

# TRIP 97

PARTNERSHIP



## Stakeholder Forum 2

Transportation ♦ Reinvestment ♦ Innovation ♦ Planning

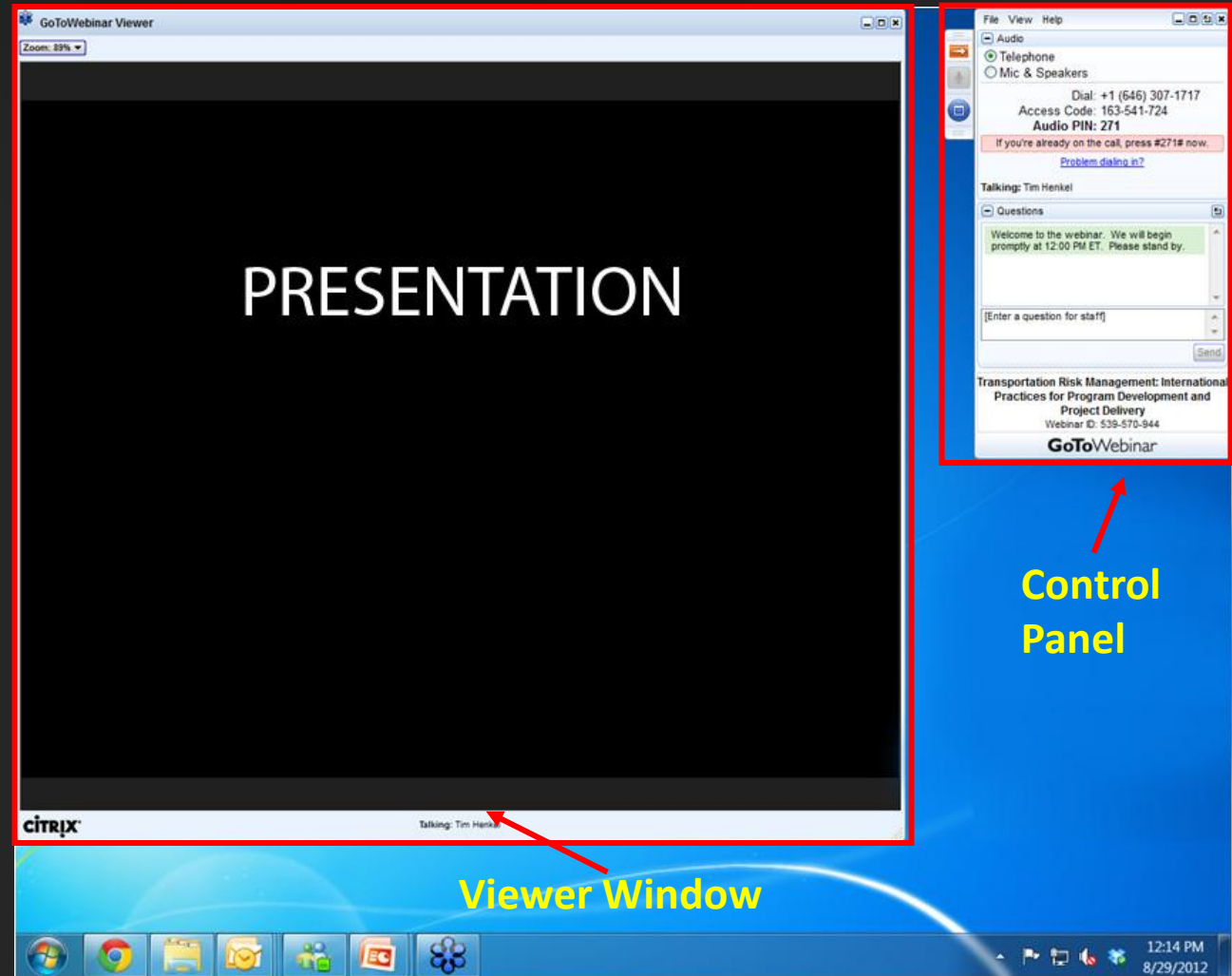
Thursday, January 24, 2013

# Welcome!

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- Thank you for joining us today!
- Purpose of today's webinar
  - Update you on latest activities in the TRIP97 effort
  - Allow for your input on draft TRIP97 products
    - Performance measures
    - Evaluation approach
- First let's start with a few housekeeping items ...

# Your Desktop During a Webinar



**Control  
Panel**

**Viewer Window**

# Webinar Control Panel

Grab tab

Click arrow to open or minimize control panel

View presentations full screen

You will be muted during this session

The screenshot shows the GoTo Webinar control panel with several key elements highlighted by red boxes and blue arrows:

- Audio Section:** A red box highlights the 'Audio' section, which includes radio buttons for 'Telephone' (selected) and 'Mic & Speakers'. Below these are the dialing instructions: 'Dial: +1 (646) 307-1717', 'Access Code: 163-541-724', and 'Audio PIN: 271'. A link for 'Problem dialing in?' is also present.
- Questions Section:** A red box highlights the 'Questions' section, which contains a text input field with the placeholder text '[Enter a question for staff] Type your questions in this box' and a 'Send' button.
- Header:** A red box highlights the top header area containing 'File View Help' and window control icons.

If you select this option, dial the number and audio pin

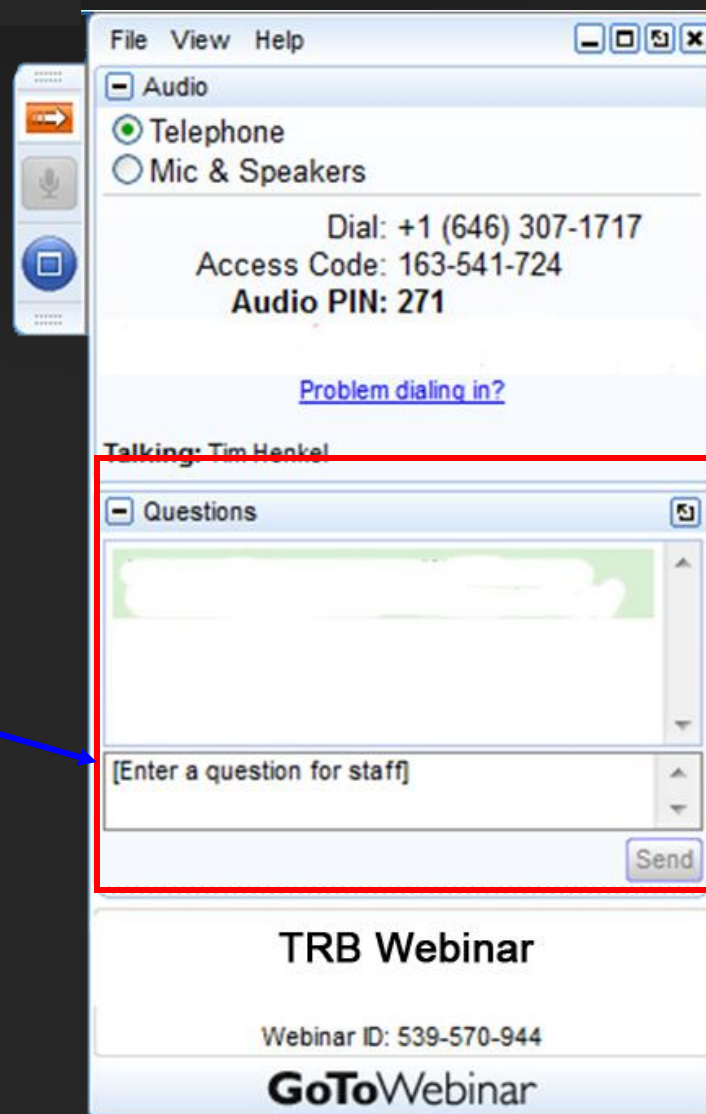
Select this option if you are listening through your computer speakers (free)

Don't forget to click "Send"

# Question & Answer Session

We will answer as many of your questions as time allows

Please type your questions into this box



The screenshot shows a GoToWebinar interface with a 'File View Help' menu at the top. Below the menu are two sections: 'Audio' and 'Questions'. The 'Audio' section includes options for 'Telephone' (selected) and 'Mic & Speakers', along with dialing information: 'Dial: +1 (646) 307-1717', 'Access Code: 163-541-724', and 'Audio PIN: 271'. A link for 'Problem dialing in?' is also present. The 'Questions' section is highlighted with a red box and contains a text input field with the placeholder text '[Enter a question for staff]' and a 'Send' button. A blue arrow points from the text 'Please type your questions into this box' to the text input field. At the bottom of the interface, it says 'TRB Webinar', 'Webinar ID: 539-570-944', and 'GoToWebinar'.

Don't forget to click "Send"

# Welcome!

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- First, some initial questions for you ...

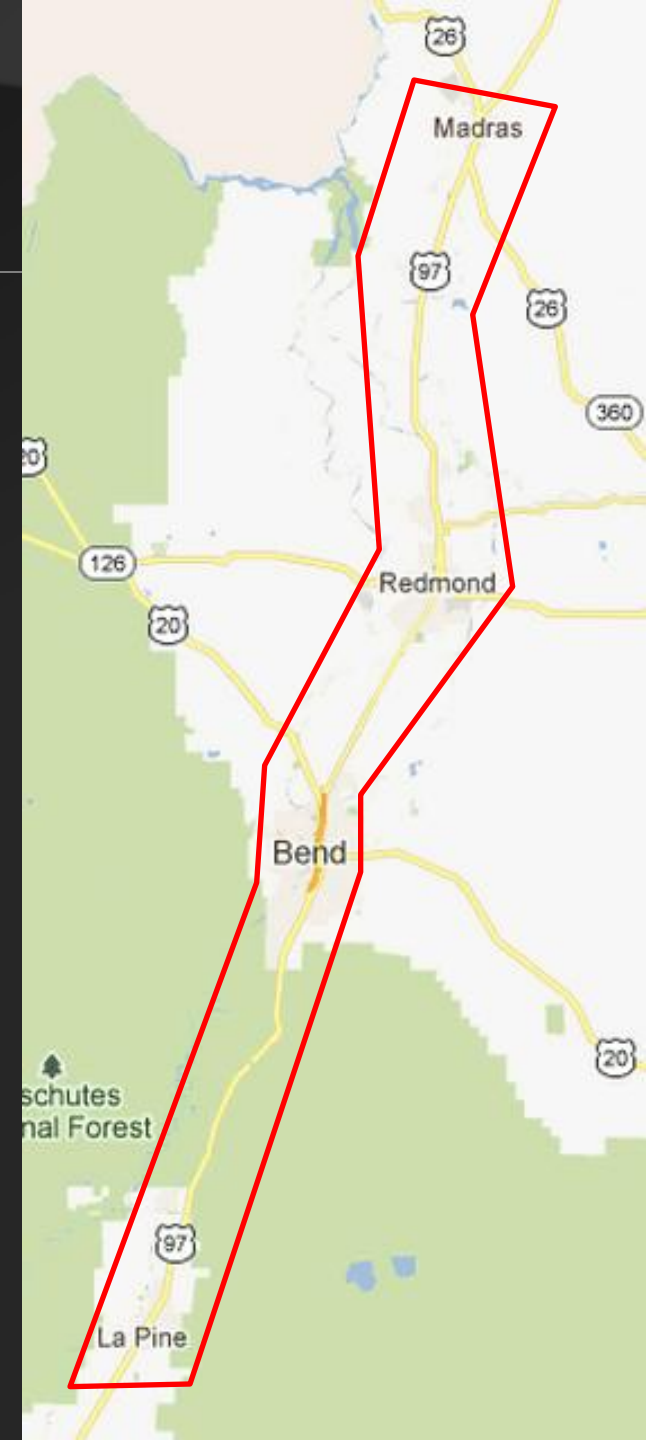
# Webinar Agenda

TOPIC	PRESENTER	TIME
TRIP97 Overview	Chris Doty (Deschutes County Public Works Director, PMT Member)	5 minutes
TRIP97 Performance Measures	Sonia Hennum (Consultant Team Member)	10 minutes
TRIP97 Evaluation Approach	Wayne Kittelson (Consultant Team Manager)	20 minutes
OTC Update	Eric King (City of Bend City Manager)	5 minutes
Questions	Group Discussion	10 minutes
Closing Comments	Wayne Kittelson	5 minutes

# TRIP97 Study Area

## US 97 Corridor

- Deschutes and Jefferson Counties, Madras south to La Pine
- “Corridor” is defined more widely than the highway pavement, to include review of other parallel multi-modal infrastructure and services





# The Problem

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- The current land use process and transportation standards result in planned transportation projects that are large scale and unaffordable.
- Yet these projects must be “reasonably likely” to be funded – in an environment of decreasing federal and state funding.
- As a result, transportation improvement needs can become a barrier to implementing coordinated land use planning and fostering employment growth, which is in conflict with the intent of the Transportation Planning Rule and Goal 12.

# The Solution

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## Redefine Performance Measurement

- Corridor approach recognition (vs. intersection only)
- Prioritize Regional Investment
- Best-value approach within the region
- Methodology example: an improvement in Bend may provide mitigation benefit to development projects in La Pine, Redmond, Madras, etc.

## Establish New/Unique Funding Mechanisms

- Small bites from many different sources tied to growth (tax increment concepts)
- Allow for investment of pooled resources

## Create Local/State/Federal “Buy-in” and Investment

# Who is Involved

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TRIP97 is a collaborative multiagency effort focused on developing a long-term framework for the improvement and maintenance of the US 97 corridor. The Steering Team guides the project course while the Project Management Team leads the technical elements.

## Steering Team

- Eric King, City of Bend
- Bob Bryant, ODOT Region 4
- Steve Hasson, City of La Pine
- Erik Kropp, Deschutes County
- Jeff Rasmussen, Jefferson County
- Gus Burril, City of Madras
- Sharon Harris, City of Redmond

## Project Management Team

- Nick Arnis, City of Bend
- Jim Bryant, ODOT Region 4
- Tyler Deke, Bend MPO
- Chris Doty, Deschutes County
- Gary Farnsworth, ODOT Region 4
- Wayne Kittelson, Consultant
- Heather Richards, City of Redmond
- Nick Snead, City of Madras



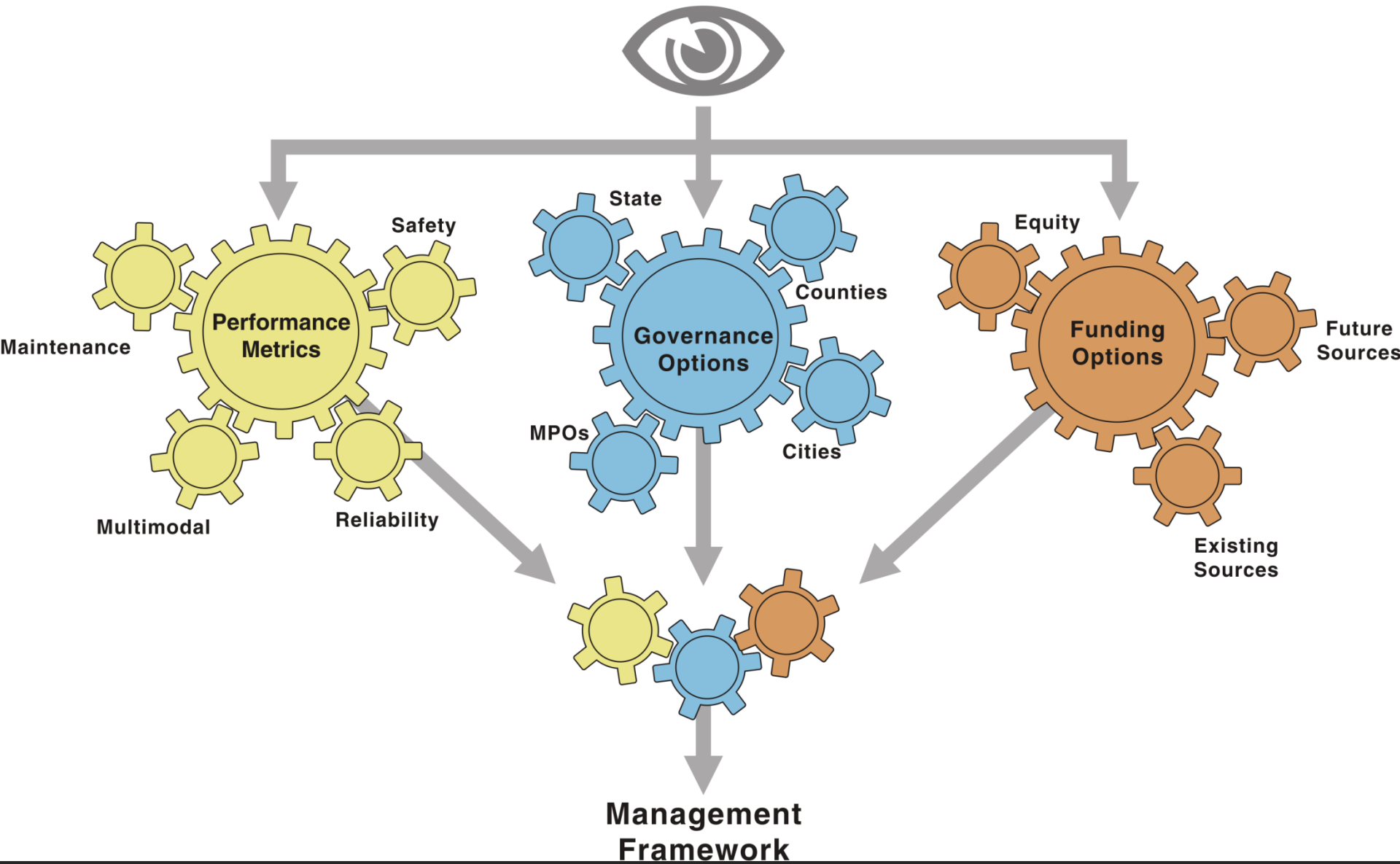
# Who is Involved

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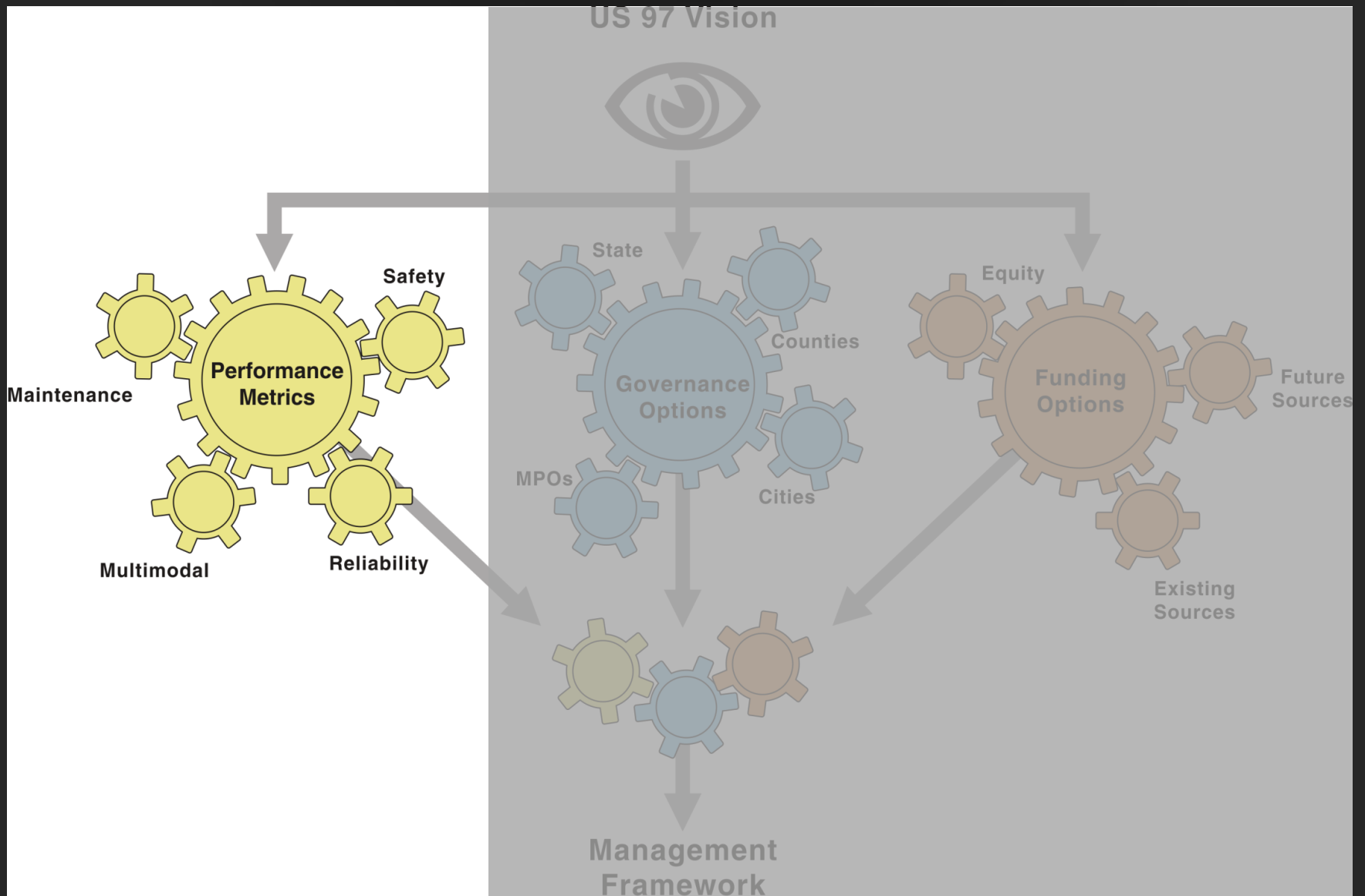
The project oversight teams also seek input from stakeholders with diverse interests in the project goals and outcomes. This group includes the following general organizations:

- Modal interests (pedestrian, bicycle, freight, rail, transit, auto)
- Land use interests (DLCD, Land Watch, LIGI, DSL)
- Elected officials (State Senators, Representatives, City Council)
- Economic development interests (EDCO, CORST, Tourism)
- Other Agencies (Sisters, Prineville, FHWA)

# US 97 Vision



# Performance Measures



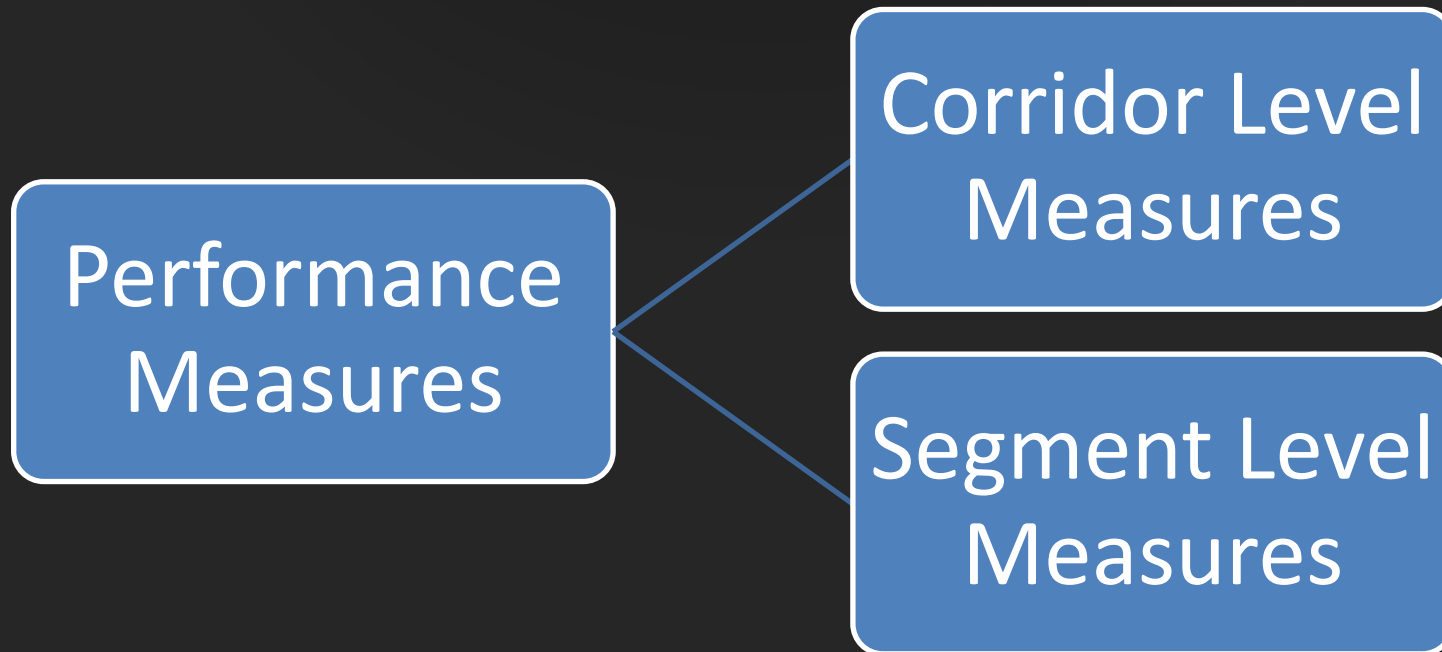
# TRIP97 Performance Measures

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- TRIP97 started with a chartering effort that outlined goals for the effort
  - Mobility
  - Economy
  - Safety
  - Environment
  - System Connectivity
  - Travel Options

# TRIP97 Performance Measures

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# TRIP97 Performance Measures

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- **Corridor Metrics**

- Metrics that could be applied to the entire US 97 corridor
  - Full system context
- All can be quantified and monetized to a single output as a benefit (dollars)
  - Develop a cost/benefit metric

- **Segment Metrics**

- Provide more detailed review at the subarea level
- All are quantifiable, though the metrics vary and cannot all be translated to a single unit (such as dollars)
- Segment metrics and acceptability thresholds could possible vary by local jurisdiction

# TRIP97 Performance Measures



## DRAFT PERFORMANCE MEASURES

Performance Measure	Definition
Corridor Performance Measures	
Average Travel Time	Average annual corridor travel time during the weekday evening commute period
Travel Time Reliability	Travel time variability during the weekday evening commute period
Change in Job Potential	Net change in ability to accommodate and achieve employment in designated employment lands
Expected Crash Frequency	Predicted annual crashes (and severity types) for a given future corridor configuration and scenario
GHG Emissions	Total average annual greenhouse gas (GHG) emissions resulting from travel within the corridor for a given scenario

- Removed redundant “Total Average Annual Energy”

# TRIP97 Performance Measures



## DRAFT PERFORMANCE MEASURES

Performance Measure	Definition
<b>Segment Performance Measures</b>	
<b>Mobility Measures</b>	
Average Travel Time	Annual average segment travel time during the weekday evening commute period
Travel Time Reliability	Travel time variability during the weekday evening commute period
Side Street Delay	Annual average delay per vehicle entering/crossing US 97 during the weekday evening commute period
<b>Safety Measures</b>	
Expected Crash Frequency	Predicted annual crashes (and severity) for a given future segment configuration and scenario
<b>Connectivity Measures</b>	
Turning Movement Opportunities Per Mile	Number of turning opportunities per mile on to or off of a segment. <i>Metric would likely distinguish between urban and rural segments.</i>
Percent of N-S traffic on US 97	Average annual through traffic on a segment of US 97 as a percentage of the total amount of N-S traffic during the evening commute period
<b>Alternative Modes Measures</b>	
Pedestrian, Bicycle, and Transit Level of Service	Perception of service levels during weekday evening commute periods for non-vehicular travel by each mode (Multimodal Level of Service). <i>Metric is likely only relevant in urban areas.</i>

# TRIP97 Performance Measures

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- **Mobility**

- Removed “Demand-to-Capacity” measure

- Mobility represented by three other measures
    - Move toward “corridor-level” analysis and away from “point” analysis

- **Connectivity**

- Removed “Street Connectivity”

- Intersection density not a direct measure of system redundancy
    - Not relevant in rural areas

# TRIP97 Evaluation Approach

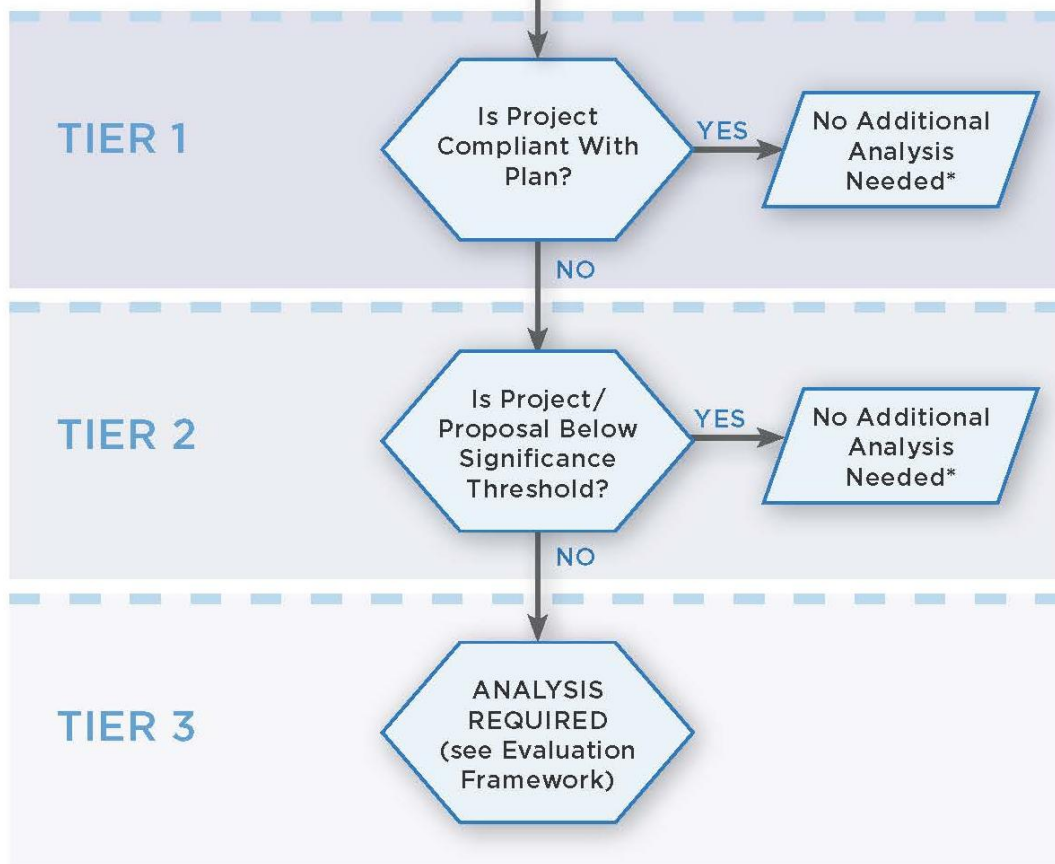
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- The application of the performance measures for assessing the transportation system
  - Developing initial TRIP97 Plan
  - Assessing the benefit of transportation projects and strategies
  - Prioritizing future transportation projects/strategies
  - Assessing system adequacy
- The Partnership will start with a “TRIP97 Plan” that will be the basis for evaluation screening and application

# TRIP97

## EVALUATION SCREENING

### TRIP97 Partnership Plan



\* TRIP97 Plan will have a trip-based fee to which development will contribute

# TRIP97

## Evaluation Framework

Two Applications

### Project Prioritization & Investment Decisions

- Where should we spend our money?
- What improvements will provide the most value?

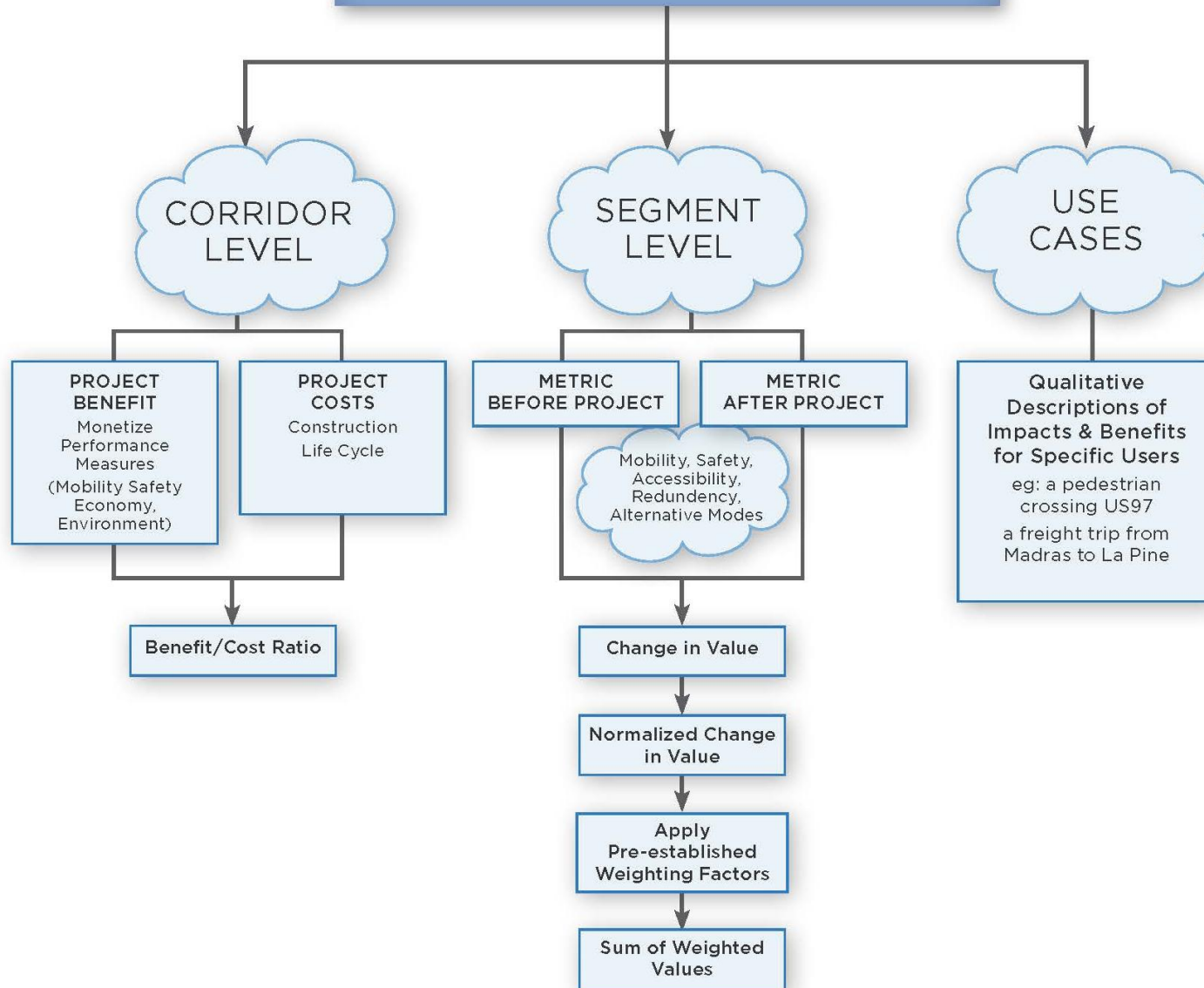
### System Adequacy Evaluation & Development Review

- How is our transportation system performing?
- What impact does a particular land use project have?
- What mitigations are needed to maintain system adequacy?

**EVALUATION  
METHOD**

# TRIP 97

## EVALUATION METHOD





# TRIP97

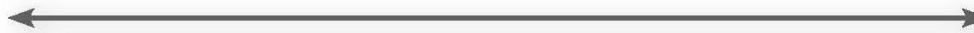
## SYSTEM ADEQUACY

For each performance measure evaluate:

Corridor/Segment Existing  
or Future Base Condition

Corridor/Segment Condition  
with Project in Place

**A**



**B**

Compare

- To each other
- To “stopgap” threshold for each measure

**IF:**

**B** is better than or equal to **A**

- Then no impact and no mitigation needed

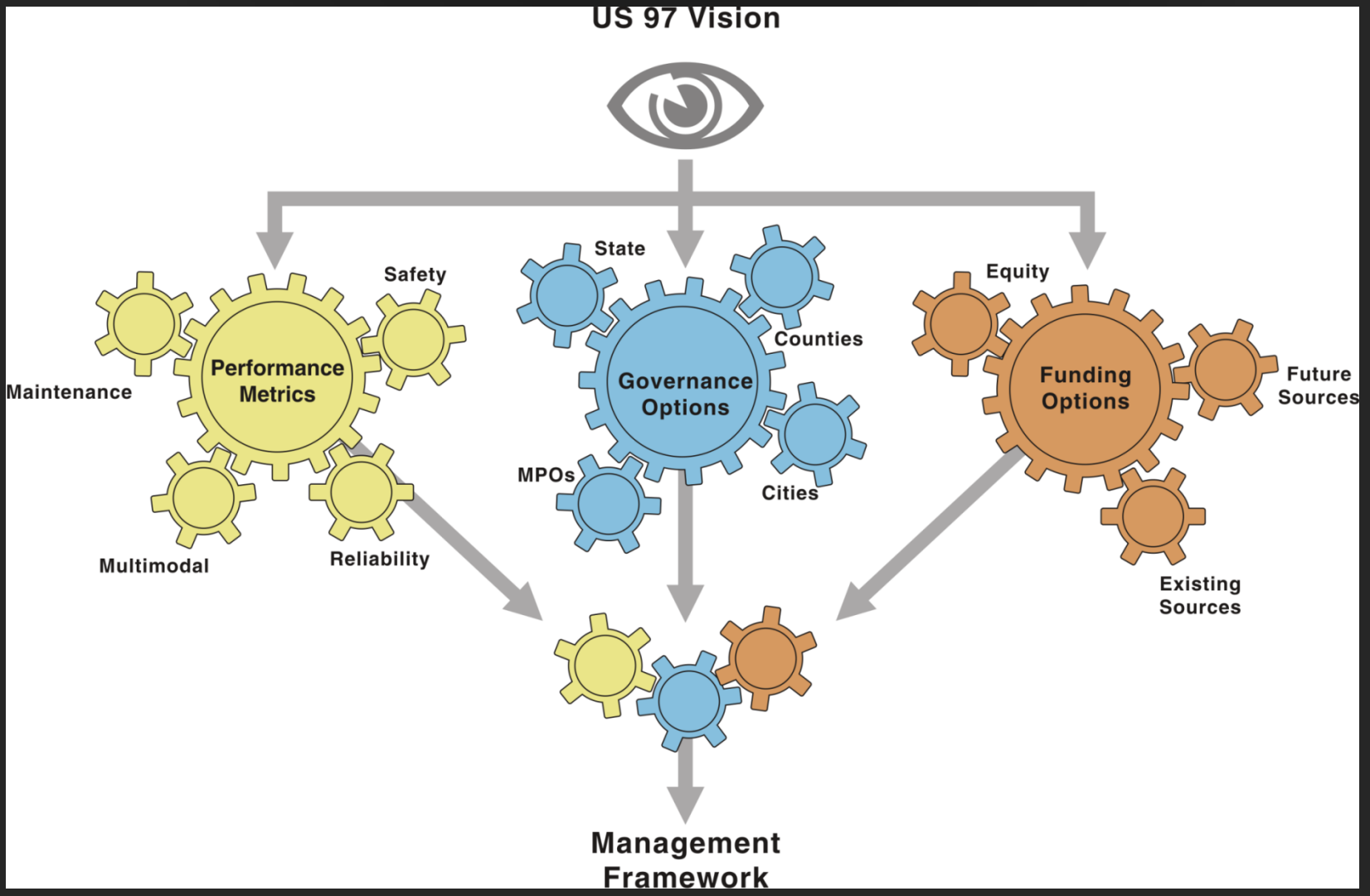
**B** is worse than **A**

- Then mitigation required by either:
  - Modifying project or implementing improvements to mitigate **B** to be better than or equal to **A**
  - Pay trip based transportation impact fee

**B** exceeds “stopgap” threshold for any performance measure

- Then modify project or implement improvements to mitigate impact

# OTC Update – December 19<sup>th</sup>, 2012



# Questions?



# Closing Comments

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- Thank you for your participation and input!
- Next steps for the TRIP97 process
  - Identify Projects & Strategies
  - Tie in Funding & Governance Strategies
- Next opportunity for involvement
  - Stakeholder Webinar #3
    - Project & Strategies
    - Funding & Governance
- Where to go for more information
  - [www.trip97.com](http://www.trip97.com)