



TRIP97 RELATIONSHIP TO TRANSPORTATION PLANNING RULE & OREGON HIGHWAY PLAN

OVERVIEW

Section 060 of the *Transportation Planning Rule* (TPR) requires an assessment of system performance, including traffic operations, to determine if a proposed land use will generate traffic volumes or impacts that significantly affect the transportation system. Significant effect needs to be measured against *performance standards*, or *targets* as it is referred to in the *Oregon Highway Plan (OHP)*.

The Oregon Highway Plan (OHP) Section 1F (Highway Mobility Policy) establishes state highway Mobility Targets that implement the objectives of the Oregon Transportation Plan (OTP) and other OHP policies.

TRIP97 ADAPTABILITY TO TPR

The TPR was recently modified (effective January 1, 2012) to allow more flexibility for infill development, land use modifications that are consistent with an adopted comprehensive plan, and to encourage multimodal improvements that lessen the reliance on the automobile. The TPR does not prescribe any particular methodology for determining impacts or mitigation. In 660-012-0060(1)(c)(A-C), the TPR makes it clear that the performance measures used to determine whether or not an action would degrade a transportation system must be adopted in a Transportation System Plan (TSP) or comprehensive plan.

Elsewhere, at 660-012-0060(4), the TPR states that "*Determinations under sections (1)-(3) of this rule shall be coordinated with the affected transportation facility and service providers and other affected local governments.*" Since ODOT is the owner and operator of US 97, the TPR would require ODOT to adopt the proposed TRIP97 performance measures and methodology, most likely as an amendment to the Oregon Highway Plan (OHP), along with the affected jurisdictions in their respective TSPs. Once these actions are complete, the TRIP97 performance measures would be available to the State and to local decision-makers, in compliance with the TPR.

TPR Section Examples

Economic Development (Section 11). If a proposed land rezoning qualifies as *economic development* (e.g., *create direct benefits in terms of traded-sector jobs created or retained by limiting uses to industrial or traded-sector industries*), then it can be approved without mitigating the full effect on traffic. *TRIP97* outcomes include a recommended governance structure for the coordination requirements across multiple jurisdictions that will clarify and streamline the negotiations implied by Section 11.

Transportation Demand Management (TDM) – Subsection (1)(c). When determining whether or not there is a “significant effect,” TDM can be factored in to eliminate or diminish the significant effect. *TRIP97* addresses highway capacity needs with both capacity and demand, proposed methods may include investments in rail for freight, increasing mode share of transit, bicycling, and walking, or trip reduction strategies (telecommuting, off-peak work-shift hours).

Other Modes, Facilities, or Locations – Subsection (2)(e). The amended TPR includes three new options for addressing a significant effect, including improvements to:

- Other modes (example: the significant effect measure relates to motor vehicle traffic, however, the mitigation could be adding pedestrian and bicycle facilities).
- Other facilities (example: the significant effect occurs along one street, the mitigation could be on another parallel street).
- Other locations (example: the significant effect occurs at one intersection, the mitigation could be at other intersections along the same highway).

TRIP97 work addresses these options in different ways. For example, these *performance measures* reflect the relative effects of other modes, facilities, locations:

- Connectivity Measures, Percent of corridor area North-South traffic on US 97
- Alternative Modes Measures, Pedestrian, Bicycle, and Transit Level of Service

TRIP97 ADAPTABILITY TO OHP

Although OHP Section 1F sets required Mobility Targets, it does not rely on a single approach to determine transportation needs necessary to maintain acceptable and reliable levels of mobility. It offers the flexibility to consider and develop methods to measure mobility that are reflective of current and anticipated land use, transportation and economic conditions of the state and in a community.

However, even if such flexibility is not enough to align with the Performance Measure Methodology recommendations of *TRIP97*, OHP Action 1.3 also identifies situations where it may be appropriate to consider alternative mobility targets and/or methodologies for measuring mobility. Alternative mobility targets are an option where it is impractical to meet

the adopted mobility targets for a state facility, when approaches are taken to best manage the transportation system in the area, and where ODOT and local jurisdictions wish to consider mobility broadly – through multimodal objectives and potential measures or within the context of regional or local land use and economic objectives. The policy requires balancing multiple transportation system objectives such as maintaining safety and considering the need for mobility on OHP Freight Routes to support statewide economic development objectives.

An Alternative Mobility Target is defined as the OTC adoption of a mobility target, methodology or measure for a state facility or network of facilities different than those currently adopted in the OHP typically as a result of a system or facility planning process considering the elements in OHP Action 1F.3. Action 1F.3 also establishes an Alternative Mobility Target that must include feasible actions and improvements related to local connectivity, safety and operations, TDM, multiple modes, and land use (very closely aligned with TPR examples noted above).

Therefore, the *TRIP97* Partnership will need to further evaluate pursuing Alternative Mobility Targets for US 97 in Central Oregon, recognizing OTC's adoption of alternative mobility targets reflects a mutual state and local agreement that the lower facility performance is the expected and planned future condition, and under most circumstances local jurisdictions must adopt appropriate local policies that are necessary to help support and implement the alternative targets and achieve other policy and performance objectives.

NEXT STEPS

The *TRIP97* Partnership will conduct extensive Stakeholder involvement in the Spring of 2014 regarding recommendations on Performance Measure Methodology. They will also be pursuing recommendations on *TRIP97* Governance and Finance, including extensive Stakeholder involvement for those areas. During this process, they will continue to ensure *TRIP97* compliance with TPR and OHP compliance, and it may become clearer through this process what the specific requirements are for pursing OHP Alternative Mobility Targets.