Agenda

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

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

Date: Wednesday, December 16, 2020
Time: 10:00 a.m. – 12:00 noon
Place: Zoom virtual conference meeting

Click the link to join the meeting:
https://us02web.zoom.us/j/84304501933?pwd=TGtiRHAyV21pbmRwMkE5K2poVm5wQT09
Passcode: 946872
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Workshop Purpose: Feedback on the draft mobility policy elements and evaluation criteria

10:00 am	**1.**		**Call To Order, Introductions and Workshop Purpose**	**Tom Kloster, Chair**
10:15 am	**2.**		**Comments from the Chair** • Committee input on "making safe space" (Chair Kloster) • COVID-19 and racial equity updates from Metro & Region (Chair Kloster and all)	**Tom Kloster, Chair**
10:25 am	**3.**		**Public Communications On Agenda Items**	
10:30 am	**4.**	*	**Regional Mobility Policy Update** • Provide project status update	**Kim Ellis, Metro** **Lidwien Rahman, ODOT**
10:40 am	**5.**	*	**Potential Mobility Policy Elements** • Recap potential mobility elements • Report back on TPAC/MTAC survey results • Discuss mobility elements that should be in the updated policy **Discussion:** • Have we identified the most important elements of mobility?	**Susie Wright, Kittelson Associates** **Eryn Kehe, Metro**

See reverse -------->

11:15 am	**6.**	*	**Draft Criteria for Selecting and Testing Potential Mobility Performance Measures**
			• Describe measures testing approach and next steps
			• Overview of the draft evaluation criteria
			  o Desired transportation outcomes to consider in evaluation framework
			  o Technical needs for the measures to fulfill
			
			Discussion:
			• Is this a good set of criteria?
			• Anything missing?
			• What advice do you have for testing measures through case studies?
				Susie Wright, Kittelson Associates
				
				Eryn Kehe, Metro

11:50 am	**7.**		**Next Steps** • By Dec. 23, send additional feedback via email to Kim Ellis (Metro) and Lidwien Rahman (ODOT) • Jan. - March 2021 – Engage policymakers, practitioners, community leaders and other stakeholders on mobility elements/outcomes and related performance measures to be tested • TPAC/MTAC workshop (April 21, 2021, 10-noon) *Tentative Agenda:* Discuss and provide input on: ▪ What we've learned from testing ▪ Implications for draft mobility policy and potential mobility measures	**Kim Ellis, Metro** **Lidwien Rahman, ODOT**
12:00 pm	**8.**		**Adjourn**	**Tom Kloster, Chair**
			Next TPAC Meeting: January 8, 2021 **Next MTAC Meeting: January 20, 2021** **Next TPAC/MTAC Workshop Meeting: February 17, 2021** ***Material will be emailed with meeting notice** **To check on building closure or meeting cancellation call 503-797-1700** **For agenda or schedule information email marie.miller@oregonmetro.gov**	

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Memo

Date: December 9, 2020

To: Transportation Policy Alternatives Committee (TPAC), Metro Technical Advisory Committee (MTAC) and Interested Parties

From: Kim Ellis, Metro Project Manager

Lidwien Rahman, ODOT Project Manager

Subject: Metro/ODOT Regional Mobility Policy Update: Status Report

PURPOSE

This memo provides an update on the timeline and process for updating the regional mobility policy for the Portland metropolitan area.

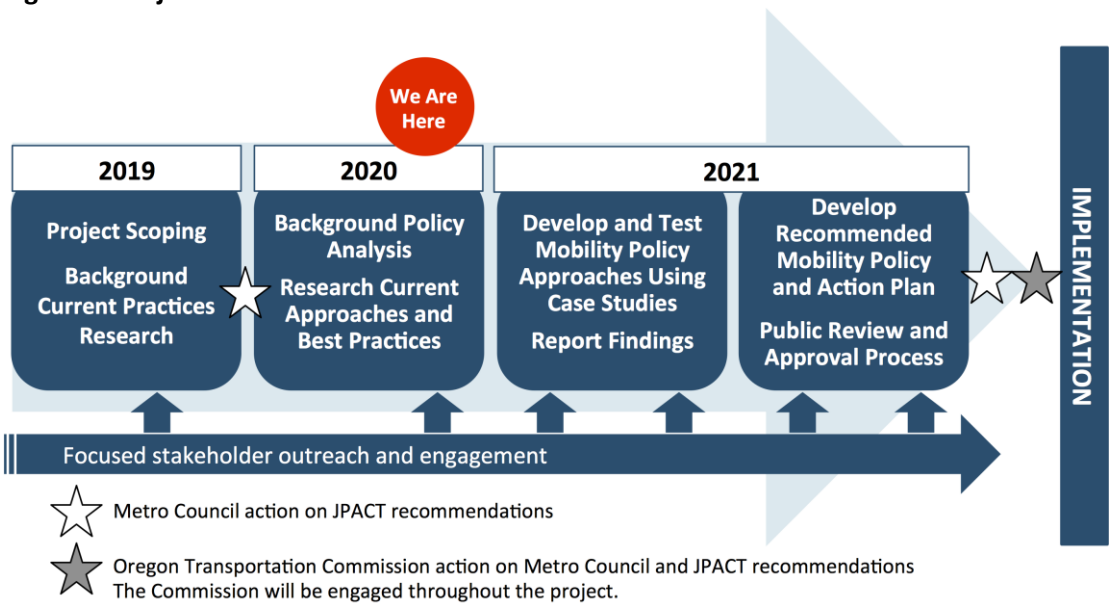
PROJECT BACKGROUND

Metro and the Oregon Department of Transportation (ODOT) are working together to update the policy on how we define and measure mobility in the Regional Transportation Plan (RTP) and local transportation system plans (TSPs) and during the local comprehensive plan amendment process in the Portland area.

The current 20-year old mobility policy is contained in both the Regional Transportation Plan (RTP) and Policy 1F (Highway Mobility Policy) of the Oregon Highway Plan (OHP). The policy has been used to evaluate current and future performance of the motor vehicle network, using the ratio of motor vehicle volume to motor vehicle capacity (also known as the v/c ratio) of a given roadway during peak travel periods.

The process to update the regional mobility policy began in 2019 and will continue through fall 2021, resulting in policy recommendations to the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Council and the Oregon Transportation Commission (OTC) as shown in **Figure 1**.

Figure 1. Project Timeline



JPACT and the Metro Council approved the project work plan and engagement plan for this effort in November and December 2019, respectively. **Attachment 1** contains the project purpose and objectives from the adopted work plan for reference. **Attachment 2** contains a background factsheet about the project.

2020 ACTIVITIES AND PRODUCTS

Since January, several activities have been completed or are in progress that will serve as foundational resources that inform the project:

- **Consultant Selection Process.** From January to July, Metro and ODOT finalized an Intergovernmental Agreement (IGA) and completed the consultant selection process. Led by Kittelson and Associates, the selected consultant team also includes land use and transportation planners, engineers, attorneys and engagement specialists from several firms, including Fehr and Peers, Angelo Planning Group, Equitable Cities LLC, Bateman Seidel and JLA Public Involvement.

- **Portland State University's Synthesis Research on Current Measures and Tools.** From late Fall 2019 to June 2020, the Transportation Research and Education Center (TREC)/Portland State University documented current mobility-related performance measures and methods being used in the Portland region, statewide and nationally. The report reviews the existing mobility policy and summarizes current practices in measuring multimodal mobility. Intended to serve as a starting point, key findings from this work include:
    - There is no single definition of mobility throughout the transportation industry. The definition of mobility and the types of measures, methods and thresholds chosen will have significant impacts on the outcomes.
    - A variety of measures and methods are available to consider that are already used locally, regionally and by ODOT; no single measure emerged that could clearly apply to all applications (e.g., system planning, plan amendments, development review, design and management/operations).
    - There is a need to consider measures that can show progress toward multiple RTP goals, including accessibility, system completeness, reliability and vehicle miles traveled.
    - Methods and thresholds should be well-documented and based on substantial evidence (e.g., academic/scientific research).
    - Existing data and tools cannot account for all the things we want to account for – particularly pedestrian travel and transportation demand management. The updated policy, measures and methods will drive future data collection and analysis tool development/refinement.
    - It is important that legal, planning, development review and engineering practitioners be engaged throughout the process and especially around how the policy gets implemented.

- **ODOT Oregon Highway Plan Mobility Policy White Paper.** The Oregon Transportation Commission (OTC) will be updating the Oregon Transportation Plan and Oregon Highway Plan during the next couple of years and will conduct its own statewide stakeholder engagement process to inform those plan updates. This project provides an opportunity for coordination and for the region to help inform those efforts. In August**,** ODOT prepared a complementary white paper documenting the history and current use of the mobility policy statewide as well as considerations and potential approaches for updating the policy. The white paper includes a summary of stakeholder interviews. A factsheet summarizing key findings from the white paper is provided in **Attachment 3**.

- **Research on Examples of Current Approaches in the Portland Area.** From late May to mid-July 2020, the project team worked with individual cities and counties and county coordinating committees technical advisory committees (TACs) to identify "real life" examples of how the current mobility policy has been applied in the Portland region – in transportation system plans (TSPs), a corridor plan, several comprehensive plan amendments, local development review proposals with a transportation impact analysis and project design. The selected examples cover a range of state and regional transportation facilities (e.g., throughways[1] and state- and locally-owned arterials, including state and regional freight routes and enhanced transit corridors), 2040 land use contexts, geographies and availability of travel options. The research identifies strengths and weaknesses of the current v/c measure and policy to be addressed with the updated mobility policy for the Portland area. The findings are being documented in a technical memo and series of factsheets that will be published on the project website when available. The examples will provide a starting point for selecting 4 to 6 case studies to test potential measures and updated policy approaches next year.

- **Additional Research on State and Regional Policy Framework, Past Stakeholder Input on Mobility, Evaluation Criteria and Potential Policy Approaches.** In August, the project team started reviewing existing state and regional policy documents and past stakeholder input from the 2018 Regional Transportation Plan update, development of the Get Moving 2020 funding measure and the Scoping Engagement Process for this effort. This work will further inform and help guide potential policy approaches and measures to test next year. This information was discussed at a joint workshop of the Transportation Policy Alternatives Committee (TPAC) and Metro Technical Advisory Committee (MTAC) in October. In November, an online survey was used to gather feedback from TPAC, MTAC and interested parties about potential policy elements to include in the updated policy. The project team also began developing an evaluation framework that includes draft criteria for selecting and testing potential mobility performance measures through case studies.

  At the Dec. 16 TPAC/MTAC workshop, the project team will present an overview of the results of the November survey and the draft criteria for selecting and testing potential mobility measures. Staff will seek feedback on which mobility elements should be included in the updated mobility policy and the draft criteria to use to select and test potential mobility measures through case studies. Broader engagement is planned for early 2021 that will build on the TPAC and MTAC discussions and feedback.

NEXT STEPS

Attachment 4 provides a high-level engagement calendar for reference. Refinements to the engagement plan and a more detailed schedule are under development.

Anticipated next steps include:

- **Winter 2021** – Policymakers and stakeholders identified in the project engagement plan will have opportunities to discuss the background research findings and weigh-in on the definition of mobility, measures that should be considered and potential policy approaches and measures to test through case studies.
- **Winter to Spring 2021** – The project team will test potential measures and policy approaches through case studies and report findings.
- **Spring to Summer 2021** – The project team will work with policymakers and stakeholders to draft an updated mobility policy and implementation plan for further review and refinement.
- **Summer to Fall 2021** – Public review and refinement of draft updated mobility policy and implementation plan.

[1] Throughways are designated in the 2018 RTP and generally correspond to Expressways designated in the OHP.

Policy recommendations will go to JPACT, the Metro Council and the OTC for consideration. Pending recommendation by JPACT and the Metro Council and support from the OTC, the updated mobility policy for the Portland region will be applied and incorporated in the next update to the Regional Transportation Plan, due in 2023. The OTC will be asked to consider adoption of the updated mobility policy for the Portland region, including amending Table 7 in Policy 1F (highway mobility policy) in the OHP. Additional refinements to the recommended mobility policy may be identified as it is applied during the 2023 RTP update and as the OTC considers adoption of the updated policy.

/attachments
1. Project Purpose and Objectives
2. Project Factsheet
3. ODOT Oregon Highway Plan Mobility Policy White Paper Key Findings Factsheet
4. 2021 Engagement Calendar

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Metro/ODOT Regional Mobility Policy Update

Project purpose and objectives

(as identified in work plan approved by JPACT and the Metro Council in 2019)

July 24, 2020

Project purpose

The purpose of this project is to:

- Update the regional transportation policy on how the Portland area defines and measures mobility for people and goods to better align how performance and adequacy of the transportation system is measured with broader local, regional and state goals and policies.
- Recommend amendments to the Regional Transportation Plan and Policy 1F of the Oregon Highway Plan (Table 7 and related policies for the state-owned facilities in the Portland metropolitan planning area boundary).

The updated policy will be considered for approval by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council as an amendment to the Regional Transportation Plan (RTP) as part of the next RTP update (due in 2023). The updated policy for state owned facilities will be considered for approval by the Oregon Transportation Commission (OTC) as an amendment to Policy 1F of the Oregon Highway Plan.

The updated policy will be applied within the Portland area metropolitan planning area boundary and guide the development of regional and local transportation system plans and the evaluation of the potential impacts of plan amendments and zoning changes on the transportation system as required by Section 0060 of the Transportation Planning Rule (TPR). In addition, the updated policy will provide a foundation for recommending future implementation actions needed to align local, regional and state codes, standards, guidelines and best practices with the new policy, particularly as it relates to mitigating development impacts and managing, operating and designing roads.

Project objectives

The 2018 RTP is built around four key priorities of advancing equity, mitigating climate change, improving safety and managing congestion. The plan recognizes that our growing and changing region needs an updated mobility policy to better align how we measure the performance and adequacy of the transportation system for both people and goods. The comprehensive set of shared regional values, goals and related desired outcomes identified in the 2018 RTP and 2040 Growth Concept, as well as local and state goals will provide overall guidance to this work.

The following project objectives will direct the development of the updated mobility policy that meets these broad desired outcomes for the Portland metropolitan region.

The project will amend the RTP and Policy 1F of the OHP to:

1. Advance the region's desired outcomes and local, regional and state efforts to implement the 2040 Growth Concept and 2018 RTP policy goals for advancing equity, mitigating climate change, improving safety and managing congestion.
2. Support implementation of the region's Climate Smart Strategy, the Statewide Transportation Strategy for Reducing Greenhouse Gas Emissions and related policies.

3. Provide a clear policy basis for management of and investment in the throughway[1] and arterial system to better manage growing motor vehicle congestion in the region in order to maintain interstate and statewide mobility on the throughway system while providing for intra-regional mobility and access by transit, freight and other modes of travel on the arterial roadway system and other modal networks.
4. Develop a holistic alternative mobility policy and associated measures, targets, and methods for the Portland region that focuses on system completeness for all modes and system and demand management activities to serve planned land uses. The updated policy will:
   a. Clearly and transparently define and communicate mobility expectations for multiple modes, users and time periods, and provide clear targets for local, regional and state decision-making.
   b. Provide mobility equitably and help eliminate disparities historically marginalized communities[2] face in meeting their travel needs.
   c. Address all modes of transportation in the context of planned land uses.
   d. Be innovative and advance state of the art practices related to measuring multimodal mobility.
   e. Use transportation system and demand management to support meeting mobility needs.
   f. Help decision-makers make decisions that advance multiple policy objectives.
   g. Address the diverse mobility needs of both people and goods movement.
   h. Balance mobility objectives with other adopted state, regional and community policy objectives, especially policy objectives for land use, affordable housing, safety, equity, climate change and economic prosperity. [3]
   i. Distinguish between throughway and arterial performance and take into account both state and regional functional classifications for all modes and planned land uses.
   j. Evaluate system completeness and facility performance for all modes to serve planned land uses as well as potential financial, environmental, greenhouse gas and community impacts of the policy, including impacts of the policy on traditionally underserved communities and public health.
   k. Recognize that mobility into and through the Portland region affects both residents across the region and users across the state, from freight and economic perspectives, as well as access to health care, universities, entertainment and other destinations of regional and statewide importance.
   l. Be financially achievable.
   m. Be broadly understood and supported by federal, state, regional and local governments, practitioners and other stakeholders and decision-makers, including JPACT, the Metro Council and the Oregon Transportation Commission.
   n. Be legally defensible for implementing jurisdictions.
   o. Be applicable and useful at the system plan, mobility corridor and plan amendment scales.

[1] Throughways are designated in the 2018 RTP and generally correspond to Expressways designated in the OHP.

[2] Historically marginalized communities are defined as people of color, people who do not speak English well, low income people, youth, older adults and people living with disabilities.

[3] Including the Oregon Transportation Plan, state modal and topic plans including OHP Policy 1G (Major Improvements), Oregon Transportation Planning Rule, Metro 2040 Growth Concept, Metro Regional Transportation Plan, Metro Regional Transportation Functional Plan and the Metro Congestion Management Process.

Project requirements and considerations

The project will address these requirements and considerations:

1. Comply with federal, state and regional planning and public involvement requirements, including Oregon's Statewide Planning Goals, ORS 197.180, the process set forth in OHP Policy 1F3 and associated Operational Notice PB-02.
2. Consider implications for development review and project design.
3. Consider implications for the region's federally-mandated congestion management process and related performance-based planning and monitoring activities.
4. Coordinate with and support other relevant state and regional initiatives, including planned updates to the Oregon Transportation Plan and Oregon Highway Plan, the ODOT Region 1 Congestion Bottleneck and Operations Study II (CBOS II), the ODOT I-205 Tolling Project, the ODOT I-5 Tolling Project, Metro Regional Congestion Pricing Study, the Metro Regional Transportation System Management and Operations (TSMO) Strategy update and the Metro jurisdictional transfer framework effort.
5. Document data, tools and methodologies for measuring mobility.
6. Provide guidance to jurisdictions on how to balance multiple policy objectives and document adequacy, i.e. consistency with the RTP and OHP, in both transportation system plans (TSPs) and plan amendments, when there are multiple measures and targets in place.
7. Recommend considerations for future local, regional and state actions outside the scope of this project to implement the new policy and to reconcile differences between the new system plan and plan amendment measures and targets and those used in development review and project design.

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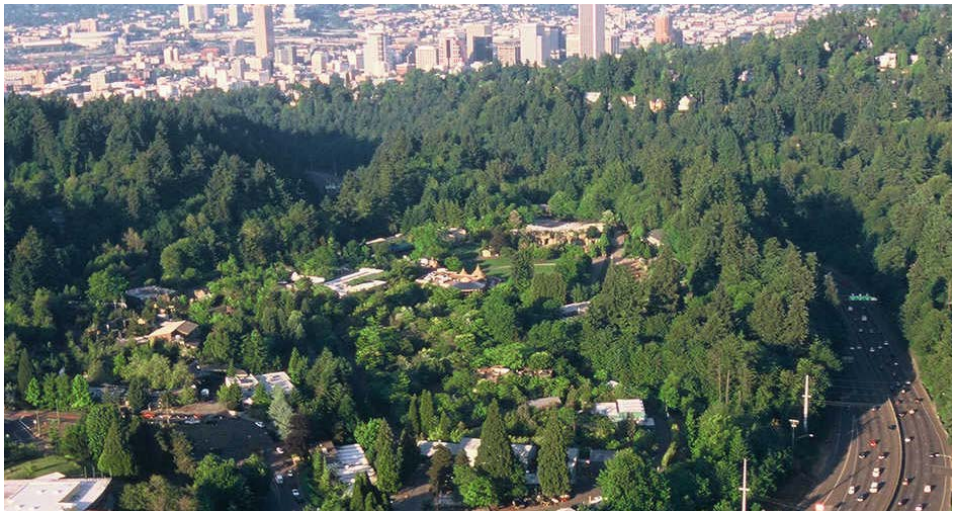


Regional mobility policy update

This joint effort between Metro and the Oregon Department of Transportation will update the way the region defines mobility and measures success.

Project overview

The purpose of this project is to update how mobility is defined and measured in the Regional Transportation Plan (RTP) and local transportation system plans (TSPs), and during the local comprehensive plan amendment process in the Portland area. The updated policy (and associated measures, targets and standards) will guide the development of regional and local transportation plans and studies, and the evaluation of potential impacts of plan amendments and zoning changes on the transportation system.

What is the regional mobility policy?

The region's current mobility policy relies on a vehicle-based measure and thresholds adopted in the RTP and Policy 1F (Highway Mobility Policy) of Oregon Highway Plan (OHP). The measure is referred to as the volume-to-capacity ratio (v/c ratio). As the primary way of measuring vehicle congestion on roads and at intersections, the current measure is used to calculate the number of motor vehicles relative to the motor vehicle capacity of a given roadway during peak weekday travel times (currently defined as being from 4 to 6 p.m.).

Why update the policy now?

We are a region on the move – and a region that is rapidly growing. More than a million people need to get to work, school, doctor's appointments, shopping, parks and home again each day. With a half-million more people expected to live in the Portland area by 2040, it's vital to our future to have a variety of safe, affordable and reliable options for people to get where they need to go – whether they're driving, riding a bus or train, biking, walking or moving goods.

Key terms

Policy: a statement of intent and direction for achieving desired outcomes at the regional and system level.

Measure: a metric that is used to set targets and standards and to assess progress toward achieving the policy. The current measure for mobility is defined as a ratio of vehicle volume-to-capacity (v/c ratio).

Target: a specific level of performance that is desired to be achieved within the time horizon of transportation system plans. The RTP and OHP define v/c-based targets of .99 and 1.1

Standard: a performance threshold that is less flexible than a target. ODOT and local governments use the v/c ratio to regulate plan amendments, mitigate development impacts and determine road design requirements at a local or project level.

The 2018 RTP identified the need to update the plan's 20-year old "interim" mobility policy so that it better aligns with the comprehensive set of shared regional values, goals and desired outcomes identified in the RTP and 2040 Growth Concept, as well as with local and state goals.

There are several reasons why the time is right to begin an update to the mobility policy and associated measures for the Portland region.

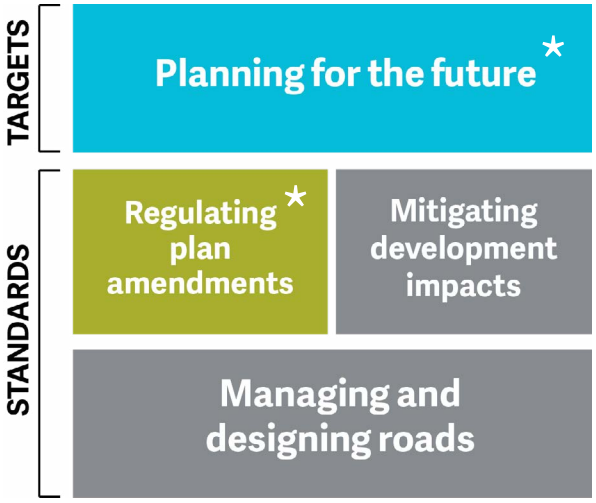
- The current policy and measure focus solely on vehicles and do not measure mobility for people riding a bus or train, biking, walking or moving goods.
- The targets and standards in the current policy do not reflect the fiscal capacity of ODOT and local governments to construct transportation projects necessary to meet the mobility policy. This is especially true in planned growth areas including urban growth boundary expansion areas.
- Projects that are built to the current adopted targets and standards may have undesirable land use, housing, air quality and environmental impacts.
- The 2018 RTP failed to meet the current target, particularly for the region's throughway system, triggering the need to consider alternative approaches for measuring mobility and success under state law.
- The Oregon Transportation Commission (OTC) will be updating the Oregon Transportation Plan and Oregon Highway Plan during the next couple of years and will conduct its own statewide stakeholder engagement process to inform those plan updates. This project provides an opportunity for coordination and for the region to help inform those efforts.

What are our expected outcomes?

The project's primary outcome is to recommend an updated mobility policy, measures and performance targets for the greater Portland region that clearly define mobility expectations for people and goods.

The process will result in policy recommendations to the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Council and the Oregon Transportation Commission (OTC). Pending approval by JPACT and the Metro Council and concurrence from the OTC, the updated policy for the Portland region will be applied and incorporated in the next update to the RTP (due in 2023). The OTC will be asked to consider adoption of the updated mobility policy for the Portland region, including amending Table 7 in Policy 1F (highway mobility policy) in the OHP.

Current uses of the volume-to-capacity ratio in the Portland region



* focus of this update

Planning for the future

Who: Metro, ODOT, cities, counties and consultants.
What: Evaluate traffic performance of roads and intersections given current and projected population and jobs.
When: Updates to transportation system plans (TSPs) and development of corridor or area plans, including concept plans, using thresholds defined in the RTP, OHP and local transportation plans.
Why: Diagnose the extent of vehicle congestion to identify deficiencies and projects to address them, and determine consistency of the RTP with the OHP for state-owned facilities.

Regulating plan amendments

Who: Cities, counties and consultants, in coordination with ODOT.
What: Evaluate the potential impacts of land use zoning changes on roads and intersections, including state-owned roads as required by the TPR during development review.
When: Amendments to land use zoning designations using thresholds defined in the OHP.
Why: Identify mitigation measures to address transportation impacts anticipated from a new or changed land use designation.

Mitigating development impacts

Who: Cities, counties and developers.
What: Collect fees based on the development of or use of land or identify needed transportation project(s) in-lieu of fees. Projects typically include expanding capacity to add new travel lanes, turn lanes and/or signals.
When: Development approval process using thresholds defined in local transportation plans and the OHP.
Why: Mitigate traffic impacts from new development.

Managing and designing roads

Who: Cities, counties, ODOT and consultants.
What: Calculate anticipated volume-to-capacity ratio of project area using thresholds defined in the 2012 Oregon Highway Design manual and criteria in ODOT's 2020 Blueprint for Urban Design for state-owned roads.
When: Operations and project design, including preliminary engineering.
What: Inform the design of roads and intersections, such as the number of travel lanes and turn lanes, and signal operations.

Potential new measures to be explored

The volume-to-capacity ratio has been the primary way to measure the region's mobility. Other ways to measure the health and success of the transportation system that will be explored, include:

- People and goods movement capacity and throughput
- Vehicle miles traveled
- Travel time and reliability (motor vehicles, including freight and transit)
- Transit service coverage and frequency
- Bike and pedestrian network completion
- Mode share
- Network connectivity
- Access to destinations by a variety of modes.

To sign up for project updates and learn more, visit **oregonmetro.gov/mobility**

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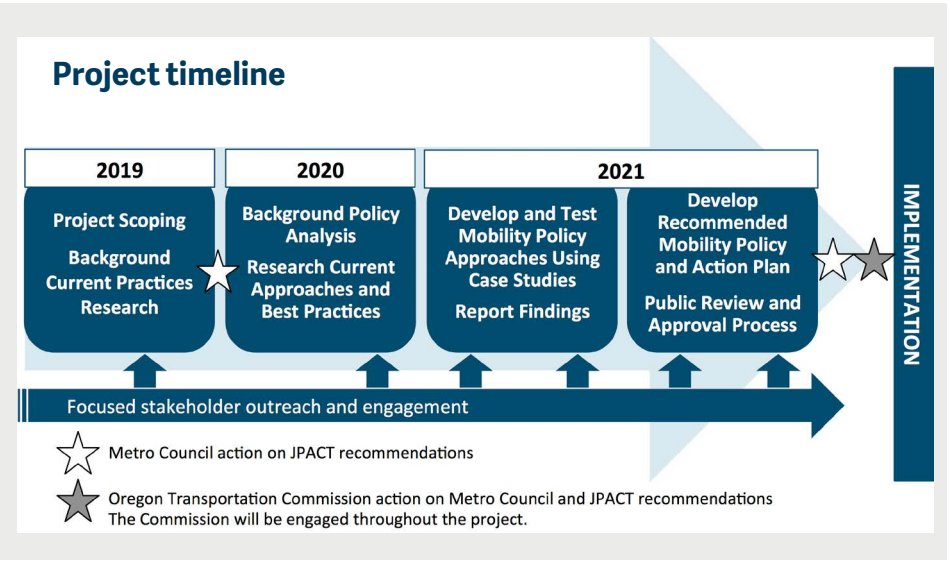
Where are we now?

Metro and ODOT selected a consultant team to support the project. The Transportation Research and Education Center (TREC)/ Portland State University completed the Regional Mobility Policy Background Report. The report reviews the existing mobility policy and summarizes best practices in measuring multimodal mobility. Currently, the project team is working with local partners to illustrate how the current mobility policy has been applied in the Portland region. ODOT completed a complementary Oregon Highway Plan Mobility Policy white paper documenting the history and current use of the mobility policy statewide.

The process to update the regional mobility policy started in 2019 and will continue through fall 2021.



Next steps

Fall 2020 - Winter 2021
Report on examples of current approaches

Identify and seek input on potential policy elements

Identify and apply criteria to select potential mobility measures to test

Winter - Spring 2021
Test measures with case studies and report findings

Spring - Summer 2021
Draft policy and implementation plan

Summer - Fall 2021
Public review and refinement

Final policy recommendations go to JPACT, the Metro Council and the Oregon Transportation Commission

Engagement activities

- Metro Council and JPACT briefings
- Coordinating committees' briefings
- TPAC/MTAC workshops
- Community leader forums
- Policy maker forums
- Practitioner forums
- Public comment period

KEY FINDINGS BRIEF

OREGON HIGHWAY PLAN MOBILITY POLICY WHITE PAPER

OREGON DEPARTMENT OF TRANSPORTATION | AUGUST 2020

1 OREGON'S MOBILITY POLICY

"It is the policy of the State of Oregon to maintain acceptable and reliable levels of mobility on the state highway system, consistent with the expectations for each facility type, location, and functional objectives. Highway mobility targets will be the initial tool to identify deficiencies and consider solutions for vehicular mobility on the state system." —1999 Oregon Highway Plan (OHP) mobility policy

The Oregon Mobility Policy is intended to maintain acceptable and reliable levels of mobility on the state highway system, as reliable and continuous mobility is a key engine of economic opportunity and connectivity throughout the state. However, throughout the history of the mobility policy and continuing today, there have been situations where the highway mobility targets within the mobility policy have unintended outcomes. The policy states that mobility is to be measured with a vehicular volume-to-capacity ratio. This has led to stakeholder frustrations that focusing on the mobility of trucks and cars, rather than people and other modes, does not adequately reflect the current and future needs of the transportation system and surrounding community.

Over time ODOT has adapted the policy to make it more accommodating. Changes have included clarifying that the measures are targets not standards, allowing for land use contexts where they do not apply, and providing a clearer path towards alternate targets when needed. However, it is likely that further clarity and flexibility will be needed in the future.

The purpose of this paper is to understand the history and current use of the mobility policy and develop considerations, options, and potential approaches for updating the mobility policy as part of the next OHP and Oregon Transportation Plan (OTP) updates. Such an update could define what "acceptable and reliable levels of mobility" entail and explore different measures that more holistically reflect that definition. This will help the new OHP better provide for outstanding mobility options for all people throughout the state.

2 | CONSIDERATIONS FOR UPDATING THE POLICY

- Stakeholder desire for a more multimodal, network-focused policy
- Best practices from other states
- ODOT's more current planning documents and other mode plans
- Comprehensive plan amendments and the TPR
- Land use context and functional classification

SATISFYING ALL APPLICATIONS

Oregon is unique in that the current OHP mobility targets are used in a variety of applications. These include Transportation Planning Rule (TPR) compliance, development review, long-range transportation planning, and project delivery. Some of these applications are direct outcomes of legal mandates, while others are more flexible. Any changes to the policy must be able to be similarly applied to these processes and to be effective in a variety of applications.

STAKEHOLDER FEEDBACK

Local jurisdictions, stakeholders, and community members acknowledge that the OHP mobility targets are easy to use, measure, and understand. They have also expressed concern that interaction between the TPR and OHP highway mobility targets are having unintended and undesirable consequences in their communities, such as making it difficult to increase the planned land use densities in their comprehensive plans. They are concerned that the requirements to meet v/c standards give vehicle mobility precedence over other local objectives, such as active transportation operations and safety, compact land use planning, and economic development.

BEST PRACTICES FROM OTHER STATES AND OTHER ODOT DOCUMENTS

Many transportation agencies around the country are using performance measures to evaluate various dimensions of mobility, focusing less on eliminating peak-hour congestion and more on improving mobility as a whole. When mobility is defined as a more robust measure than simply the absence of congestion, the strategies employed to provide the best mobility possible to all users expand, and can better be tailored to roadway function and land use context.

The Oregon Transportation Commission's Strategic Investment Plan, *A Strategic Investment in Transportation*[1] (2017), also helps illustrate ODOT's current goals for state highway investment. Statewide mode and topic plans are adopted as a part of the OTP and include statewide policy, requirements, and guidance related to transportation system planning. These documents help clarify mobility goals for the various modes.

1 Oregon Transportation Commission. A Strategic Investment in Transportation. 2017.

3 APPROACHES FOR UPDATING THE POLICY

There are a range of potential options to consider for updating, revising, or replacing the state mobility policy.

These include better reflecting multiple aspects of mobility (such as peak-hour performance, network reliability, accessibility, etc.), land use context, and a variety of modes. The descriptions below discuss benefits and drawbacks to various options but do not recommend any option over the others. For each mobility policy option shown below, the white paper includes potential approaches to updating the mobility performance measures.

POTENTIAL MOBILITY POLICY UPDATE OPTIONS

	Mobility Policy Option	Description
#1	No Change	Keep the mobility policy and v/c-based measures in place with no updates. ODOT could, however, recommend the targets for long-range planning only and make the process of adopting alternative mobility targets easier.
#2	Define Mobility in the OHP Mobility Policy	Better define mobility within the OHP mobility policy. This definition could be mode-neutral or include a separate definition for each mode. The definition could also describe the different mobility needs inherent to different land use contexts and/or highway classifications.
#3	Define Mobility in the OTP	Better define mobility within the OTP. This definition could be mode-neutral or include a separate definition for each mode. The definition could also describe the different mobility needs inherent to different land use contexts and/or highway classifications.
#4	Define Mobility Within Various Modal Plans	Better define mobility within the various modal plans. These definitions would be tailored to the individual modes described within each plan. The definitions could also describe the different mobility needs inherent to different land use contexts and/or highway classifications.
#5	Amend the TPR	Amend the TPR so that it no longer relies on the mobility policy to determine if a land use decision causes a significant transportation impact. Note that this would not be an ODOT action, but rather would be under Department of Land Conservation and Development purview.

4 NEXT STEPS

The current OHP mobility policy does not define what "acceptable and reliable levels of mobility" entails other than stating that it is to be measured through the mobility measures housed within the policy. Applications of these measures have led to the stakeholder frustrations described and difficulty balancing mobility with other needs and goals, such as economic development, housing, and urbanization. The flexibility that has been added to the policy over time remains largely vehicle centric, is time and cost intensive, and is focused on tolerating increased congestion rather than about defining desired mobility for the land use context and highway classification.

The OHP is scheduled to be updated in the next few years and the mobility policy will be one aspect of the plan that will be reviewed and considered for an update. An updated policy should address desired mobility outcomes and define acceptable and reliable levels of mobility for the Oregon highway system more robustly and explicitly. There are several potential directions ODOT could take to update the mobility policy. The options proposed are just some of the potential approaches to create a more broad-based mobility policy. These, in turn, can lead to reconsidering the way highway mobility is measured and the factors that are considered in setting the standards.

By considering the best practices described from other agencies and heeding Oregon's unique history, land use planning approach, and uses of mobility targets, a new policy can better balance multiple needs and goals while working towards improved mobility across the state. The following are a few key questions to consider during the OHP update.

QUESTIONS FOR THE OTP/OHP ADVISORY COMMITTEES

- How should mobility be defined for the Oregon highway system?
- What policy changes may be needed to achieve the desired mobility outcomes?
- Should additional land use context be considered in the mobility policy and if so, what are our expectations about mobility based on land use context?
- Should highway classification continue to be a factor in how we set mobility expectations for a facility and do the highway classifications need updating?
- What other factors should be considered in the mobility policy to better align the policy with our expectations about mobility?
- What mobility performance measures should be considered to better inform transportation decisions and investments from a mobility perspective?

For more information about the OHP and OTP update project, see https://www.oregon.gov/ODOT/Planning/Pages/Plan-Development.aspx.

REGIONAL MOBILITY POLICY UPDATE

ENGAGEMENT AND COMMUNICATIONS CALENDAR | 2020-21

Dates are subject to change; Detailed 2021 schedule to be developed in late 2020.

2020

Month	When	Who	What
January	1/10	TPAC	Introduce UPWP amendment (Res. No. 20-5062)
	1/16	JPACT	
February	2/7	TPAC	Recommendation to JPACT on UPWP amendment (Res. No. 20-5062)
	2/20	JPACT	Action on UPWP amendment (Res. No. 20-5062, by consent)
	2/27	Metro Council	
April	4/15	TPAC/MTAC workshop	Report back on PSU/TREC background research on mobility measures and methods used in Oregon and elsewhere
May to June	Various dates	County-level coordinating committee TACs and City of Portland staff	Seek "real life" examples that illustrate how the current policy is applied in the region
October	10/21	TPAC/MTAC workshop	Report on RTP policies, past engagement on defining mobility, accessibility, and reliability for all modes and examples of current policy and measurement approaches Discuss how mobility should be defined for the region and criteria for selecting potential mobility policy elements/measures to test
December	12/16	TPAC/MTAC workshop	Discuss and provide input on defining mobility, potential mobility policy elements/measures to test and evaluation criteria for selecting measures to test through case studies

2021

Month	What
January to March	Engage community leaders and other stakeholders to review and provide feedback on outcomes from TPAC and MTAC workshops in advance of policymaker briefing(s), including: practitioners' panel/forum, community leaders' forum and briefings to TransPort subcommittee of TPAC, county-level coordinating committee (technical and policy-level)
	Briefings to Metro Council, Oregon Transportation Commission, JPACT, R1ACT and MPAC to discuss stakeholder feedback and recommendations on potential mobility policy elements/measures to test through case studies
March to May	Conduct case study analysis
May to August	Report back and discuss findings from case study analysis to: • Develop a recommended mobility policy (and measures) for the RTP and proposed amendments to Policy 1F of the Oregon Highway Plan (OHP) • Develop local, regional and state action plan to implement recommended mobility policy Stakeholder engagement to include: TPAC/MTAC workshops, practitioners'/expert panel/forum, community leaders' forum, policymaker forum, briefings to Metro Council, OTC, R1ACT, OMSC modeling subcommittee, county-level coordinating committees (technical and policy-level) and regional technical and policy committees, and participation in local and state planning conferences

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over

2021 *(continued)*

Month	What
September to November	Conduct public review, refinement and preliminary approval process, including: online public comment tool, public hearing(s) and briefings to Metro Council, OTC, R1ACT, county-level coordinating committees (technical and policy-level), city/county commissions and councils and regional technical and policy committees, and participation in local and state planning conferences
November to December	Initiate 2023 RTP update (scoping) Forward proposed amendments to Policy 1F of the Oregon Highway Plan (OHP) to the Oregon Transportation Commission for consideration

POTENTIAL MOBILITY POLICY ELEMENTS RECAP AND TPAC/MTAC SURVEY RESULTS

DEC. 9, 2020

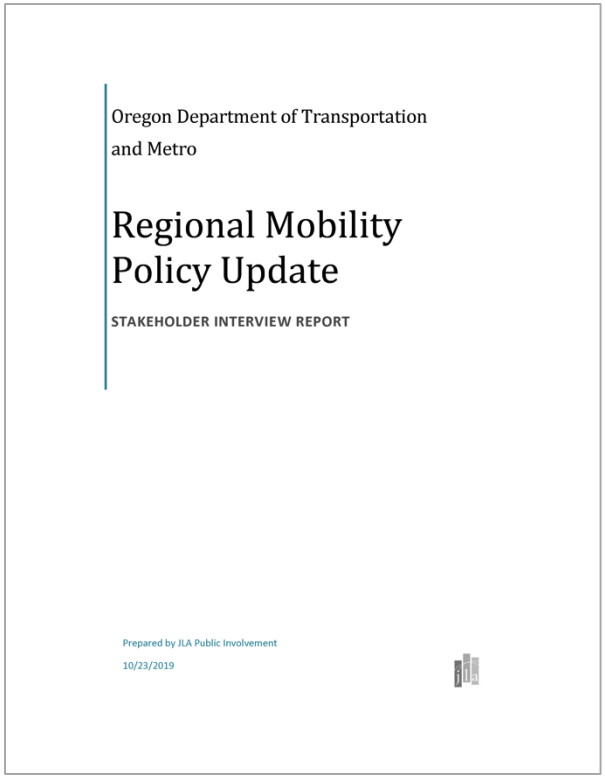
Overall Themes and Observations from prior engagement

Broad support and enthusiasm for an updated policy

Develop a **more holistic mobility policy** that accounts for all modes of travel and types of trips and broader outcomes beyond congestion, including equity, climate, safety and affordable housing

Ensure the new policy is **practical, legally defensible** and **not overly complex**

Context-sensitive policy to provide flexibility based on planned land use, roadway function and availability of travel options



Available at oregonmetro.gov/mobility

Stakeholders suggest definitions of mobility

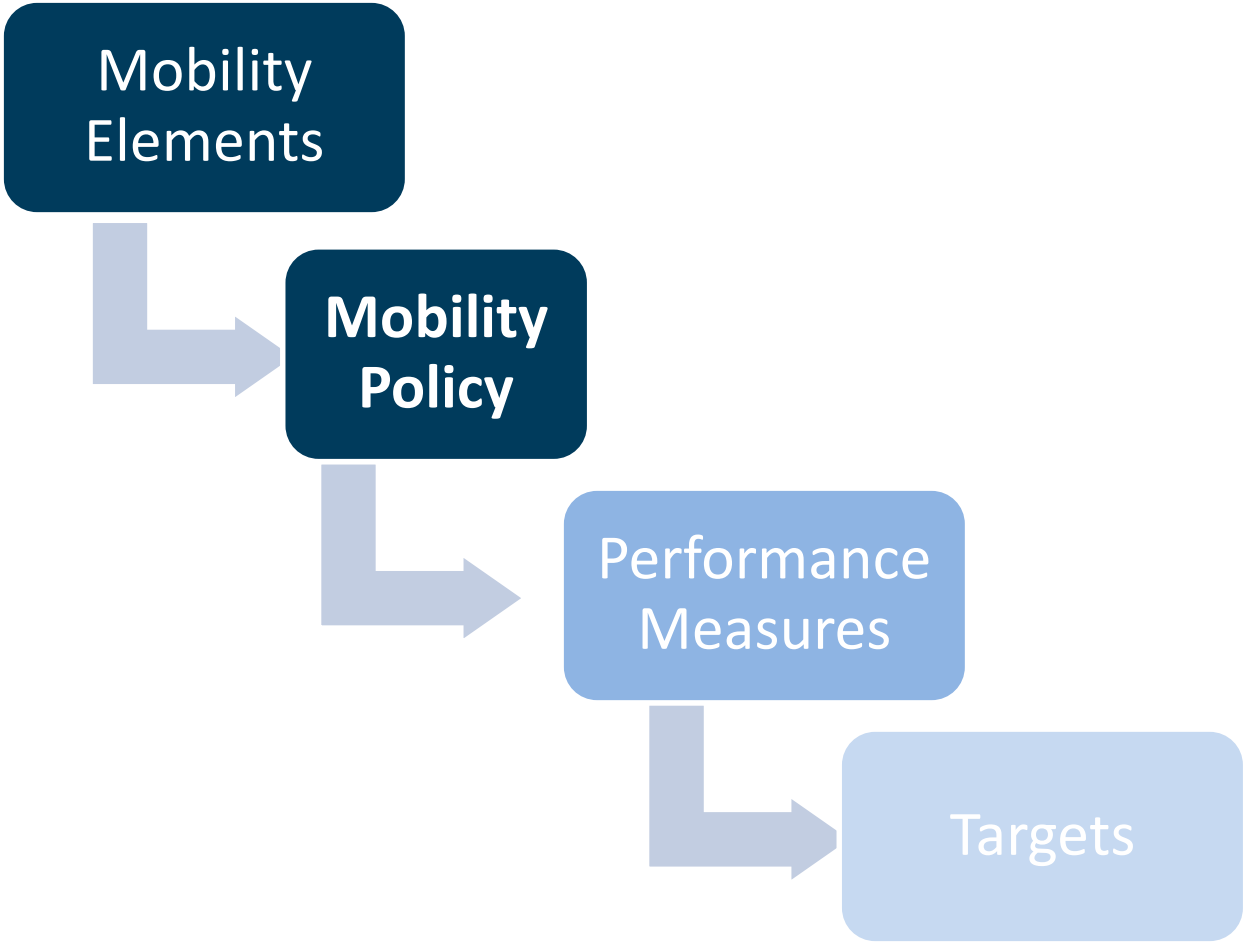
- “Getting to where you need to go safely, affordably and reliably no matter your [mode of travel], age, gender, race, income level, ZIP code...”
- "Mobility – focus on moving people and moving goods predictably and efficiently.”
- "Efficient freight movement and access to industry and ports...play a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

Overall Themes and Observations from Examples of Current Approaches Memo

V/C ratio is more strictly applied as we move from system planning to project design

- V/C is a useful diagnostic tool
- ODOT and local agencies would like more multi-modal measures that could be applied to plan amendments and development review
- Plan amendments should focus more on consistency with the local plans than the v/c measure

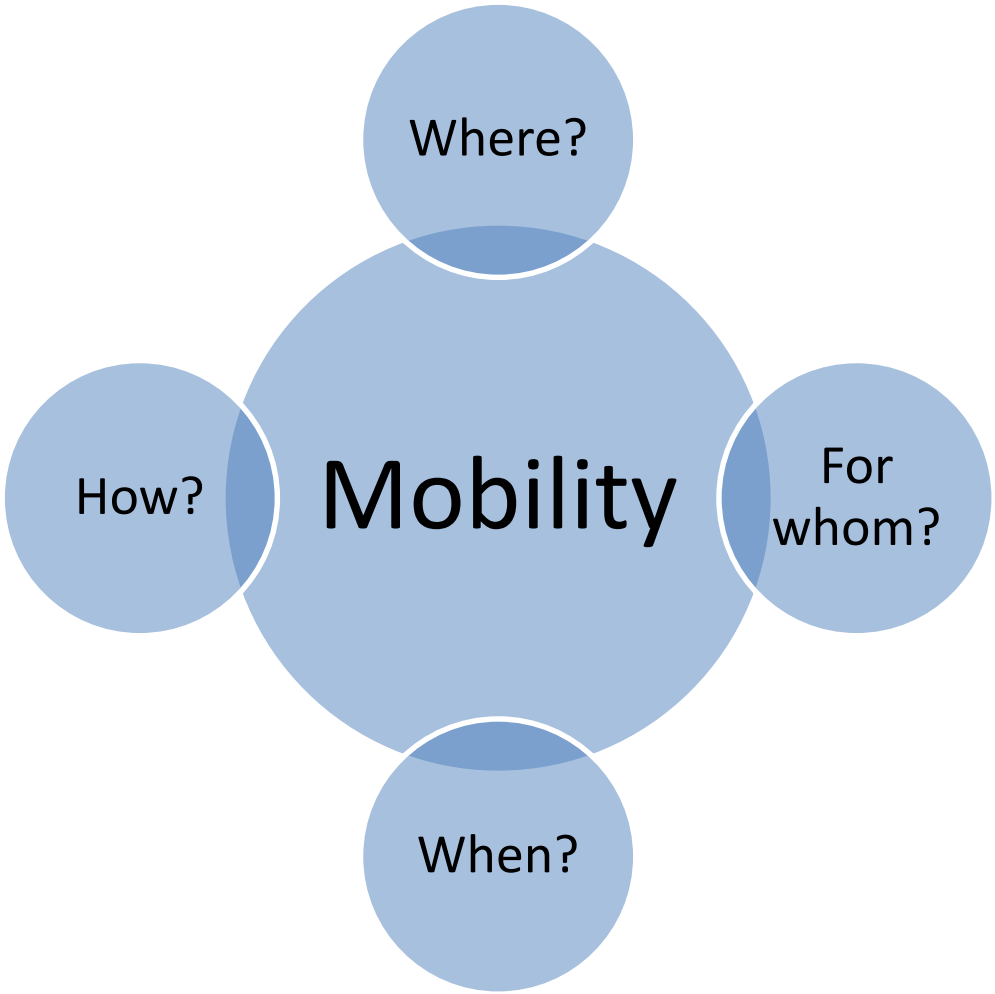
Mobility Policy and Measures Hierarchy



Considerations for Updating the Policy

- Clarify the definition of “mobility” and develop a more holistic policy
- Identify additional measures and/or guidance on existing measures
- Provide guidance for balancing multiple goals, objectives and policies
- Develop a policy that can be a model for local jurisdictions to develop their own multi-modal targets and standards
- Address the misalignment of mobility targets in OHP / RTP and funding reality
- Provide guidance for how local plans address projects on state facilities
- Clarify the TPR provides more flexibility in evaluating plan amendments than is being utilized (references standards, not mobility policy)
- Clarify the methodologies and assumptions used for traffic impact studies
- Clarify the application of the OHP mobility policy in development review
- Create a mechanism to enable incremental developer contributions to mobility investment strategies

How do you *define* mobility?



Potential Mobility Policy Elements

(Can be used alone or in combination)

#1: Vehicle Congestion Element

#2: Reliability Element

#3: Multi-modal Mobility Element

#4: System Completion Element

#5: Accessibility Element

#6: VMT/Climate Change Element

#7: Safety Element

#8: Infrastructure Condition Element

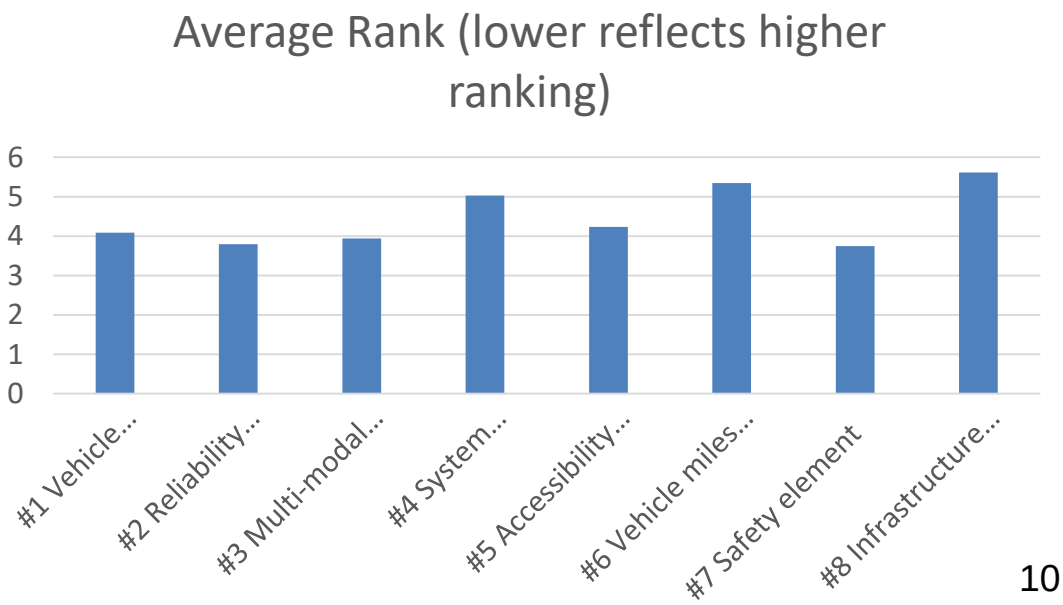
Note: Multimodal Mobility Policy, System Completion Element, Access Element, VMT Element, and Safety Element received the highest evaluation score for addressing multiple RTP and OHP outcomes

Potential Ways to Measure Mobility Policy Elements

Potential Mobility Policy Elements	Potential Performance Measures
#1: Vehicle Congestion Element	volume-to-capacity ratio, hours of congestion, delay
#2: Reliability Element	hours of congestion, travel time reliability (peak hour, throughway, freight, transit), transit on-time performance, percent of system with unreliable travel times
#3: Multi-modal Mobility Element	hours of congestion, travel time reliability (cars, freight, transit), multimodal LOS, transit availability and on-time performance, system completeness, access to travel options, mode share
#4: System Completion Element	gaps per adopted plans (pedestrian, bicycle, vehicle, TSMO, TDM), percent planned networks meeting standards, transit availability and on-time performance, network connectivity
#5: Accessibility Element	number of jobs and community places within modal travel sheds, percent planned networks meeting standards, access to industrial and intermodal facilities, access to travel options
#6: VMT/Climate Change Element	VMT per capita by geography, regional VMT per person miles traveled, average trip length
#7: Safety Element	VMT, serious and fatal crashes and crash rates, vehicle-pedestrian and vehicle-bicycle crashes and crash rates
#8: Infrastructure Condition Element	percent of network in state of good repair, lane miles per capita in state of good repair, condition ratings (pavement, bridge, sidewalk, transit vehicles)

Potential Mobility Policy Elements Survey Results

- Survey to TPAC/MTAC asked to what extent do you support each potential element being incorporated into the mobility policy vs remaining as its own policy
- Some level of support for each element, highest include:
  - Safety
  - Reliability
  - Multi-modal Mobility
  - Vehicle Congestion
  - Accessibility



Who Did We Hear From?

- 47 people responded, although not to every question
- Majority of people are not a TPAC/MTAC member or alternate (84%)
- Responses received from people working in all parts of the region
- Majority of responses are from people living in Multnomah County

What Did We Ask?

For each potential policy element:

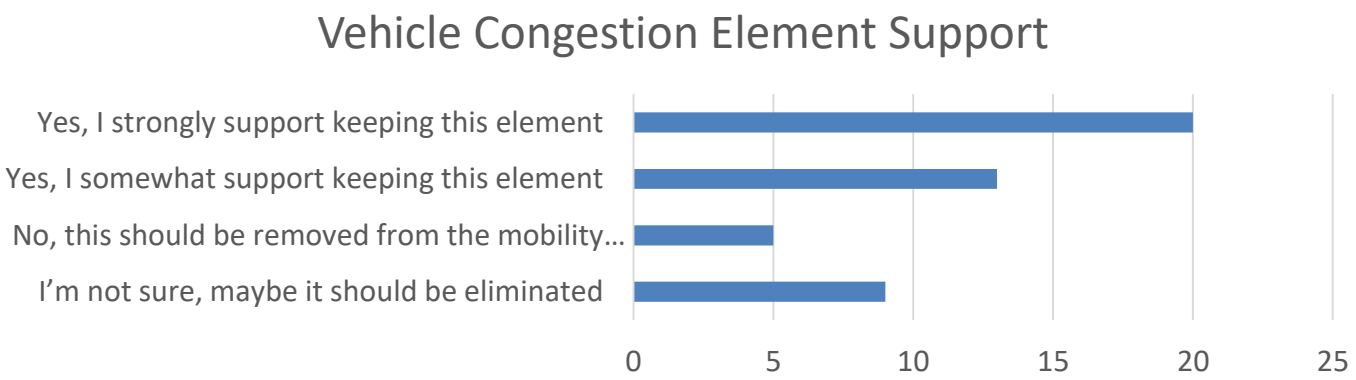
- Do you think this element should be part of the regional mobility policy or should remain a separate policy? Why?
- Please rank these potential mobility policy elements in order of their relative importance to the mobility policy for the Portland metropolitan region.

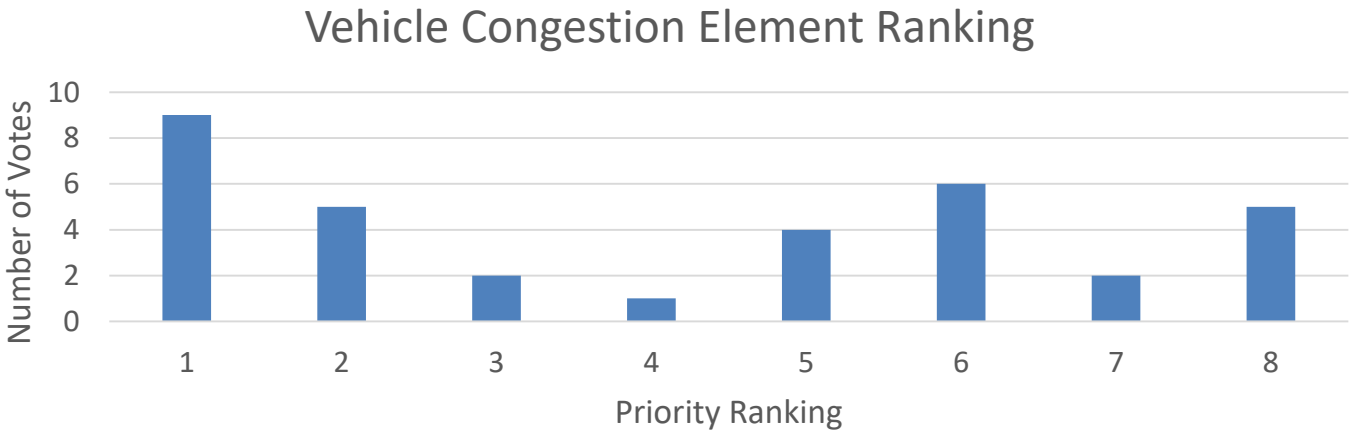
Vehicle Congestion Element

Survey Description:

The current policy is to maintain acceptable levels of congestion and this is defined by volume-to-capacity ratio (v/c ratio). V/C is a measure of vehicle congestion only. It is useful to diagnose deficiencies and identify needs that can be addressed following the region's adopted congestion management process. A mobility policy that makes progress toward this policy element will support system and demand management and other multi-modal strategies to address identified needs prior to building new motor vehicle capacity.

Vehicle Congestion Element





Strong support for including. Highest support for top priority although lower priority to many

Vehicle Congestion Element

Sample Comments:

- One of the problems with a focus on V/C is that solutions proposed to address capacity deficiencies end up being investments in auto capacity - even if the RTP suggests otherwise. And lo and behold, VMT increases systemwide.
- I am in favor of any action that reduces people's reliance on automobile transportation.
- It doesn't seem like the most important aspect of mobility. In my experience the places where I have the most mobility options also have the most congestion.
- I support moving away from v/c as a primary measure. It's helpful in understanding intersection operations, but not sure it needs to carry as much weight as a system measure.
- The v/c is an important measure for areas outside the CBDs including freeway interchanges.

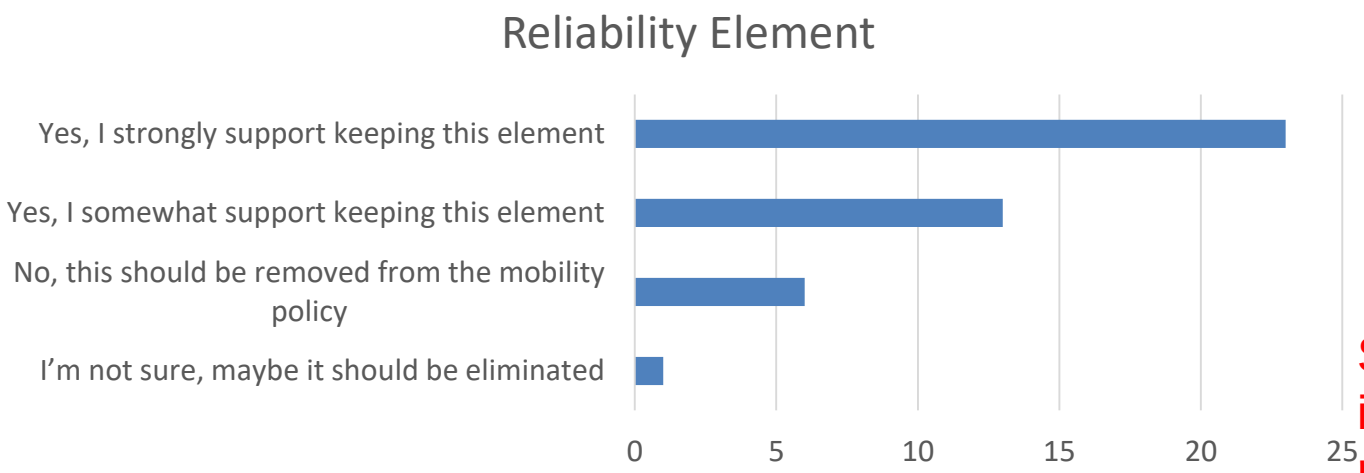
Reliability Element

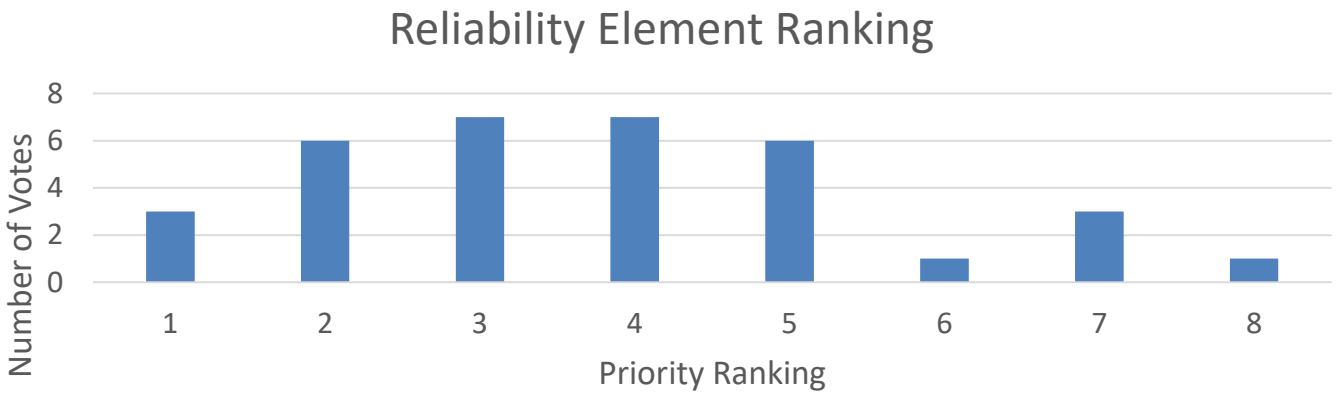
Survey Description:

The Oregon Highway Plan mobility policy is to maintain acceptable and reliable levels of mobility. The Regional Transportation Plan (RTP) includes a goal for reliable and efficient travel for people and goods. The supporting objectives for this goal aim to ease congestion and maintain reasonable mobility and reliable travel times throughout the region, for people driving, riding a bus or train, biking, walking or moving goods.

Having reliable, predictable travel times for people and freight is widely accepted as an important aspect of having mobility. A mobility policy that leads to progress toward this policy element may seek to reduce vehicle/freight congestion and improve auto, freight truck and transit travel time reliability on the regional motor vehicle network, the regional freight network and the regional transit network.

Reliability Element





Strong support for including, although ranking indicates it's a medium priority to most participants

Reliability Element

Sample Comments:

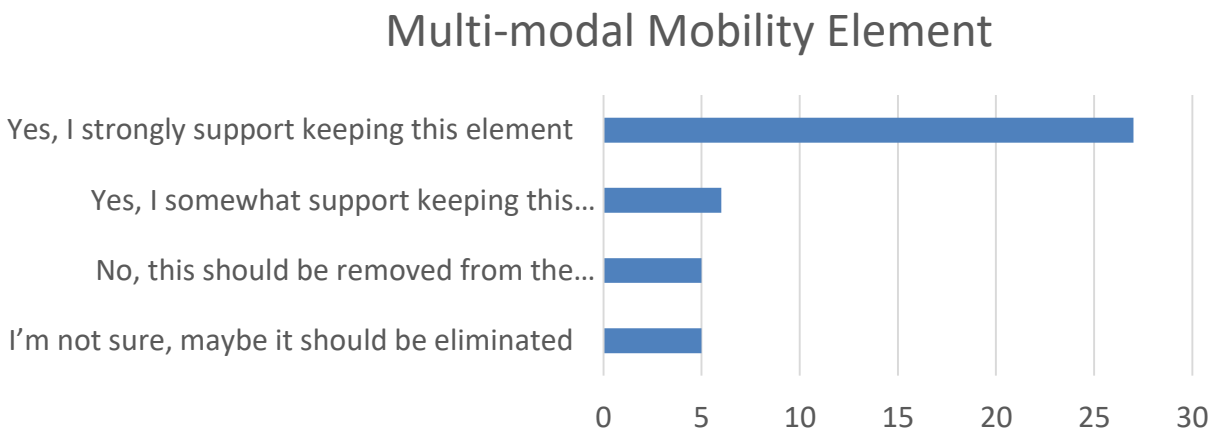
- This is a much more honest and realistic way of describing how the system is functioning. Who cares what an individual intersection is doing if you can get through a corridor in a reasonable amount of time - regardless of mode.
- Reducing motor vehicle capacity and/or removing full service traffic lanes to add bus and/or bike lanes is the heading in the wrong direction. Entire streets and highways need to be made to flow better.
- Except for buses stuck in traffic, many active transportation modes have no trouble with reliability.
- Convenience and safety are the primary issue for walking, cycling and transit. In one way, fixing reliability will mean more auto capacity and more driving.
- People aren't the same as freight or goods. Focusing only on moving cars doesn't work (induced demand). Focusing on providing more options is always better than focusing on just roads.
- There may be appropriate places to use this measure, but it may not be well-suited for all applications.

Multi-modal Mobility Element

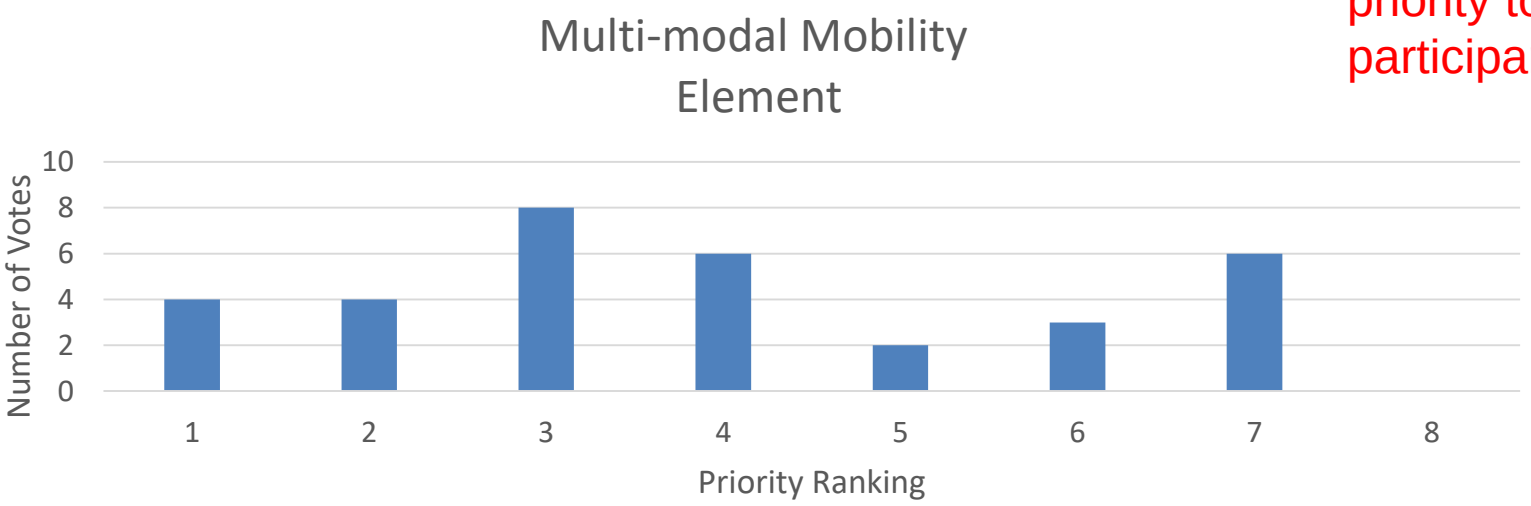
Survey Description:

Multi-modal and non-auto performance measures are widely used in transportation planning. The Regional Transportation Plan sets mode share performance targets region-wide and for different land use contexts in the region. These targets have also been adopted in local transportation system plans. An update to the mobility policy provides the opportunity to better address expectations for multi-modal network performance.

Multi-modal Mobility Element



Strong support for including, although ranking indicates it's a medium priority to most participants



Multi-modal Mobility Element

Sample Comments:

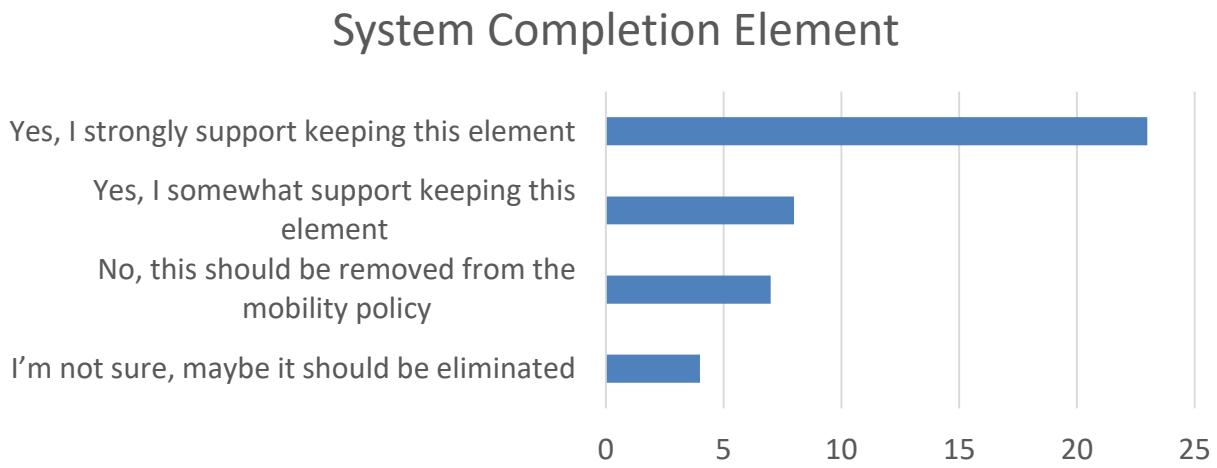
- The mobility policy should be multi-modal, this has been left out for too long. it is also an important part of mobility.
- If our guiding plans and policies call for specific modal targets, then our strategies to support and invest in those modes should be commensurate.
- I appreciate that this measure brings together non-auto performance and land uses. It helps us recognize that some areas are better suited to non-auto modes and they can be amplified there.
- This measure is very important especially in town centers
- It's a struggle to identify data-driven performance metrics for multimodal elements and that will make it challenging to implement this.
- Nearly 80% of the trips region wide are by motor vehicle. 59% of low income people drive to their place of employment. The regional mobility policy needs to support maintaining performance levels for the people who vote by driving by adding to and not reducing motor vehicle capacity.

System Completion Element

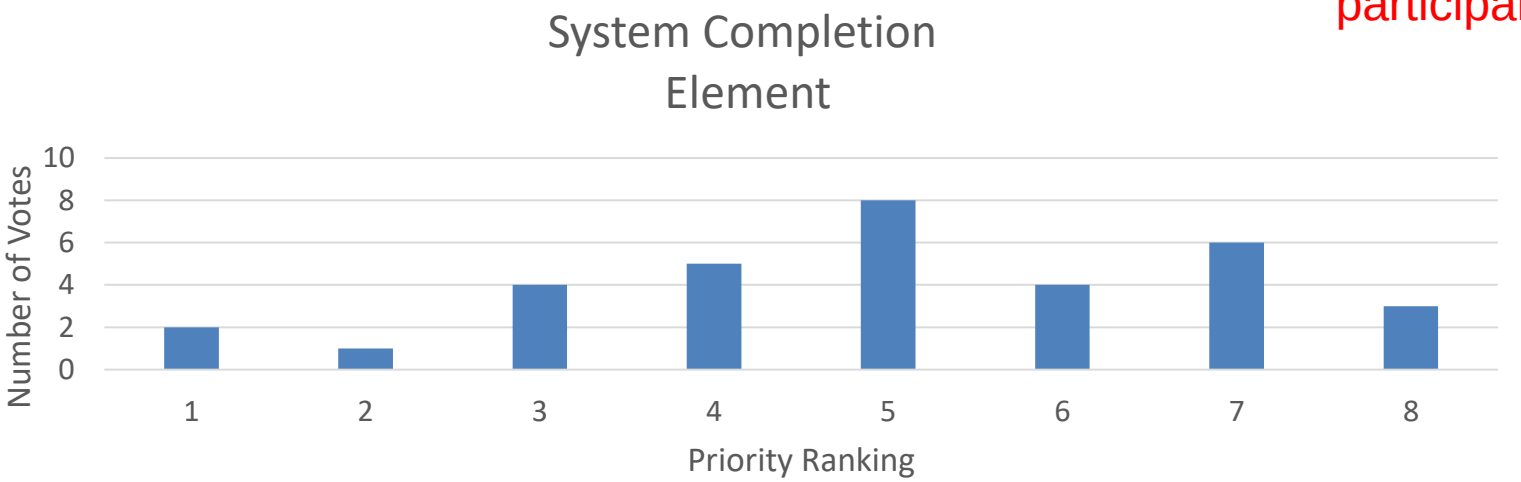
Survey Description:

One aspect of mobility is having a complete transportation network. System plans should define what a complete transportation network is for each mode. A complete transportation system can be pursued by eliminating gaps in modal networks; including but not limited to gaps in sidewalks, crosswalks, bicycle lanes, transit and vehicle networks.

System Completion Element



Strong support for including, although ranking indicates it's of medium to low priority to most participants



System Completion Element

Sample Comments:

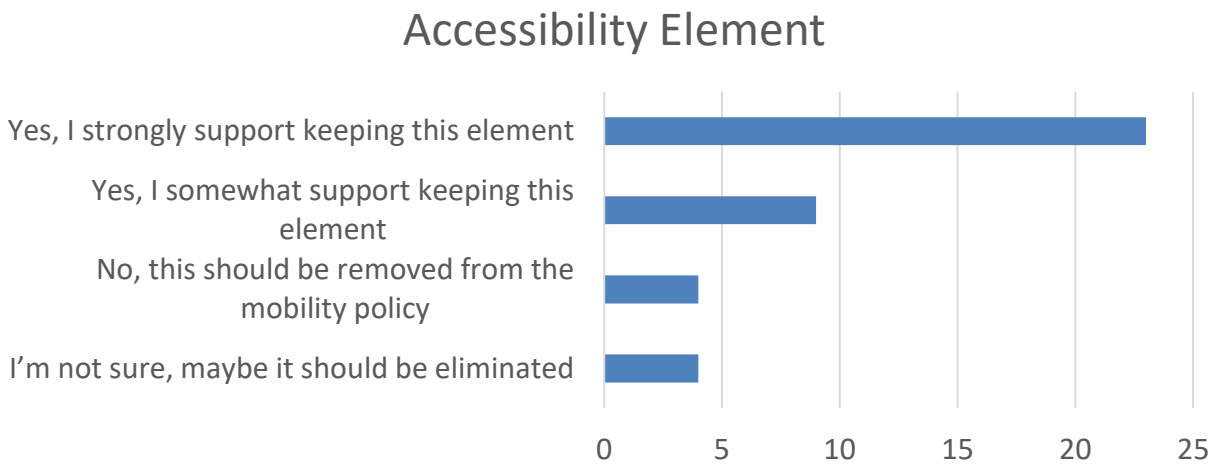
- So many of system is incomplete for modes other than auto. I think this makes a lot of sense and am looking forward to more discussion on this concept.
- This seems important to track, but does it need to be in the policy.
- Completeness for active transportation is essential. Currently, we focus on motorist delay at intersections, but at the same time totally unconcerned about active transportation system gaps, out-of-direction travel, and transit commute times.
- Gaps are often what keeps a person from considering a system.
- I'm not sure that a complete transportation network is an aspect of mobility. However, a complete transportation network provides equity, access and enhances safety.

Accessibility Element

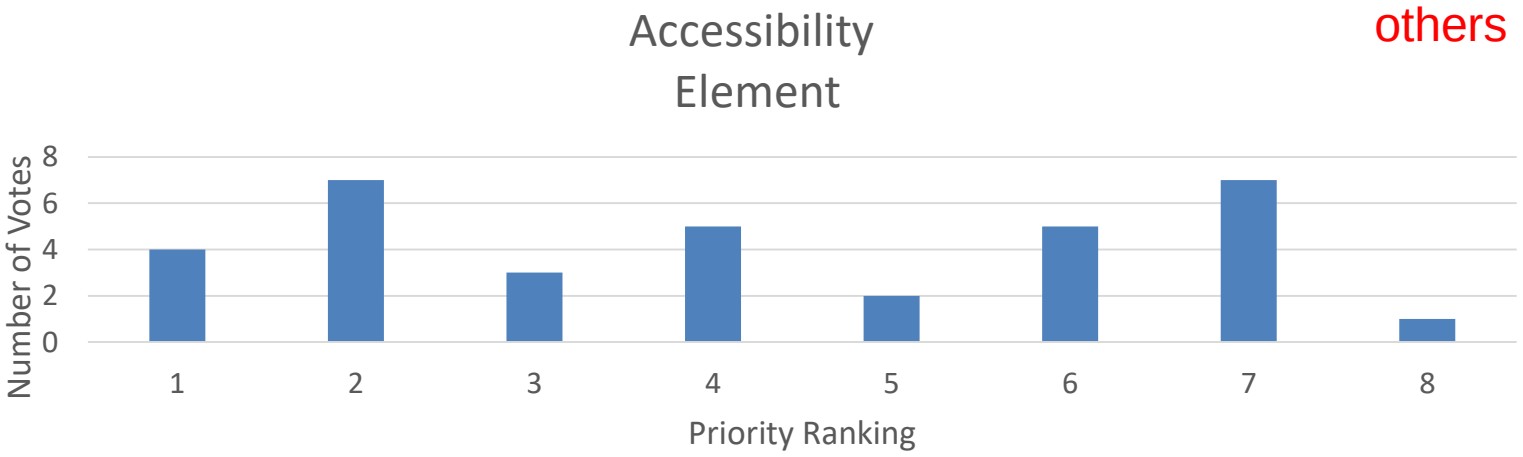
Survey Description:

People cannot have mobility without access to viable transportation options and destinations. Accessibility makes it convenient for people to reach the goods, services, jobs and activities they need to thrive. The Regional Transportation Plan defines a connected region where people and businesses have access through an efficient, complete and integrated system of throughways, arterial streets, freight routes, transit services, bicycle and pedestrian facilities. Progress toward this policy element may seek to enhance completeness of all planned modal networks, provide improved connectivity between modes and between where people of all incomes, races, ages, and abilities live and their essential destinations.

Accessibility Element



Strong support for including, although ranking indicates it's of high priority to some, lower importance to others



Accessibility Element

Sample Comments:

- How is it different from the system completion element?
- Important to track, but does it need to be in the policy?
- I think this is where we can start to have deeper conversations about equity, justice and climate in the context of the policy update. How does the system work for everyone? How does it help people make choices?

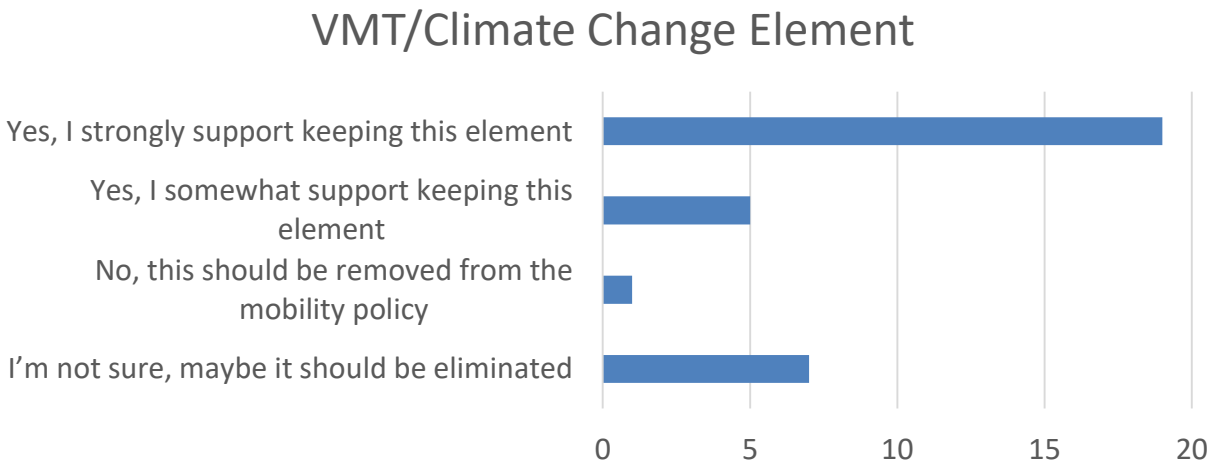
Vehicle Miles Traveled/Climate Change Element

Survey Description:

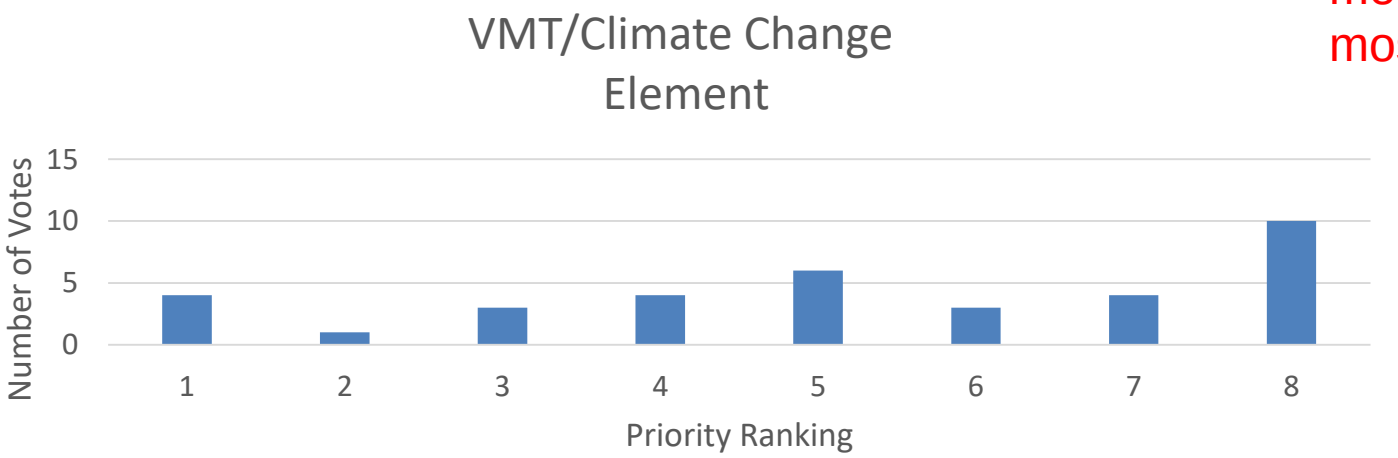
The Climate Smart Strategy is the region's adopted strategy for reducing greenhouse gas emissions from cars and small trucks to meet state-mandated reduction targets. Vehicle miles traveled (VMT) is a key measure for monitoring implementation of the strategy.

Vehicle miles traveled is a measure of the number of miles traveled by motor vehicles. It also captures trip length. Development in centrally located mixed use centers and corridors served by transit generates substantially fewer vehicle miles traveled than development in outlying areas. Although VMT counts only motor vehicle trips, it registers transit and active transportation trips insofar as they reduce motor vehicle travel. Transportation and land use strategies that reduce VMT and VMT per capita support the state climate change strategy and multiple Regional Transportation Plan outcomes. Reduced VMT can be the result of shorter trips that are more conducive to non-auto modes. Reduced VMT can help manage congestion and preserve vehicle capacity for transit, freight and longer trips, increase safety through reduced exposure, and reduce air pollution and greenhouse gas emissions.

Vehicle Miles Traveled/Climate Change Element



Strong support for including, although ranking indicates it's of low to medium priority for most



Vehicle Miles Traveled/Climate Change Element

Sample Comments:

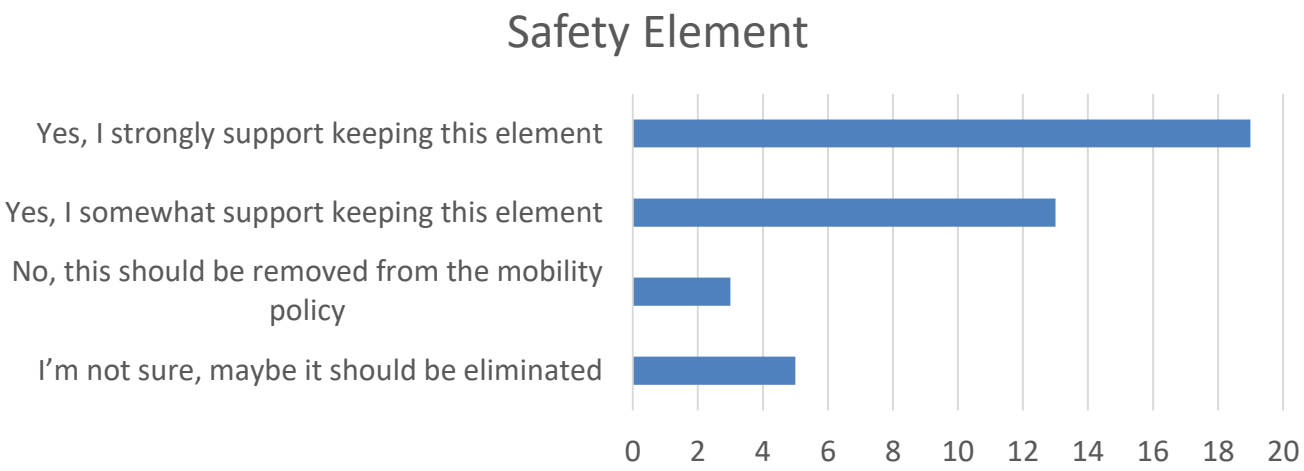
- We need mobility and access without increased VMT. It's possible.
- I DO NOT support this policy. The safest way to travel and isolate yourself from others, especially with the covid pandemic, is to travel in one's own vehicle. Furthermore, with electric cars and possibly other energy powered cars on the horizon the gas emissions policy becomes mute.
- Quicker and more efficient travel makes trips and travel shorter. Reducing emissions.

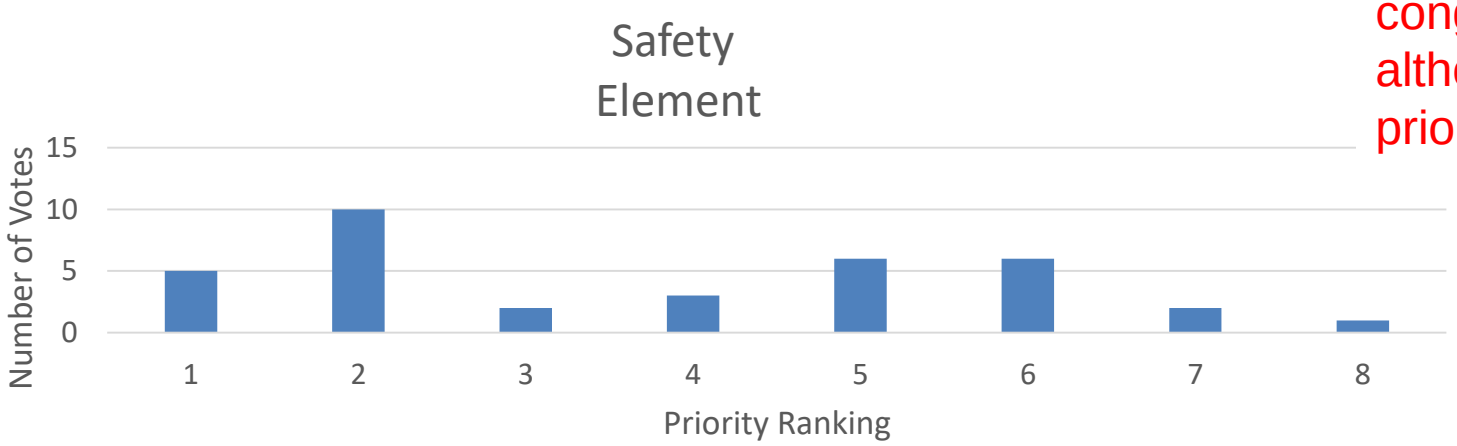
Safety Element

Survey Description:

To have mobility people need to feel that they have safe travel options. Regional Transportation Plan goals include eliminating fatal and life-changing crashes, and ensuring that people and goods are safe and secure when traveling in the region. A mobility policy that makes progress toward this goal would seek to reduce fatal and serious injury crashes. These outcomes could be supported through reducing VMT and street designs that complete planned transportation networks for all modes and that reduce vehicle speeds.

Safety Element





Strong support for including. High support for top priority, 2nd to vehicle congestion, although lower priority to many

Safety Element

Sample Comments:

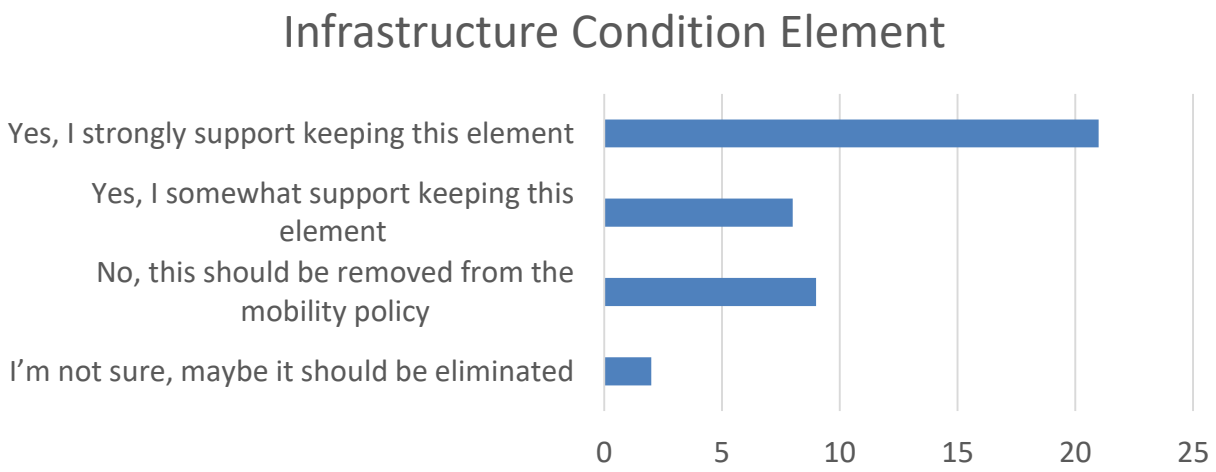
- Don't load up the mobility policy with every other element. Create an overarching balancing policy - recognize that not every project can meet every policy. How did we get into this situation that the Mobility policy is treated as PRIME policy - every project must meet.
- Regardless of the jurisdiction our top priority is, "health, safety and general welfare" or our residents. Safety is our paramount responsibility.
- Safety should be a standalone policy and be weighted more heavily than mobility.
- Lack of safe facilities is a major deterrent for walking, cycling, and transit.
- Should not be a part of the policy
- Improvements to safety can address congestion.
- Many "streets" around the area are more like highways, we should definitely be reducing this phenomenon.

Infrastructure Condition Element

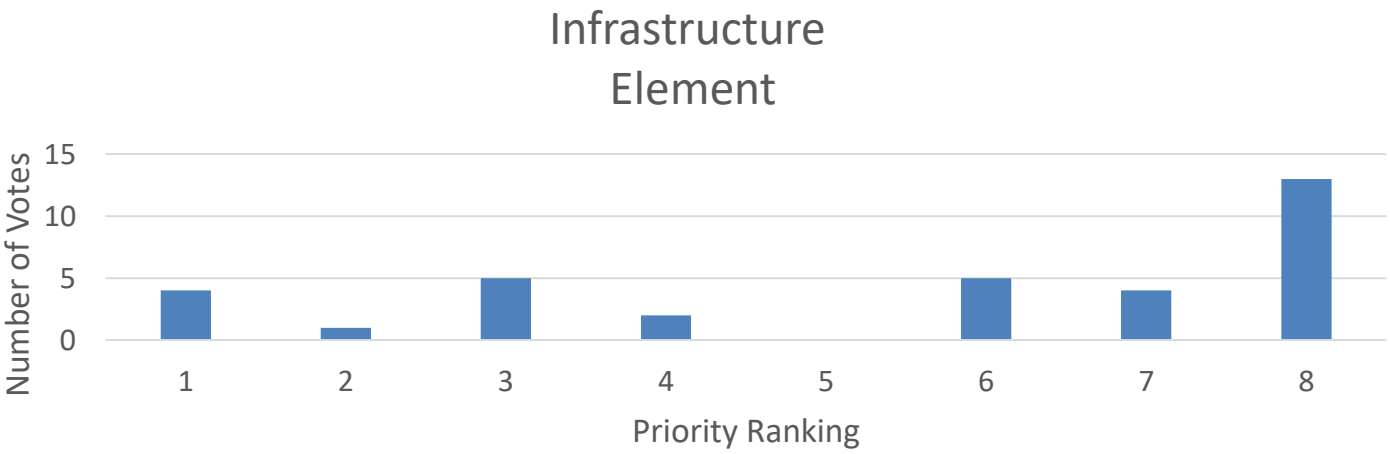
Survey Description:

Maintaining streets and transportation facilities is an important aspect of providing and preserving mobility. This mobility policy element would support preserving the pavement quality and seismic safety of the existing transportation system.

Infrastructure Condition Element



Strong support for including, although ranking indicates it's a low priority for most



Infrastructure Condition Element

Sample Comments:

- Important to track but not sure it needs to be part of the policy
- Unsafe streets due to potholes, uneven surfaces due to continual digging and seismically unstable overpasses are definitely problems.
- Maintaining over adding should be preferred.
- Mobility is greatly decreased if the streets are not maintained.
- If you can't maintain what you have there isn't much reason to add more to the system.

Any important mobility elements missing?

Sample Comments:

- Lots of comments on specific measures related to the potential policy elements
- Potential new elements
    - Connectivity between housing centers and employment centers
    - Economic and equity aspects of the transportation system
    - Affordability
- Approaches
    - Score Card. Overall a score card approach will be necessary to address the multiple aspects of the Regional Mobility Policy and can allow for flexibility in addressing mobility issues in a variety of urban contexts. …this will be necessary to expand the regional mobility policy to address the range of goals in the RTP.
    - Do not load up the mobility policy with other elements. We already have policies for those elements. Create a process where projects must consider and balance competing policies and make it okay that some projects may result in decreased mobility (as measured by congestion).

Additional Comments

Sample Comments:

- Add EQUITY to the policy. Instead of just fleecing motorists to subsidize the users of alternative modes, the users of all modes need to pay their fair share for what that utilize. Additionally more diversity of opinion proportional to the mode split needs to be added into the planning process and on advisory committees so transportation projects can be developed where common ground is a priority and at the forefront.

- I will just emphasize again that everything is shifting and I really expect that working remotely is going to become a standard part of our society so investments in effective Internet and ways to get around without using a car which connects people to their mediate communities will be critical.…It would be a waste of resources to build transportation structures and systems on a Model that no longer exists. I can tell you as a business owner, my staff will never come back to the office like they used to and I will never invest in commercial real estate as a business owner like I have in the past... We have fundamentally shifted.

- We need to change away from an auto-dominant system. We've said that's what we want to do for decades, but then fixate on motorist needs above all else. As we're finding out, continuously increasing capacity for driving is contrary to our stated plan policies and is financially unsustainable. Clearly, the car culture is fully engrained, and it will be difficult to change - but we must.

Memo

Oregon Department of Transportation

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Date: December 4, 2020
To: Kim Ellis, Metro, and Lidwien Rahman, ODOT
From: Susan Wright, PE, and Bryan Graveline, Kittelson & Associates, Inc.
Project: Regional Mobility Policy Update
Subject: Performance Measure Screening and Evaluation Criteria - DRAFT

OVERVIEW

The Regional Transportation Plan (RTP) includes a vision that acknowledges transportation has a role in the economy and people's quality of life. The vision is for everyone to have access to an affordable transportation system with travel options.

RTP VISION

In 2040, everyone in the Portland metropolitan region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy, and affordable transportation system with travel options.

Vision approved by the Metro Policy Advisory Committee, Joint Policy Advisory Committee on Transportation and the Metro Council in May 2017.

The RTP identifies four policy priorities and defines transportation goals, objectives, and performance measures that provide an outcomes-based framework to guide transportation planning and decision making in the region. As part of the last RTP update, these goals, objectives, and performance measures were used to identify recommended investments and are now being used to monitor how the transportation system is performing between RTP updates. *Attachment A includes RTP goals and objectives. Attachment B includes the nine system performance measures that have aspirational targets and provide a basis for measuring expected performance of the RTP*[1]. The RTP also addresses state-mandated targets for reducing per capita vehicle miles travel

RTP POLICY PRIORITIES

[1] As part of this project, a memorandum will be prepared documenting performance of the existing RTP.

per capita greenhouse gas emissions and reliance on single-occupant vehicles (SOV) by including non-SOV mode split targets.

While the RTP's overall policy and decision-making framework is multi-modal, the RTP's mobility policy is vehicle-based and the measure used is the volume-to-capacity ratio (v/c ratio[2]). Originally adopted by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council in 2000 and amended into the Oregon Highway Plan (OHP) by the Oregon Transportation Commission (OTC) in 2002, the interim regional mobility policy reflects a level of motor vehicle performance in the region that JPACT, the Metro Council and the OTC deemed acceptable at the time of its adoption. At the time, policymakers recognized the policy as an incremental step toward a more comprehensive set of measures that consider system performance for all modes, as well as financial, social equity, environmental and community impacts.

The interim mobility policy broke from the historic practice of "one size fits all" congestion standards for roads and freeways to a more tailored approach that coordinates the region's land use goals with the role of major streets, focuses auto and freight mobility expectations on the freeway system and emphasizes the role of transportation choices in moving people throughout the region. The policy allows for more congestion during the peak period in locations that have good travel options available, such as high capacity transit, while aiming to protect the off-peak period for freight mobility. This new emphasis on a tailored mobility policy and multimodal solutions was also incorporated into the Oregon Transportation Plan (OTP) in 2006, the policy document that frames and organizes all of the state's modal plans for transportation, including the OHP.

Subsequent updates to the RTP, and development of supporting topical and modal plans, continued that

RTP DESIRED OUTCOMES

Six desired outcomes for the greater Portland region

Equity
The benefits and burdens of growth and change are distributed equitably.

Vibrant communities
People live, work and play in vibrant communities where their everyday needs are easily accessible.

Economic prosperity
Current and future residents benefit from the region's sustained economic competitiveness and prosperity.

Safe and reliable transportation
People have safe and reliable transportation choices that enhance their quality of life.

Clean air and water
Current and future generations enjoy clean air, clean water and healthy ecosystems.

Climate leadership
The region is a leader in minimizing contributions to global warming.

– Adopted by Metro Policy Advisory Committee and the Metro Council in 2008.

[2] V/C is the primary way of measuring vehicle congestion on roads and at intersections. The current policy measures the number of motor vehicles relative to the motor vehicle capacity of a given roadway during peak weekday travel times (currently defined as being from 4 to 6 p.m.).

evolution and defined a broader set of performance measures that can provide a more comprehensive assessment of transportation system performance as reflected in the performance measures identified for each RTP goal and the regional performance targets, including the interim regional mobility policy, contained in Chapter 2 and Chapter 3 of the RTP and Table 7 of the Oregon Highway Plan. Recognizing the limitations of the current vehicle-focused mobility policy, the region has committed to updating the interim regional mobility policy to better align with the comprehensive set of goals and desired outcomes identified in the RTP. The purpose of this project is to update and replace the interim mobility policy adopted in the RTP and the OHP Policy IF3 (Highway Mobility Policy).

MOBLITY POLICY UPDATE PROCESS

Updating the mobility policy and its associated performance measures will be a multi-step process that starts with identifying the desired key elements of the updated mobility policy (e.g. What are the key policy elements and desired outcomes that should be reflected in the updated mobility policy for the Portland region?). Performance measures to support the mobility policy will be developed through a multi-step process that includes selecting mobility performance measures to test, testing the performance measures on case studies, and then selecting the preferred measures to implement the updated mobility policy. This memorandum presents draft screening criteria for selecting performance measures to test and draft evaluation criteria for evaluating the performance measures during the case studies.

SCREENING AND EVALUATION CRITERIA

The draft screening criteria are focused on the extent to which the performance measures accomplish the potential mobility policy elements and desired RTP outcomes and will need revision once the policy's key elements are identified.

The draft evaluation criteria are focused on attributes for the mobility performance measures to have; however the screening criteria will also be applied in more depth during the evaluation phase to assess the effectiveness of the current interim mobility policy performance measure and evaluate the potential new performance measures.

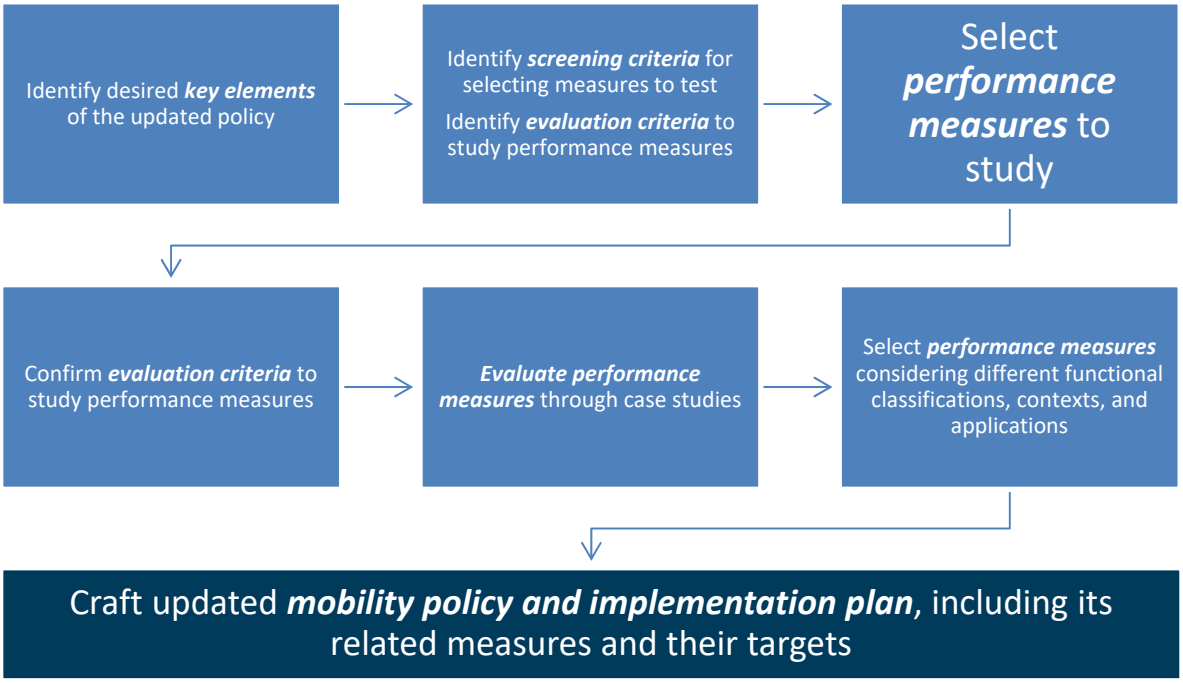
The draft screening and evaluation criteria were developed based on:

- the goals and outcomes in the 2018 RTP;
- State transportation and land use goals and policies;
- themes from past stakeholder engagement;
- background research provided by Portland State University;
- ODOT's Oregon Highway Plan (OHP) Mobility Policy White Paper[3];

[3] https://www.oregon.gov/odot/Planning/Documents/OHP_Mobility_White_Paper.pdf

- best practices from other long-range planning projects; and,
- the Metro/ODOT Regional Mobility Policy (RMP) Update project objectives[4].

MOBILITY POLICY UPDATE PROCESS



Screening Criteria

The following describes the proposed screening criteria for selecting performance measures for testing. The final screening criteria will be dependent in part upon which mobility-related policy elements are desired to be incorporated into the updated mobility policy. Potential performance measures will not need to address each of the criterion to be selected for testing but the set of measures for testing will need to be able to address each of the mobility policy elements collectively.

Screening Criterion #1: Addresses Multiple Desired Outcomes

Description:

- Does the measure help evaluate progress toward achieving desired outcomes across the entire Portland region?
- If so, which ones?
- Directly or indirectly?

[4] https://www.oregonmetro.gov/sites/default/files/2020/08/05/Regional-mobility-policy-fact-sheet-summer2020.pdf

Screening Criterion #2: Access to Opportunities, Social Connections, and Goods

Description

- Does the measure help evaluate increased access to opportunities, social connections, and goods for all people?
- Does it evaluate access for people and/or for goods at the statewide, regional, and local levels?
- Does it measure if a transportation system provides meaningful[5] access to travel choices for all people?

Screening Criterion #3: Travel Choices

Description:

- Does the measure help evaluate the availability, awareness and viability of modal choices for people where they live, where they work, and to other essential destinations and community places?
- Does the measure help evaluate the availability and viability of modal choices for goods?

Screening Criterion #4: Reliable and Efficient Mobility

Description:

- Does the measure help evaluate whether the transportation infrastructure and related services and programs are used efficiently?
- Does the measure help evaluate whether the people and/or goods at the statewide, regional, and local levels are able to travel efficiently?
- Does the measure help evaluate whether people and freight can conduct their regular travel in a predictable and reasonable amount of time?

Screening Criterion #5: Equity

Description:

- Does the measure help evaluate changes in the transportation-related disparities and barriers experienced by historically marginalized communities? *(Note that most criteria could have an equity lens applied by comparing the outcome for historically marginalized communities (HMC) vs. Non-HMC as defined in the 2018 RTP).*

[5] Meaningful access means for all people means that it is provided across the full socioeconomic range. "Meaningful" requires definition but includes facilities that are safe and accessible, affordable, reasonably frequent for transit, and could also include access to charging infrastructure in the future.

Screening Criterion #6: Climate Change and Air Quality

Description

- Does the measure help evaluate changes in single-occupancy vehicle travel and vehicle miles traveled?
- Does it measure other changes that result in lower greenhouse gas emissions?

Screening Criterion #7: Safety

Description:

- Does the measure help evaluate changes in crashes, especially fatal and serious injury crashes?[6]

Screening Criterion #8: Land Use

Description:

- Does the measure help evaluate support for compact, urban form and planned land uses (including industrial areas and other jobs centers) as envisioned in the 2040 Growth Concept and implemented in local comprehensive plans?
- Can it be used to assess supportiveness to planned land uses and reduction of barriers to implementation of planned land uses?
- Does it evaluate consistency with Statewide Planning Goals and Oregon Transportation Plan goals and policies?

Screening Criterion #9: Fiscal Stewardship

Description:

- Does the measure help evaluate impact to the transportation infrastructure system and related services and programs that ODOT, Metro, cities, counties and transit providers can afford to build, operate and maintain?

Screening Criterion #10: Flexibility Based on Geographical and Roadway Functional Context

Description:

- Is it focused on people, goods, or both?
- Does it distinguish throughway and arterial performance and consider land use and roadway functional context?

[6] A reduction of VMT generally leads to a reduction in crashes. Compared to other regions, the Portland Metro Region has a very low crash rate per capita which can be attributed to land use decisions and lower VMT per capita compared to the rest of the state and many other parts of the country. Regions with crash rates comparable to the Portland Metro Region include New York, Minneapolis, Boston, Chicago and Seattle, all of which have robust transit and dense land use development.

- Does it apply to urban and suburban context or consider unique needs of suburban areas at the edge of the growth boundary?

Evaluation Criteria

The following describes the proposed evaluation criteria for evaluating the performance measures during the case studies. Some apply to an individual measure and some apply to a potential collective set of measures. The relevant screening criteria will also be applied in more depth during the evaluation phase to assess the effectiveness of the current interim mobility policy performance measure and evaluate the potential new performance measures.

Evaluation Criterion #1: Technical Feasibility and Clarity

Description:

- Are the performance measures reasonably simple to analyze?
- Are they easy for both the public and practitioners to understand?
- Do they rely on readily available data and a proven analysis process?
- Is the measure already in use by ODOT and/or Metro?

Evaluation Criterion #2: Appropriateness for Intended Applications and Different Scales

Description:

- Can the measures be used for one or all intended applications (system planning, plan amendments, and development review)?
- What scales can it be applied to (system level impact or project/location level impact)?

Evaluation Criterion #3: Legal Defensibility

Description:

- Are the measures legally defensible with respect to legal mandates from the State of Oregon over the past 20 years?
- Can they document incremental changes or impacts and be compared to a standard?

Evaluation Criterion #4: Emerging Best Practice

Description:

- Is the measure(s) in use by other states, MPOs and/or jurisdictions[7]?

[7] There are advantages of having a community of practitioners and researchers to collaborate with who are advancing the state of the practice for the data and modeling tools.

Evaluation Criterion #5: Ability for ODOT, Metro and Local Agencies (Alone or Working Together) Able to Impact Outcome/ Show Progress

Description:

- Does the measure provide a link between the mobility policy and the outcomes demonstrated by the performance measures?
- Are ODOT, Metro and local agencies (alone or working collectively toward the regional goals) able to impact these outcomes?

Evaluation Criterion #6: Comparison Between Alternatives

Description:

- Do the measures allow for meaningful comparison between system-level or project/plan amendment level alternatives?

NEXT STEPS

The draft screening criteria and evaluation criteria will be reviewed with project stakeholders and will revised based on input received. The revisions will need to consider the mobility-related policy elements recommended by stakeholders for including in the updated mobility policy.

After additional work is completed including the Examples of Current Approaches documenting how the policy is working today, an RTP Performance Assessment, and the Performance Measures Best Practices Memo, the screening criteria and evaluation criteria will be further refined prior to being applied to evaluate the performance measures on sample case studies.

ATTACHMENT A: RTP GOALS AND OBJECTIVES

Figure 2.3 RTP goals and objectives – At-A-Glance

Goal 1. Vibrant Communities
Objective 1.1 2040 Growth Concept Implementation
Objective 1.2 Walkable Communities
Objective 1.3 Affordable Location-Efficient Housing Choices
Objective 1.4 Access to Community Places

Goal 2. Shared Prosperity
Objective 2.1 Connected Region
Objective 2.2 Access to Industry and Freight Intermodal Facilities
Objective 2.3 Access to Jobs and Talent
Objective 2.4 Transportation and Housing Affordability

Goal 3. Transportation Choices
Objective 3.1 Travel Choices
Objective 3.2 Active Transportation System Completion
Objective 3.3 Access to Transit
Objective 3.4 Access to Active Travel Options

Goal 4. Reliability and Efficiency
Objective 4.1 Regional Mobility
Objective 4.2 Travel Management
Objective 4.3 Travel Information
Objective 4.4 Incident Management
Objective 4.5 Demand Management
Objective 4.6 Pricing
Objective 4.7 Parking Management

Goal 5. Safety and Security
Objective 5.1 Transportation Safety
Objective 5.2 Transportation Security
Objective 5.3 Preparedness and Resiliency

Goal 6. Healthy Environment
Objective 6.1 Biological and Water Resources
Objective 6.2 Historic and Cultural Resources
Objective 6.3 Green Infrastructure
Objective 6.4 Light pollution
Objective 6.5 Habitat Connectivity

Goal 7. Healthy People
Objective 7.1 Active Living
Objective 7.2 Clean Air
Objective 7.3 Other Pollution Impacts

Goal 8. Climate Leadership
Objective 8.1 Climate Smart Strategy Implementation
Objective 8.2 Greenhouse Gas Emissions Reduction
Objective 8.3 Vehicle Miles Traveled
Objective 8.4 Low and Zero Emissions Vehicles
Objective 8.5 Energy Conservation
Objective 8.6 Green Infrastructure

Goal 9. Equitable Transportation
Objective 9.1 Transportation Equity
Objective 9.2 Barrier Free Transportation

Goal 10. Fiscal Stewardship
Objective 10.1 Infrastructure Condition
Objective 10.2 Sustainable Funding

Goal 11. Transparency and Accountability
Objective 11.1 Meaningful Public and Stakeholder Engagement
Objective 11.2 Performance-Based Planning
Objective 11.3 Coordination and Cooperation

ATTACHMENT B: RTP PERFORMANCE MEASURES AND TARGETS

1. 
AFFORDABILITY Reduce the combined housing and transportation expenditure for lower-income households by 25%, compared to 2015

2. 
SAFETY Eliminate transportation fatalities and serious injuries for all users by 2035, with a 50% reduction by 2025 and a 16% reduction by 2020, compared to 2015

3. 
MULTIMODAL TRAVEL Reduce vehicle miles traveled per person by 10%, compared to 2015

4. 
MODE SHARE Triple walking, biking and transit mode shares, compared to 2015

5. 
SYSTEM COMPLETION Complete 100% of the regional network of sidewalks, bikeways and trails

6. 
CONGESTION Meet the Interim Regional Mobility Policy for throughways, arterials and the regional freight network

7. 
FREIGHT DELAY Reduce vehicle hours of delay per truck trip by 10%, compared to 2040 No Build

8. 
CLIMATE CHANGE Reduce per capita greenhouse gas emissions from cars and small trucks by 20% by 2035 and 25% by 2040, compared to 2005

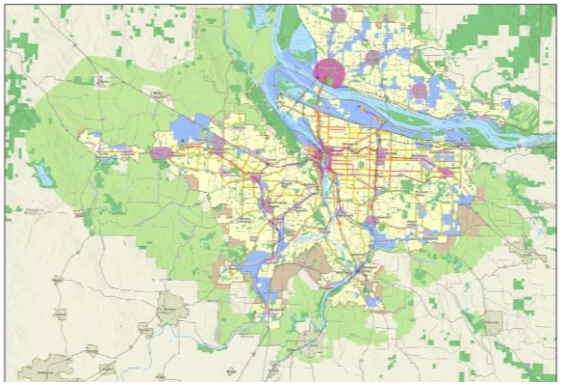
9. 
CLEAN AIR Maintain or reduce air pollution from mobile sources, compared to 2015

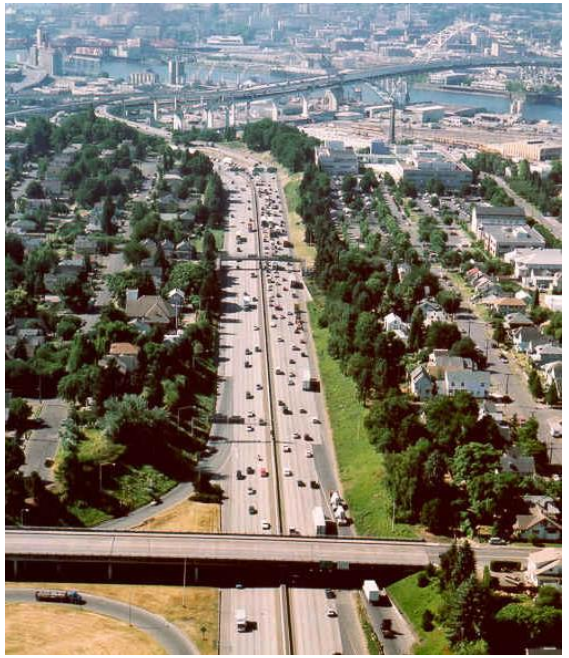
Materials following this page were distributed at the meeting.

Regional mobility policy update

TPAC/MTAC WORKSHOP

December 16, 2020





Metro

Oregon Department of Transportation

Agenda

1. Welcome, Introductions and Workshop Purpose
2. Project Status Update
3. Potential Mobility Policy Elements Recap and Survey Results
4. Draft Evaluation Criteria for Selecting and Testing Potential Mobility Measures
5. Next Steps

PROJECT STATUS UPDATE

Kim Ellis, Metro
Lidwien Rahman, ODOT

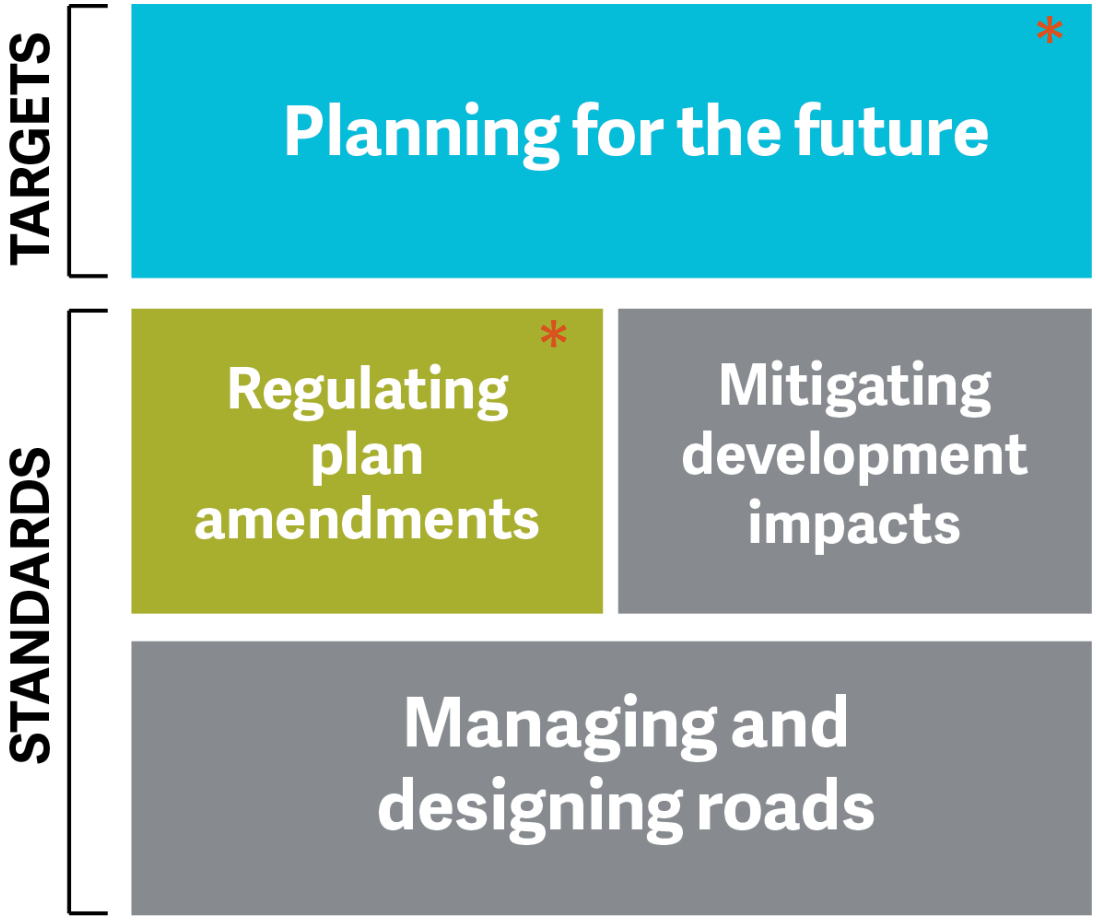
Project purpose

- 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 and local decisions are connected to current congestion (mobility) policy



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

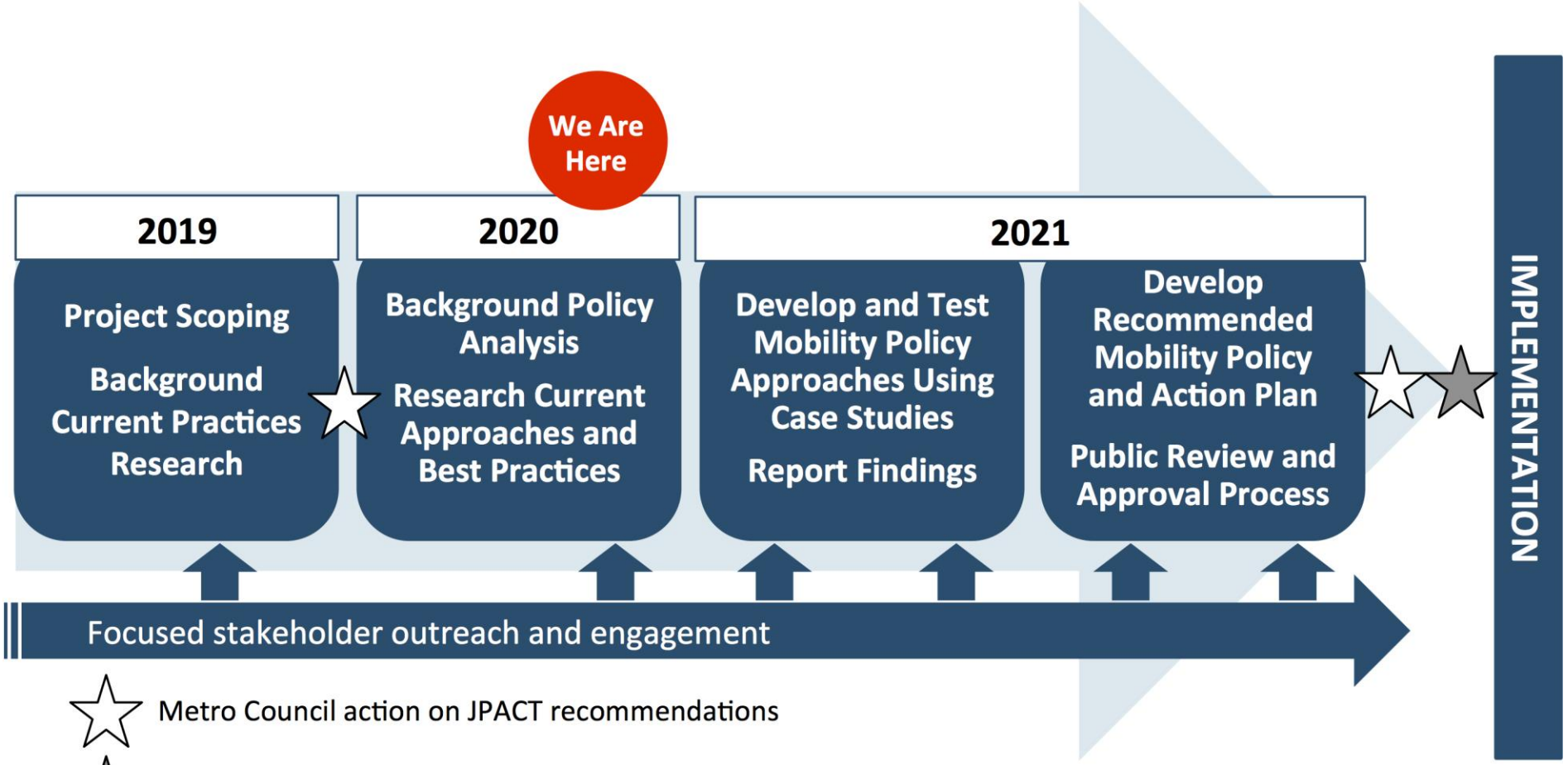
Zoning changes and land use plan amendments using transportation thresholds defined in the Oregon Highway Plan for state-owned roads and local codes for city- and county-owned roads

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



Where is this headed?

Plan 2020-23

2020-21

- Develop updated regional mobility policy (and associated measures)

This effort

2021-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

POTENTIAL MOBILITY POLICY ELEMENTS RECAP AND SURVEY RESULTS

Susie Wright, Kittelson Associates
Eryn Kehe, Metro (on-line poll)

Key Themes and Observations from Prior Engagement

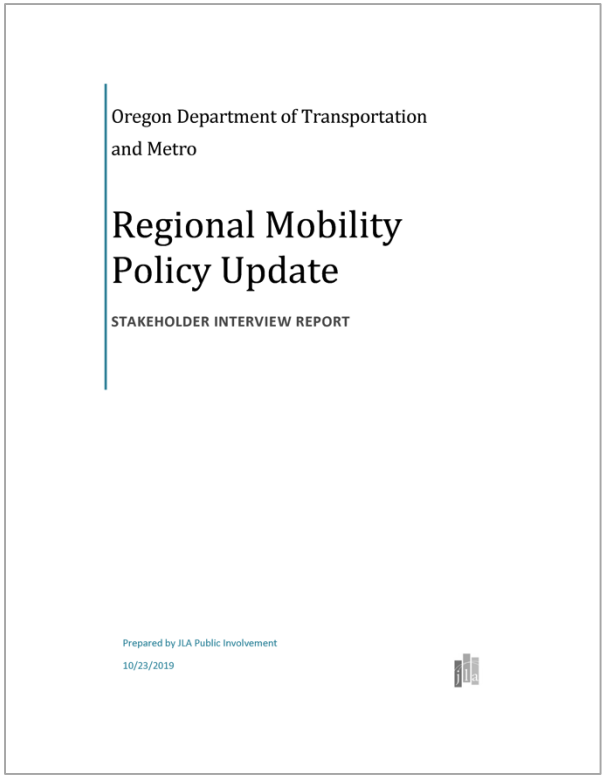
Broad support and enthusiasm for an updated policy

Develop a **more holistic mobility policy** that accounts for all modes of travel and types of trips and broader mobility outcomes beyond congestion

Ensure the new policy is **practical, legally defensible** and **not overly complex**

Context-sensitive policy to provide flexibility based on planned land uses, roadway function and availability of travel options

Ensure new **policy supports other desired outcomes**, including equity, climate and safety


Oregon Department of Transportation
and Metro

Regional Mobility Policy Update

STAKEHOLDER INTERVIEW REPORT

Prepared by JLA Public Involvement
10/23/2019

Available at oregonmetro.gov/mobility

Stakeholder Definitions of Mobility

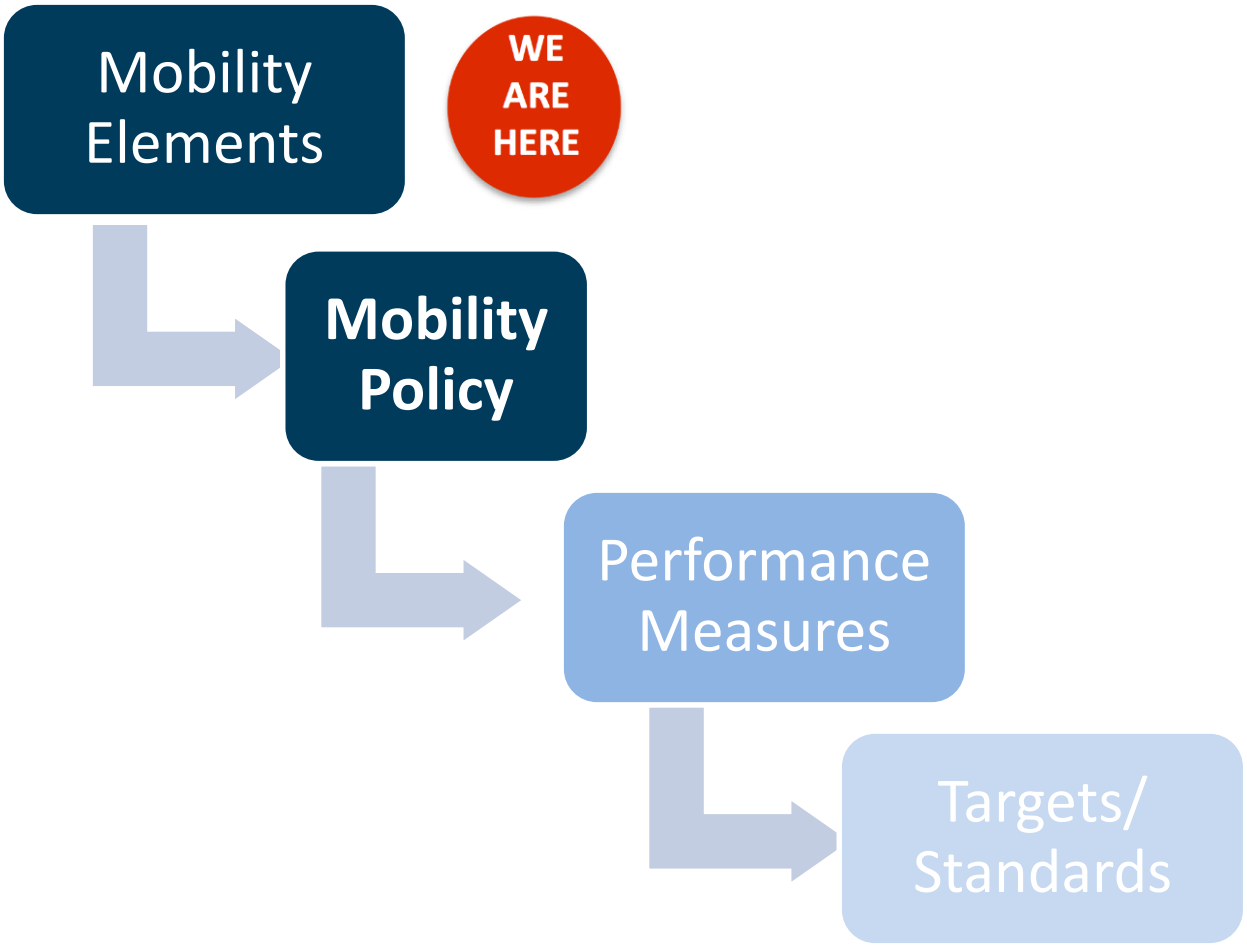
- “Getting to where you need to go safely, affordably and reliably no matter your [mode of travel], age, gender, race, income level, ZIP code...”
- "Mobility – focus on moving people and moving goods predictably and efficiently.”
- "Efficient freight movement and access to industry and ports...play a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

Key Themes and Observations from Research on Current Approaches

- V/C is a useful diagnostic tool
- V/C ratio is more strictly applied as we move from system planning to project design

- ODOT and local agencies would like more multi-modal measures that could be applied to plan amendments and development review
- Plan amendments should focus more on consistency with the local plans than the v/c measure

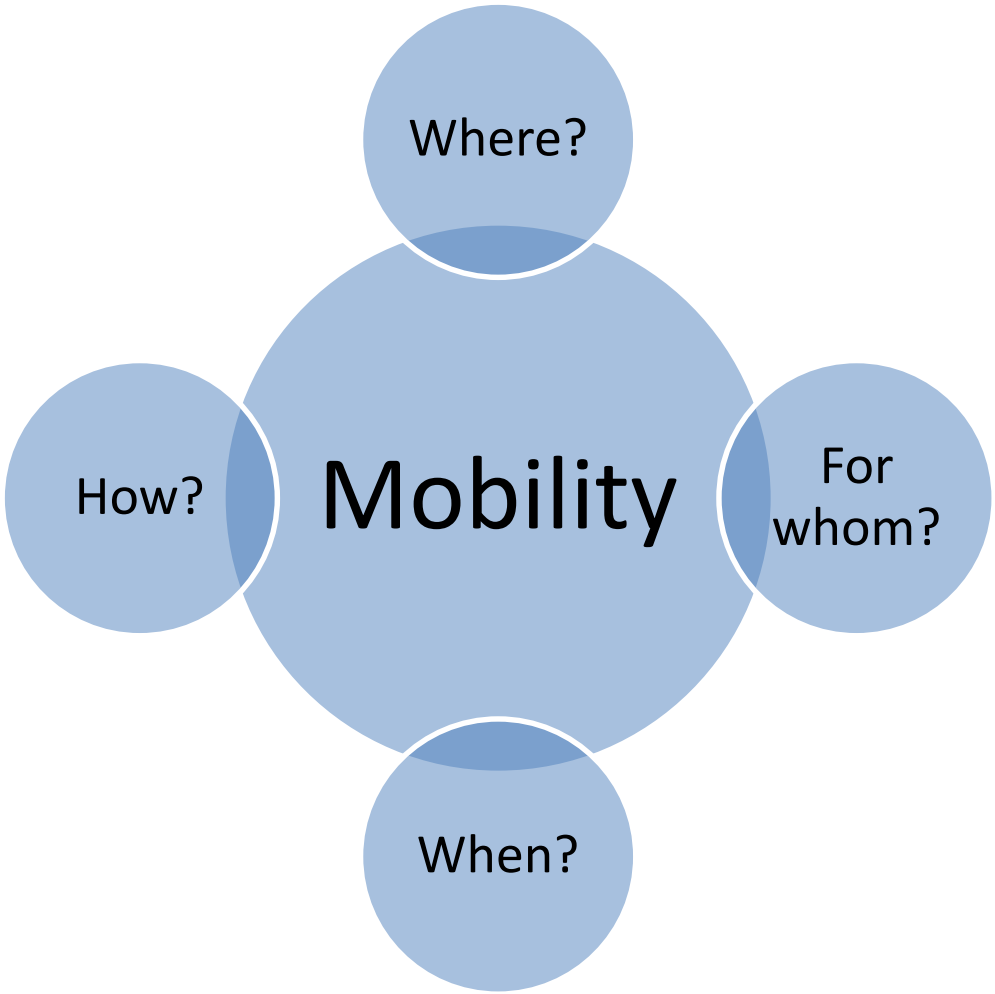
Mobility Policy and Measures Hierarchy



Considerations for Updating the Policy

- Clarify the definition of “mobility” and develop a more holistic policy
- Identify additional measures and/or guidance on existing measures
- Provide guidance for balancing multiple measures
- Develop a policy that can be a model for local jurisdictions to develop their own multi-modal targets and standards
- Address the misalignment of mobility targets in OHP / RTP and funding reality
- Provide guidance for how local plans address projects on state facilities
- Clarify the TPR provides more flexibility in evaluating plan amendments than is being utilized
- Clarify the methodologies and assumptions used for traffic impact studies
- Clarify the application of the OHP mobility policy in development review
- Create a mechanism to enable incremental developer contributions to mobility investment strategies

How do you *define* mobility?



Potential Mobility Policy Elements

#1: Vehicle Congestion Element

#2: Reliability Element

#3: Multi-modal Mobility Element

#4: System Completion Element

#5: Accessibility Element

#6: VMT/Climate Change Element

#7: Safety Element

#8: Infrastructure Condition Element

Note: Multimodal Mobility Policy, System Completion Element, Access Element, VMT Element, and Safety Element received the highest evaluation score for addressing multiple RTP and OHP outcomes

Potential Mobility Policy Elements Survey
What Did We Ask?

For each potential policy element:

- Do you think this element should be part of the regional mobility policy or should remain a separate policy? Why?
- Please rank these potential mobility policy elements in order of their relative importance to the mobility policy for the Portland metropolitan region.

Potential Mobility Policy Elements Survey
Who Did We Hear From?

- 47 people responded, although not to every question
- Majority of responses are not from a TPAC/MTAC member or alternate (84%)
- Majority of responses are from people living in Multnomah County
- Responses are from people who work in all parts of the region

Potential Mobility Policy Elements Survey What Did We Hear?

- Some level of support for each element
- These five elements rated as most important to include in updated mobility policy (in this order):
  - Safety
  - Reliability
  - Multi-modal mobility
  - Vehicle congestion
  - Accessibility
- Comments noted overlap between elements, desire for multiple elements/measures and importance of this policy staying focused on mobility and not being overly complex

Potential Mobility Policy Elements Survey
Are These the Top Mobility Elements?

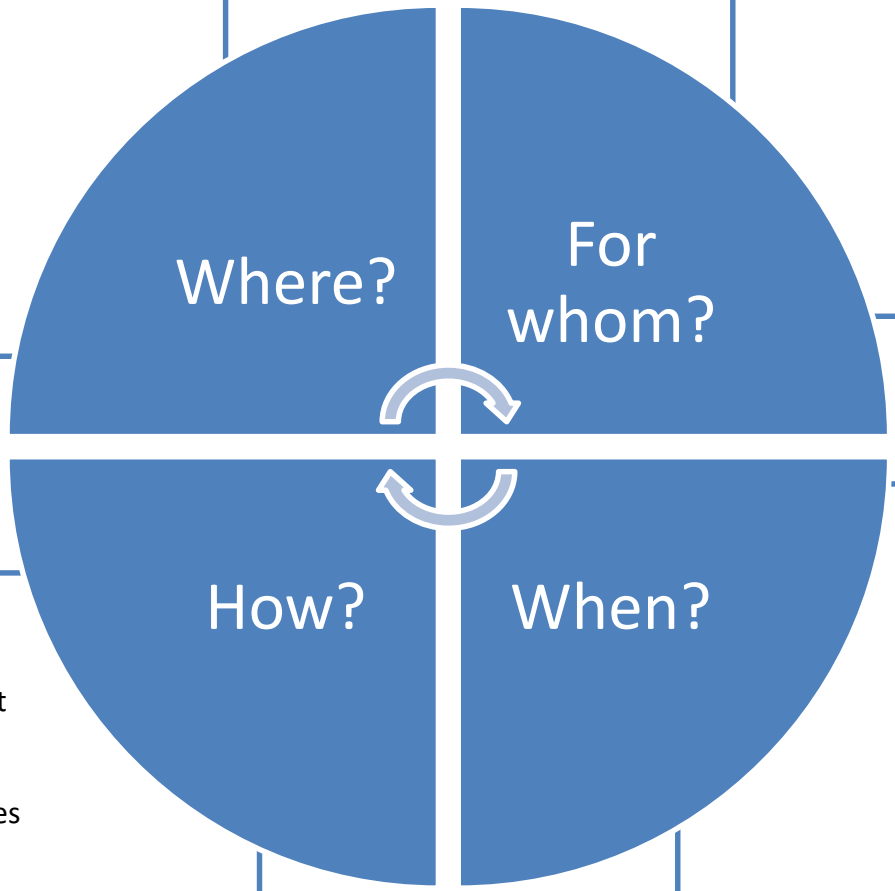
- People and goods can get where they need to go in a reasonable amount of time
- People can get where they need to go by a variety of travel options (modes)
- Travel time is reliable, regardless of mode
- All travel options are safe for all users

Mobility Policy Considerations
What Else Do We Need to Consider?

- Mobility policy needs to be equitable
- Mobility policy needs to consider who, when, where and how
- Mobility policy needs to include multiple measures that may be applied differently based on:
  - location/land use context
  - facility type/function
  - user needs/modal functions
  - time of day
  - planned modal options and priorities

Mobility Policy Considerations
What Else Do We Need to Consider?

- Distinguish throughways vs. Arterials (facility role)
- Distinguish urban contexts (Downtown/CBD, Urban Mix, Suburban Fringe)
- Distinguish classification by mode and primary and secondary functions?



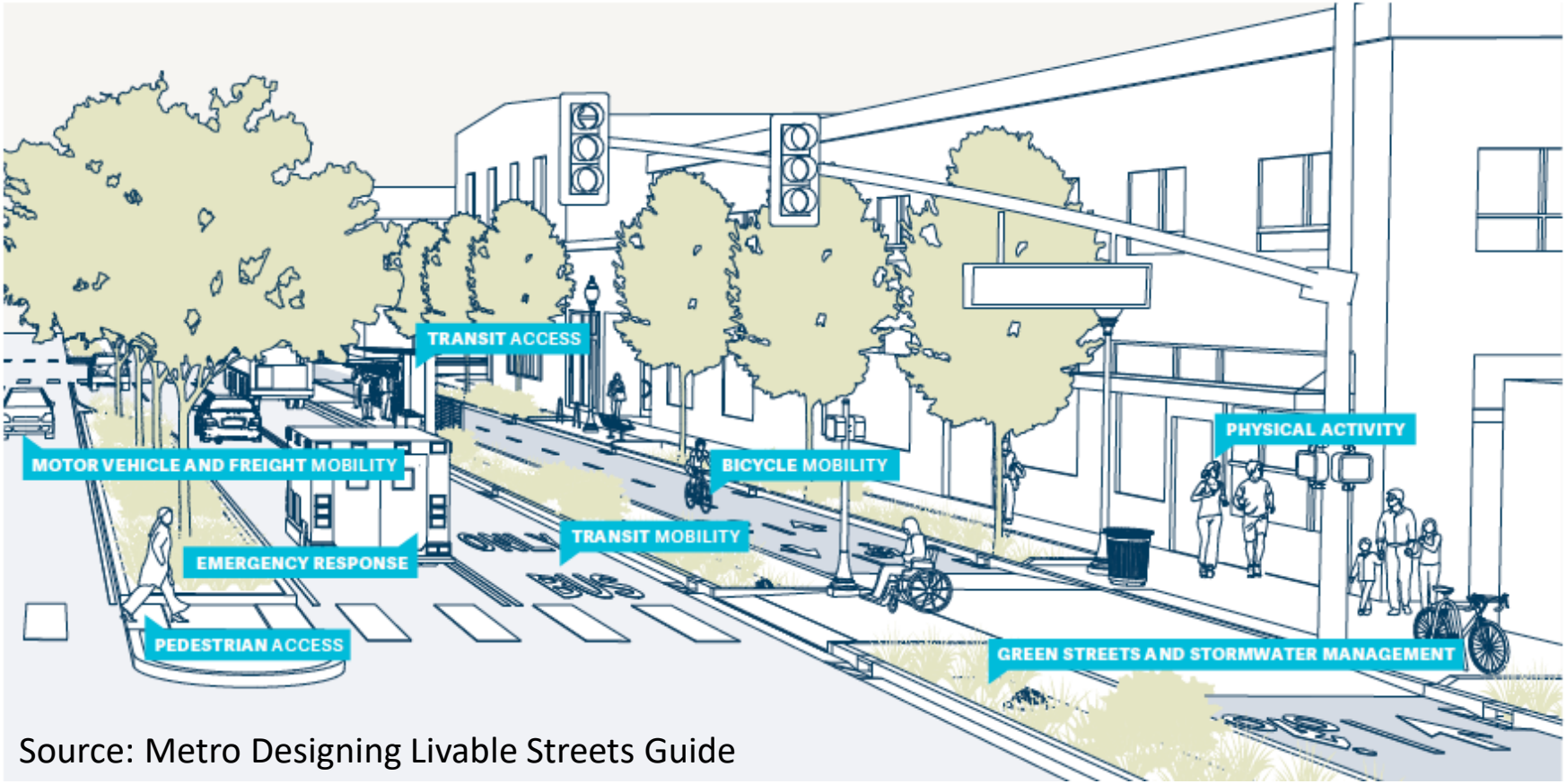
- Who are the users of the system?
- Is it provided equitably?

- Is mobility provided consistent with modal classifications?
- Which types of trips and modes are most important where?

- All day?
- Commute times/ peak periods?
- Late evenings?
- Weekends?

Where do we need to provide mobility? What does it 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

Who are the priority users in different contexts?

Arterials in industrial areas need to prioritize freight mobility and access but also serve transit users and people who bike and walk to work.

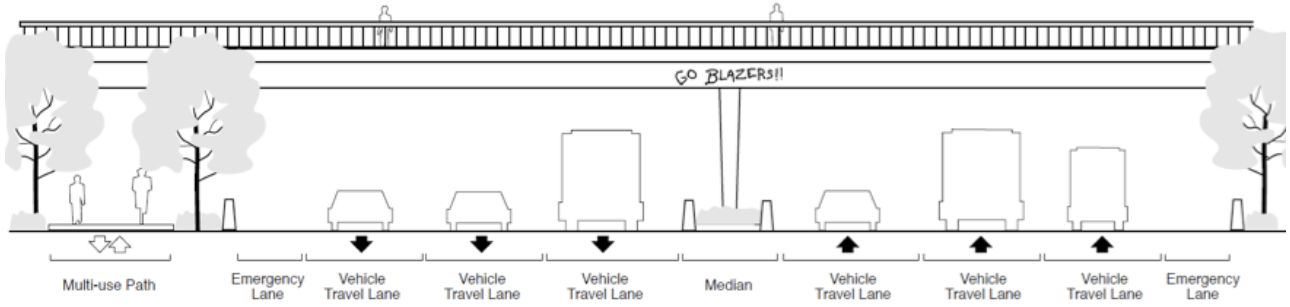
Source: Metro Designing Livable Streets Guide

Who are the priority users in different contexts?

Arterials in mixed-use centers and transit corridors ne ed to prioritize transit, pedestrian and bike mobility and access but also serve freight users and people who drive.

Source: Metro Designing Livable Streets Guide

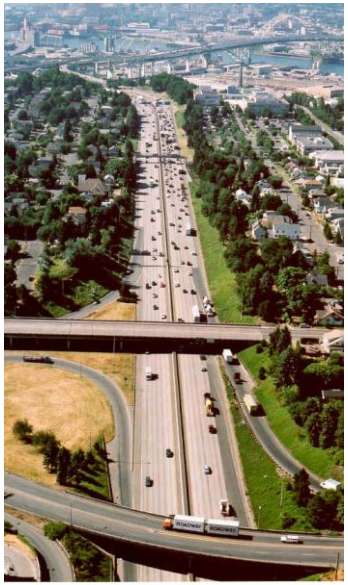
Which type of trips are priorities in different contexts? Time of day?



Source: 2018 Regional Transportation Plan (Chapter 3)

Longer-distance freight and motor vehicle trips (including transit) are prioritized on the region's throughways.

In a throughway context, what times of day are most important for freight mobility? For other vehicle travel?



Poll Question:

Have we identified the most important elements of mobility and are we on the right track?

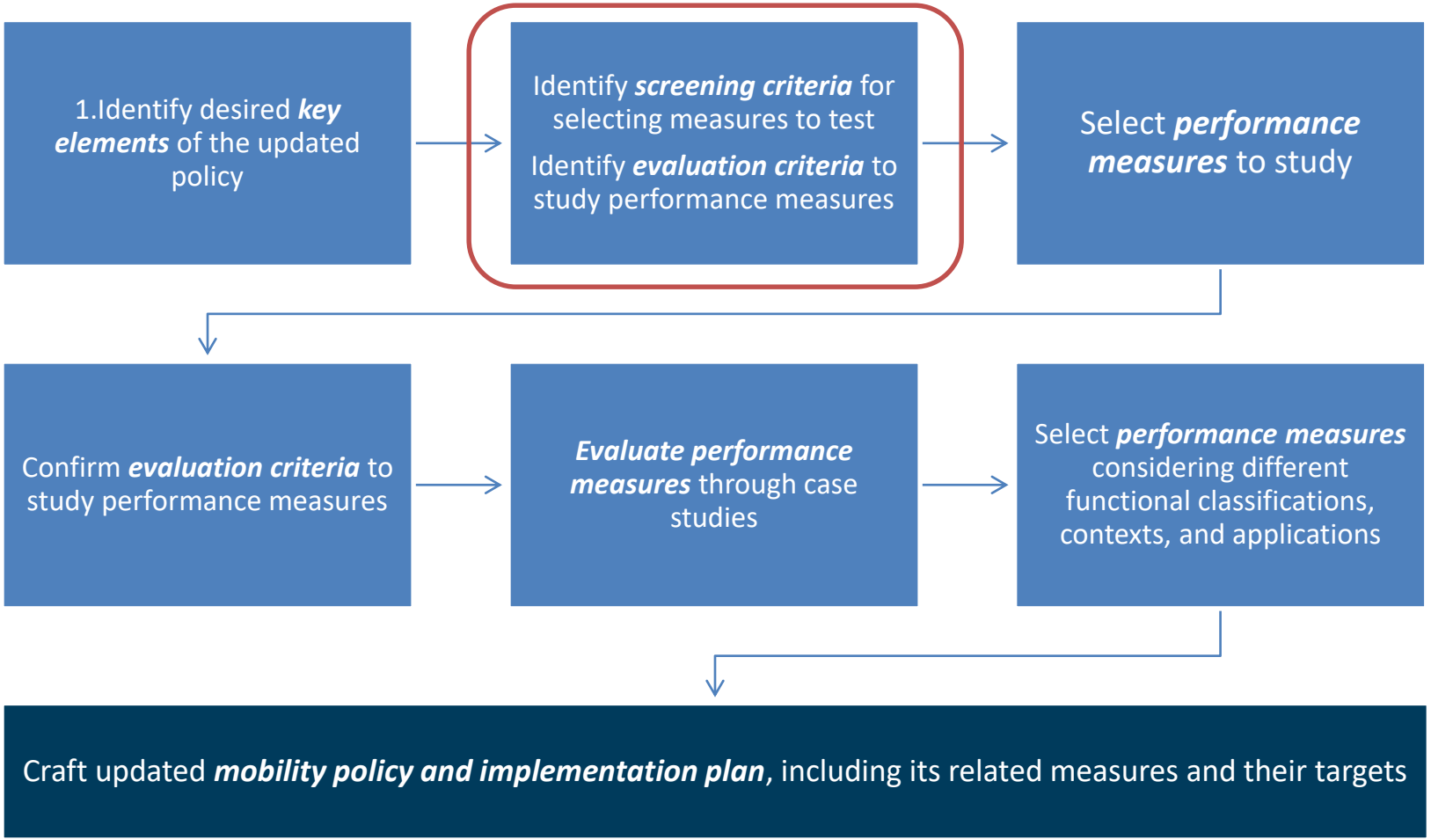
1. People and goods can get where they need to go in a reasonable amount of time
2. People can get where they need to go by a variety of modes
3. Travel time is reliable, regardless of mode
4. All travel options are safe for all users

Discussion?

DRAFT CRITERIA FOR SELECTING AND TESTING MEASURES

Susie Wright, Kittelson Associates
Eryn Kehe, Metro (on-line poll)

Mobility Policy Update Process



Screening & Evaluation Criteria

Screening/Selecting Measures for Testing

- To what extent does the measure correlate to the mobility policy, its elements, and our desired transportation outcomes?

Evaluating Measures Through Case Studies

- Does it correlate to the mobility policy AND does it address the technical needs we have for mobility performance measures?

Does it measure what we want to achieve?

1. Does the measure correlate to multiple desired outcomes?
    - How well does the measure correlate to the mobility policy elements?
    - Does the measure help evaluate progress toward achieving other desired regional and state outcomes for the Portland region?
        - If so, which ones?
        - Directly or indirectly?

Does it measure what we want to achieve? -Criteria related to draft policy elements

1. Access to opportunities, social connections, and goods

- Does the measure help estimate potential increase in access to opportunities, social connections, and goods for all people?
- Does it evaluate access for people and/or for goods at the statewide, regional, and local levels, consistent with functional classification?
- Does it measure if a transportation system provides meaningful access to travel choices for all people?

3. Travel choices

- Does the measure help evaluate the availability and viability of modal choices?
- Does the measure help evaluate the availability and viability of modal choices for goods?

4. Reliable and efficient mobility

- Does the measure help evaluate whether the transportation system is used efficiently?
- Does the measure help evaluate whether the people and/or goods are able to travel efficiently?
- Does the measure help evaluate whether people and freight can conduct their regular travel in a predictable and reasonable amount of time?

7. Safety

- Does the measure help estimate potential reduction in crashes, especially fatal and serious injury crashes?
- Does the measure correlate to factors that are known to increase or decrease safety?

Does it measure what we want to achieve? -Criteria related to other outcomes

5. Equity	6.Climate change and air quality	8.8. Land use – support 2040 land use implementation	9.9. Fiscal stewardship
• Does the measure help evaluate changes in the transportation-related disparities and barriers experienced by historically marginalized communities? • Can the measure be evaluated with an equity lens?	• Can the measure evaluate changes in single-occupancy vehicle travel and vehicle miles traveled or to factors known to decrease these? • Does it measure other changes that result in lower greenhouse gas emissions?	• Does the measure help evaluate support for compact, urban form and planned land uses (including mixed use centers and industrial areas) as envisioned in the 2040 Growth Concept and in local comprehensive plans? • Can it be used to assess reduction of barriers to implementation of planned land uses?	• Does the measure lead to transportation improvements that ODOT, Metro, cities, counties and transit providers can afford to build, operate and maintain?

Does it meet our other needs?

Needs for the mobility policy measures:

1. Technical feasibility and clarity
2. Flexibility and appropriateness for intended applications and different scales
3. Legal defensibility
4. Measure already in use by ODOT, Metro or other DOTs and MPOs
5. Ability for ODOT, Metro, and local agencies to impact outcome/show progress

Does it meet our other needs?

Needs of the mobility policy measures:

1. Technical feasibility and clarity

- Are the performance measures reasonably simple to analyze?
- Are they easy for both the public and practitioners to understand?
- Do they rely on readily available data and a proven analysis process?

2. Flexibility for intended applications and different scales

- Can it be focused on people, goods, or both?
- Can it be distinguished for different facility types such as throughways vs arterials?
- Can it consider land use context?
- Can the measures be used for one or all intended applications (system planning, plan amendments, and development review)?
- Can it be used at different scales to compare scenarios or alternatives?

3. Legal defensibility

- Are the measures legally defensible with respect to legal mandates from the State of Oregon over the past 20 years?
- Can they document incremental changes or impacts and be compared to a standard?

4. Measure Already in Use

- Is the measure(s) in use by other states, MPOs and/or jurisdictions?
- Is the measure already in use by ODOT and/or Metro?

5. Ability to impact outcome/show progress

- Does the measure provide a link between the mobility policy and the outcomes demonstrated by the performance measures?
- Are ODOT, Metro and local agencies (alone or working collectively toward the regional goals) able to impact these outcomes?

Poll Question:

Is this a good set of criteria?

Discussion:

Anything missing or do you have advice for testing measures through case studies?

NEXT STEPS

Kim Ellis, Metro
Lidwien Rahman, ODOT

Next Steps

By Dec. 23 – Email additional thoughts and feedback to Kim and Lidwien

Jan. to March 2021 – Engage policymakers, practitioners, community leaders and other stakeholders on current examples research and mobility elements/outcomes and related performance measures to be tested

April 21 – TPAC/MTAC Workshop #3 (zoom, 10-noon)

Thank you!

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oregonmetro.gov

SUPPLEMENTAL SLIDES

Potential Ways to Measure Mobility Policy Elements

Potential Mobility Policy Elements	Potential Performance Measures
#1: Vehicle Congestion Element	volume-to-capacity ratio, hours of congestion, delay
#2: Reliability Element	hours of congestion, travel time reliability (peak hour, throughway, freight, transit), transit on-time performance, percent of system with unreliable travel times
#3: Multi-modal Mobility Element	hours of congestion, travel time reliability (cars, freight, transit), multimodal LOS, transit availability and on-time performance, system completeness, access to travel options, mode share
#4: System Completion Element	gaps per adopted plans (pedestrian, bicycle, vehicle, TSMO, TDM), percent planned networks meeting standards, transit availability and on-time performance, network connectivity
#5: Accessibility Element	number of jobs and community places within modal travel sheds, percent planned networks meeting standards, access to industrial and intermodal facilities, access to travel options
#6: VMT/Climate Change Element	VMT per capita by geography, regional VMT per person miles traveled, average trip length
#7: Safety Element	VMT, serious and fatal crashes and crash rates, vehicle-pedestrian and vehicle-bicycle crashes and crash rates
#8: Infrastructure Condition Element	percent of network in state of good repair, lane miles per capita in state of good repair, condition ratings (pavement, bridge, sidewalk, transit vehicles)