

RTFP - TITLE 2: DEVELOPMENT AND UPDATE OF TRANSPORTATION SYSTEM PLANS

3.08.210 Transportation Needs

- B. Each city and county shall update its TSP to **incorporate regional and state transportation needs identified in the 2035 RTP and its own transportation needs**. The determination of local transportation needs shall be based upon:
1. **System gaps and deficiencies** identified in the inventories and analysis of transportation systems pursuant to Title 1;
 2. Identification of facilities that exceed the **Deficiency Thresholds and Operating Standards in Table 3.08-2** *or the alternative thresholds and standards established pursuant to section 3.08.230;*
 3. Consideration and documentation of the **needs of youth, seniors, people with disabilities and environmental justice populations** within the city or county, including minorities and low-income families.
- C. A city or county determination of transportation needs must be consistent with the following elements of the RTP:
1. The **population and employment forecast and planning period of the RTP**, except that a city or county may use an alternative forecast for the city or county, coordinated with Metro, to account for changes to comprehensive plan or land use regulations adopted after adoption of the RTP;
 2. **System maps and functional classifications for street design, motor vehicles, transit, bicycles, pedestrians and freight in Chapter 2 of the RTP;** and
 3. **Regional non-SOV modal targets in Table 3.08-1 and the Deficiency Thresholds and Operating Standards in Table 3.08-2.**

3.08.230 Performance Targets and Standards

- A. Each city and county shall demonstrate that solutions adopted pursuant to section 3.08.220 will achieve progress toward the targets and standards in **Tables 3.08-1, and 3.08-2** and measures in subsection D, or toward alternative targets and standards adopted by the city or county pursuant to subsections B and, C. The city or county shall include the regional targets and standards or its alternatives in its TSP.
- B. *B. A city or county may adopt alternative targets or standards in place of the regional targets and standards prescribed in subsection A upon a demonstration that the alternative targets or standards:*
1. *Are no lower than the modal targets in Table 3.08-1 and no lower than the ratios in Table 3.08-2;*
 2. *Will not result in a need for motor vehicle capacity improvements that go beyond the planned arterial and throughway network defined in Figure 2.12 of the RTP and that are not recommended in, or are inconsistent with, the RTP; and*

- 3. Will not increase SOV travel to a degree inconsistent with the non-SOV modal targets in Table 3.08-1.
- C. If the city or county adopts mobility standards for state highways different from those in Table 3.08-2, it shall demonstrate that the standards have been approved by the Oregon Transportation Commission.
- D. Each city and county shall also include performance measures for safety, vehicle miles traveled per capita, freight reliability, congestion, and walking, bicycling and transit mode shares to evaluate and monitor performance of the TSP.

Table 3.08-1

Regional Non-SOV Modal Targets
(Share of average daily weekday trips for the year 2035)

(Ordinance No. 10-1241B, § 5)

2040 Design Type	Non-Drive Alone Modal Target
Portland central city	60-70%
Regional centers Town centers Main streets Station communities Corridors Passenger intermodal facilities	45-55%
Industrial areas Freight intermodal facilities Employment areas Inner neighborhoods Outer neighborhoods	40-45%

Table 3.08-2 –
Interim Regional Mobility Policy
Deficiency Thresholds and Operating Standards

Location	Standard	Standard	
		1st Hour	2nd Hour
	Mid-Day One-Hour Peak A	PM 2-Hour Peak ^A	
		1st Hour	2nd Hour
Central City Regional Centers Town Centers Main Streets Station Communities	.99	1.1	.99
Corridors Industrial Areas Intermodal Facilities Employment Areas Inner Neighborhoods Outer Neighborhoods	.90	.99	.99
I-84 (from I-5 to I-205)	.99	1.1	.99
I-5 North (from Marquam Bridge to Interstate Bridge)	.99	1.1	.99
OR 99E (from Lincoln Street to OR 224 interchange)	.99	1.1	.99
US 26 (from I-405 to Sylvan interchange)	.99	1.1	.99
I-405 B (I-5 South to I-5 North)	.99	1.1	.99
Other Principal Arterial Routes; I-205 ^B I-84 (east of I-205) I-5 (Marquam Bridge to Wilsonville) ^B OR 217 US 26 (west of Sylvan) US 30 OR 8 (Murray Boulevard to Brookwood Avenue) ^B OR 212 OR 224 OR 47 OR 213	.90	.99	.99

A. *The demand-to-capacity ratios in the table are for the highest two consecutive hours of weekday traffic volumes. The mid-day peak hour as the highest 60-minute period between the hours of 9 a.m. and 3 p.m. The 2nd hour is defined as the single 60-minute period either before or after the peak 60-minute period, whichever is highest.*

B. *A corridor refinement plan is required in Chapter 6 of the RTP, and will include a recommended mobility policy for each corridor.*

(Ordinance No. 10-1241B, § 5)