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**2014  
RTP  
UPDATE**



## **2014 Regional Transportation Plan Project Solicitation Workshop**

**September 23, 2013**

John Mermin, 2014 RTP project manager

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# Today's topics

1. 2014 RTP background
2. Existing conditions: travel trends in region
3. RTP project solicitation packet
4. Open House
  - Technical Support – GIS & Modeling
  - Existing Conditions & Updated policies
  - RTP process & public involvement
  - Revenue forecasts / cost targets / cost estimation

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# What is an RTP?

- Required for all metropolitan regions
- Long range (20 years +) blueprint – guides regional and local planning
- Meets several federal & state requirements
- Financially constrained list of projects provides threshold for federal funding
- Supports the 2040 Growth Concept & desired outcomes.

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# What outcomes does the RTP help achieve?

- Vibrant Communities
- Equity
- Economic prosperity
- Clean Air & Water
- Transportation choices
- Regional climate change leadership





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# Timeline...

## September 23, 2013

- Project solicitation packet completed
- Financial assumptions finalized
- Policy updates prepared
- Existing conditions “snapshot” completed

## December 6, 2013

- Updated project lists submitted to Metro
  - Collaboration with Metro equity initiative
  - Updated policies
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# ...Timeline

## End of March 2014

- Initial air quality testing and system performance complete
- Draft plan released for public review

## July 2014

- Final air quality conformity completed
  - Plan adopted and submitted to USDOT and DLCD
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# Coordination with other Metro initiatives

- Corridor planning efforts
  - SW Corridor
  - Powell/Division
- Metro Equity Strategy
- Climate Smart Communities  
(e.g. existing conditions “snapshot”)
- Metropolitan Transportation  
Improvement Program (MTIP)

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# Questions?



**2014  
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# Travel Trends in Metro region



**2014 RTP Project Solicitation Workshop  
September 23, 2013**



Tom Kloster, Transportation Planning Manager

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# Emerging themes

- Our travel habits are changing
  - *How we travel*
    - *Increased biking & transit, reduced driving*
    - *Differences by race and age*
  - *Where we travel*
    - *Patterns vary across mobility corridors*
- *Safety, Health and Equity implications*
  - *Arterials have more crashes*
  - *Air toxics are an issue across region*
  - *Transportation & Housing cost burden*

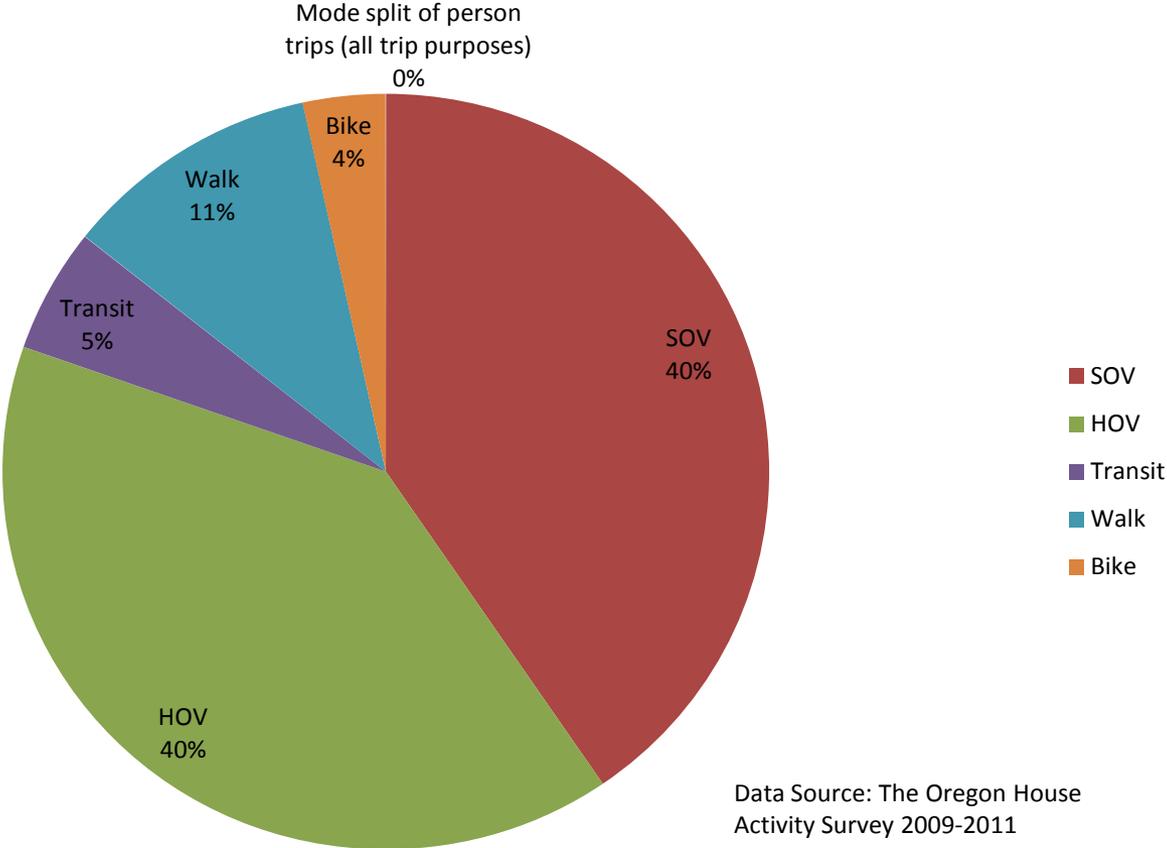


***How we travel***

# Travel habits changing

Walking, biking, and transit trips make up nearly 1/5 of all trips traveled in the region.

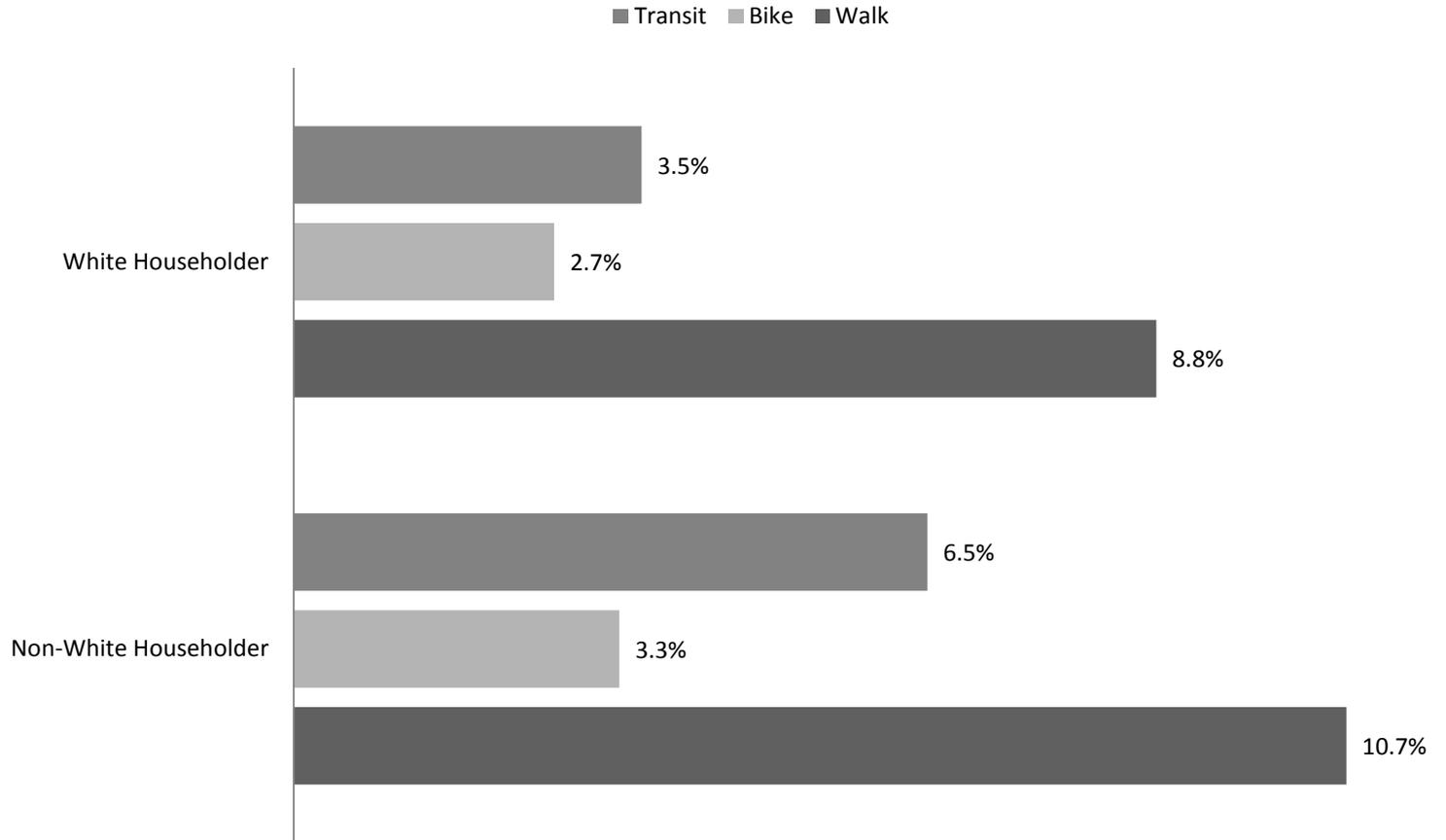
### Mode of Travel for All Trips (Intra-UGB)



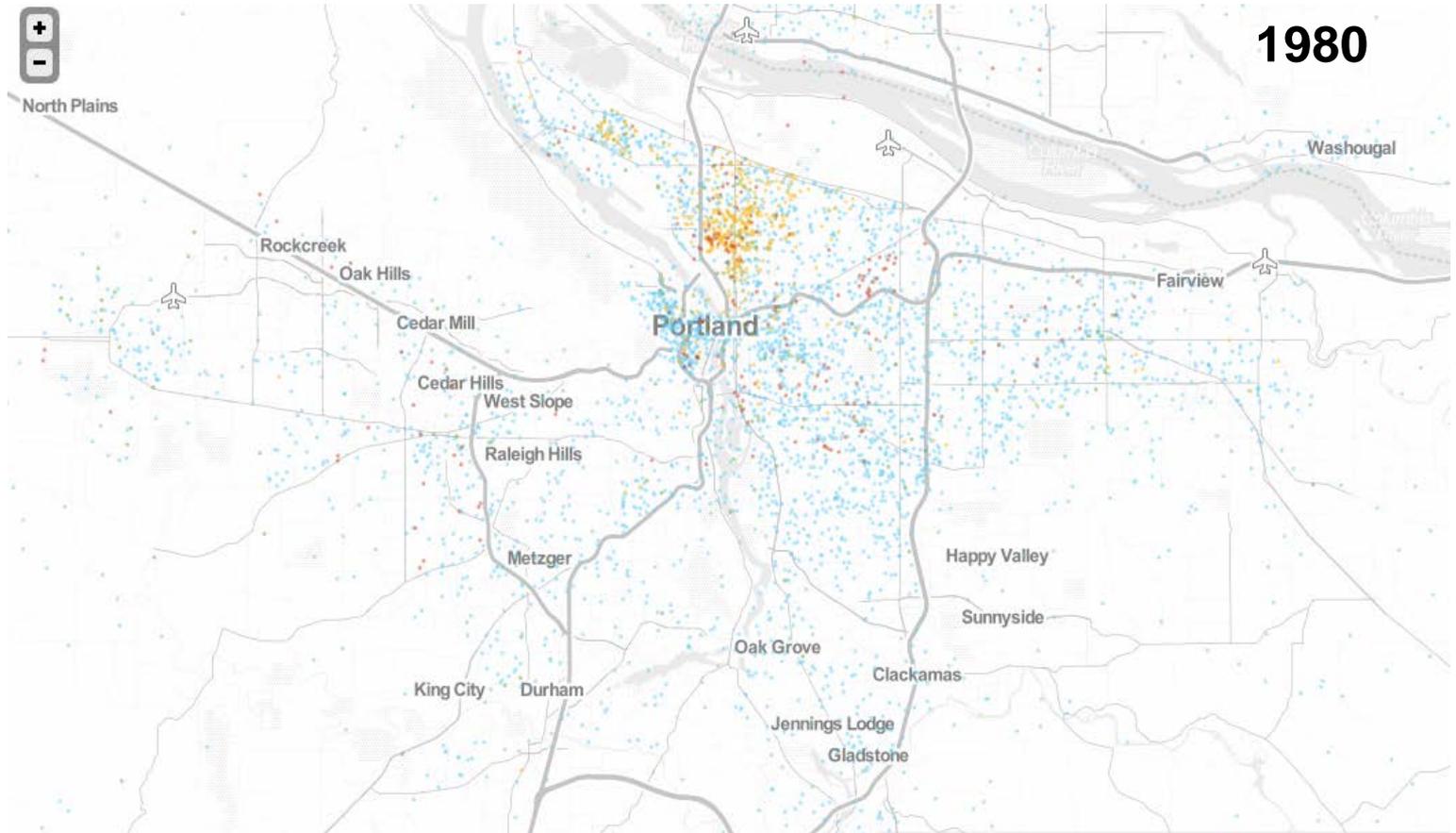
# Travel varies by race / ethnicity

Non-white and less affluent households travel more by transit, bike, and walking than more affluent households.

## Mode Share by Race of Householder



# Poverty by race/ethnicity



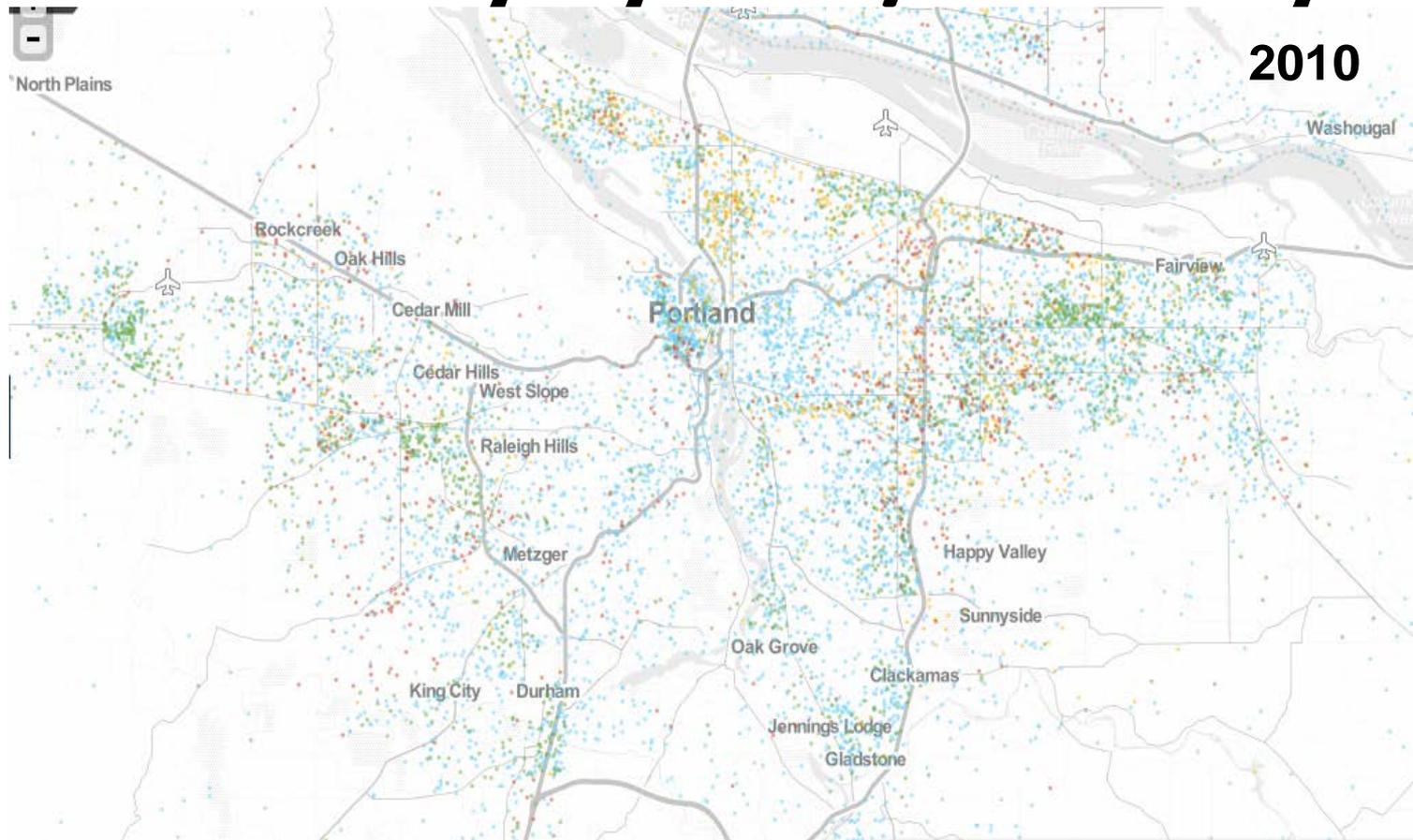
1980

Each dot represents 20 people with income below the poverty line

- White
- Black
- Hispanic
- Asian/Pacific Islander

Source: Urban Institute, Metro Trends, 2013

# Poverty by race/ethnicity



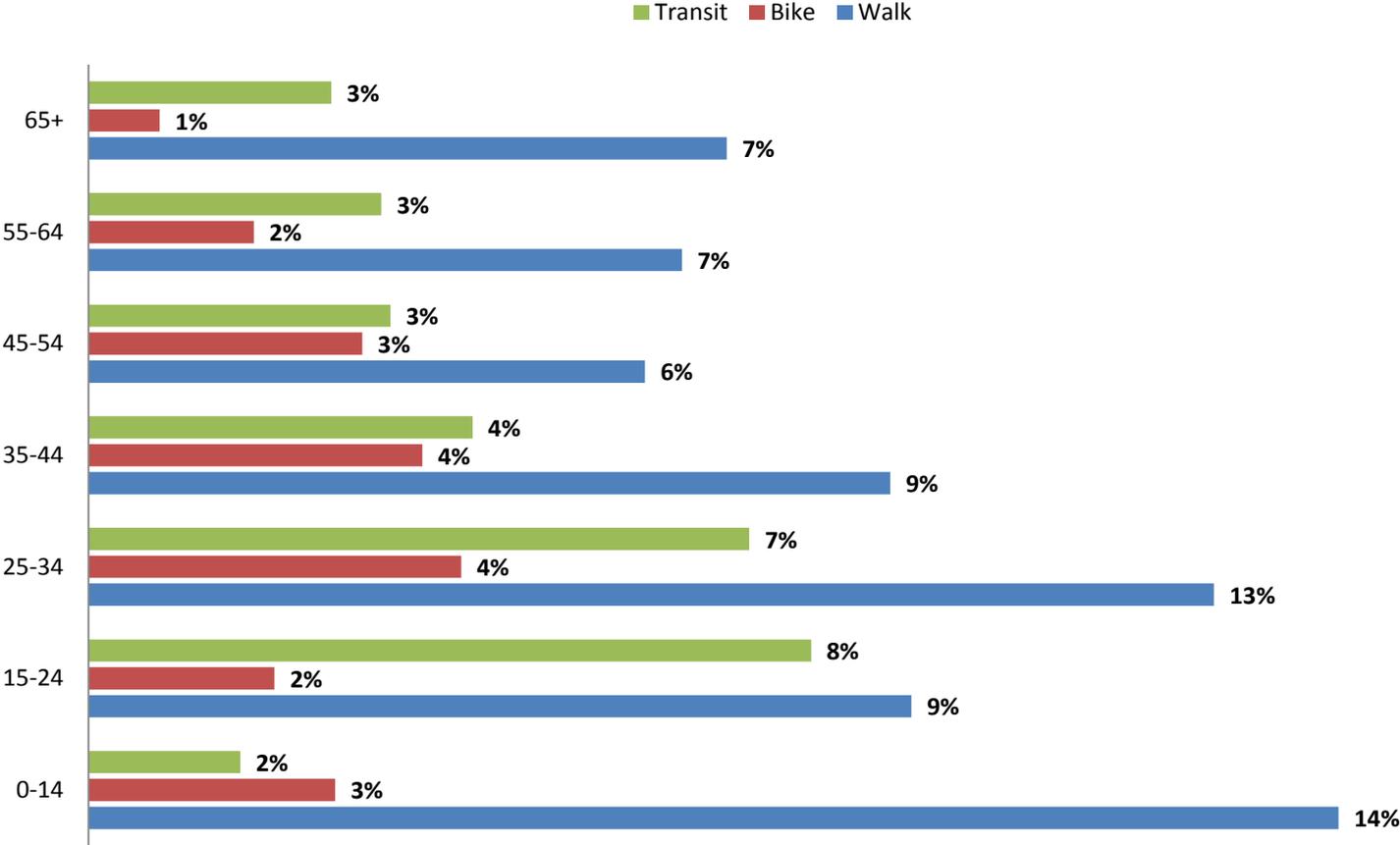
*Each dot represents 20 people with income below the poverty line*

● White ● Black ● Hispanic ● Asian/Pacific Islander

Source: Urban Institute, Metro Trends, 2013

# Travel varies by age

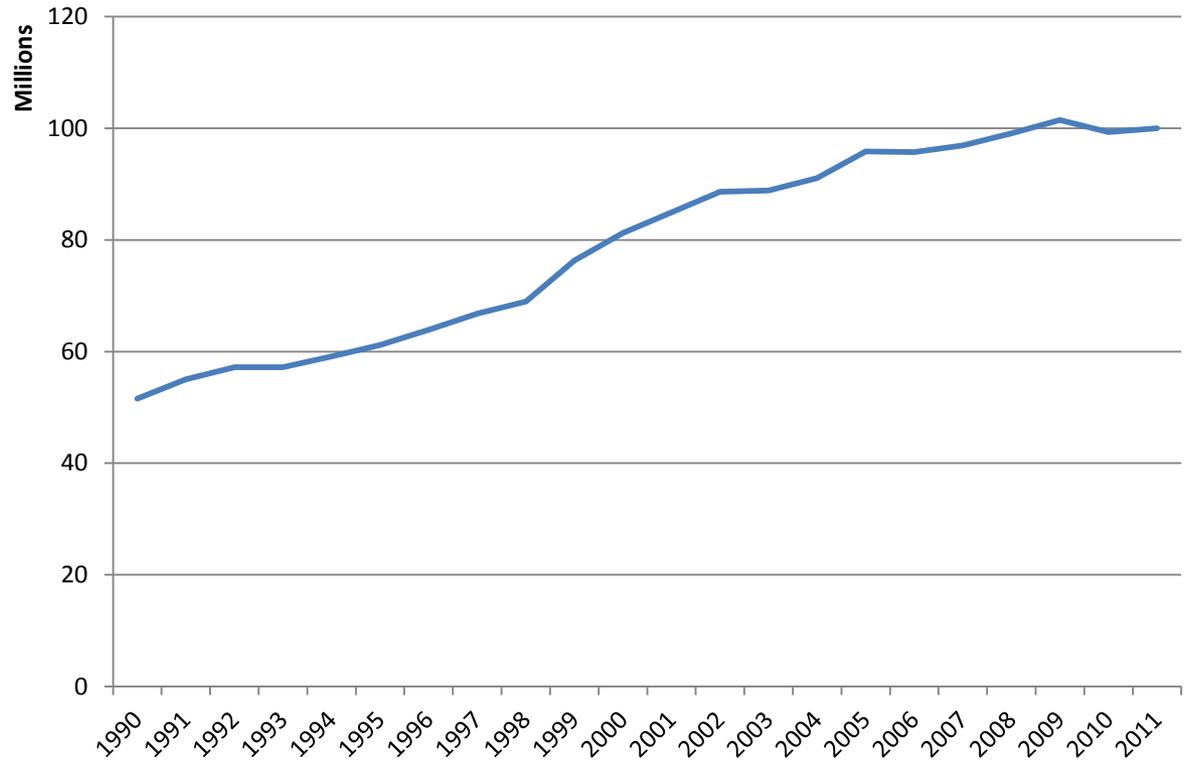
Mode Share by Age - 4 counties



# We ride transit more

Transit ridership continues to grow as the system is built out to provide more coverage. Ridership also grew despite service cuts which occurred due to the recession.

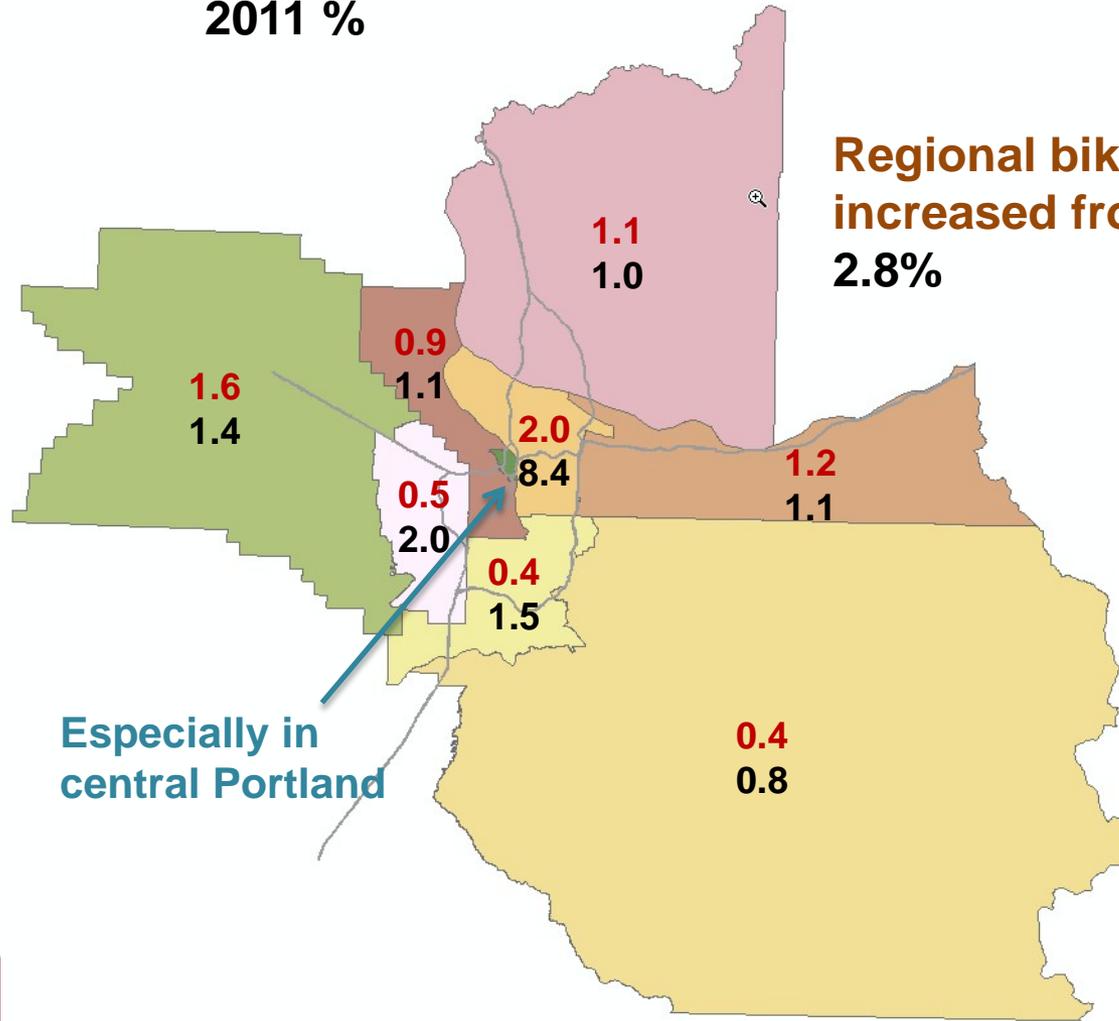
**TriMet Boarding Rides  
1990-2011**



# We bike more

all trip purposes, by place of residence

**1994 %**  
**2011 %**



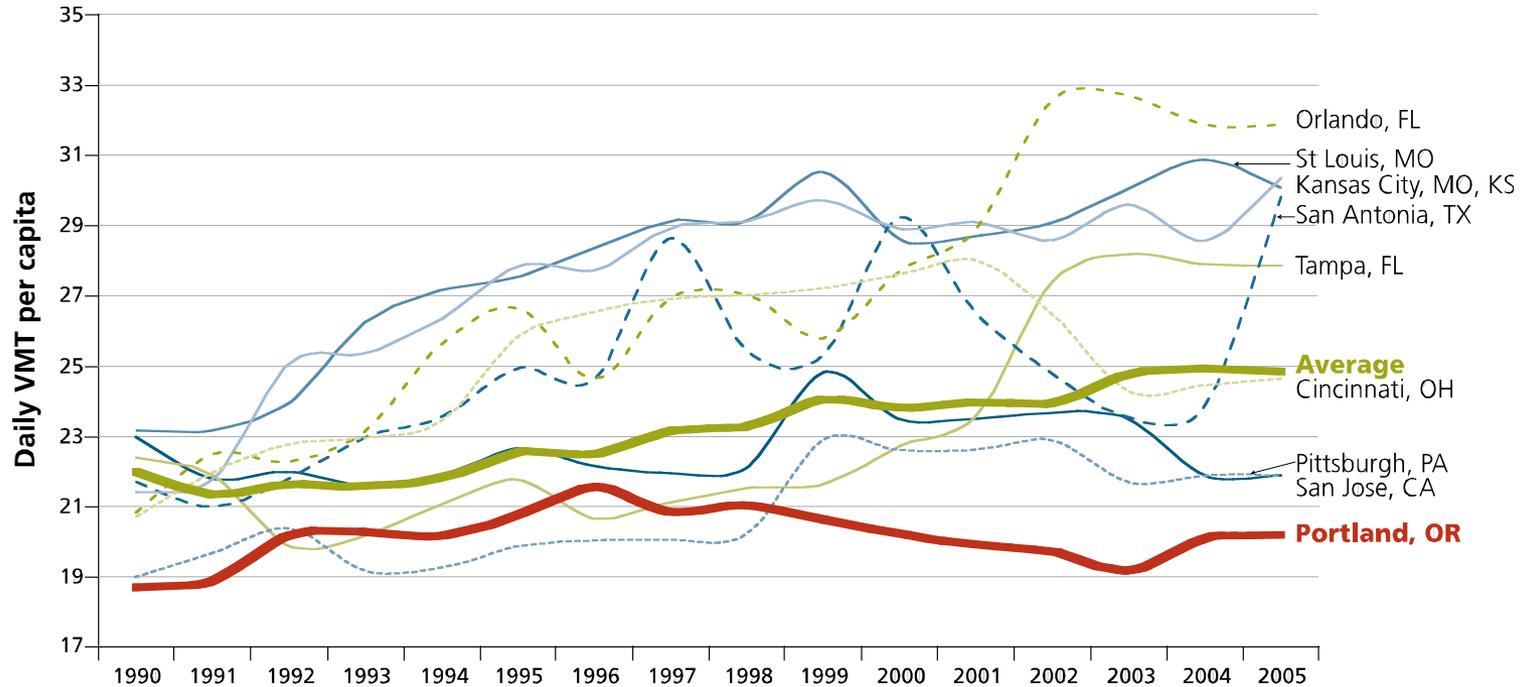
**Regional bike use has increased from 1.1% to 2.8%**

**Especially in central Portland**



# We drive less than other regions

The region drives less than other metropolitan areas of similar size.



All cities shown are within +/- 600,000 of Portland's 2005 population.

The average shown is for the 25 U.S. urban areas with the exception of Portland, that have 2005 populations of over one million and less than three million.

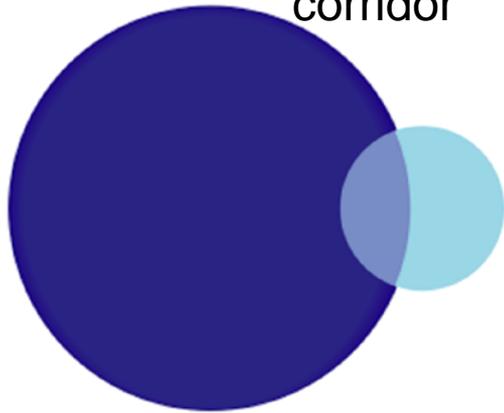
Source: U.S. Federal Highway Administration, *Highway Statistics*, Table IM-72, "Urban Areas – Selected Characteristics," 1990 – 2005.



***Where we travel***

# Worker travel patterns vary by mobility corridor

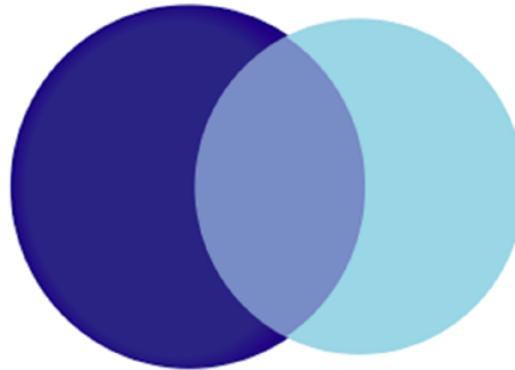
Portland Central City corridor



162,553	- Employed in Selection Area, Live Outside
15,594	- Live in Selection Area, Employed Outside
12,827	- Employed and Live in Selection Area

**85%** work in corridor, live elsewhere  
**8%** live in corridor, work elsewhere  
**7%** work and live in corridor

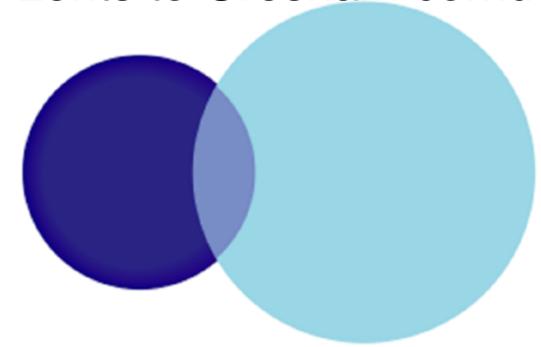
Beaverton to Hillsboro corridor



84,195	- Employed in Selection Area, Live Outside
64,752	- Live in Selection Area, Employed Outside
45,028	- Employed and Live in Selection Area

**44%** work in corridor, live elsewhere  
**33%** live in corridor, work elsewhere  
**23%** work and live in corridor

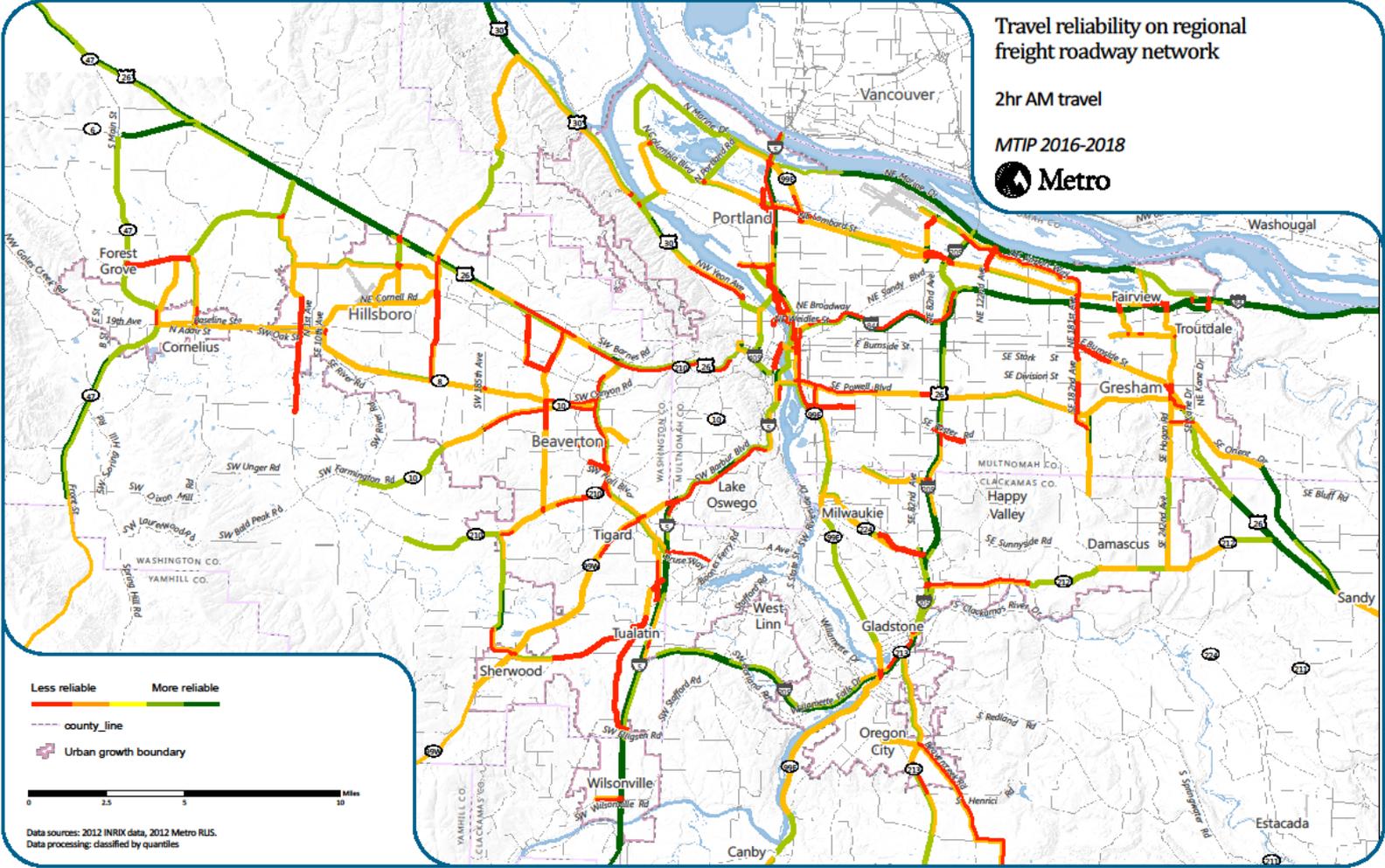
Lents to Gresham corridor



15,877	- Employed in Selection Area, Live Outside
37,694	- Live in Selection Area, Employed Outside
3,381	- Employed and Live in Selection Area

**28%** work in corridor, live elsewhere  
**66%** live in corridor, work elsewhere  
**6%** work and live in corridor

# Reliability varies by Freight corridor



***Safety, Health and Equity  
implications***

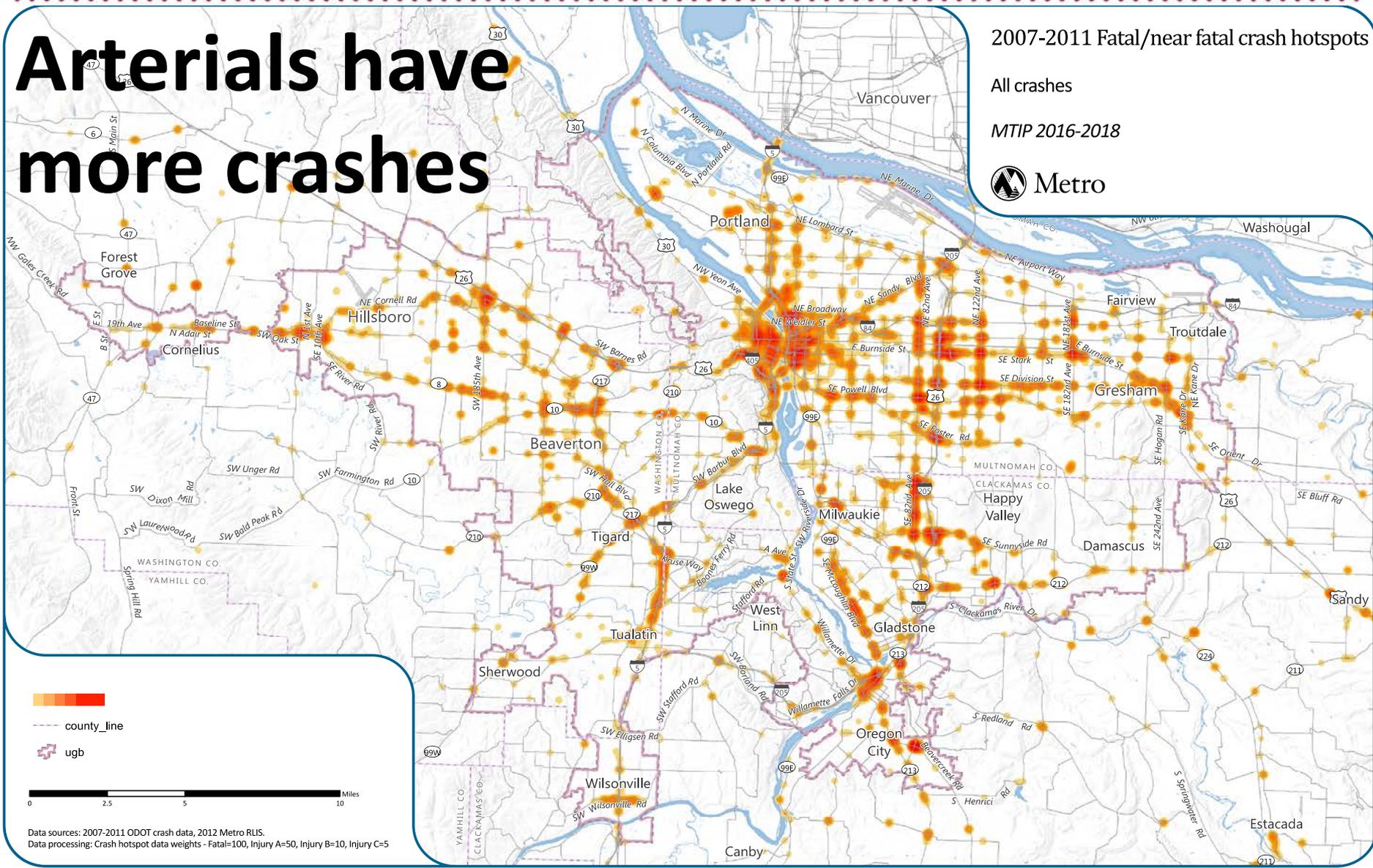


# Arterials have more crashes

2007-2011 Fatal/near fatal crash hotspots

All crashes

MTIP 2016-2018



county\_line  
ugb

0 2.5 5 10 Miles

Data sources: 2007-2011 ODOT crash data, 2012 Metro RUS.  
Data processing: Crash hotspot data weights - Fatal=100, Injury A=50, Injury B=10, Injury C=5

# Air worse on congested corridors

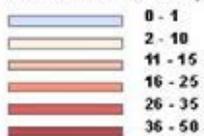
PATS 2017  
MODELING RESULTS

TOTAL RISK FROM  
ON-ROAD VEHICLE  
EMISSIONS

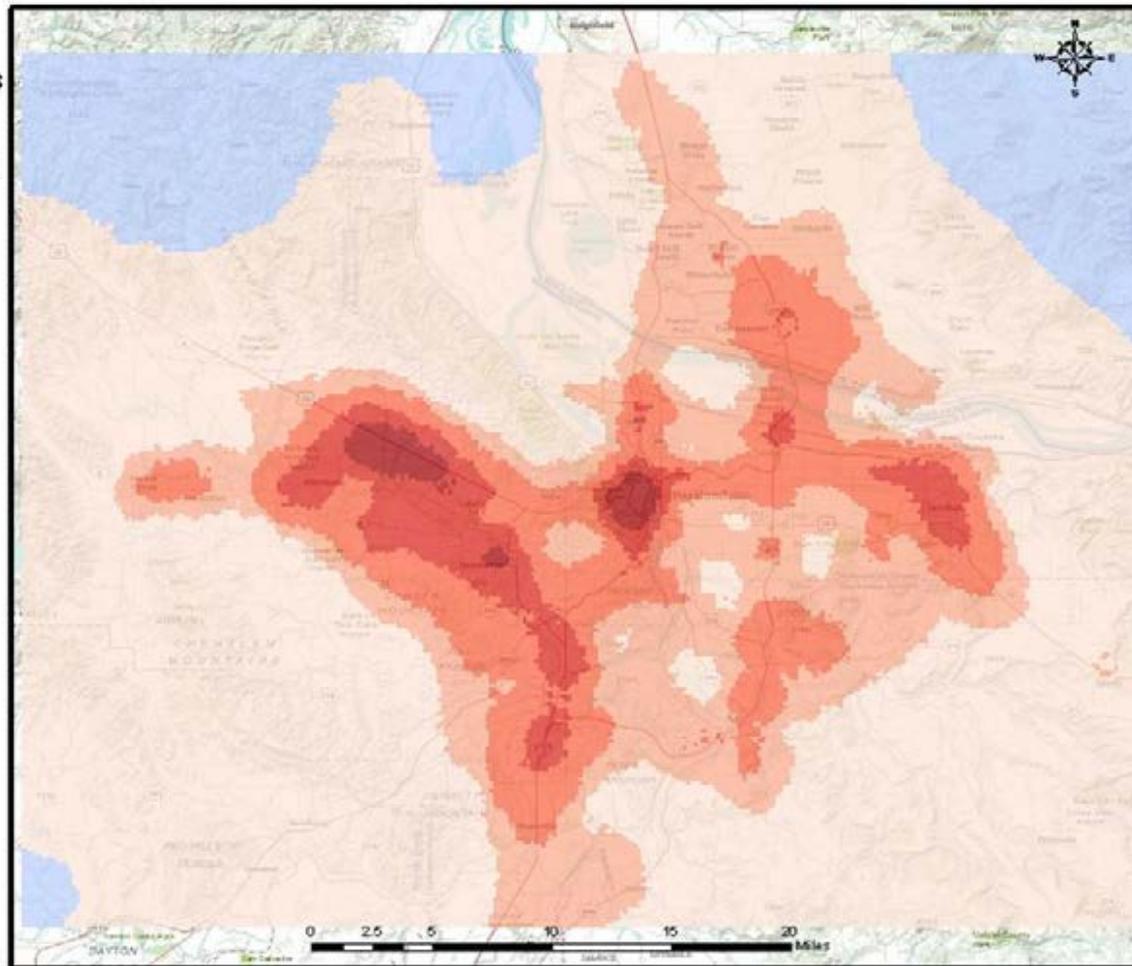


State of Oregon  
Department of  
Environmental  
Quality

Total Risk  
(Cumulative  
times above ABC)



References:  
Concentration data from DEQ  
Portland Air Toxics Solution  
(PATS) study  
Basemaps from Metro and ESRI

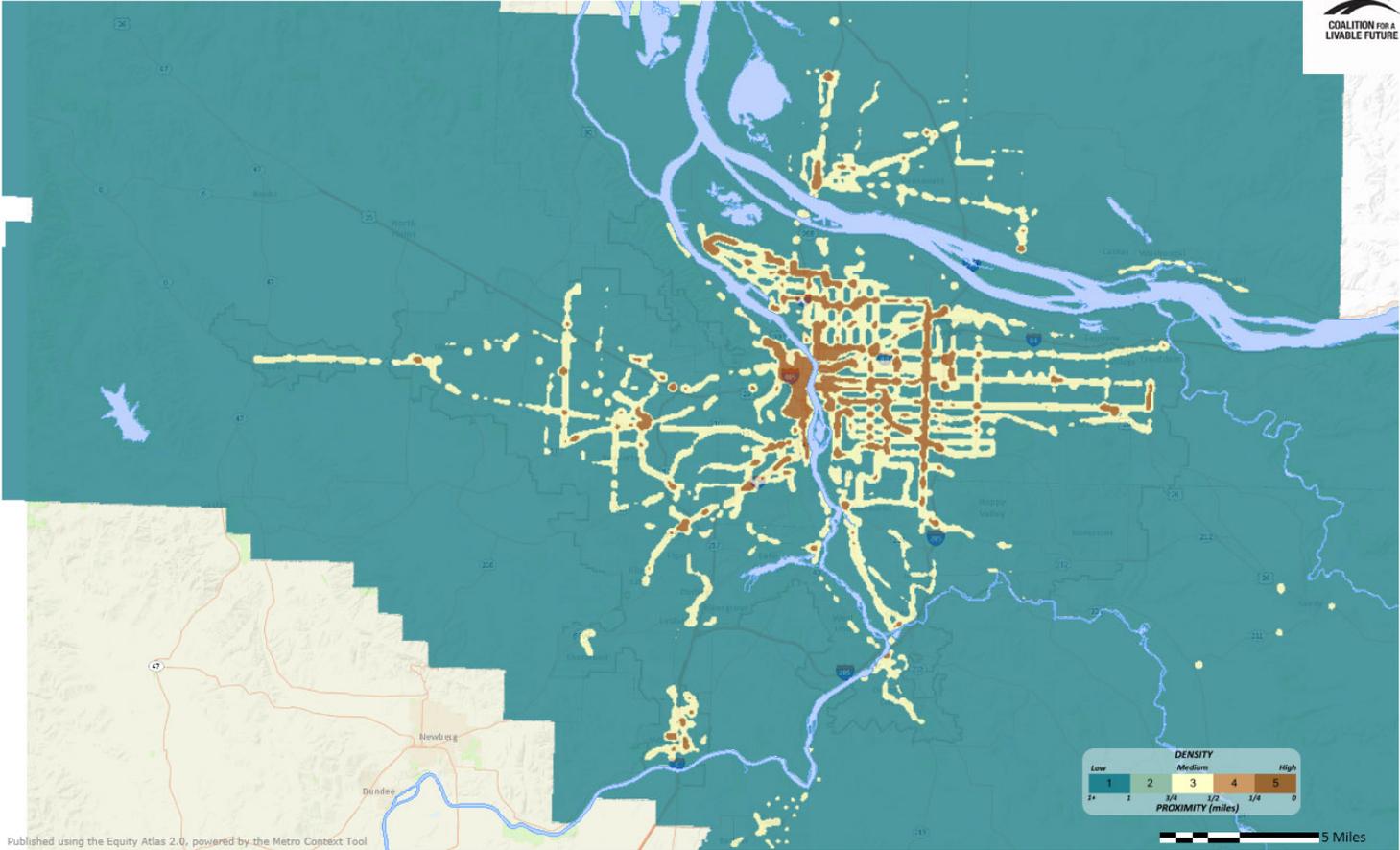


Date: 03-10-2011

G:\Portland Air Toxics Solution\MET RD\_2017 GIS\Reductions

# Access to transit varies across region

Transit Access

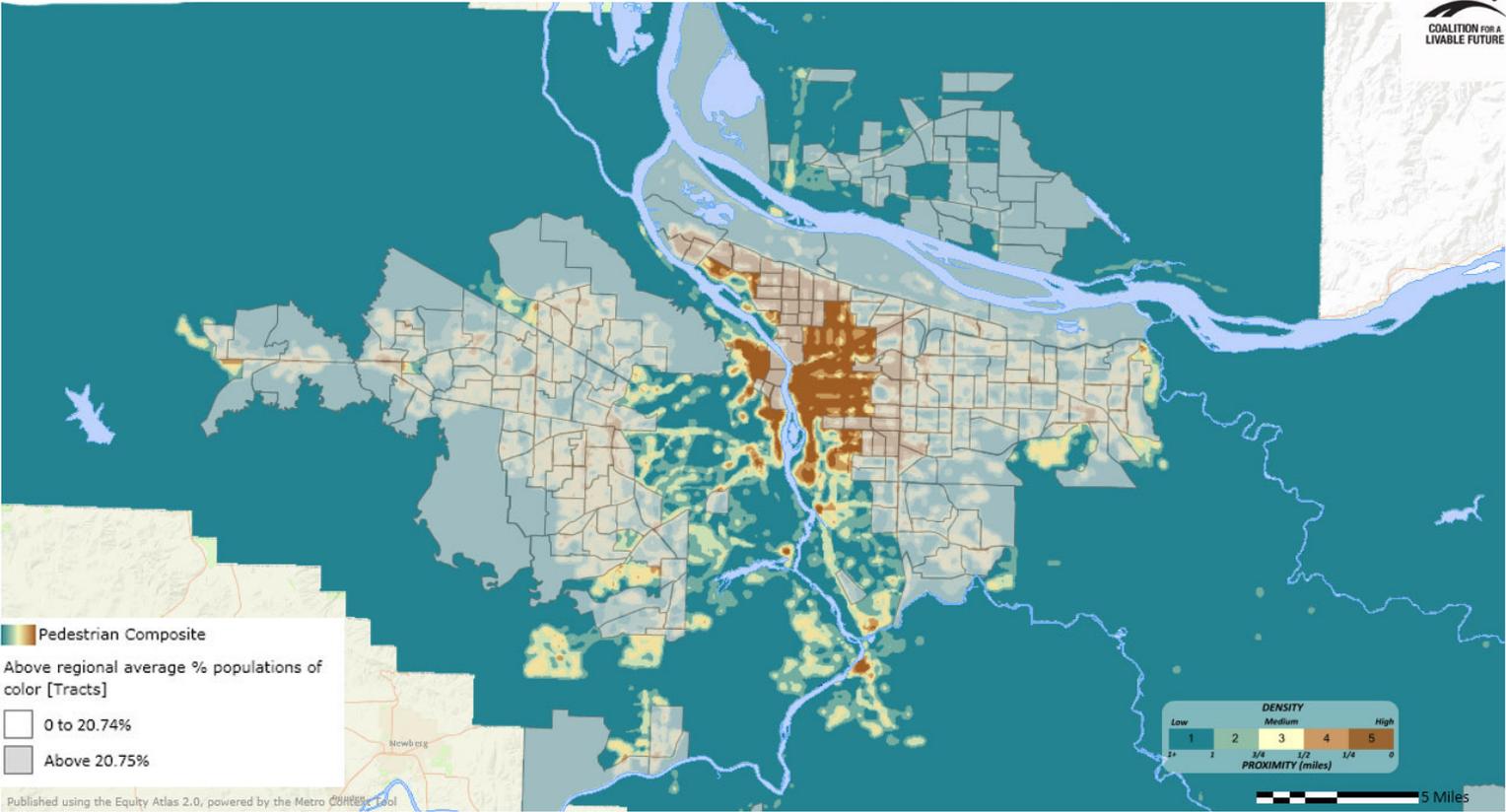


measured by proximity to public transit stops and the frequency of trips through those stops

Source: Equity Atlas

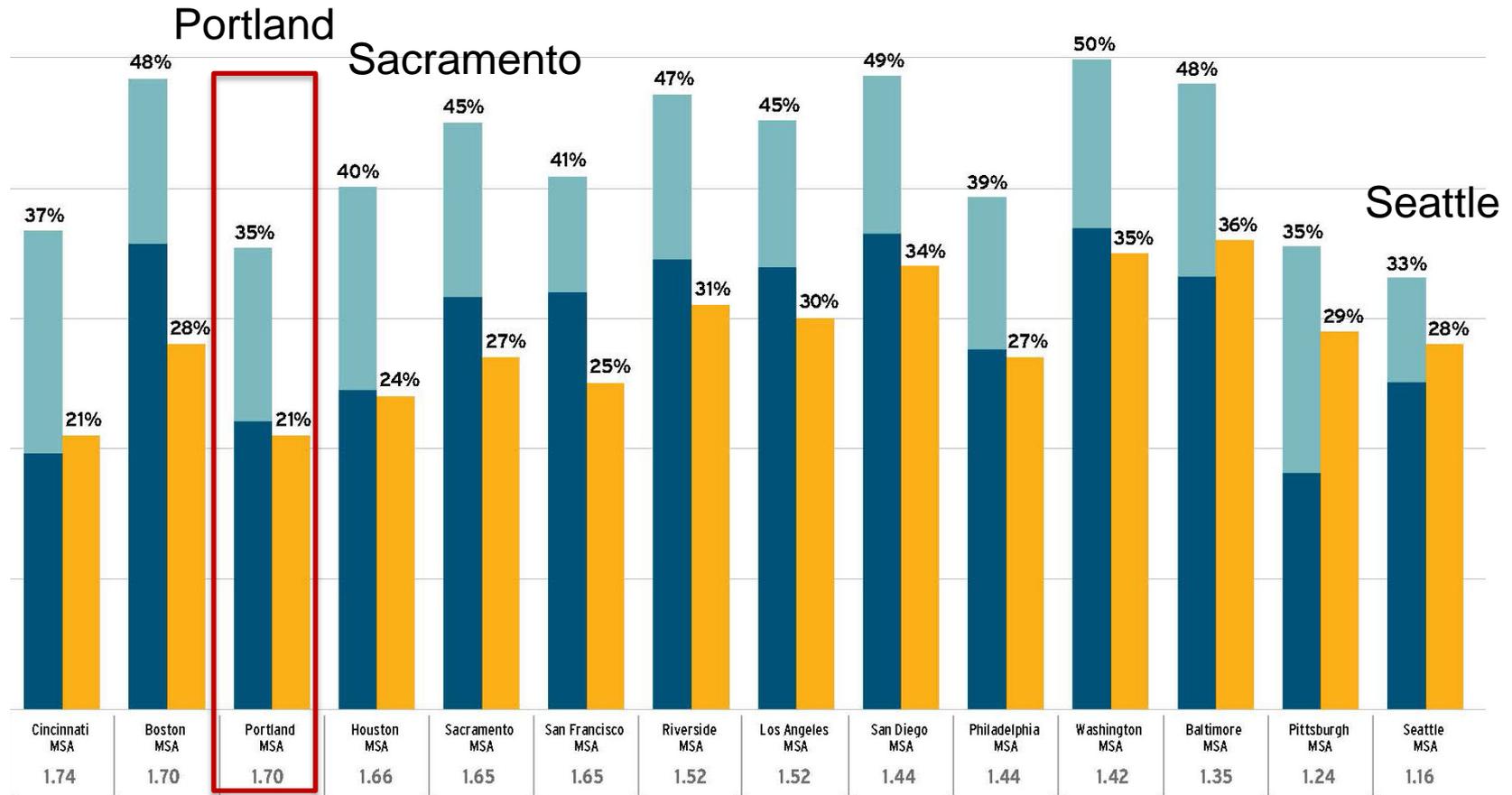
# Sidewalk completeness varies

Pedestrian Composite in Relationship to Areas with Above Regional Average Percent Populations of Color

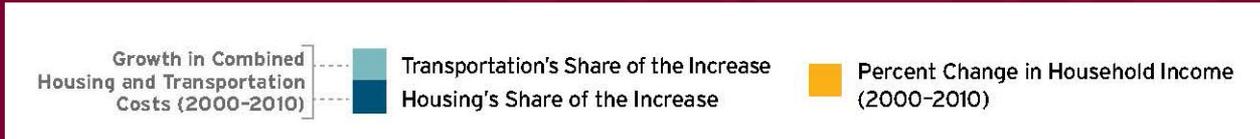


Source:  
Equity Atlas

# Transportation + Housing Cost burden worse than other regions



Source: Center for Neighborhood Technology and Center for Housing Policy

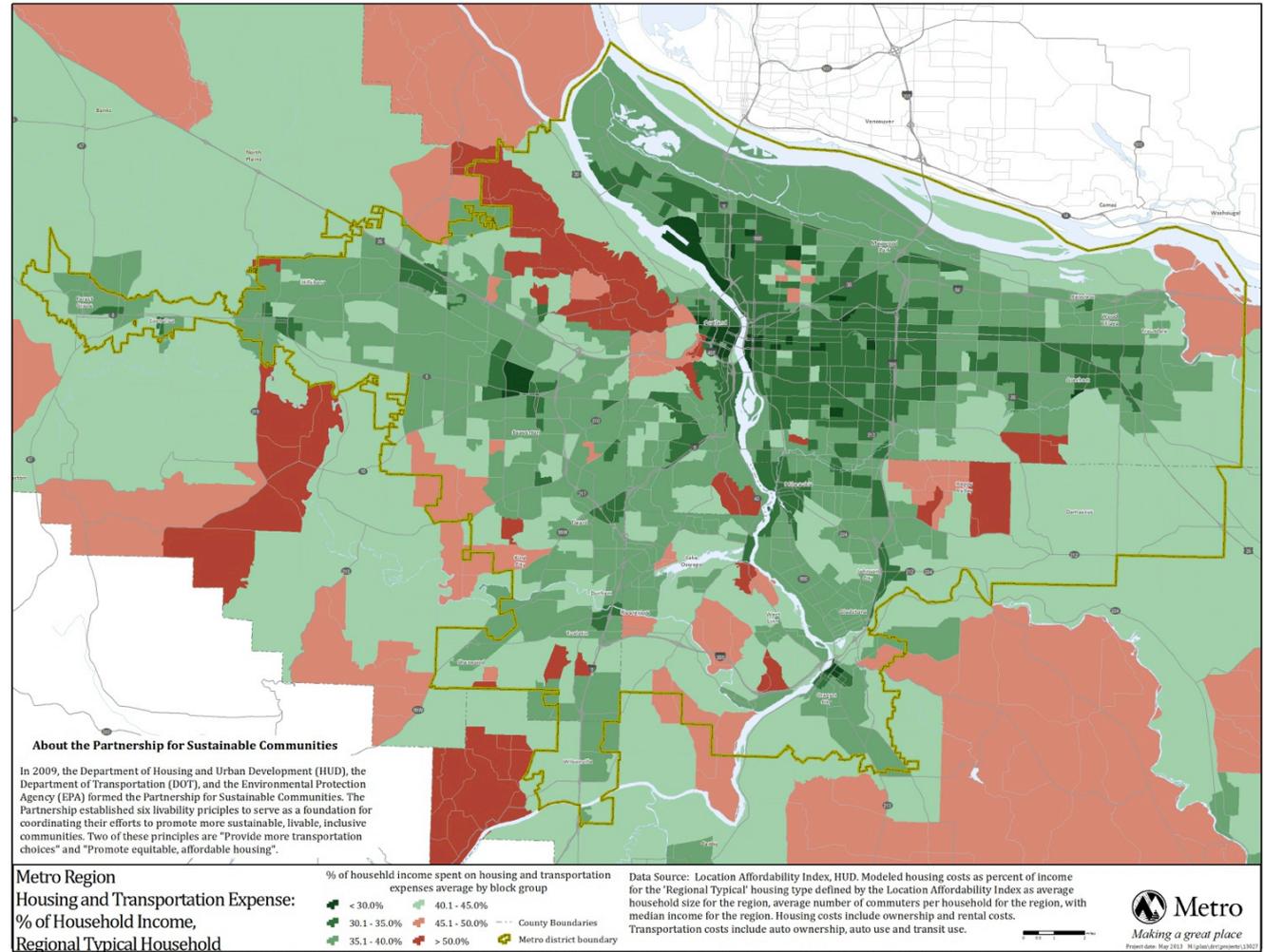


# Transportation+housing cost burden in all

## 3 counties

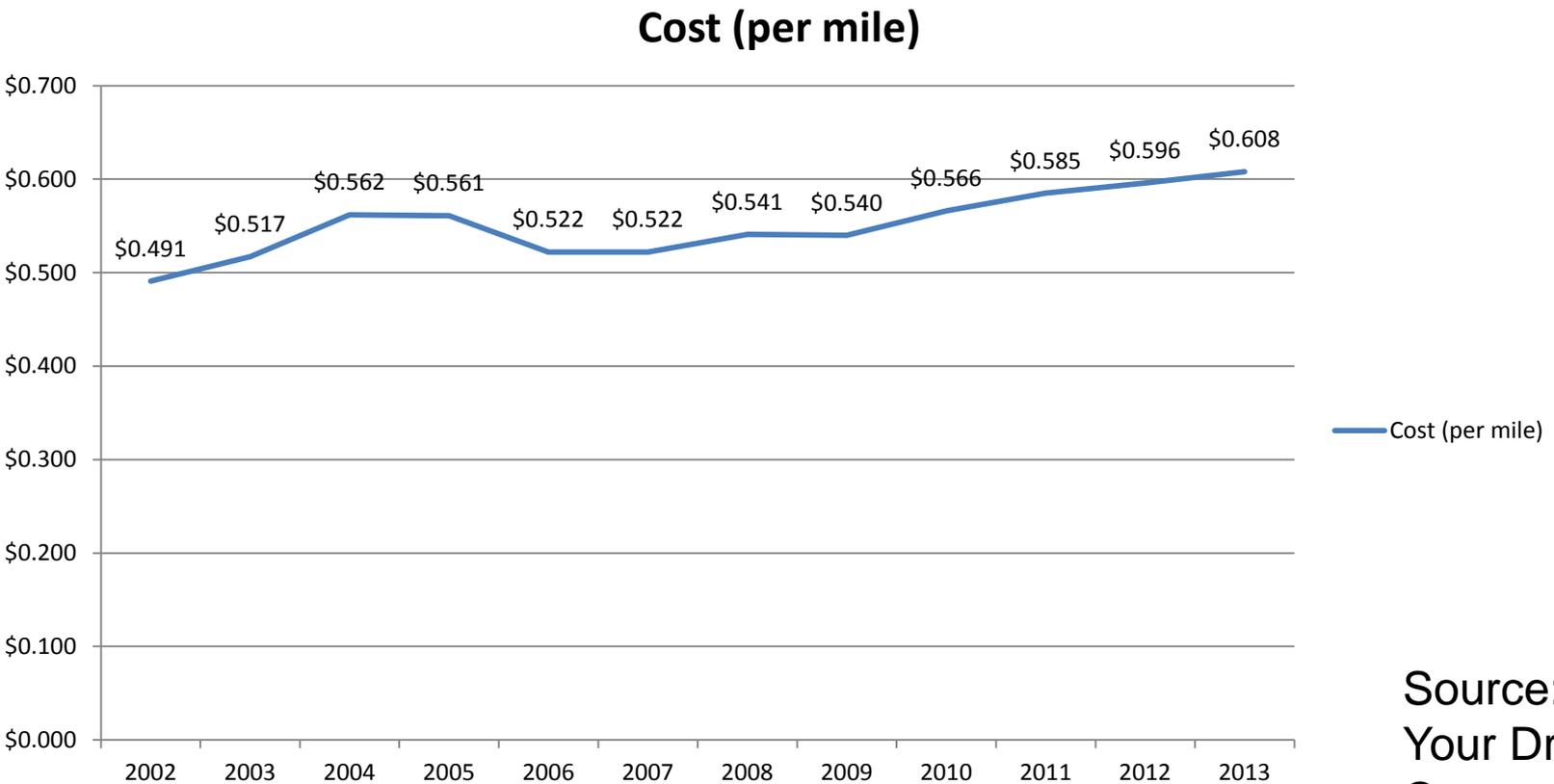
Darker green represents less than 30% of income.

Darker red represents greater than 50% of income.



Source: HUD

# Cost of driving is increasing



Source: AAA  
Your Driving  
Costs, 2002-  
2012

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# Questions?

