



# Local Implementation of the RTP

Implementing the regional transportation plan

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## What is the Regional Transportation Plan?

Metro's 2000 Regional Transportation Plan is a blueprint to guide new transportation investments in the Portland metropolitan region during the next 20 years. The plan begins to implement Metro's 2040 Growth Concept to protect the livability of this region in the face of an expected 50 percent increase in population and a 70 percent increase in jobs by 2020. The goal of the plan is to expand choices for travel in the region. To this end, the plan sets policies for traveling by cars, buses, light rail, walking, bicycling and movement of freight by air, rail, truck and water.



**METRO**  
Regional Services  
*Creating livable communities*

Metro, the regional government that serves the 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area, provides planning and services that protect the nature of our region.



*Local comprehensive plans are where land-use and transportation needs are balanced with regional transportation goals. (Shown is Gresham regional center's Main Avenue.)*

## Local compliance with the Regional Transportation Plan

All local comprehensive plans and future amendments to local plans are required by state law to be consistent with the adopted Regional Transportation Plan.

Comprehensive plans adopted by the cities and counties in the region are the vehicles that allow local jurisdictions to plan for transportation facilities. These local plans identify future development

patterns that must be served by the transportation system. Local comprehensive plans also define the shape of the future transportation system and identify needed investments. All local plans must be made consistent with the RTP as part of the normal process of completing their plan or during the next periodic review. Metro will continue to work in partnership with local jurisdictions to ensure plan consistency.

# Specific elements in the RTP that require city, county and special district compliance are as follows:

## **RTP Planning Requirements**

### *Chapter 1*

Policies and objectives, motor vehicle level-of-service measures and modal targets, system maps and functional classifications.

### *Chapter 2*

2020 population and employment forecast or alternative forecast in Section 6.4.8, only for the purpose of TSP development and analysis.

### *Chapter 6*

RTP implementation strategy, including local requirements, project development and refinement planning guidelines.

For the purpose of local planning, all remaining provisions in the RTP are recommendations unless clearly designated as a requirement.

## **Local Transportation System Plans**

The state Transportation Planning Rule requires most cities and counties in the Metro region to complete local Transportation System Plans. These plans must be consistent with the RTP policies, projects and performance measures identified in Section 6.4 of the plan. The TPR exempts cities with a population of less than 10,000.

Local Transportation System Plans must identify transportation needs for a 20-year planning period, including needs for regional travel within the local jurisdiction. Needs are generally identified either through a periodic review of a local TSP or a specific comprehensive plan amendment.

## **Process for Metro review**

Metro will review local plans and plan amendments, and facility plans that affect regional facilities for consistency with the RTP. The following procedures are required for local plan amendments:

- The jurisdiction must forward the proposed plan amendments or local plans to Metro prior to public hearings on the amendment.
- During the public comment period on the local plan, Metro's transportation director will notify the

local jurisdiction whether the proposed amendment is consistent with RTP requirements and what, if any, modifications would be required. The director's finding may be appealed by the local jurisdiction to JPACT and then to the Metro Council.

- A jurisdiction shall notify Metro of its final action on a proposed plan amendment.

### **Design standards for street connectivity**

The design of local street systems is generally beyond the scope of the RTP. However, the effect of local street design impacts the effectiveness of the regional system when local travel is restricted by a lack of connecting routes and local trips are forced onto the regional network. See the "Street Connectivity

Standards" fact sheet for more detailed information on connectivity requirements for local Transportation System Plans.

### **Alternative mode analysis**

Reducing travel by "single-occupant-vehicles" is the key regional measure for assessing transportation system improvements. The term "non-SOV mode share" is used to describe the combined use of carpools, transit, bicycling and walking as a share of overall travel. These non-SOV modal targets will also be used to demonstrate compliance with state goals for reducing reliance on the automobile. The RTP requires that cities and counties establish non-SOV regional modal targets for all 2040 design types that will be used to guide transportation system improvements.

See the "Transportation Demand Management" fact sheet for more detailed information.

### **Motor vehicle congestion analysis**

Motor vehicle level-of-service is a measurement of congestion as a share of designed motor vehicle capacity of a road. Policy 13.0 and Table 1.2 of the RTP establish motor vehicle level-of-service policy for regional facilities. See the "Evaluating Traffic Congestion" fact sheet for more detailed information.

### **Local 2020 forecast – options for refinements**

The RTP is a 20-year plan, with a 2020 forecast developed from 1994 base data. Metro produced an updated 2020 forecast that accounts for urban growth boundary



*The Regional Transportation Plan serves as the backbone for local transportation system plans that identify more local transportation needs, such as these pedestrian improvements on Northeast Broadway in Portland.*



*Local improvements must encourage more bicycling as well as walking, carpooling and transit in order to reduce travel by “single-occupant vehicles” to comply with the RTP and state goals.*

actions. The forecast estimates the amount of jobs and housing expected in the urban area in 2020. Metro will accept local plans under the following three options:

- Local plans in areas unaffected by urban growth boundary actions may be developed using the RTP forecast for 2020.
- Local plans already under way at the time of the RTP adoption, which include areas affected by UGB actions, may be developed using the RTP forecast for 2020 with population and employment allocations adjusted to reflect UGB actions.
- Local plans in areas affected by UGB actions may use the updated 2020 forecast and any subsequent differences in proposed transportation solutions will be reconciled during Metro’s review.

### **Transit service planning**

Efficient and effective transit service is critical to meeting non-SOV mode-share targets. The regional transit functional classifications are tied to 2040 Growth Concept land-use components. Local transportation system plans must include measures to improve transit access, passenger environments and transit service speed and reliability. See the “Planning for Transit” fact sheet for more detailed information.

### **How can I get more information?**

Call the transportation hotline, (503) 797-1900 option 2. You can leave a message requesting a copy of the Regional Transportation Plan or other fact sheets about the plan. Ask for a list of all RTP fact sheets. If you are hearing impaired, call TDD (503) 797-1804.

Visit our web site at [www.metro-region.org](http://www.metro-region.org)

Send e-mail to [trans@metro.dst.or.us](mailto:trans@metro.dst.or.us)