



2018 Regional Transportation Plan

Getting there with a connected region

How we get around shapes our communities and our everyday lives. Through the fall of 2018, Metro will work with local, regional and state partners and the public to update our region's shared transportation vision and investment strategy for the next 25 years.

Building a connected region

Planning for the region's transportation system means more than deciding where to build throughways (freeways and major highways), roads, bridges, bikeways, sidewalks and transit and freight routes. It's also about:

- taking care of people and building great communities
- maintaining and making the most of past investments and leveraging new technologies and innovation
- ensuring that no matter where you're going, you can have safe, reliable, healthy and affordable options to get there
- creating vibrant and connected communities, nurturing a strong economy, improving social equity and protecting our environment and the quality of life we all value.

The Regional Transportation Plan

The Regional Transportation Plan provides a shared vision and investment strategy that guides projects and programs for all forms of travel to keep people connected and commerce moving throughout the greater Portland region. The plan is updated every four to five years to stay ahead of future growth and address trends and challenges facing the people of the region.



Now is the time to act

A half-million new residents – more than half from growing families – are expected to live in the Portland area by 2040. Our communities are becoming more ethnically diverse, bringing rich cultural activity to neighborhoods. A new generation will grow to adulthood as others move toward retirement.

To keep people connected and commerce moving, we need to work across interests and communities to bring innovative solutions to the challenges facing our growing and changing region.

Why is the 2018 update important?

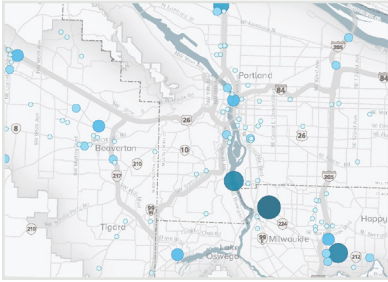
Our region's economic prosperity and quality of life depend on a transportation system that provides every person and business with access to safe, reliable, healthy and affordable ways to get around.

The 2018 Regional Transportation Plan will help the region respond to the changing transportation needs of our communities and businesses. The update will establish priorities for state, federal and regional funding and help set the stage for the new and expanded options for people and products to get where they need to go.

Funding is limited, and we have multiple transportation priorities. The way we respond will shape how our transportation challenges impact greater Portland's economic prosperity and quality of life.

Overview of the draft project list

Did you know?



Since the last update in 2014

Of the 1,256 projects listed in the 2014 Regional Transportation Plan, 132 have been built or will be completed by 2019 – a total of \$3.15 billion invested in the region's transportation system

Defining terms

Constrained budget

The budget of federal, state and local funds the greater Portland region can reasonably expect through 2040 under current funding trends – presumes some increased funding compared to current levels

Constrained list

Projects that can be built by 2040 within the constrained budget

Strategic list

Additional priority projects to show what could be achieved with additional resources

Why the constrained project list matters

The Regional Transportation Plan comprises two main parts: the policy section and the project lists. The policy section sets the vision, goals, performance targets and guidelines for the greater Portland region's system of throughways, roads, bridges, bikeways, sidewalks, and transit and freight routes.

The project lists are priority projects from local, regional or state planning efforts that provided opportunities for public input. Last summer, Metro issued a call for projects to its regional partners to begin updating the region's transportation investment priorities. Clackamas, Multnomah and Washington counties and cities within each county recommended priority projects for their jurisdictions at county coordinating committees. ODOT, the Port of Portland, TriMet, SMART and other agencies worked with county coordinating committees and the City of Portland to recommend priority projects. The City of Portland recommended projects after reviewing priorities with its community advisory committees. These projects were provided to Metro to build the Regional Transportation Plan.

The project lists are separated into two categories:

1. the projects that fit within a **constrained** budget of federal, state and local funds the greater Portland region can reasonably expect through 2040 under current funding trends
2. additional **strategic** priority investments (not constrained to the budget based on current funding trends) that could be built with additional resources.

In order to be eligible for federal or state transportation funding, a project must be included on the "constrained" list.

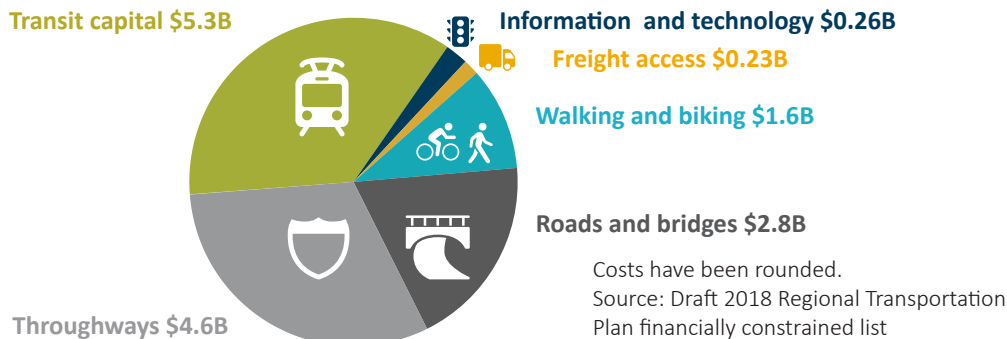
Refining the project list

The next pages summarize the projects in the constrained list and provide key takeaways on how these investments are expected to affect how our system of throughways, roads, bridges, bikeways, sidewalks and transit and freight routes will perform. This information is provided to assist the public and decision-makers in determining if the project priorities are making enough progress toward our desired outcomes, especially over the next 10 years, to set the greater Portland region on the right trajectory and build momentum for a transportation system that works for everyone.

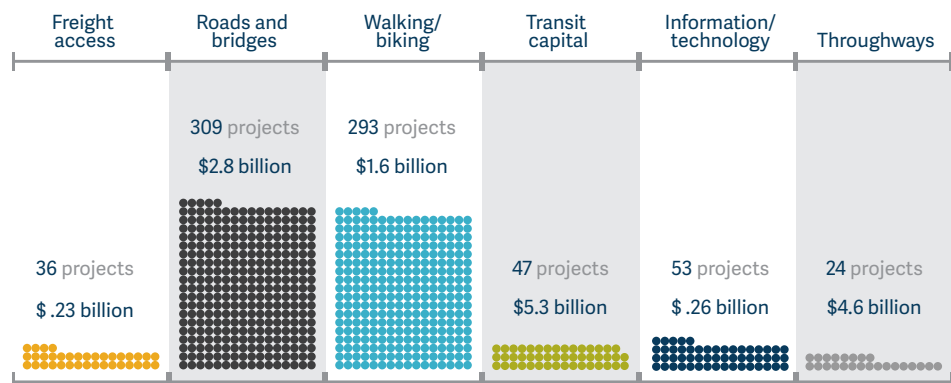
In spring 2018, regional decision-makers will discuss these findings, new funding information and public input to provide direction for additional refinements to the list of project priorities. In summer 2018, the refined project lists will be available for further public review and feedback.

Types of projects

A complete and efficient transportation system must meet multiple needs and offer options for people and goods to get around. The draft constrained list represents a \$14.8 billion investment in the region's transportation system, with over half of that going to thoroughways, roads and bridges. *Note: Road and transit operations and maintenance costs are not included in the project list or information presented here.*

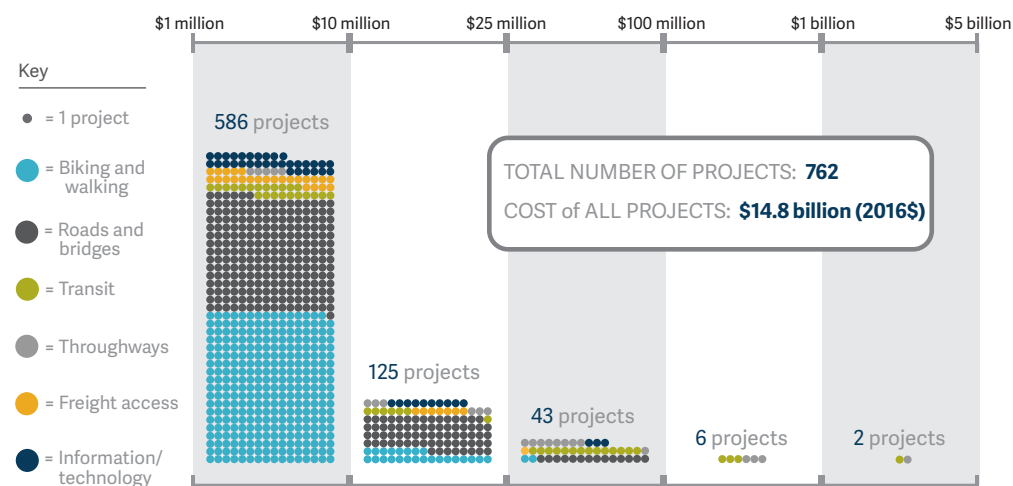


Roads, bridges, and walking and biking connections have the most projects in the draft 2018 Regional Transportation Plan constrained list, though the cost of projects vary greatly.



Costs have been rounded. Source: Draft 2018 Regional Transportation Plan financially constrained list

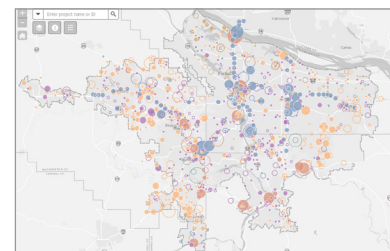
Projects in the draft 2018 Regional Transportation Plan constrained list range from \$1 million to nearly \$3 billion.



Source: Draft 2018 Regional Transportation Plan financially constrained list

Explore online

Find out about individual projects with an interactive project map at oregonmetro.gov/2018projects.



Defining terms

Throughways

Controlled access (on-ramps and off-ramps) freeways and major highways

2018 Regional Transportation Plan



safe • reliable • healthy • affordable

Find out more at oregonmetro.gov/rtp.

What we learned

Key takeaways on what the projects will do for our transportation system

Vision for the 2018 Regional Transportation Plan



In 2040, everyone in the greater Portland 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.

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

The following information is provided to assist the public and decision-makers in determining if the project priorities are making enough progress toward our desired outcomes, especially over the next 10 years, to set the greater Portland region on the right trajectory and build momentum for a transportation system that works for everyone.

The vision for the 2018 Regional Transportation Plan is that by 2040, everyone in the greater Portland 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.

Focusing on the main outcomes of the vision, there are four key takeaways from the analysis of the draft constrained list of projects.

- Safety is a priority in high injury corridors and communities of color.
- Congestion will not ease, but investments will improve reliability.
- Increased physical activity and reduced emissions will help people live healthier lives, but the region will fall short of its adopted greenhouse gas reduction commitment.
- Affordability will improve with better access to travel options, but not everyone will see the same level of benefit.

Social equity

Social equity in the future is very difficult to forecast and analyze due to the margin of error present in existing data and modeling tools that are used. However, given community feedback and the continued history of disparity, it is important that the region's decision-makers continue to focus on social equity. This means working to meet the needs of communities of color and other historically marginalized communities and to better understand the potential impacts and benefits of investments for these communities.

With the draft constrained list, we are making progress toward improving equity in some areas, but there is still more to do. The region will invest in historically marginalized communities at higher rates than the region as a whole for safety, access to transit and walking and biking investments. For the measures for access to jobs and community places, the results were less optimistic – historically marginalized communities experienced slightly less improvement in access to jobs and communities places when compared to the region as a whole.

This is especially challenging, considering these communities start with worse service and access, so any gap in the rate of improvement for any measure has the potential to continue to leave these communities behind.

Safety is a priority in high injury corridors and communities of color

While the region is a leader in transportation safety, we still average 482 deaths and life changing injuries each year for people driving, walking and biking. **Based on the draft constrained list, the region can expect:**

- **One third of projects will directly address safety.** While all projects will be designed with safety in mind, more than 35 percent of projects in the draft constrained list identify addressing a safety issue as a primary or secondary objective. A majority of these projects are planned to be implemented in the next 10 years.
- **A majority of projects directly addressing safety will be located in historically marginalized communities and in high injury corridors.** People of color, people with low incomes and English language learners are disproportionately impacted from traffic crashes. A majority of high injury corridors and a majority of fatal and severe injury pedestrian crashes occur in these communities.
- **Most projects will be in high injury corridors.** Nearly 60 percent of all projects in the draft constrained list are located in high injury corridors. While not all of these projects are identified as safety projects, they present an opportunity to make travel safer for all modes.

Congestion will not ease, but investments will improve reliability

With 500,000 more people and 350,000 more jobs in the region by 2040, we'll see more economic activity and more people and goods traveling on the region's transportation system than today. This means more freight, more traffic and congestion, busier buses, and more people walking and biking. **Based on the draft constrained list, the region can expect:**

- **The region will not achieve the adopted regional mobility policy within current funding levels or with the mix of investments included in the analysis.** There will be a 32 percent increase in daily vehicle miles traveled. The forecasted increase in population and jobs will mean more driving in the region, despite significant increases in biking, walking and transit travel.
- **Autos, buses and freight will spend more time in traffic than today.** The projects in the draft constrained list will not eliminate or even reduce vehicle delay from today's levels, but without these major investments for driving, walking, bicycling and using transit, traffic levels will be much worse. Buses and freight trucks will experience the same congestion levels as other vehicles – unless projects that prioritize their movement are built.

Greater Portland voices



"I use a mobility scooter if there's a long distance in between places I'm traveling... I do have to drive on the streets sometimes, because the sidewalks are bad. I mean, there are places where there are no sidewalks and it leaves the necessity to ride in the road with a mobility scooter, or even with a walker." – Annadiana, Forest Grove resident



"The [MAX] ride from Milwaukie doesn't vary much at all. That's one of the best things about having the Orange Line. When I took the bus, the time to work was entirely dependent on the traffic" – Adria, Milwaukie resident

Greater Portland voices



“I think traffic in general [is a problem], depending on the area. My commute can be anywhere from 40 minutes to an hour and a half.” – Adam, Cornelius resident



“My ideal transportation experience would be one where I didn’t necessarily have to transfer from route to route so often, because that’s where I tend to miss more buses and have to wait for longer periods of time.” – Tana, Portland resident

- **Throughways will see the most congestion.** While only 4 percent of all roads and throughways will be congested or severely congested in 2027, 28 percent of the region’s throughways will experience congestion or severe congestion during the 4-6 p.m. rush hour. This will increase to 32 percent by 2040. While many people driving during rush hour will not experience significant delay, those driving on the most congested roads and throughways could experience a considerable increase in delay. Congestion pricing – as well as other system and demand management strategies to increase efficiencies and reduce demand – will be needed to further address congestion.
- **Truck delay will increase, raising the cost of daily freight movement.** Delays for freight trucks will increase significantly by 2040, for both the peak and off-peak time periods. This could reduce the attractiveness of the region as a business location.

Increased physical activity and reduced emissions will help people live healthier lives, but the region will fall short of its greenhouse gas reduction commitment

Access to healthy travel options for commuting or recreation are a priority for people, and emissions from motor vehicles are becoming a larger concern – from their role in increasing asthma rates to accelerating climate change. Transportation investments can help people live healthier lives, while reducing emissions. **Based on the draft constrained list, the region can expect:**

- **People will walk, bike and use transit more.** By 2040, healthier modes of travel – walking, bicycling and using transit – will increase at a higher rate than driving. Total trips overall will increase by 35 percent. While the number of auto trips will increase by 31 percent, the number of transit trips will more than double, trips by bicycle will increase by 54 percent, and walking trips will increase by 39 percent. Increased physical activity and reduced emissions will help people live healthier lives.
- **More physical activity and less air pollution will save lives and reduce illness.** By 2040, 24 people are expected to avoid premature deaths, based on analysis conducted by the Oregon Health Authority and Multnomah County Public Health. The majority of lives saved are expected to be attributable to improved air quality. The analysis also found the reduction in chronic illness will be 24 percent greater than it would be without the constrained list of projects. More than 70 percent of the reductions in chronic illness are expected to be due to improved physical activity – and will result in people living healthier lives and provide direct and indirect health care cost savings. Strategies that reduce per capita vehicle miles traveled and increase biking, walking and use of transit on a regular basis will improve our region’s health, reduce premature deaths and lower health care costs.

- **Employer- and community-based programs will encourage and promote physical activity.** These programs are anticipated to include the use of commuter programs, Open Streets events, individualized marketing approaches, Safe Routes to School and other types of activities aimed at providing a safe environment for people to walk and ride their bikes.
- **The region may miss opportunities to further increase walking, biking and transit use.** More than two-thirds of biking and walking projects will not be built until 2028 or later. This means many sidewalk gaps, deficient pedestrian crossings, missing trail connections, incomplete bikeways – including those that complete key connections to transit – will not be addressed for 10 years or more. In 2027, only 57 percent of arterial roadways will have completed sidewalks, and only 43 percent will have completed bikeways. This will increase to 61 and 50 percent, respectively by 2040. Other projects in the draft constrained list might be leveraged to address some additional gaps and deficiencies in the walking and biking networks.
- **The region will fall short of its greenhouse gas reduction commitment.** Transportation will contribute less air pollution and greenhouse gases, though this is mostly due to vehicle technology and fuel economy improvements. While the draft constrained list does not have enough focus on biking, walking, transit, smart technology and demand management programs, it does make progress toward implementing local plans. To meet the region’s greenhouse gas reduction commitment adopted in the 2014 Climate Smart Strategy, more funding is needed.

Affordability can improve with better access to travel options, but not everyone will see the same level of benefit

From gas prices to car insurance and maintenance, parking fees, bus fares and ride service (e.g., Uber, Lyft) costs, how we get around and how far we need to go affects the cost to get there. This can be a critical challenge for people who need to live farther from jobs and community places due to rising housing costs. **Based on the draft constrained list, the region can expect:**

- **Demand for transit will grow.** The demand for bus, MAX, streetcar and commuter rail service will more than double by 2040. Increased MAX frequency, more bus and shuttle-type service, faster service and better station access will help meet the increased transit demand throughout the region.
- **More people will have access to transit.** Sixty percent of the region’s households – and nearly 70 percent of low-income households – will live near 15-minute or better rush hour transit service by 2040.
- **More sidewalk connections, bikeways and trails are planned near transit stops.** This means better access to transit – and jobs, school, shopping and other destinations – overall.

Greater Portland voices



“I wish the government could do more to increase the number of buses, extending lines for the MAX, and putting in more bicycle lanes.”

—Martín, Hillsboro resident

Defining terms

Community places

Key local destinations such as schools, libraries, grocery stores, pharmacies, hospitals and other medical facilities, general stores, and other places which provide key services and/or daily needs

Greater Portland voices



“La bicicleta es más económico. Es un poco más rápida, con precaución conducirla. Y pues ahorra tiempo, dinero y – pues no quiere decir esfuerzo, pero si eh – también relaja, ósea también es saludable. Me gusta mucho andar en bicicleta porque puedo disfrutar de los paisajes que hay al mí alrededor. Disfruto ver los cambios de las estaciones del año. La primavera, el otoño, el invierno, y por supuesto, mi favorito es el verano.

| Commuting by bike is inexpensive and a little faster, of course, as long as you bike safely. So it saves time and money and – I don’t want to say effort – but it’s also relaxing. It’s also healthy. I enjoy biking so much because I get to enjoy the scenery around me. I love seeing the seasons change: spring, fall, winter, and, of course my favorite, summer.” – *Francisca, Portland resident*

- **The investments will help us achieve regional targets for the percent of drive-alone auto trips in and to centers throughout the region.** Investments will be focused in employment, business and urban centers. This will result in better access to more affordable travel options – walking, bicycling and using transit – where there are jobs and services.
- **Not everyone will benefit equally with better access to community places.** Overall, more community places will be within a reasonable driving, transit, bicycling, and walking trip. For communities of color, a greater number of community places within a short trip will be available to these communities than the region as a whole. However, over the first 10-years, areas with a greater rate of people with low income, English language learners, older adults and young people will see slightly less benefit in reaching community places than the region as a whole.
- **More jobs will be near transit.** Jobs near 15-minute or better transit service during the rush hour will grow to 76 percent by 2040.
- **Not everyone will benefit equally with better access to jobs.** Overall, more jobs are expected to be within a reasonable driving, transit, bicycling, and walking commute in the future, but the rate of increase in jobs within that reasonable commute is slightly less for communities of color, people in poverty and English language learners. This has the potential to mean there is a disproportionate impact to, or less benefit for, these communities.
- **Partnerships will help employers provide information and incentives to expand the use of travel options.** These programs include paying some or all of transit pass or vanpool costs, providing secure bicycle parking and locker rooms for walking and bicycle commuters, and providing flexible-parking pricing options to encourage workers to use these resources.

Economic prosperity

A strong economy relies on a safe, reliable, healthy and affordable system of thoroughways, roads, bikeways, sidewalks and transit and freight routes to get people to work and school and get goods to market and delivered to consumers.

Analysis of the draft constrained list, shows people will drive less each day, meaning less time spent in traffic, risk of traffic crashes, greenhouse gas emissions and air pollution than would occur if these projects are not implemented. Households will save money by driving fewer miles and biking, walking and using transit more, allowing people to spend money on other priorities; this is particularly important for households of modest means. Spending less time in traffic and reduced delay on the system saves businesses money, supports job creation, and promotes the efficient movement of goods and a strong economy. Fewer emissions help people live healthier lives and will lower healthcare costs.