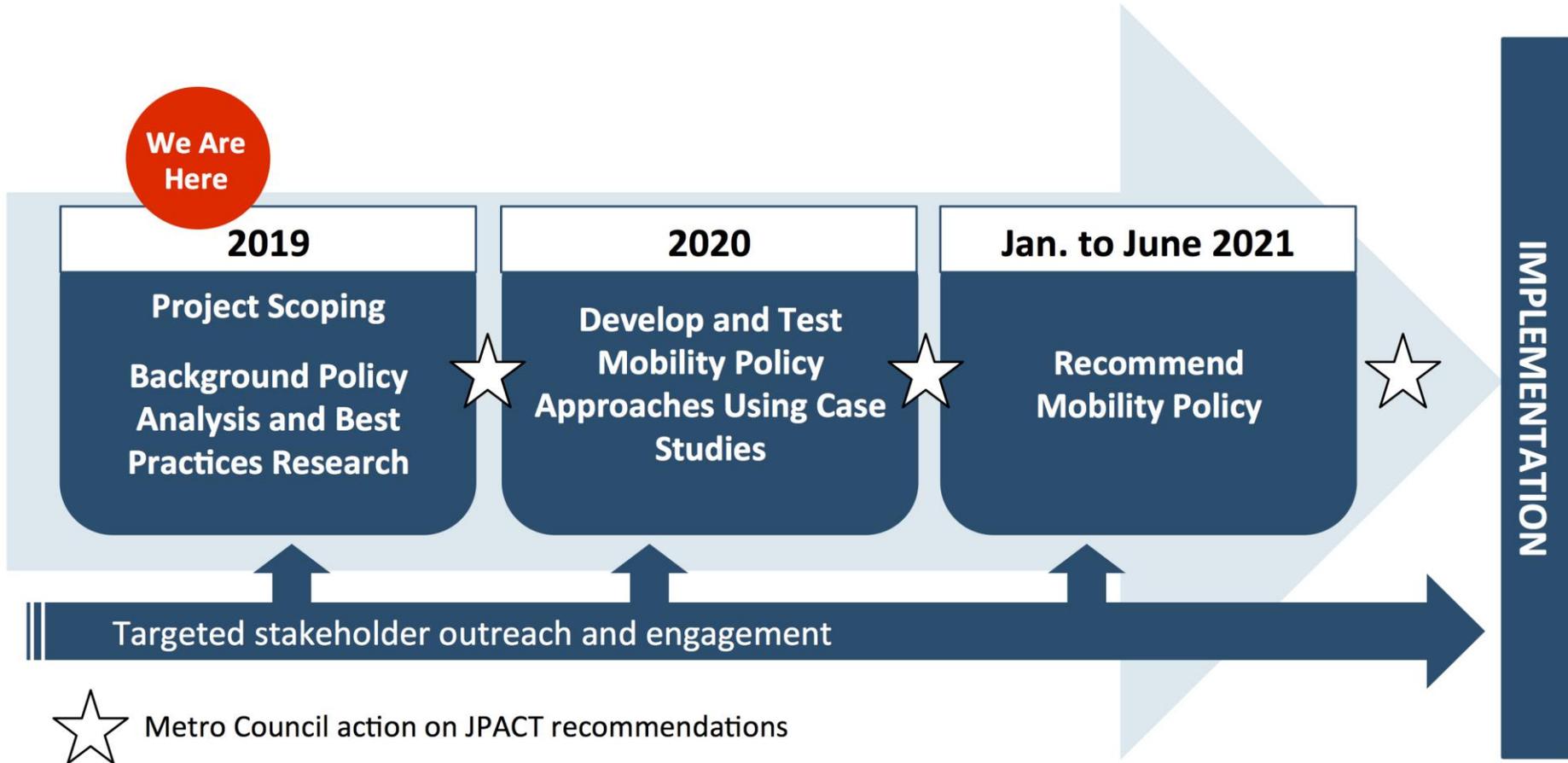
A mobility **standard** is a v/c-based threshold used to regulate plan amendments, mitigate development impacts and determine road design requirements at a local or project level.



Where is this headed?



Two-year timeline for updating our policy



Purpose of mobility policy update

- **Update the mobility policy framework** in the Regional Transportation Plan (RTP) and Oregon Highway Plan (OHP)
- **Develop alternative mobility measures and targets** to guide the development of regional and local transportation system plans and the evaluation of plan amendments and zoning changes subject to the Transportation Planning Rule (TPR) -0060

We are updating the way the region defines mobility and measures success

Mobility measures to explore



Vehicle miles traveled



Mode share



People and goods
throughput



Trip length



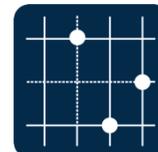
Access to jobs and
destinations



Travel time and
reliability



Vehicle hours
traveled



System completeness

Project partnerships and engagement



Metro Council, JPACT and OTC
decision-making processes

**Existing regional technical
advisory committees**

Targeted outreach to cities and
counties through coordinating
committees, business and freight
associations, practitioners,
developers, community-based
organizations

Scoping engagement activities

- TPAC and MTAC
- Coordinating committees (TACs)
- Metro Council
- JPACT
- MPAC
- Stakeholder interviews
- Community leaders' discussion
- Coordinating committees (policy)



What we've heard...so far



Next steps for 2019

SUMMER

Stakeholder interviews and other outreach to shape approach and desired outcomes for update

AUG. 21

TPAC/MTAC workshop to further shape approach and desired outcomes for update

FALL

TREC/PSU background research

Project team finalizes work plan and engagement plan for JPACT and Metro Council consideration

NOV. – DEC.

JPACT and Council discussions/consider approval of work plan and engagement plan

Thank you!

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