

# Metro | Agenda

## 2018 REGIONAL TRANSPORTATION PLAN UPDATE

### Regional Transit Work Group - Work session

Date: July 11, 2016  
Time: 2:30 – 4:30 PM  
Place: Metro Regional Center, Room 370A/B  
NE Grand Avenue, Portland, OR 97232

#### Getting there



by transit

Working together across interests and communities can help ensure every person and business in the Portland metropolitan region has access to safe, reliable and affordable ways to get around. Find out more at [oregonmetro.gov/rtp](http://oregonmetro.gov/rtp).

#### Work session agenda items

<b>2:30</b>	<b>Welcome and introductions</b> <i>The purpose of this work session is to have informal discussion of potential transit related performance measures for the 2018 RTP</i>	Jamie Snook, Metro
<b>2:40</b>	<b>Regional transit vision statement</b> <ul style="list-style-type: none"> <li>▪ <i>Remind work group participants of the working draft transit vision statement: to make transit more frequent, convenient, accessible and affordable.</i></li> <li>▪ <i>This is a topic for our July 19th Regional Transit Work Group Meeting #4</i></li> </ul>	Jamie Snook, Metro
<b>2:45</b>	<b>Performance measures</b> <ul style="list-style-type: none"> <li>▪ <i>2014 RTP performance measures</i></li> <li>▪ <i>Update on the Performance Measure Work Group discussion</i></li> <li>▪ <i>Climate Smart Strategy performance measures</i></li> <li>▪ <i>HCT Plan evaluation measures</i></li> </ul>	Jamie Snook, Metro All, Discussion
<b>3:15</b>	<b>Discussion/brainstorm</b> <ul style="list-style-type: none"> <li>▪ <i>What performance measures look promising?</i></li> <li>▪ <i>Are there performance measures we haven't considered?</i></li> </ul>	All, Discussion
<b>4:15</b>	<b>Next steps</b> <ul style="list-style-type: none"> <li>▪ <i>Continue to discuss and develop performance measures for the RTP and the RTS</i></li> <li>▪ <i>Discuss and develop the regional transit vision</i></li> <li>▪ <i>Prepare for Regional Leadership Forum #2</i></li> </ul>	Jamie Snook, Metro
<b>4:30</b>	<b>Adjourn</b>	

#### Directions, travel options and parking information

Covered bike racks are located on the north plaza and inside the Irving Street visitor garage. Metro Regional Center is on TriMet bus line 6 and the streetcar, and just a few blocks from the Rose Quarter Transit Center, two MAX stations and several other bus lines. Visit our website for more information: <http://www.oregonmetro.gov/metro-regional-center>

**Meeting packet:**

- Agenda
- RTP/RTS performance measure memo, dated July 6, 2016



## Metro | Memo

Date: July 6, 2016  
To: Regional Transit Work Group and interested parties  
From: Jamie Snook, Principal Planner  
Subject: 2018 Regional Transportation Plan (RTP) Performance Measures – considerations for transit

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### **Purpose**

The purpose of this memorandum is to provide the Regional Transit Work Group with considerations relevant to refining regional measures for transit.

### **Background**

As part of the 2018 RTP, Metro is working with regional partners to develop the Regional Transit Strategy (RTS) to create a single coordinated vision for making transit more frequent, convenient, accessible and affordable. The RTS vision will not be constrained by financial realities, but will provide a long-term blueprint for transit and transit supportive elements for the region.

As part of the 2018 Regional Transportation Plan (RTP), Metro staff has identified measures to retain, measures to refine and measures for further discussion as part of the 2018 RTP. Additional measures beyond the RTP can be included in the overall Regional Transit Strategy.

### ***Current RTP Policies, measures and targets relating to transit***

The RTP establishes an evaluation and system monitoring program for the region's transportation system. This includes policy and plan development, system evaluation (system evaluation measures and targets) and plan monitoring (monitoring measures and targets). Through evaluation and monitoring, the region can better understand the extent to which the investment strategy is achieving our desired outcomes. The following section describes the transit specific elements that are currently identified in the RTP.

The RTP includes the following transit related system evaluation measures in Chapter 4:

- Motor vehicle and transit travel time between key origin-destination for mid-day and 2-hour PM peak.
- Non-Drive alone mode share system-wide and for central city and individual regional centers (% of daily walking, bicycling, shared ride and transit trips).
- Transit productivity (transit boarding rides per revenue hour) for high capacity transit (HCT) and bus.

The Climate Smart Strategy recommended the following transit-related performance measures be considered in the 2018 RTP update:

- Daily transit service revenue hours
- Share of households within ¼ mile all day frequent transit

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- Share of low-income households within ¼ mile of all day frequent transit
  - Share of employment within ¼ mile of all day frequent service
  - Transit fares

The RTP includes three potential transit related performance system monitoring measures in Chapter 4 (*In 2017, the RTP performance workgroup will develop recommendations and an action plan for system monitoring and reporting, including an approach to data collection. At future meetings, the regional transit work group will have the opportunity to recommend transit related monitoring measures for consideration by the performance work group*):

- Motor vehicle and transit travel time between key origin-destination for mid-day and PM peak.
- Number and share of average daily shared ride, walking, bicycling and transit trips region wide , by mobility corridor and for the Portland Central city and individual regional centers
- Transit productivity (transit boarding rides per revenue hour) for high capacity transit and bus.

The RTP includes two transit related performance targets (in place since 2010) in chapter two (*to be discussed at future meetings in 2017*):

- By 2040, increase by 50% the number of essential destinations accessible within 30 minutes by bicycle and public transit for low-income, minority, senior and disabled populations compared to 2005.
- By 2040, triple walking, biking and transit mode share compared to 2010 modeled mode share.

In addition to the performance measures for the RTP, the Transit Work Group could develop additional evaluation/performance measures for the regional transit vision. The purpose of this would be to ensure that the proposed improvements in the regional transit vision support the goals and vision for the RTS. These measures could build off of the RTP, Climate Smart Strategy and the previous HCT Plan.

### ***Current HCT System Plan evaluation criteria***

As part of the HCT Plan process, Metro and the regional partners developed a set of evaluation criteria to be used to evaluate and prioritize the HCT corridors:

- Supportiveness of existing land uses
- Local aspirations
- Placemaking and urban form
- Ridership generators
- Support of regional 2040 Growth Concept
- Integration with regional transit system
- Integration with other land uses (*addressed through the Mobility Corridors*)
- Congestion avoidance benefit
- Equity benefit
- Health (promotion of physical activity)
- Safety and security

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- Risk of 4(f) resource disturbance
  - Housing and transportation benefit
  - Transportation efficiency or travel time benefit to individual user
  - Transportation efficiency or travel time benefit to all corridor users
  - Reduction in emissions and disturbance
  - Risk of natural resources disturbance
  - Transportation efficiency (operating cost per rider)
  - Transportation efficiency annual capital and operating cost per rider)
  - Employment served Vacant and rebuilding/redevelopment land
  - Total project capital cost (exclusive and nonexclusive right of way options)
  - Capital cost per mile (exclusive and nonexclusive right of way options)
  - Operating and maintenance cost
  - Total corridor ridership (*uses the regional travel demand model*)
  - Funding potential

During the HCT Plan process, the HCT Think Tank was formed to help provide guidance throughout development of the plan. The HCT Think Tank raised several crucial themes and questions to consider as part of the vision for high capacity transit within the region.

- Consider Portland's history in moving forward and be true to the region's values.
- Use high capacity transit as a tool for placemaking.
- Reinforce the concept of 20-minute neighborhoods within the region on a local level.
- Use high capacity transit to link residents to the global society.
- Balance the tension between the present in individual terms and the future in community and collective terms.
- Consider all existing rights of way as "land banking" for the transit system.
- Promote federal policy changes to level the playing field for federal transportation funding in favor of transit.
- Look beyond the norm and shift cultural expectations in order to serve and balance the needs of diverse constituencies.
- Create a complete, integrated system that includes pedestrians, bicycles and bus.
- Reinforce redundancies and diversity of service in the transit network for disasters.

### **Transit Work Group Charge**

The Transit Work Group is charged with supporting the 2018 Performance Measure Work Group in identifying the appropriate performance measures as it relates to transit. Transit is indirectly related to almost all the performance measures, however, some performance measures directly relate to transit:

- Access to daily needs – number of essential destination accessible within 30 minutes by bicycling and public transit for low-income, minority, seniors and disabled populations.
- Transit productivity – boarding riders per revenue hour for HCT and bus
- Transit travel times – between key origin-destinations for mid-day and 2-hr PM peak
- Transit mode share – region wide share of trips by transit.

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- Daily transit service revenue hours
  - Households - within ¼ mile all day frequent transit
  - Low-income households - within ¼ mile of all day frequent transit
  - Employment - within ¼ mile of all day frequent service
  - Transit fares

The RTP Performance work group is discussing the refinement of the mode share performance measure to report non-driving shares (instead of non drive-alone) and to report mixed use areas (instead of all 2040 design types) in addition to system-wide non-driving mode shares. The RTP Performance work group is also discussing refinements to how the region measures congestion and reliability.

### ***Questions for the Regional Transit Work Group***

- At the regional level, what performance measures will best tell the story of how we are doing as a region as it relates to transit?
- Do the existing performance measures make sense?
- Do the additional performance measures from Climate Smart Strategy make sense?
- Can any of these performance measures be combined?
- Should any of these be eliminated?
- Are there are other performance measures for the RTP not yet identified but that should be considered?

### **Next steps**

- At the July and August meetings, the Transit Work Group will be finalizing their recommendations for system performance measures to be used to evaluate the shared investment strategy for the RTP. The evaluation is planned to occur in 2017.
- At the August and September meetings, the Transit Work Group will discussing the evaluation/performance measures to evaluate the regional transit vision.
- At the July – December meetings, the Transit Work Group will be discussing the regional transit vision.