



1120 SW Fifth Avenue, Suite 800 Portland, OR 97204 503.823.5185
Fax 503.823.7576 TTY 503.823.6868 www.portlandoregon.gov/transportation
Steve Novick Commissioner Leah Treat Director

TSP Stage 2 Update Discussion Draft - October 2015: Public Feedback on Section 10: Performance Measures

TEG + Public Feedback	Commenter	Staff Response	Comment Source
BTA strongly supports the formal adoption of the new performance measure regarding mode share, “The City Council has adopted a 70% non--SOV commute mode share target in Portland Plan and Climate Action Plan, and a 25% bicycle mode share target in the Bicycle Plan for 2030.” This is exactly the type of decision--making criteria we need to build a safe, healthy, and climate friendly transportation network in Portland.	Gerik Kransky	Thank you.	Email/ TEG facilitator
We are disappointed to see a mandatory “Level of Service” traffic delay measure included in this section of the draft yet no progress being made on the development of a new Multi--Modal Level of Service. Questions for staff: 1. What is the status of PBOT’s Transportation Growth Management grant-- funded effort to develop a multi modal level of service standard; 2. and are there new efforts afoot to create and implement such a standard? 3. What impact will recently proposed Federal Highway Administration rule changes regarding geometric design of National Highway System routes1 have, if any, on PBOT’s current TSP?	Gerik Kransky	PBOT wants to replace LOS with a multimodal measure. We've determined that the best path forward is for PBOT Development Permitting and Transportation Planning to collaborate to update our basis of counting trips and travel mode associated with development types. New methodology will set a progressive foundation in acknowledging and appropriately assigning development impacts regarding pedestrian, bicycle, transit, and motor vehicle trips and relate them to Level of Service, system-based, and traffic impact analyses. The update, scheduled to occur in 2016, is projected to produce a multimodal traffic impact analysis and mitigation methodology for use in development review. It will occur in coordination with, though outside of, the Transportation System Plan update.	Email/ TEG facilitator

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Section 10 - Performance Measures - I'd like to underscore the note in the commentary about the importance of reducing auto-ownership rates as an outcome. I would encourage policies and measure to drive this.	Chris Smith	An auto ownership target is now included in the Proposed Draft. Please see Objective H on page 3 of Section 10.	Email/ TEG facilitator
I'd like an explanation about traffic capacity analysis and the <u>option</u> to provide multi-modal infrastructure or TDM as mitigation to traffic impacts (pp. 4-5). It's not clear as presented. If we're going to achieve the lofty 70% non-SOV and 25% bicycle mode share targets (p. 3), multi-modal improvements shouldn't be an option – they should be required. The city's current method for evaluating new development is with a Transportation Impact Assessment (TIA). My observation is that this assessment is nothing more than a traditional traffic study with very limited acknowledgement of any other mode besides cars. All the emphasis is placed on auto-related improvements with ped/bike/transit taking a distant second priority.	Keith Liden	PBOT wants to replace LOS with a multimodal measure. We've determined that the best path forward is for PBOT Development Permitting and Transportation Planning to collaborate to update our basis of counting trips and travel mode associated with development types. New methodology will set a progressive foundation in acknowledging and appropriately assigning development impacts regarding pedestrian, bicycle, transit, and motor vehicle trips and relate them to Level of Service, system-based, and traffic impact analyses. The update, scheduled to occur in 2016, is projected to produce a multimodal traffic impact analysis and mitigation methodology for use in development review. It will occur in coordination with, though outside of, the Transportation System Plan update.	Email/ TEG facilitator
Section 10: Performance Measures: This section clearly reads as being unfinished business (which it is). The 70% non-SOV commute mode share target is commendable, but reads as being arbitrary. It needs to be accompanied with some points as to how and why that is attainable. The collaboration the City is now doing with TriMet needs to be referenced here. Transportation Demand Management is a very large bucket. More specifics are needed. This is one place where urgency needs to be expressed. Creative and aggressive strategies are needed.	Phil Selinger	Good comment. On page 2 of the Proposed Draft we added reasons for the 70% non-SOV mode share target. On page 4 we added a reference to the City's collaboration with TriMet. The City is modeling the results of comprehensive plan and transportation system plan actions to determine the attainability of the mode share target.	Email/ TEG facilitator

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<p>Performance Measures (Section 10): this chapter presumably implements Policy 9.48 ("Performance Measures: Establish multimodal performance measures and measures of system completeness to evaluate and monitor the adequacy of transportation services based on performance measures in goals 9.a through 9.1. Use these measures to evaluate overall system performance, inform corridor and area-specific plans and investments, identify project and program needs, evaluate and prioritize investments, and regulate development, institutional campus growth, zone changes, Comprehensive Plan Map amendments and Conditional Uses"). It would be helpful if the Stage 2 draft elaborates what the proposed performance measures will be to implement this policy. Chapter 10 is mostly commentary, and has some good ideas that need more discussion/elaboration. In particular, performance measures need to identify the data that will be used to measure progress, and include a baseline that describes existing conditions. The PSC transmittal letter (Sept. 10, 2015) references the 12 Portland Plan Measures of Success, including "80% of households live in complete neighborhoods (as measured by the Complete Neighborhoods Index)-- I would like to know what data is used to calculate the Complete Neighborhoods Index and how citizens can analyze that data for specific neighborhoods and evaluate progress. Another item in the PSC letter, "70% of people walk, bike, take transit or use other less polluting ways to get to work" is measured by commute trips, and should note that it does not include all trips and explain what data would be used.</p>	Marianne Fitzgerald	The Proposed Draft includes citywide commute mode share, auto ownership, GHG, and VMT targets on page 3 of Section 10. We will provide a more comprehensive explanation of model results in early 2016 after we receive and analyze the data from the Metro model run based on the Planning & Sustainability Commission's July recommendations. The Bureau of Planning & Sustainability is in charge of the Portland Plan Measures of Success.	Email/ TEG facilitator
<p>I'm wondering when we are going to get to see any of the transportation modeling that is supporting the numbers for the performance measures—would love to see a presentation on those number some time.</p>	Oct. TEG mtg	Some of the modeling results are available in the Growth Scenarios report. Staff will provide a more comprehensive explanation of model results in early 2016 after we receive and analyze the data based on the Planning & Sustainability Commission's July 2015 recommendations.	TEG Meeting Notes

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In the Commentary it would be nice to explain what VMT and GHG are for the reader. And good luck with this; it's very important work that has always gotten pushed off to the future.	Jeanne Harrison, informal comments from NWDA TC	Agree. See page 2, section 10, of the Proposed Draft.	Email
P.8 Table 2.4 I read but do not understand what is being presented. Point is I have no idea what you are addressing. Suggest an explanation of why it is there, why it is important. Suggest you put in actual car counts on a sample street.	Don Baack	Staff added commentary that Portland will work with Metro, ODOT, and DLCDC to determine whether to adopt the Interim Regional Mobility Policy to be in compliance with the Regional Transportation Functional Plan. Please see page 4 of Section 10 of the Proposed Draft.	Email
Requires one or more major changes. Should the City adopt strong policies in order to meet traffic, safety, health, equity, and climate goals and targets? Yes. Should the City consider expanding or replacing "level of service" auto-oriented standards to reflect all modes? Yes.	Online survey	Staff are analyzing the range of investments and policy actions needed to achieve adopted targets.	Online survey
Requires one or more major changes. Mode share targets need some active help, and eliminating both required (for construction) and free-in the- right-of-way parking would be a magic bullet. While PBOT does not control building codes, it certainly controls one of the major parking areas in the city. All over the city. Should the City adopt strong policies in order to meet traffic, safety, health, equity, and climate goals and targets? Yes. Should the City consider expanding or replacing "level of service" auto-oriented standards to reflect all modes? Yes.	Online survey	PBOT is updating parking requirements through the Citywide Parking Strategy.	Online survey

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Looking forward to the LOS alternatives. As a TEG member it would be really helpful to have a look at our performance standards across the past decade — baseline, how we’ve improved and most important — what seems to have contributed to the changes. The goals seem very necessary but very aspirational.	Linda Nettekoven	In 2015 PBOT initiated a project to identify and track system performance over time. We intend to track the performance on measures in the TSP performance measures section, and will be sharing results via a new "performance dashboard" and other means. We intend to improve data collection, analysis, and incorporating performance data into decision-making.	Email
Section 10 Performance measures: I’m excited that we might be considering modal performance and other items in addition to the usual “Level of Service”.	Linda Nettekoven	Thank you.	Email