



METRO/ODOT MOBILITY POLICY UPDATE

Project Briefing | October 2019

Kim Ellis, Metro Project Manager

Today's purpose

Introduce project

Seek feedback on:

- draft project objectives
- proposed approach



Project purpose

Update the policy on how the region defines mobility and measures success for our transportation system

Recommend amendments to the RTP and Oregon Highway Plan Policy 1F for the Portland area



Why Now?



2018 Regional Transportation Plan

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

Adopted December 6, 2018

oregonmetro.gov/rtp

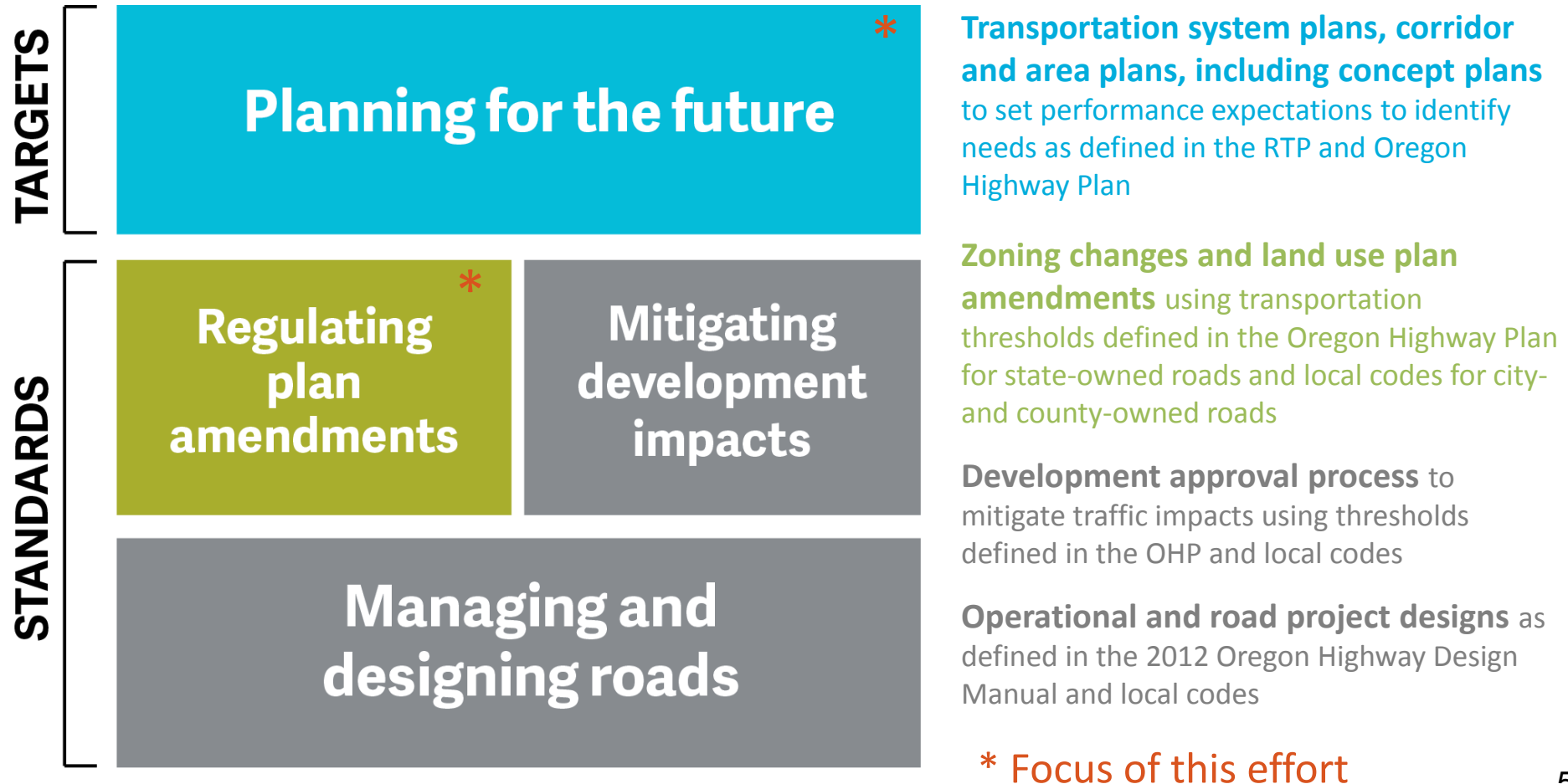
2018 RTP failed to meet current mobility policy

Cities and counties are increasingly unable to meet current mobility policy

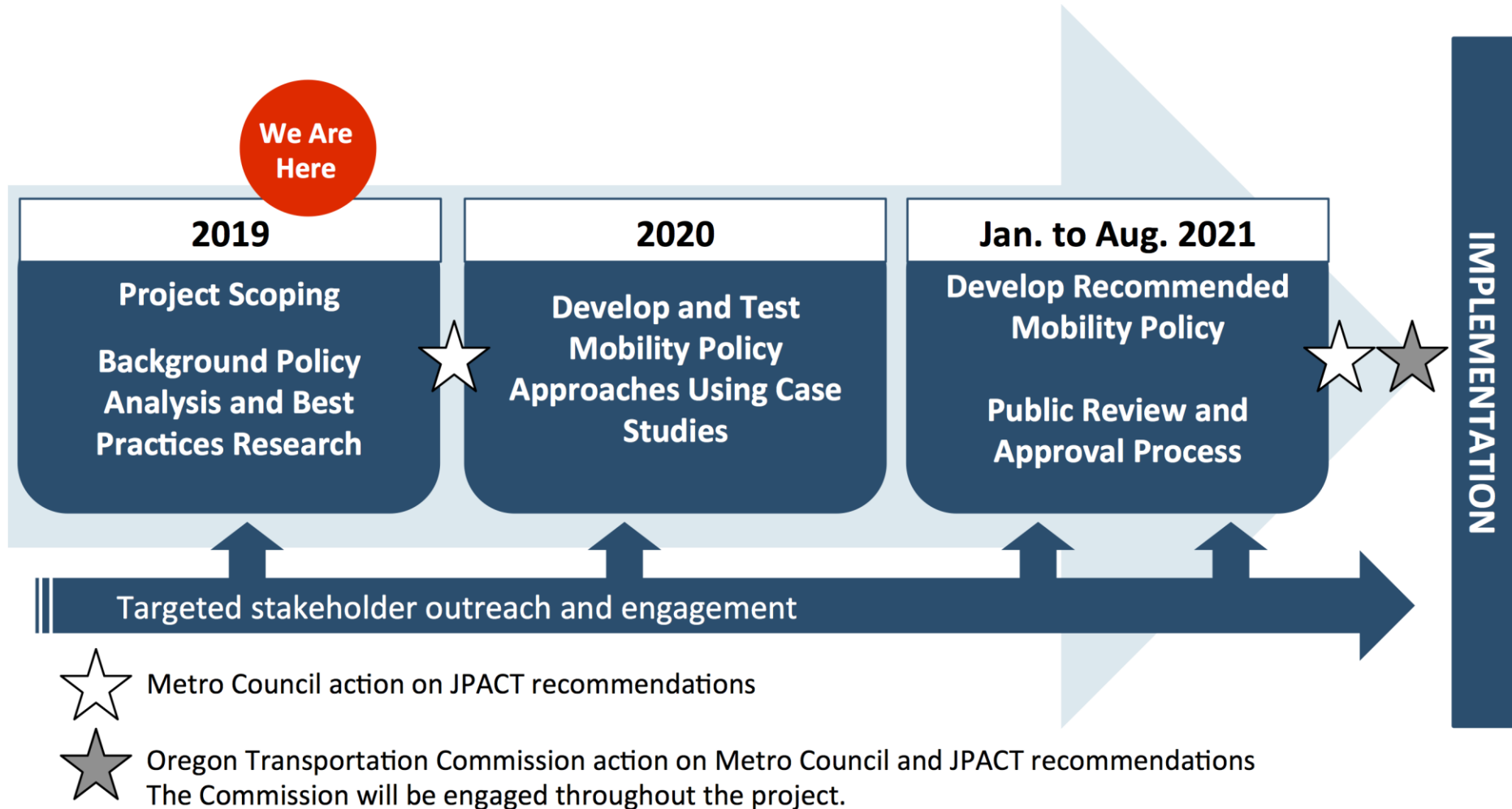
Better align policy with regional values, goals and desired outcomes, as well as with state and local goals

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

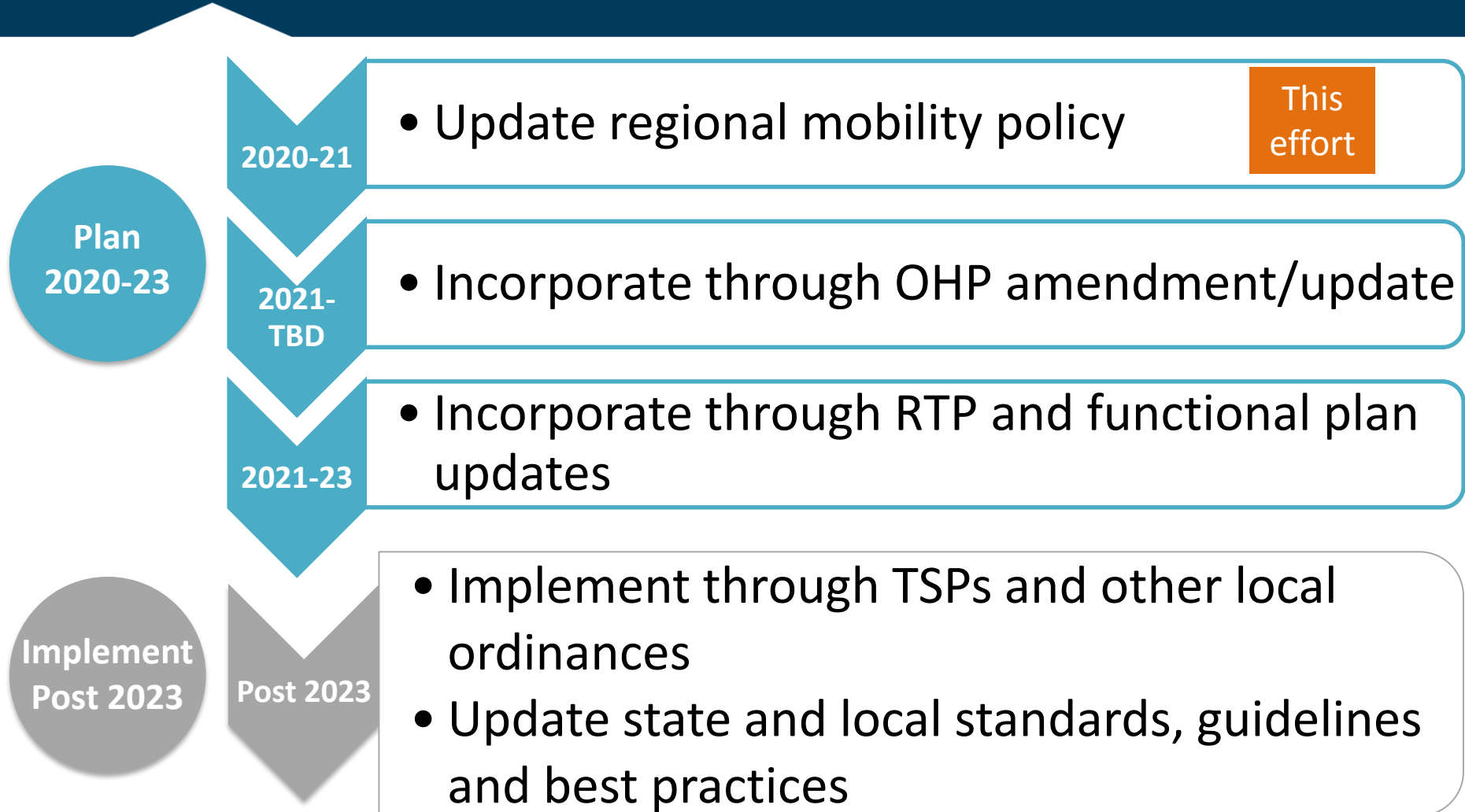
State, regional and local decisions are connected to the mobility policy



Two-year timeline for updating our policy



Where is this headed?



Scoping engagement activities

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



We've heard broad support for proposed approach and objectives



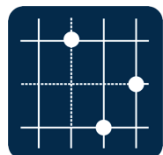
Mobility measures to explore



Travel time and
reliability



Access to jobs,
destinations and transit



System completeness
and connectivity



Safety



Vehicle miles traveled



Duration of congestion
(volume-to- capacity ratio)



Mode share



People and goods
throughput



Vehicle hours
traveled



Trip length

Note: This list is not exhaustive and will be updated to capture previous Metro, ODOT, DLCD and local government performance measure work and findings from the PSU/TREC best practices research that is underway.

DRAFT Key work plan tasks in 2020

Jan. to
Mar.
'20

Illustrate Current Approaches (strengths and weaknesses)

Jan. to
Mar.
'20

Report on 2018 RTP Mobility Performance

Jan. to
Mar.
'20

Report on Best Practices Assessment (approaches and measures)

April to
June
'20

Identify Case Study Locations

April to
Sept.
'20

Develop Criteria for Evaluating and Selecting Potential Measures for Testing*

Sept. to
Dec.
'20

Conduct Case Study Analysis and Prepare Findings

Dates are
tentative and
subject to
change

* Key tasks that will include seeking feedback and/or direction from JPACT, the Metro Council and the Oregon Transportation Commission.

DRAFT Key work plan tasks in 2021

Jan. to
May
'21

Develop Recommended Mobility Policy for the RTP and Proposed Amendment to OHP Policy 1F*

Jan. to
May
'21

Develop Local, Regional and State Action Plan to Implement Recommended Mobility Policy

June to
Aug.
'21

Conduct Public Review and Refinement Process*

June to
Aug.
'21

Conduct Approval Process*

Dates are
tentative and
subject to
change

* Key tasks that will include seeking feedback and/or direction from JPACT, the Metro Council and the Oregon Transportation Commission.

DRAFT Key engagement strategies



Metro Council, JPACT and Oregon Transportation Commission decision-making processes

Metro technical and policy advisory committees' meetings

County coordinating committees' meetings

Technical expert panels/workshops/forum(s), practitioner briefings

Community leaders' forums

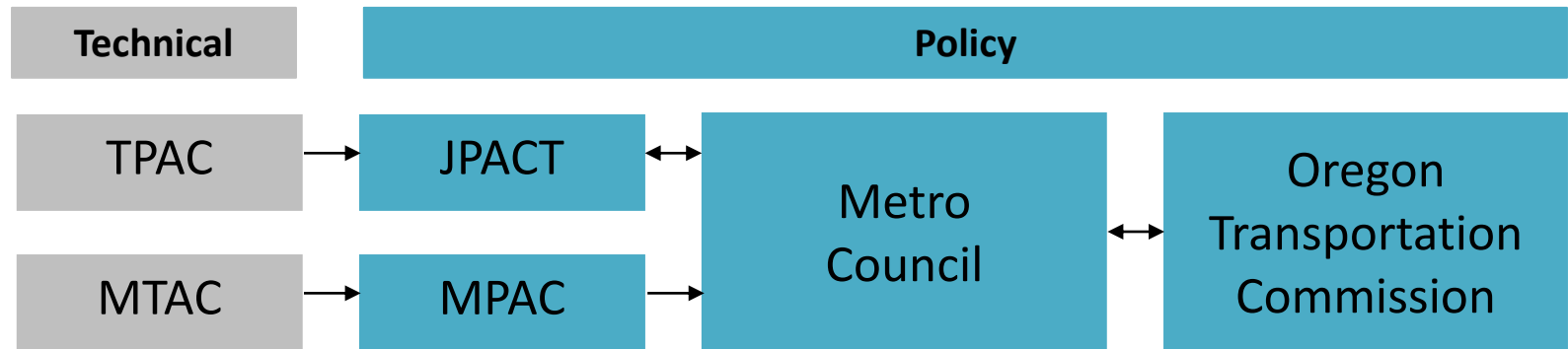
Factsheets, newsfeeds, E-newsletters

Consultation activities

Public comment period and hearings

Project website

Decision-making process



The information gathered from engagement activities will be shared with advisory committees and decision-makers in a variety of ways to ensure they have opportunity to contemplate and fully consider stakeholder and public input.

Next steps for 2019

MAY – OCT.

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

TREC/PSU research begins in Sept. through Dec.

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

OCT. – NOV.

TPAC reviews work plan and engagement plan **and makes recommendation to JPACT**

OCT. – DEC.

JPACT and Council discuss and consider approval of work plan and engagement plan

Questions and discussion

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**Visit
[oregonmetro.gov/
mobility](https://oregonmetro.gov/mobility)**

oregonmetro.gov



What is our current congestion policy?

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

Locations	RTP 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

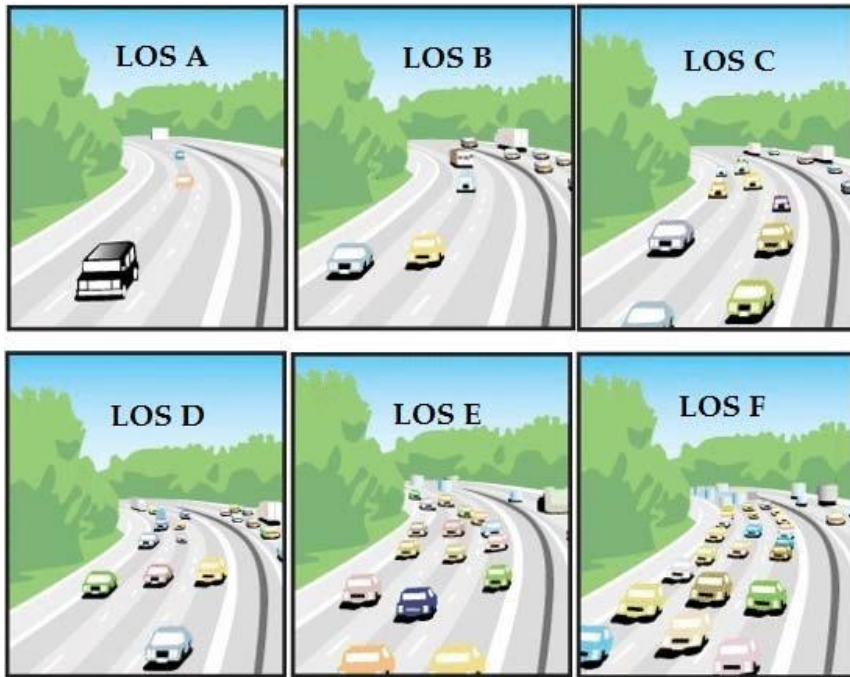
* = AM/PM 2-hour peak period

** = Varies by facility

See 2018 RTP Table 2.4 and OHP Table 7 for Portland region

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

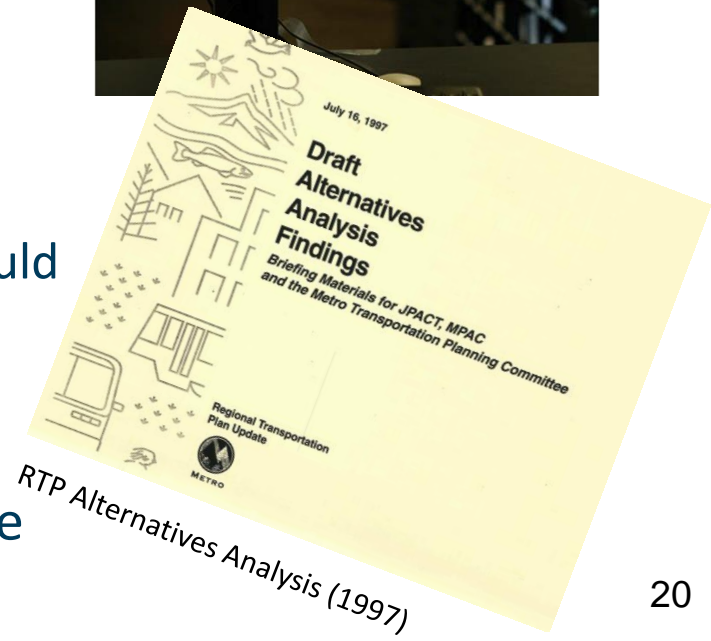
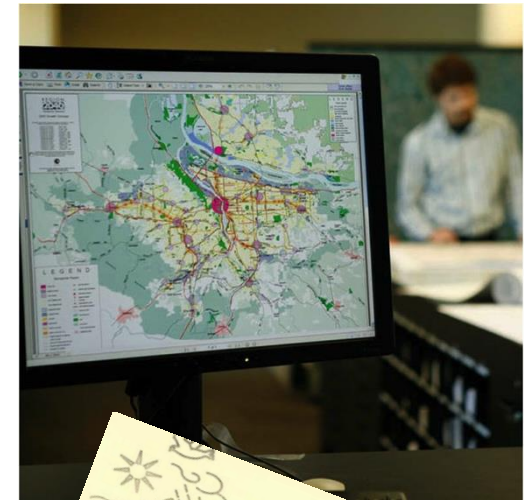
Source: Adapted from TRB Highway Capacity Manual

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

- New targets for vehicle traffic accept peak period congestion and aim to preserve off-peak travel flow for freight
- “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



RTP Alternatives Analysis (1997)

2000 RTP adopted new strategies for managing congestion

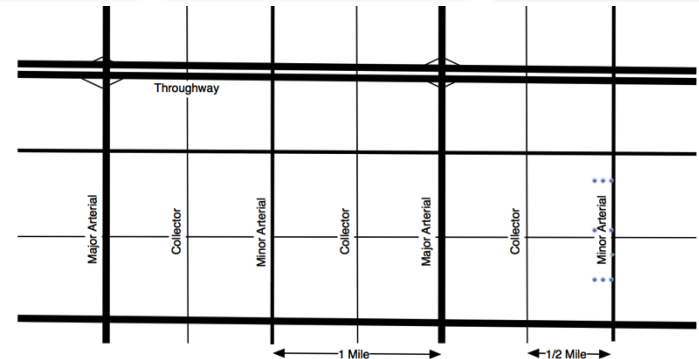
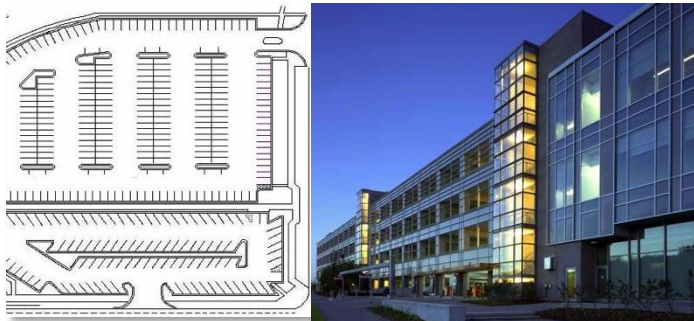
Set targets to reduce driving alone



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'

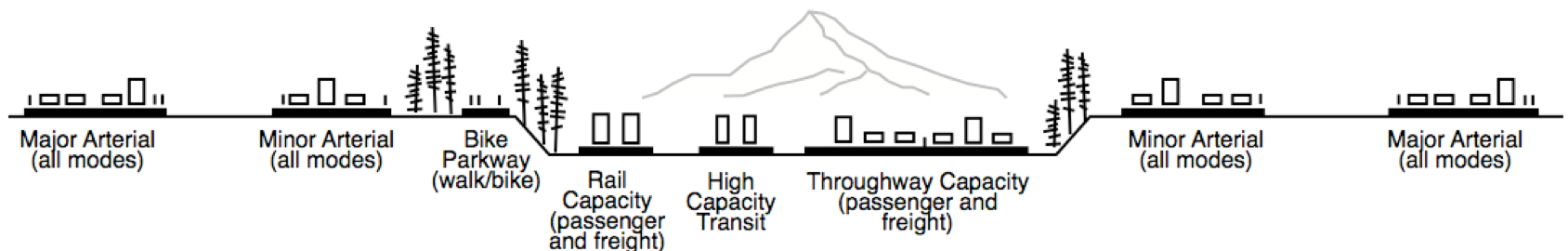
Manage parking



2010 RTP focuses on broader outcomes

- Begins transition to focus on broader desired **outcomes**
- Identifies the **need to update the region's mobility 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

