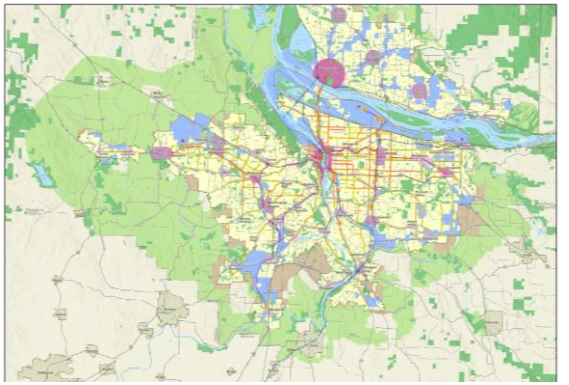
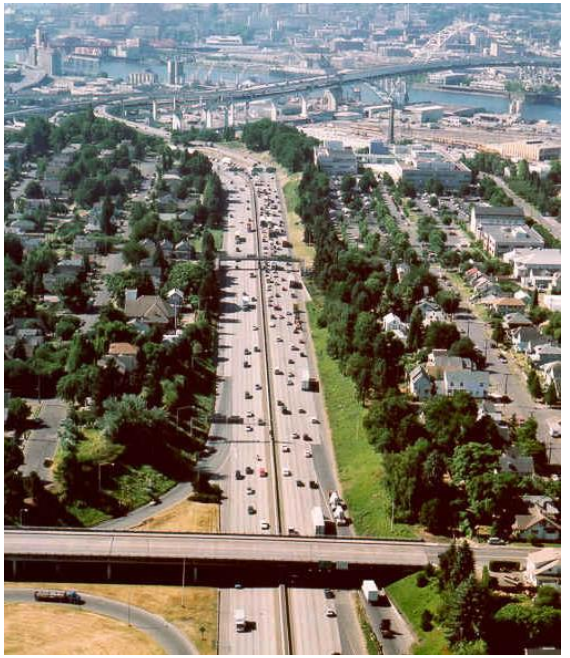
Regional mobility policy update

EMCTC TAC
May 5, 2021





Metro

Oregon Department of Transportation

Today's purpose

Hear your ideas and feedback about:

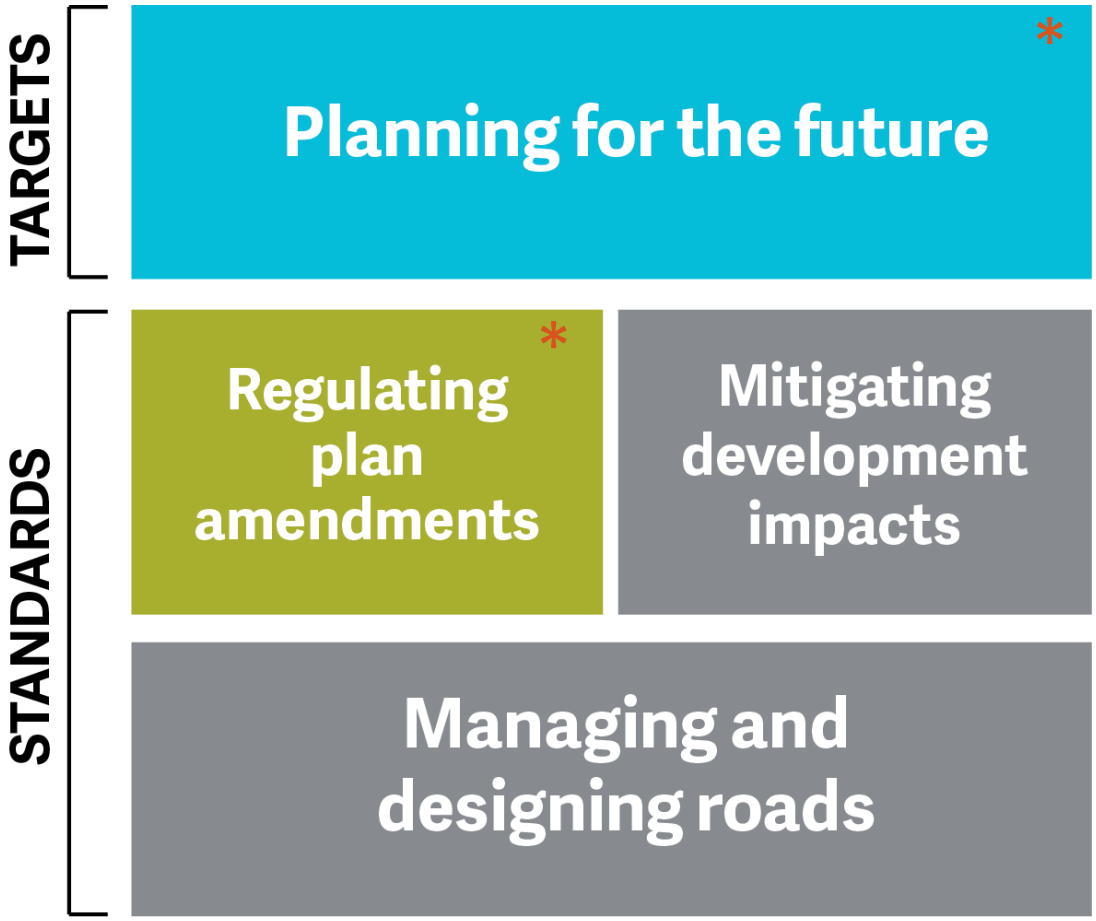
- Potential elements of updated mobility policy
- Approaches to measuring mobility

Project purpose

- Update the policy on how we define and measure mobility for the Portland area transportation system
- Recommend amendments to the RTP and Oregon Highway Plan Policy 1F for the Portland area

Visit oregonmetro.gov/mobility

State, regional and local decisions



Transportation system plans, corridor and area plans, including concept plans to set performance expectations to identify needs as defined in the RTP and Oregon Highway Plan

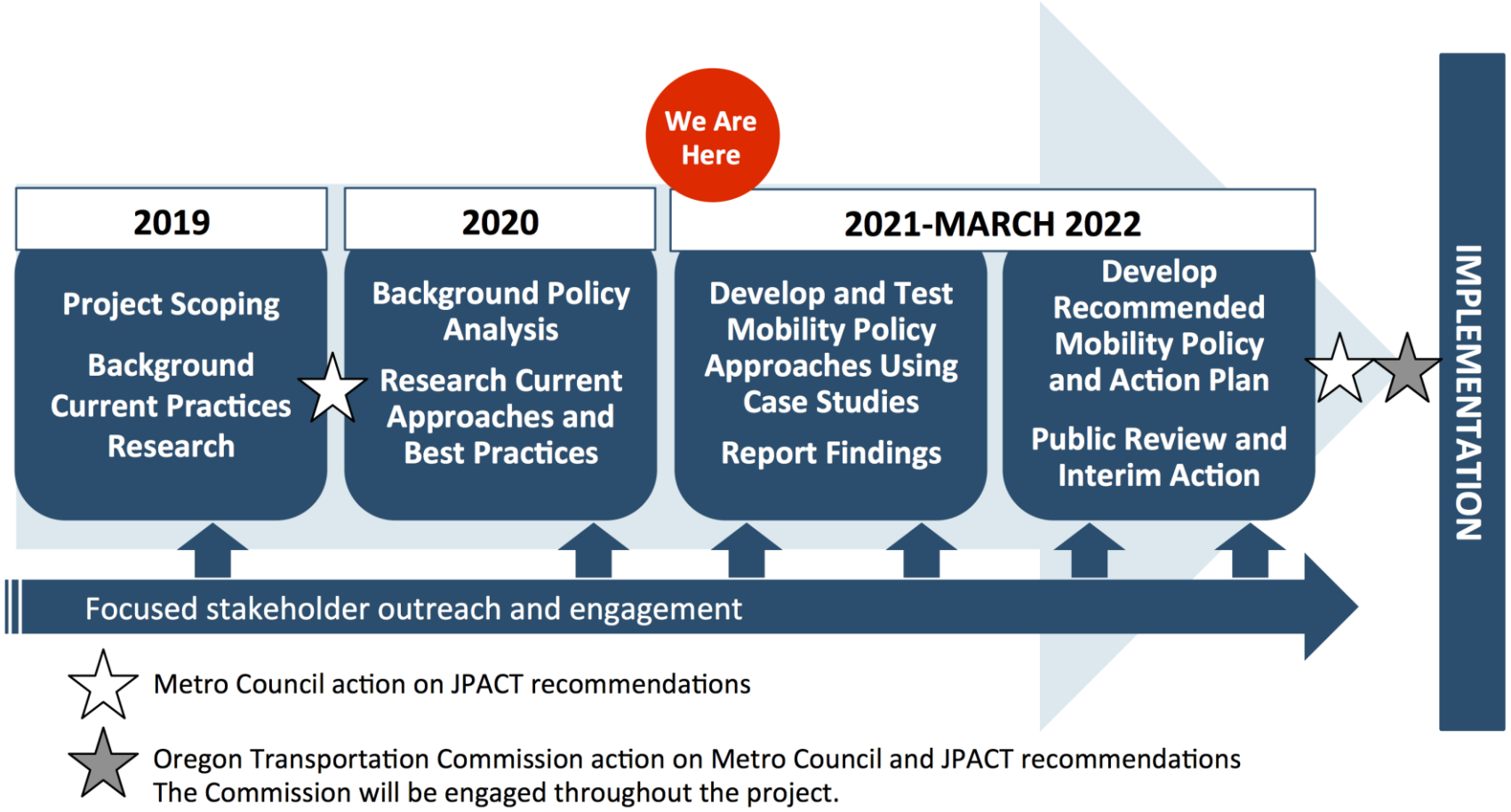
Zoning changes and land use plan amendments using transportation thresholds defined in the Oregon Highway Plan for state-owned roads and local codes for city- and county-owned roads

Development approval process to mitigate traffic impacts using thresholds defined in the OHP and local codes

Operational and road project designs as defined in the 2012 Oregon Highway Design Manual and local codes

* Focus of this effort

Project timeline

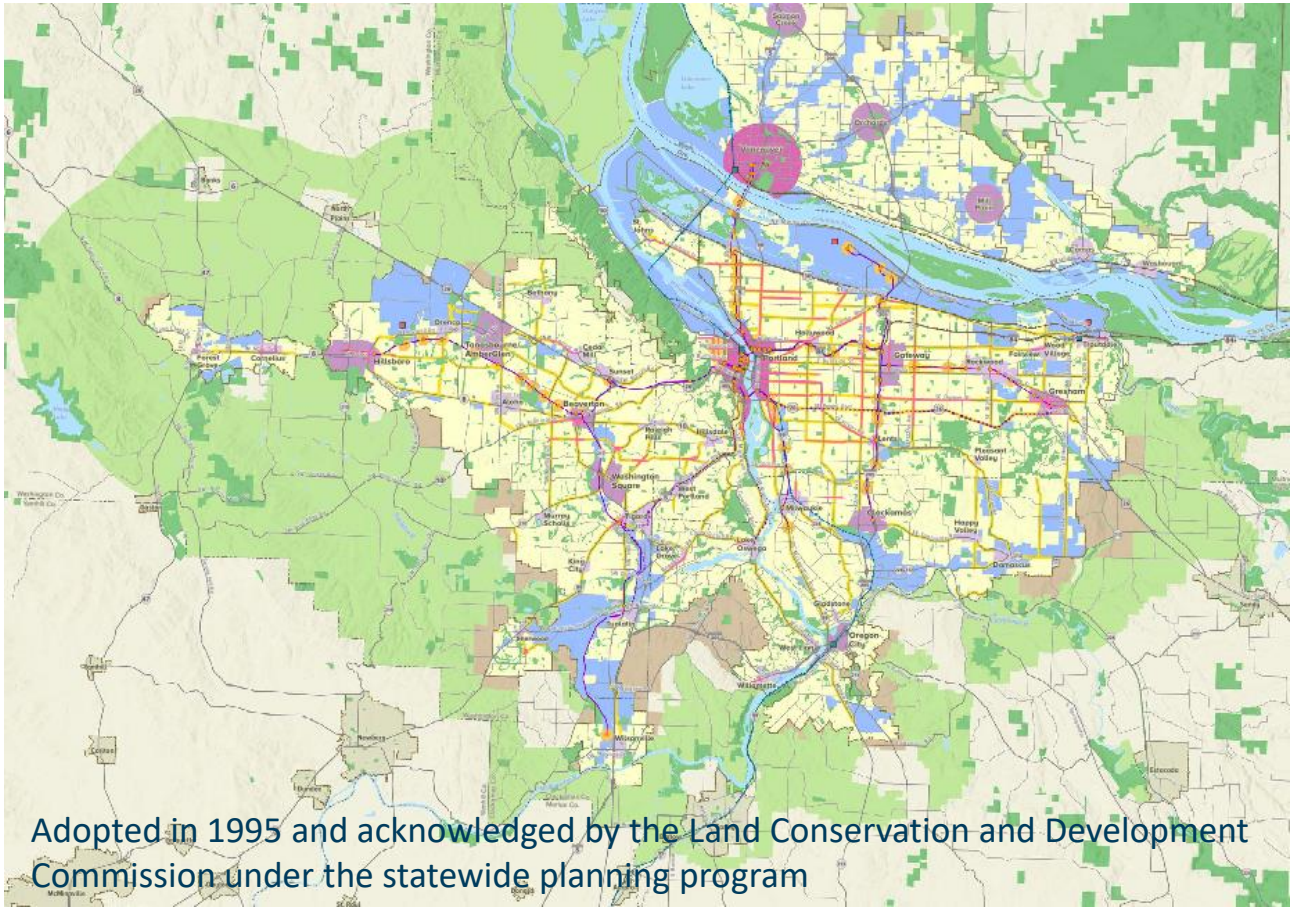


2040 Growth Concept is our foundation

Adopted as the land use plan for the region under state law (ORS 197)

Transportation plans must be adequate to serve planned land uses

Codified in regional functional plans governing cities and counties



Adopted in 1995 and acknowledged by the Land Conservation and Development Commission under the statewide planning program

2018 Regional Transportation Plan priorities

The updated mobility policy must advance 2040 plan and these overarching RTP priorities.

Equity

Climate

Safety

Congestion

Oregon Transportation Commission Strategic Action Plan priorities

Equity

Prioritize diversity, equity, and inclusion by identifying and addressing systemic barriers to ensure all Oregonians benefit from transportation services and investments.

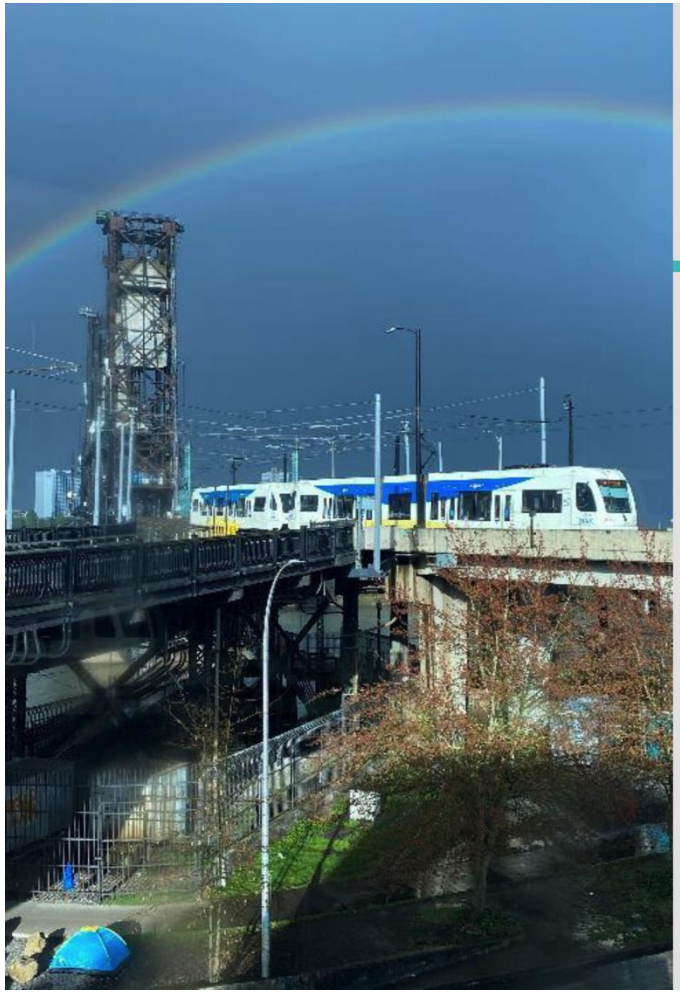
Modern Transportation System

Build, maintain, and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive.

Sufficient and Reliable Funding

Seek sufficient and reliable funding to support a modern transportation system and a fiscally sound ODOT.

Oregon Transportation Commission Strategic Action Plan priorities

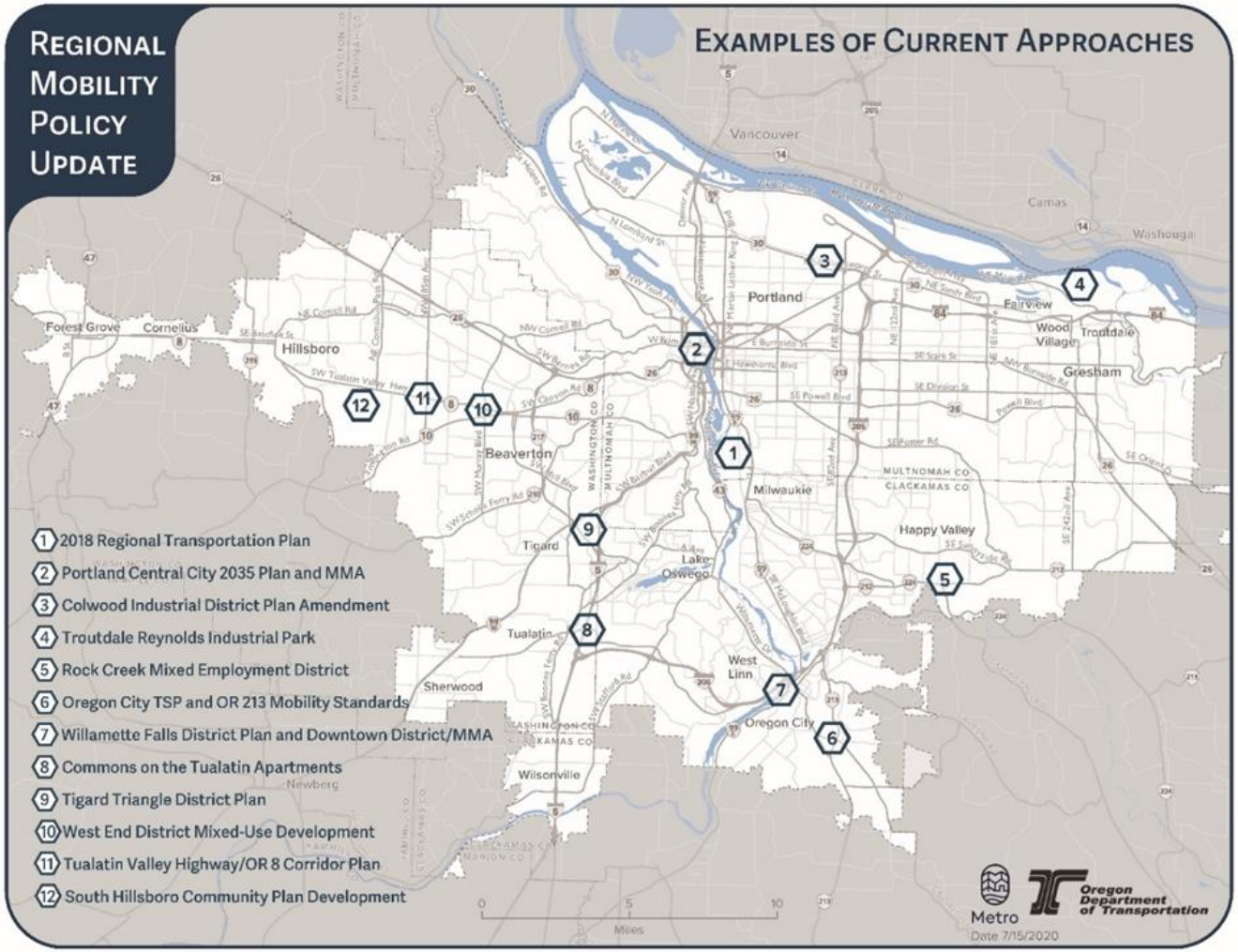


Modern Transportation System

Build, maintain, and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive.

- **Preservation and Stewardship:** Preserve, maintain, and operate Oregon's multimodal transportation system and achieve a cleaner environment.
- **Safety:** Prevent traffic fatalities and serious injuries and ensure the safety of system users and transportation workers.
- **Accessibility, Mobility and Climate Change:** Provide greater transportation access and a broader range of mobility options for Oregonians and address climate change.
- **Congestion Relief:** Invest in a comprehensive congestion management strategy for the Portland metropolitan region to benefit all Oregonians. Implement system and operational innovations to reduce traffic congestion throughout Oregon.
- **Project Delivery:** Develop practical solutions to transportation problems in order to address community needs and ensure system reliability and resiliency.
- **Innovative Technologies:** Invest in and integrate technologies to improve transportation services and operations throughout Oregon.

Research on current approaches in the region



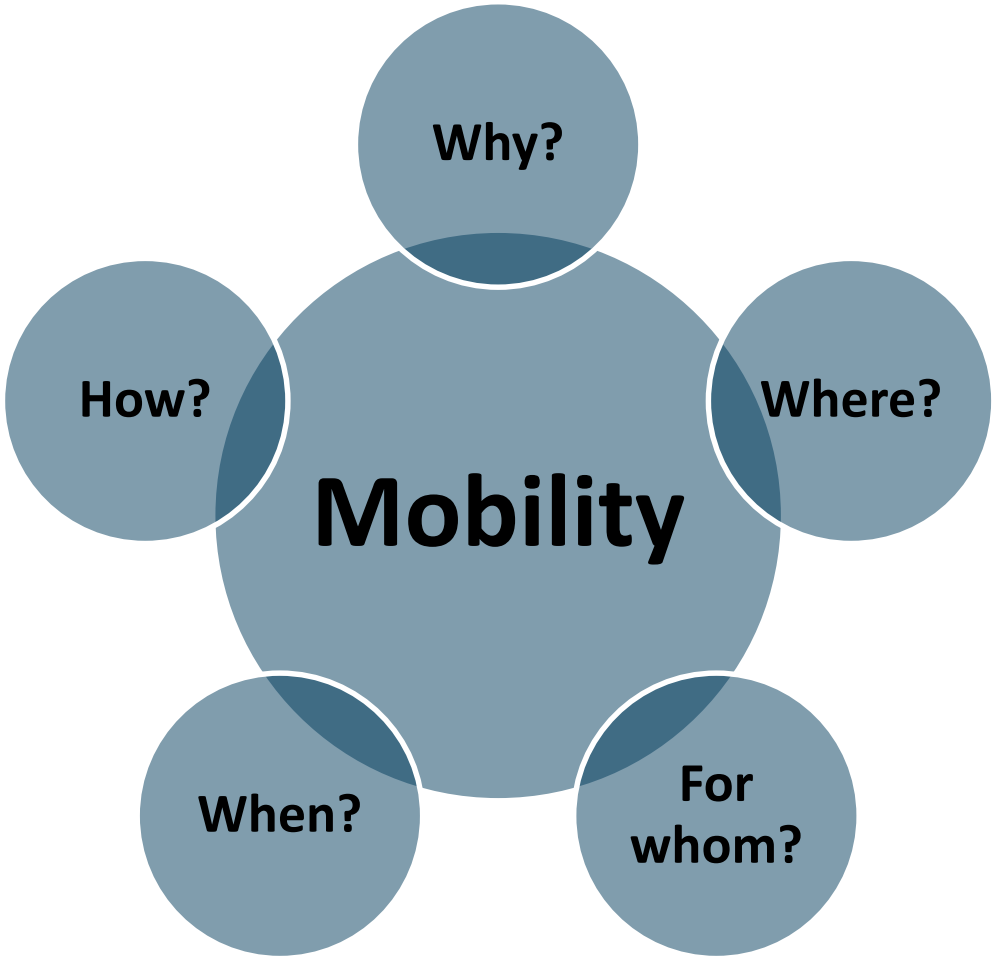
Information about all twelve available on the project website

oregonmetro.gov/mobility

Stakeholder definitions of mobility

- “Getting to where you need to go safely, affordably and reliably no matter your [mode of travel], age, gender, race, income level, ZIP code...”
- "Mobility – focus on moving people and moving goods predictably and efficiently.”
- "Efficient freight movement and access to industry and ports...play a key role in the state’s economic development."

How do you *define* mobility?



Draft Mobility Policy Elements

Access	• All people and goods can get where they need to go.
Time Efficiency	• People and goods can get where they need to go in a reasonable amount of time.
Reliability	• Travel time is reliable or predictable for all modes.
Safety	• Available travel options are safe for all users.
Travel Options	• People can get where they need to go by a variety of travel options or modes.

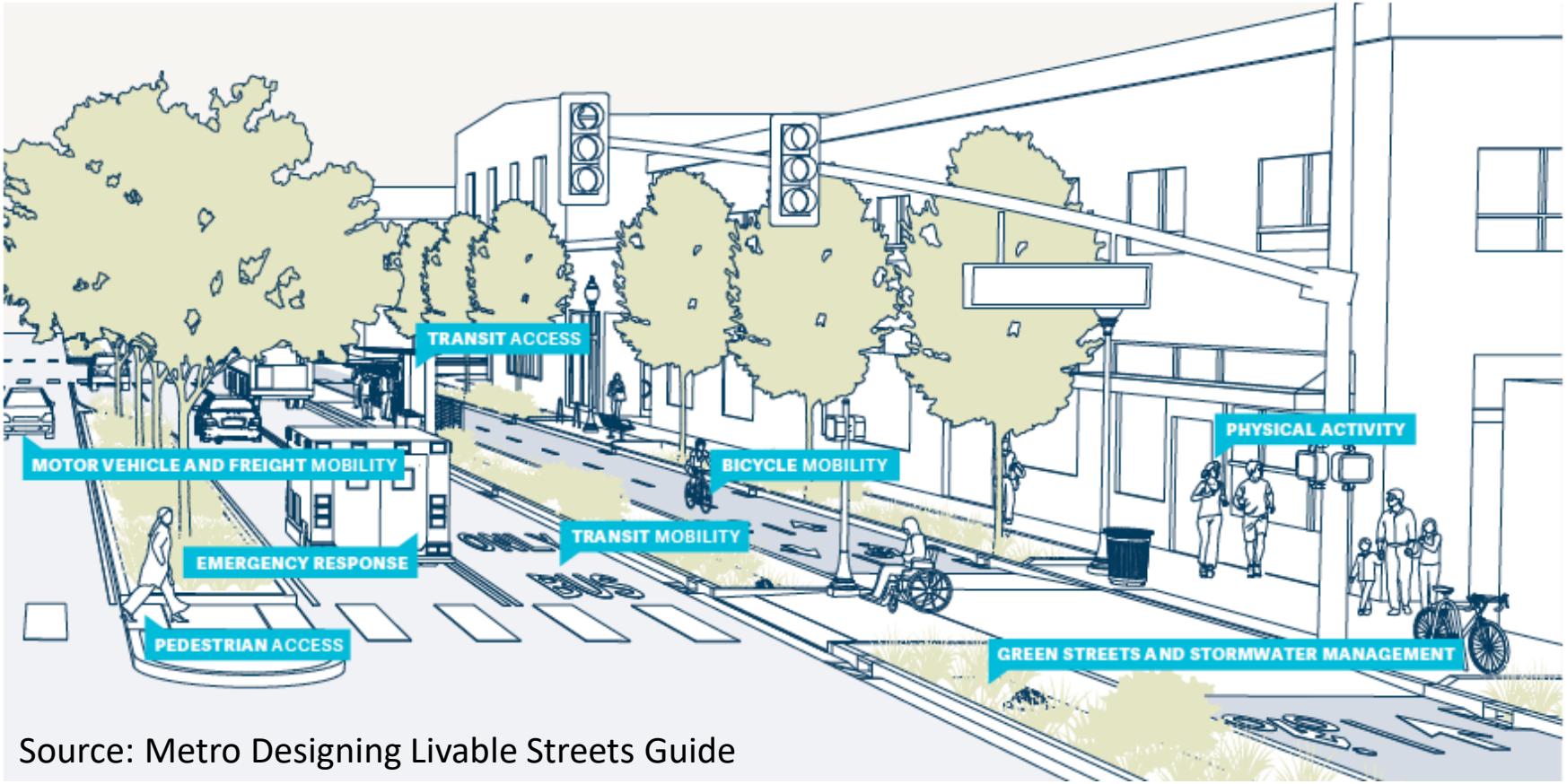
Mobility policy considerations

Updated policy needs to:

- Be equitable
- Include multiple measures that consider:
  - land use context
  - facility type and function(s)
  - user needs
  - time of day
  - travel options
- Consistently inform different planning applications

What does mobility look like?

Streets serve many different functions. Various functions and modes may be prioritized on different streets depending on planned land use context.



Source: Metro Designing Livable Streets Guide

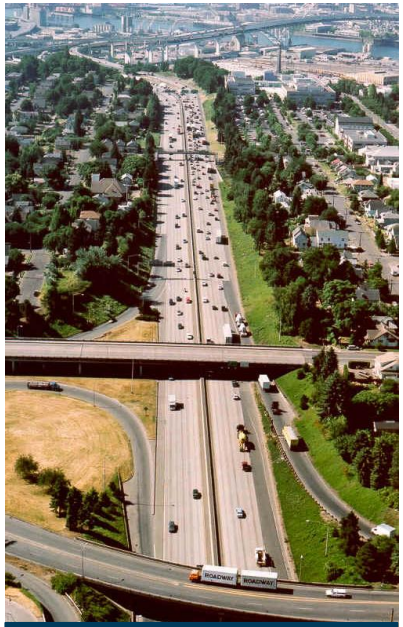
How should we measure mobility in different contexts?

Source: Metro Designing Livable Streets Guide

Downtowns, main streets business districts

Source: Metro Designing Livable Streets Guide

Industrial areas



Throughways

Draft Potential measures

Being considered for testing and refinement

Listed in order from highest to lowest screening score

Measure	Mobility Policy Elements				
	Access	Time Efficiency	Reliability	Safety	Travel Options
Multimodal Level of Service (MMLOS)	●			○	All modes
Level of Traffic Stress (LTS)	●	○		●	Bike, Pedestrian
Pedestrian crossing index	●	●		●	Pedestrian
System completeness	●	○		○	All modes
Travel speed			○	●	Vehicle, Freight, Transit
Accessibility to destinations	●	○	○		All modes
Hours of congestion/ duration of congestion		●	●		Vehicle, Freight, Transit
Travel time reliability		○	●		Vehicle, Freight, Transit
Vehicle miles traveled (VMT) per capita	○	●		○	Vehicle, Freight, Transit
Travel time		●			All modes
Volume-to-capacity ratio for roadway links		●	○		Vehicle, Freight
Volume-to-capacity ratio at Intersections		●	○		Vehicle, Freight

● direct measure ○ indirect measure

Information about the screening process is available on the project website: oregonmetro.gov/mobility

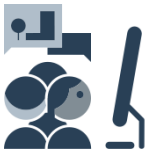
Next steps

April to May 2021 – Seek input on potential mobility policy elements and measures for testing

Stakeholder forums, briefings to Metro Council, regional advisory committees and county coordinating committees

June 2021 – Seek JPACT and Council direction on mobility elements and measures to test

Summer 2021 – Test mobility policy elements and measures through case studies



Fall/Winter 2021 – Report findings and develop draft mobility policy and measures for further review and input

Stakeholder forums, briefings to Metro Council, regional advisory committees and county coordinating committees

Discussion

Looking at the draft mobility elements and measures:

1. Are these the most important elements to include in the updated mobility policy? Anything missing?
2. Are these metrics going to produce the information needed to measure success on the five mobility elements? Anything missing?
3. Which elements and measures are most important in these different contexts – centers, industrial areas and throughways?

Thank you!

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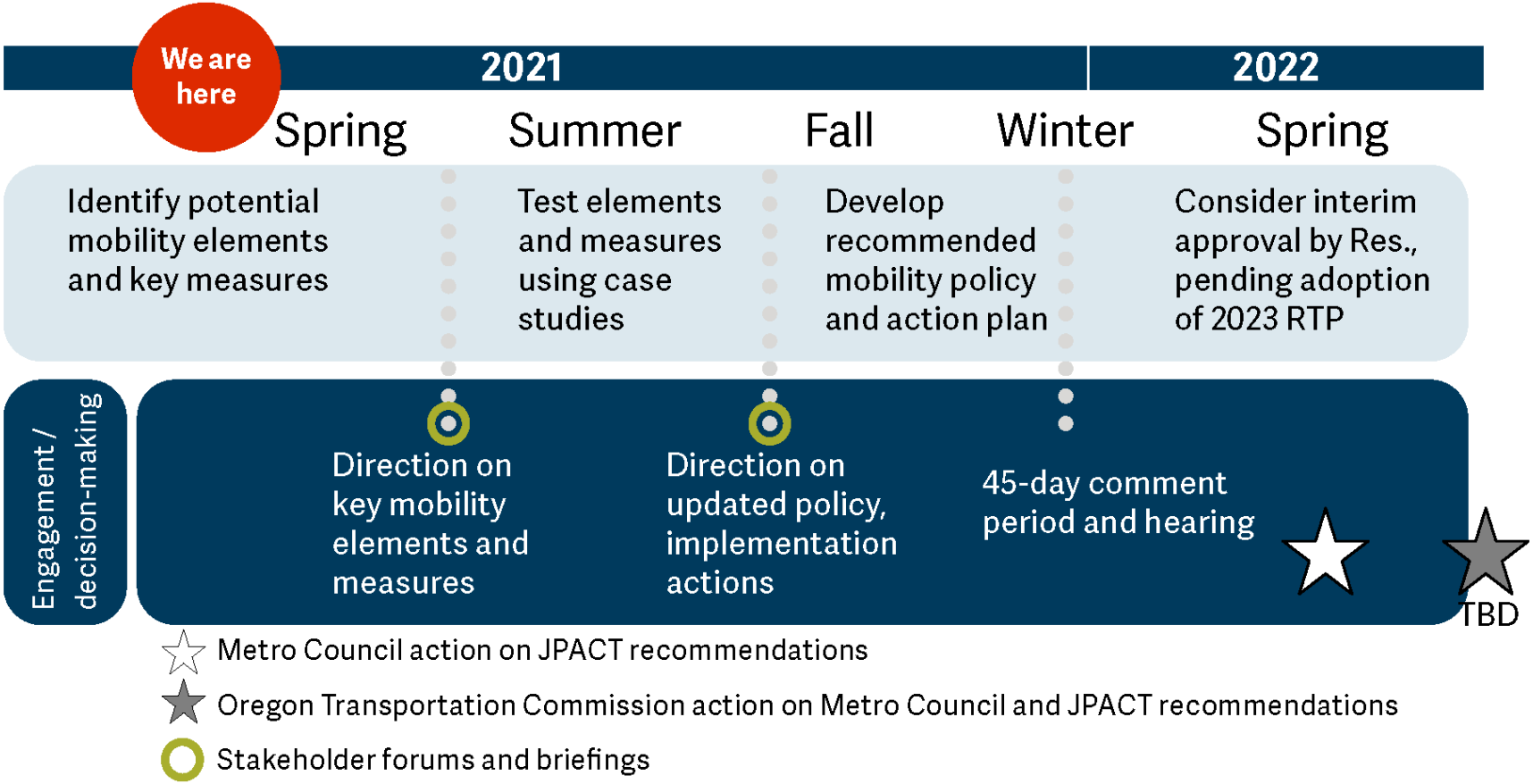
Oregon Department of Transportation






oregonmetro.gov /mobility

Engagement and decision milestones



Where is this headed?

Plan 2020-23

2020-22

- Develop updated regional mobility policy (and associated measures)

This effort

2022-TBD

- Incorporate through OHP amendment/update (pending OTC approval)

2022-23

- Incorporate through RTP and functional plan updates (pending JPACT and Council approval)

Implement Post 2023

Post 2023

- Implement through TSPs and other local ordinances
- Update state and local standards, guidelines and best practices

Key themes and observations

- Mobility is one of many policies and measures considered in system planning
- V/C measure is a useful diagnostic tool
- V/C ratio is more strictly applied as we move from system planning to project design

- Broad support to use multi-modal measures when evaluating transportation impacts of plan amendments and development
- Plan amendments should focus more on consistency with the local plans than the v/c measure

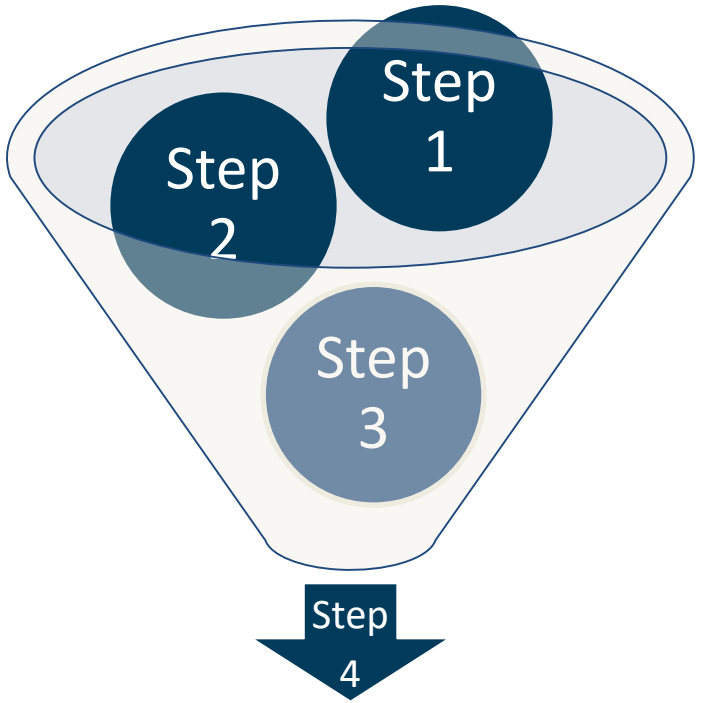
Screening process

Step 1 – Identify ways to measure the policy elements *(38 measures)*

Step 2 – Screen and rank measures *(38 measures)*

Step 3 – Select top 3-5 measures for each policy element *(17 measures)*

Step 4 – Narrow top measures based on technical needs and feasibility *(12 measures)*



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potential measures to consider testing

Screening criteria used in Steps 2 and 3 to rank and identify top measures by mobility policy element

▪Access	➉ Does the measure help estimate potential increase in access to opportunities, social connections, and goods for all people? ➉ Does it evaluate access for people and/or for goods at the statewide, regional, and local levels, consistent with functional classification? ➉ Does it measure if a transportation system provides meaningful access to travel choices for all people?
▪Travel choices	➉ Does the measure help evaluate the availability and viability of modal choices for people? ➉ Does the measure help evaluate the availability and viability of modal choices for goods?
▪Reliable & efficient mobility	➉ Does the measure help evaluate whether the transportation system is used efficiently? ➉ Does the measure help evaluate whether the people and/or goods are able to travel efficiently? ➉ Does the measure help evaluate whether people and freight can conduct their regular travel in a predictable and reasonable amount of time?
▪Safety	➉ Does the measure help estimate potential reduction in crashes, especially fatal and serious injury crashes? ➉ Does the measure correlate to factors that are known to increase or decrease safety?
▪Other regional goals	➉ Does the measure have a positive correlation to equity goals? ➉ Does the measure have a positive correlation to climate change and air quality goals? ➉ Does the measure have a positive correlation to land use goals and support 2040 land use implementation? ➉ Does the measure have a positive correlation to fiscal stewardship goals?

Note: The screening process utilized the screening criteria established in **Supporting Document C**.
The memorandum identified 10 screening criteria categories, which were then pared down to those shown above.

Information about the screening process is available on the project website: **oregonmetro.gov/mobility**

Screening criteria used in Step 4 to identify most promising measures

Technical needs and feasibility

- Ease of analysis
- Direct correlation to mobility
- Overlap with other policy elements

Initial qualitative assessment of evaluation criteria that will be applied during the case studies.

Information about the screening process is available on the project website: **oregonmetro.gov/mobility**

Potential measures descriptions

Measure	Description
Multimodal Level of Service (MMLOS)	MMLOS is a level of service (LOS) system that measures the quality and level of comfort of facilities per mode based on factors that impact mobility from the perspectives of pedestrians, cyclists, and transit riders, respectively.
Level of Traffic Stress (LTS)	Level of traffic stress (LTS) classifies points and segments on routes into different categories of stress ranging from 1 (low stress) to 4 (high stress) based on factors that correlate to the comfort and safety of the bicyclist or pedestrian using that facility.
Pedestrian Crossing Index	The distance between pedestrian crossings compared to a target maximum distance.
System Completeness	The percent of planned facilities that are built within a specified network.
Travel Speed	Average or a percentile speed for a network segment or between key origin-destination pairs, during a specific time period.

Potential measures descriptions

Measure	Description
Accessibility to Destinations	The number of essential destinations within a certain travel time or distance, by different modes.
Duration of Congestion	The number of hours within a time period, most often within a weekday, where a facility's congestion target is exceeded.
Travel Time Reliability	Indicators of congestion severity that assess on-time arrival and travel time variability.
VMT per Capita	The number of miles traveled by motorists within a specified time period and study area, per the study area's population.
Travel Time	Average or a percentile time spent traveling between key origin-destination pairs, during a specific time period.
Volume to Capacity Ratio (for roadway links and intersections)	The ratio of traffic volume to the capacity of a roadway link or intersection during a specified analysis period.