



# Meeting minutes

Meeting: **Metro Technical Advisory Committee (MTAC) and Transportation Policy Alternatives Committee (TPAC) workshop meeting**

Date/time: Wednesday, February 16, 2022 | 10:00 a.m. to noon

Place: Virtual conference meeting held via Zoom

**Members, Alternates Attending**

Tom Kloster, Chair  
Karen Buehrig  
Allison Boyd  
Jessica Berry  
Chris Deffebach  
Erin Wardell  
Lynda David  
Eric Hesse  
Peter Hurley  
Jaimie Lorenzini  
Dayna Webb  
Jay Higgins  
Julia Hajduk  
Tara O'Brien  
Tom Mills  
Chris Ford  
Glen Bolen  
Tom Bouillion  
Idris Ibrahim  
Katherine Kelly  
Carol Chesarek  
Ray Eck  
Tom Armstrong  
Terra Wilcoxson  
Colin Cooper  
Aquilla Hurd-Ravich  
Laura Terway  
Chris Damgen  
Adam Barber  
Kevin Cook  
Matt Hermen  
Laura Kelly  
Anne Debbaut  
Shelly Parini  
Cindy Detchon  
Nina Carlson  
Darci Rudzinski  
Brittany Bagent  
Brett Morgan  
Ryan Makinster  
Andrea Hamberg

**Affiliate**

Metro  
Clackamas County  
Multnomah County  
Multnomah County  
Washington County  
Washington County  
Southwest Washington Reg. Transportation Council  
City of Portland  
City of Portland  
City of Happy Valley and Cities of Clackamas County  
City of Oregon City and Cities of Clackamas County  
City of Gresham and Cities of Multnomah County  
City of Sherwood and Cities of Washington County  
TriMet  
TriMet  
Oregon Department of Transportation  
Oregon Department of Transportation  
Port of Portland  
Community Representative  
City of Vancouver  
Multnomah County Citizen  
Washington County Citizen  
City of Portland  
City of Gresham  
City of Hillsboro  
City of Oregon City  
City of Happy Valley  
City of Troutdale  
Multnomah County  
Multnomah County  
Clark County  
Department of Land & Conservation Development  
Department Land Conservation and Development  
Clackamas County Water Environmental Services  
North Clackamas School District  
NW Natural  
Private Economic Development Organizations  
Greater Portland, Inc.  
1000 Friends of Oregon  
Home Builders Association of Metropolitan Portland  
Public Health & Urban Forum, Multnomah County

Brendon Haggerty

Public Health & Urban Forum, Multnomah County

**Guests Attending**

Sarah Iannarone  
Chris Smith  
Barbara Fryer  
Lucia Ramirez  
Warren Schuyler  
Mike Weston  
Ryan Dyar  
Cody Field  
Garet Prior  
Jessica Engelmann  
Rachael Dawson  
Kerrie Franey  
Elizabeth Heredia  
Susie Wright  
Briana Calhoun  
Molly McCormick  
Matt Berkow  
Grant O'Connell  
Joseph Auth  
Lidwien Rahman  
Steve Kelley  
Unidentified Caller

**Affiliate**

The Street Trust  
No More Freeways  
City of Cornelius  
Oregon Department of Transportation  
City of Tigard  
City of King City  
City of Milwaukie  
City of Tualatin  
Oregon Department of Transportation  
City of Beaverton  
Cascade Policy  
Oregon Department of Transportation  
Commerce Properties  
Kittelsohn & Associates  
Fehrs & Peers  
Kittelsohn & Associates  
City of Portland  
TriMet  
City of Hillsboro  
Oregon Department of Transportation  
Washington County

**Metro Staff Attending**

Ted Leybold, Planning Resource Manager  
John Mermin, Senior Transportation Planner  
Lake McTighe, Senior Transportation Planner  
Ted Reid, Principal Transportation Planner  
Eliot Rose, Tech Strategist & Planner  
Caleb Winter, Senior Transportation Planner  
Thaya Patton, Senior Researcher & Modeler  
Bill Stein, Senior Researcher & Modeler  
Molly Cooney-Mesker, Communications  
Ally Holmqvist, Senior Transportation Planner

Kim Ellis, Senior Transportation Planner  
Grace Cho, Senior Transportation Planner  
Chris Johnson, Research Manager  
Tim Collins, Principal Transportation Planner  
Matthew Hampton, Senior Transportation Planner  
Cindy Pederson, Research & Modeler Manager  
Joe Gordon, Research & Modeling  
Grace Stainback, Associate Transportation Planner  
Marne Duke, Senior Transportation Planner  
Marie Miller, TPAC & MTAC Recorder

**Call meeting to order, introductions and committee updates** (Chair Kloster)

Chair Tom Kloster called the workshop meeting to order at 10:00 a.m. Introductions were made. The meeting format held in Zoom with chat area for shared links and comments, screen name editing, mute/unmute, and hands raised for being called on for questions/comments were among the logistics reviewed. It was announced the committees will be receiving a memo in their next regular meeting packet regarding panelists (members and alternates) shown onscreen, with others attending in the attendee area in Zoom meetings. Workshops will be held openly for all onscreen for full participation.

**Public /Committee Communications on Agenda Items** – none provided

**Consideration of MTAC/TPAC workshop summary of December 15, 2021** – no edits or corrections

**Regional Mobility Policy Update: Case Study Findings** (Kim Ellis, Metro/ Glen Bolen & Lidwien Rahman, ODOT/ Susie Wright, Kittelson & Associates) Ms. Ellis and Ms. Wright presented information on the Case Study Findings and recommended measures and potential measurement options of the draft Regional Mobility Policy Update. The policy relies on a vehicle based measure of mobility (and thresholds) to evaluate current and future performance of the motor vehicle network during peak travel periods. The measure, also known as the v/c ratio, is the ratio of motor vehicle volume to motor vehicle capacity of a given roadway. Regional Mobility Policy update began in 2019 and will be completed in fall 2022 for use in the 2023 Regional Transportation Plan update.

The case studies research focused on learning more about each of the potential new mobility measures and potential ways in which the measures could be applied across different land use/transportation contexts and planning applications – focusing on system planning and plan amendments.

The case study findings (attachment 1 in the packet) and preliminary mobility policy recommendations (attachment 2 in the packet) from this research and subsequent stakeholder input and direction from JPACT and the Metro Council will be used by the project team to develop a recommended mobility policy for the 2023 RTP and proposed amendments to Policy 1F of the OHP, including measures, targets/standards and methodologies.

Potential application of the measures being tested:

**System Planning**

- Apply as target in planning
- Define the planned complete system
- Set standards based on what the plan achieves

**Plan Amendments**

- Identify if there is a measurable change in performance
- Compare to standard
- Identify mitigations

**Vehicle-focused Measures, Key Findings:**

- **Travel Speed** is relatable and consistent with facility management
- Using **Travel Speed** reduces overemphasis/over design on long-term intersection operations
- Intersection **v/c ratio** still has a place in planning and near-term mitigations
- **Duration of Congestion** will need to be considered in the policy for either congestion metric
- **Queuing** will need to be considered in the policy for either off-ramps only or for arterial intersections as well

**Land Use Efficiency Measures, Key Findings:**

**Key findings:**

- **VMT/capita** can be modeled and forecasted, showing if the planned land use and transportation systems are moving in the right direction, more efficient to serve
- **VMT/capita** demonstrates if planned land use changes result in less travel and in less impactful ways
- Can show incremental improvements

### **Multimodal Measures, Key Findings:**

- Complete system definition should be set through system planning and include number of travel lanes, turn lane policy, bicycle, pedestrian, transit and TSMO/TDM components
- Setting a low-stress target for all roads or certain roadway classifications (arterials, for example) is not practical to achieve
- Crossing spacing targets and LTS should be used to plan the complete system

### Preliminary Recommendations for the Updated Mobility Policy Measures

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. Recommended Measure: -VMT/Capita

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. Potential Measures: -Access to Destinations -System Completeness (*recommended*)

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. Potential Measures: -V/C Ratio -Travel Speed (*recommended*) -Off-Ramp Queues (*recommended*) -Hours of Congestion (*potential component*)

Policy 4 Prioritize the safety and comfort of travelers in all modes when planning and implementing mobility solutions. Potential Measures: -System Completeness (*recommended*) -Queuing (*recommended*) -Pedestrian Crossing Index -Bicycle Level of Traffic Stress

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. Potential Measures: Compare EFA vs. Non- EFA Areas -Access to Destinations (*recommended if included in the policy*) -System Completeness (*recommended if included in the policy*)

### Comments from the committee:

- Karen Buehrig acknowledged the work on this project. Moving forward, it was suggested we learn more how this work interfaces with the requirements that might be folded into the Climate Friendly Equitable Communities (CFEC), and whatever we can do within the TPR to emphasize the guidance with the RTP. It was noted to clarify the subtle differences these works for jurisdictions on the TPR for them.

Information on the discussion draft mobility policy report was noted. It was requested to have more conversation about option 3c and 3d which are recommended at a high level, and the idea of not including congestion targets in mobility policy in arterials. It was asked what implications that means. Susie Wright noted that in deciding on which measures that take precedence and what to include regionally we recognize the need to have the right direction on identifying congestion on arterials and roadways. Staff and regional leaders are asking how these factors play a role in larger and smaller arterials, and what role this involves in the 2040

centers. Kim Ellis added this is where we are trying to link in the congestion pricing management process and policies currently in the RTP, which defines what the complete system is and their requirements in plans for transportation and land use with plans and visions already adopted.

- Erin Wardell noted the need to do more with the analysis, especially given the importance of the Climate Friendly & Equitable Communities work, and the definition of capita measures and how to make this work for us. Zones are more than just who lives and works there. People have different reasons to travel to specific areas. Noting the example of Central City we can know the number of people living/working there and traveling there, but other reasons are possible leading to VMT. We can do more work thinking who the “capita” is, and when applying that measure to a smaller area, it becomes complicated. It was suggested to be cautious about regional tools that have been developed for use in regional calibrations when applied to sub-smaller areas for reliable analysis.

Kim Ellis added that as part of the RTP analysis, modeling and research can help be developed for better measurements and possible targets so that we don’t limit ourselves on what our goals are today, but directing future goals of analysis and modeling in the future.

- Eric Hesse acknowledged the work on the project, looking forward to more discussions to how best to support outcomes with measurements. A concern on how the travel time is not being shown, but more emphasis on travel speed and hours of congestion. Given the focus on land use and transportation the travel time is still combined as distance and speed. There is concern about not seeing transit travel in terms with the multimodal measures work across the entire system. Travel time is more related to land use strategy, minimizing distances in communities, not chosen for strategy this isn’t viable in this context.

The focus on VMT/capita was appreciated as this is mentioned in the RTP focus areas of importance. It was suggested to perhaps limit the VMT measures that have not allowed us to reach congestion management effectively. Another concern is seeing conflicting measures and find how we can reconcile them with balancing and optimizing them. Ms. Ellis noted the action plans will address some of these issues and more work is needed.

- Joseph Auth noted he was disappointed we have a RTP model come out with the Central City multi-model mixed use area that doesn’t match what ODOT has on state-level & regional-level showing more congestion. Regarding performance measures it was suggested to better align modeling data for accuracy tied to real-time data out in the field. Another concern was measuring travel speed through VMT. Local jurisdictions rely on different tools that include intersections, which can change the way they relate to travel speed. It was noted more clarity on travel speed measurements is needed.

Ms. Ellis noted differences in ODOT performance reports and Metro analysis with travel speed. Metro uses an adopted policy for regional modeling with different ratio which provides different results. Part of the work with this project is finding more consistency across the

region with our agencies. Ms. Wright added more testing with the travel demand model and other performance measures will provide better analysis for future corridor studies.

- Chris Deffebach asked if we know that greater areas of density and mixed use result in fewer miles traveled, and it's easier to measure VMT/capita in larger scale regionally rather than smaller scale, would it be more efficient to simply look at just density. Ms. Wright noted it could be done and perhaps some small index would be helpful. Glen Bolen added the state's clarifying guidelines with tools and variables measure if the needle is moving in the right direction, and then typically follow up with more specific travel demand action models to get to the quantitative results.
- Lidwien Rahman noted the requirements of selecting corridors or destination points when measuring travel speed which may not work well for the entire travel system. Ms. Wright added travel time and travel speed are directly related, but travel time has distance factors requiring two points. Transit trips and other modes of travel may provide different results. The whole system plan needs a full set of factors to compare with each other and to set benchmarks.
- Eric Hesse noted the choices with models that can be linked to fill in some of the data. It was asked if the land use efficiency measure might be better supported by a travel time measure. Ms. Wright agreed, the travel demand model does end up with reporting a travel speed for every section in the model.

Kim Ellis recognized the significant amount of information with this project and promised she would loop back with the committees at future meetings and workshops with further details and specifics. It was asked for committee members to send Ms. Ellis comments and questions she can share with the project team. Acknowledgement for a great discussion was given.

**Emerging Trends Initial Findings** (Eliot Rose, Metro/ Briana Calhoun, Fehr & Peers) Mr. Rose began the presentation by explaining the purpose of the study; identify the major transportation trends that are expected to change how people travel in the Portland region over the coming decade. Potential changes to policies, projects, and assumptions about how people travel will be considered during the 2023 Regional Transportation Plan (RTP) update.

The consultant team from Fehr and Peers analyzed the following trends:

- Transit ridership will take several years longer than automobile traffic to return to pre-pandemic levels due to service cuts, changing travel patterns, and lingering health concerns.
- People of color will feel less safe traveling in public than before because of increased concerns about racist policing and pandemic-era anti-Asian racism.
- A significant share of workers will continue teleworking after the pandemic is over.
- Electric vehicles and e-bikes will be increasingly affordable, have longer ranges, and be easier to use.
- People will buy an increasing share of goods online.
- The boom in recreational bicycling during the pandemic could create an opportunity to further increase bicycle trips.
- Agencies will face the challenges of pandemic recovery (as well as other unanticipated changes) with limited resources and outdated processes.
- The increase in traffic deaths seen during the pandemic will continue into recovery.

Ms. Calhoun presented several charts showing the effects and impacts from TriMet service and ridership gap, telework rates in Oregon, e-commerce rates, growing rates of electric vehicles (EV) as car ownership, and Metro region electric bike trips.

The study finds resulted in some significant results about the region's future:

***Emerging trends stand to reverse progress toward on the region's climate, equity and safety goals.***

Most trends are likely to have relatively minor individual impacts on vehicle miles traveled, transit ridership, and crashes. However, meeting our regional goals requires a significant increase in transit service and ridership and a dramatic decrease in VMT and crashes, and the trends have set our region back in meeting these goals. ***Restoring transit service and ridership, as well as confidence in the transit system, is critical to keeping our region on the right track.***

***Emerging trends are pushing our region toward a two-tiered transportation system.*** During the pandemic, essential workers and Black, Indigenous and people of color and low-income people continued to rely on transit. However, given the increase in public incidents of racism, the dangers of walking to and waiting at a transit stop, reduced service, and increased public health concerns, transit feels less safe and convenient to many people than it did before the pandemic. ***Transit cannot provide a truly equitable and sustainable alternative to driving until these issues are addressed.***

***Responding proactively to these trends could require a shift in our policies and practices.***

Metro and our agency partners' efforts have traditionally focused on personal trips in passenger vehicles, which account for the majority of total trips, and on commute trips during the morning and evening peak, which account for a significant share of VMT and congestion and which provide access to jobs. These trips are still important, but the trends have created some important changes in how people travel – along with opportunities to meet our region's goals by addressing these changes.

- As teleworking increases, people commute less and take more errands throughout the day.
- For some workers and students, access to a computer and the internet could now have more of an impact on their job opportunities than access to transportation options does.
- As more goods are delivered online, delivery vans are making more trips

Mr. Rose outlined the next steps with the study, as identify key issues and changes for decision-makers to consider as the RTP policies are updated. Creating scenarios that reflect the combined impact of these trends on the future of our region, could potentially include changes in how, why, when and how much people travel, changes in transportation service and investment, and progress toward meeting goals and outcomes.

Comments from the committee:

- Sarah Iannarone asked how or where data is coming from regarding potential safety and replacement of VMTs with bike travel. Ms. Rose noted these would be included in further study for both regular bike and e-bike travel.
- Tara O'Brien asked for more on the methodology that was done reaching some the conclusions. TriMet looks forward to working with Metro on future projections around transit services and ridership with these assumptions. It was noted there are a number of projects underway that will impact both these assumptions with perhaps not as large a gap as shown in the graphic. Ms. Calhoun noted data was collected from outputs from the Metro model,

National statistics on service changes due to the pandemic, other transit agencies with changes in their services and ridership, and other factors including revenue forecasts and transit authorizations for return to normal transit offerings.

- Eric Hesse expressed interest in more with the assumptions, implications and effects planning policy with these in the RTP. Regarding the qualitative trends, some appear certain more than others. These may be impacted by possible lack of funds or limited areas for safety infrastructure. The City of Portland can share data with e-bike support and suggests contacting John MacArthur with Portland State University on his data sources.
- Karen Buehrig noted a flag on the transit usage and how to improve ridership. It's critical for underpinnings with our expectations that are included in the RTP. It was looked forward to have Metro working in partnership with TriMet and other service providers in upcoming studies and how we can make transit an effective tool to be able to shift some trips away from car modes.
- Chris Smith noted some data showing e-bikes outselling electric vehicles. Another factor for consideration is the weight of vehicles with the EV considerably heavier, while the e-bike has a weight of 10lb battery. The safety implications with other roadway users should be taken into account. It was noted all electric incentives have been placed with vehicles (state level tax credits). While policy considerations for incentives with purchasing electric modes of travel involve safety for riders on roads, there is a balance to reducing the VMT and safety.
- Garet Prior noted the "Big Umbrella" affect with T in Transit that incorporates not only e-bike issues, but car pool, van pool, shuttles and more. What are the things we can do that can encompass transit. Why does our region have so few van pools compared to other regions? Regional job centers and affects with job growth, along with other factors, will be interesting to track and see addressed in the RTP.
- Chris Deffebach noted not seeing anything about the future mobility needs of freight and goods movement needs – more or less? As we move more online deliveries will affect our network system. It will be important to show connections in the network for those without access to transportation now for their service needs. Mr. Rose noted this study and the Freight & Commodities Study are coordinating together, both producing general results with overall demand for ecommerce deliveries. Staff will make sure we are on the same page with these assumptions. In addition, the Freight Stakeholders Advisory Committee is providing expert input with more details on ecommerce deliveries.

**Introduce values/outcomes, key tasks and engagement for the 2023 Regional Transportation Plan**

**(RTP)** (Kim Ellis & Molly Cooney-Mesker, Metro) This agenda item was not presented due to time limits. It will be rescheduled at the next TPAC meeting. Ms. Ellis noted the RTP presentation will be added to the online packet. It shares what we have been hearing throughout the scoping engagement phase, key tasks and engagement strategies recommended for the update, draft values, outcomes and actions to provide high-level direction for process and next steps to finalize the work plan and engagement for consideration by JPACT and the Metro Council. The online public survey went live today - please share with your networks:

<https://live.metroquestsurvey.com/?u=tw8z8v#!/?p=web&pm=dynamic&s=1&popup=WTD>

**Adjournment** (Chair Kloster)

There being no further business, workshop meeting was adjourned by Chair Kloster at 12:00 p.m.

Respectfully submitted,

A handwritten signature in cursive script that reads "Marie Miller".

Marie Miller, MTAC and TPAC Recorder

Attachments to the Public Record, MTAC and TPAC workshop meeting, February 16, 2022

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	02/16/2022	02/16/2022 MTAC and TPAC workshop meeting agenda	021622M-01
2	Work Program	2/9/2022	TPAC work program as of 2/9/2022	021622M-02
3	Work Program	2/9/2022	MTAC work program as of 2/9/2022	021622M-03
4	Draft minutes	12/15/2021	Draft minutes from MTAC/TPAC Dec. 15, 2021 workshop	021622M-04
5	Memo	2/9/2022	TO: TPAC, MTAC and interested parties From: Kim Ellis, Metro Project Manager Lidwien Rahman, ODOT Project Manager RE: Case Study Analysis Findings and Discussion Draft Regional Mobility Policy Report	021622M-05
6	Attachment 1	February 2022	System Planning and Plan Amendment Case Study Analysis	021622M-06
7	Attachment 2, Memo	Jan. 20, 2022	TO: Kim Ellis, Metro, and Lidwien Rahman, ODOT From: Susan Wright, PE, Kittelson & Associates, Inc. Darci Rudzinski, Angelo Planning Group RE: Task 8.1: "Discussion Draft" Mobility Policy Report	021622M-07
8	Memo	02/16/2022	TO: TPAC, MTAC and interested parties From: Eliot Rose, Senior Transportation Planner, Metro; and Briana Calhoun, Senior Transportation Planner, Fehr and Peers RE: Emerging Transportation Trends Study – Summary of initial results	021622M-08
9	Memo	02/09/2022	TO: TPAC, MTAC and interested parties From: Kim Ellis, RTP Project Manager Molly Cooney-Mesker, RTP Engagement and Communications Lead RE: 2023 Regional Transportation Plan (RTP) – Values and Outcomes, Key Tasks and Engagement	021622M-09
10	Attachment 1	2/7/2022	Overview of Key Tasks and Areas of Focus for 2023 Regional Transportation Plan Update	021622M-10
11	Attachment 2	2/7/2022	Values and Outcomes for the 2023 Regional Transportation Plan	021622M-11
12	Attachment 3	11/17/2021	Community leaders' forum summary	021622M-12
13	Attachment 4	Feb. 2, 2022	Summary of stakeholder interviews	021622M-13
14	Attachment 5	Feb. 7, 2022	2023 REGIONAL TRANSPORTATION PLAN UPDATE Fact Sheet	021622M-14

<b>Item</b>	<b>DOCUMENT TYPE</b>	<b>DOCUMENT DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
15	Attachment 6	Feb. 4, 2022	Key Dates for Developing Work Plan and Engagement Strategy to Guide Update	021622M-15
16	Presentation	Feb. 16, 2022	Regional mobility policy update	021622M-16
17	Presentation	Feb. 16, 2022	Emerging transportation trends: initial results	021622M-17
18	Presentation	Feb. 16, 2022	2023 Regional Transportation Plan update	021622M-18