Rulemaking Advisory Committee, Metropolitan Transportation Planning

To: Bill Holmstrom, DLCD

From: Richard N Ross, AICP, Representative, Oregon Chapter, American Planning Assn

RE: Comments on Recommended Transportation System Plan Performance Measures

March 15, 2018

Oregon APA strongly supports effective planning to reverse the long-term consequences of climate change through greenhouse gas emissions. We hope that this revised rule will be a useful tool to make local and regional plans more effective.

Performance Measures are an important tool for assessing plans and for holding our plans accountable to the public and to local officials. We encourage LCDC to consider these measures as public communications tools.

- OAPA understands that the Performance Measures, drafted in this rulemaking, are intended to be Pre-approved measures that could satisfy part of the rule cited below, while the rule also allows locally defined measures.

- 660-12-035(5) Trans Planning Rule (5) MPO areas shall adopt standards to demonstrate progress towards increasing transportation choices and reducing automobile reliance as provided for in this rule:

- The Performance Measures Workgroup boiled down 45 original measures to a shorter menu of 13 options. The menu could use some additional measures that reflect common public issues about local transportation.

Therefore, we would suggest that DLCD supplement the pre-approved list with a few more Measures, before the Commission is asked to adopt the Revised Rule in May.

The Comments below propose five additional optional measures, suggested from the City of Boulder example, which could make locally selected measures more useful for local jurisdictions and for the public. (Congestion, Fiscal Viability, TDM: Employee Transportation Alternatives, Safety, LAND USE: Complete Walkable Neighborhoods)

The suggestion is to adapt several of the Boulder’s measures as concepts for pre-approved TSP measures. The City of Boulder uses a robust set of nine Performance Measures, to report to citizens and policy makers every two years, on implementation of its 2014 Transportation Master Plan. Boulder has just launched its 2018 Plan update, based on 2016 and 2018 progress reports. Regular progress reports provide timely information, keep the Transportation Plan a living document, and assure broader accountability and assessment of results by the City and the public. Most of the Boulder measures can be readily understood by citizens.
The Boulder example raises some questions about Oregon’s proposed pre-approved Performance Measures.

1. Are the proposed Oregon measures intended just to fulfill a routine plan review process or could the Oregon measures have a wider public communications purpose?
2. How do Oregon communities hold our transportation plans accountable to stakeholders?
3. Can all of the Oregon measures be readily used or applied by diverse communities?
4. Should the pre-approved measures incorporate some additional commonly understood transportation system measures?

**Boulder Transportation System Performance Objectives 2018**

**OAPA Comments in Italics**

1. Reduce vehicle miles of travel (VMT) in the Boulder Valley by 20 percent by 2035.
2. Reduce single occupant vehicle travel to 20 percent of all trips for residents and to 60 percent of work trips for nonresidents.
3. Achieve a 16 Percent Reduction in Greenhouse Gas Emissions and Continued Reduction in Mobile Source Emissions of Other Air Pollutants
4. **Congestion** No more than 20 percent of roadways congested at Level of Service F.

*This issue is the public’s biggest hot button, which, if not included in some relevant Oregon measure, makes other measures look unbalanced.*

5. **Fiscal Viability** Expand fiscally viable transportation options for all Boulder residents and employees, including older adults and people with disabilities.

*While the Transportation Planning Rule requires fiscally sound plans, a measure of fiscal viability and progress will increase public confidence in local Plans.*

6. **TDM: Employee Transportation Alternatives** Increase transportation alternatives commensurate with the rate of employee growth.

*Employee coverage or participation in TDM programs is a good measure of the effectiveness of these programs. Transportation Management Assns., for example, can be very effective in trip reduction for employment centers, institutions, and large employers.*

7. **Safety** “Toward Vision Zero” for fatal and serious injury crashes: continuous improvement in safety for all modes of travel.

*This issue is the other public hot button, which if not addressed in some relevant measure, makes other measures look unbalanced. It was on the original menu of 45.*
8. **LAND USE: Complete Walkable Neighborhoods** Increase the share of residents living in complete, walkable neighborhoods to 80 percent.

*Oregon should be using newer measures of neighborhood accessibility (pioneered by Reid Ewing at Univ. of Utah), such as Boulder’s *Cumulative Neighborhood Access Measure*. A simple accessibility measure that could be applied to either residential and/or employment areas would be best. The varied definitions of Place Types, mixed use, or TODs may be subject to debate, or may not be an easy fit for all Oregon communities, especially smaller ones.*

9. Reduce daily resident VMT to 7.3 miles per capita and nonresident one-way commute VMT to 11.4 miles per capita.

**ATTACHMENT** City of Boulder, Transportation Report on Progress, 2018