



# TECHNICAL WORKING GROUP

## MEETING #4

January 6, 2016

# Meeting Agenda

- What have we been doing?
- Performance Measures
- Performance Measures Application Areas

# What have we been doing?

- Stakeholder Working Group
- Public open house
- ODOT coordination meeting for MOU
- County staff meeting
- Updated *Additional Needed Infrastructure*



# PERFORMANCE MEASURES

# Initial Performance Measures Recommendation

- Modified Pedestrian LOS
- Pedestrian System Completeness
- Pedestrian Crossing Index
- Bicycle Level of Traffic Stress
- Bicycle System Completeness
- Duration of Congestion
- Destination Travel Time
- Accessibility to Transit
- Volume-to-Capacity Ratio
- Motor Vehicle Queuing

# Safety Performance Measure Recommendation – Tech Memo 4.2

- Establish county-specific safety baseline
- Apply Critical Crash Rate methodology
- Identify suitable counter-measures to address impacts

# Initial Performance Measures Recommendation

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- Volume-to-Capacity Ratio
- Motor Vehicle Queuing
- **Safety**

# Performance Measures Discussions

- Overall, Stakeholder Working Group supports performance measures
- Public supports performance measures
- Technical Working Group supports measures



# County Staff Performance Measures Recommendation

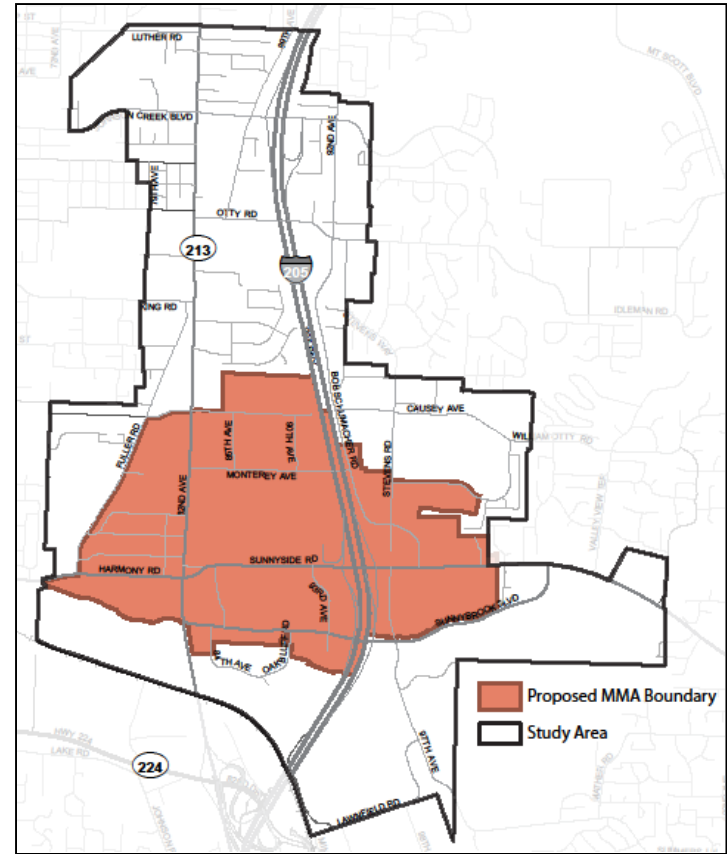
Performance Measure	Desired Outcome	Evaluation Considerations
<b>Pedestrian Level of Stress / Crossing Review and Accessibility to Transit</b>	Street frontage improved to LOS B or higher; adjoining system connected. Nearby crossings adequate. Increase accessibility to transit stops	Evaluate for frontage of all developments; evaluate nearest collector or higher for larger trip generators; nearest crossing evaluated. If none within 265 feet, evaluate need for crossing; evaluate connection to nearest frequent service transit stop
<b>Bicycle Level of Traffic Stress w/ Completeness Review</b>	Street frontage improved to LTS 2 or better; adjoining system connected	Evaluate for frontage of all developments; nearest collector or higher may be evaluated for larger trip generators
<b>Volume-to-Capacity Ratio</b>	Provide appropriate vehicular capacity at intersections; V/C measures in Comp Plan	Requires vehicle trip generation; study intersections to be identified in coordination with County staff
<b>Motor Vehicle Queuing</b>	Intersection improvements to provide appropriate queuing conditions	Requires vehicle trip generation; study intersections to be identified in coordination with County staff
<b>Safety</b>	Improved safety	Establish County-specific baseline; apply critical crash rate methodology; identify suitable countermeasures to address impacts

# Performance Measures Application Areas

- Development Review
- Comprehensive Plan / Zone Change
- System Planning

# Proposed MMA Boundary

- Use existing CRC boundary
- Do not use V/C and queuing performance measures within boundary for Comp Plan and ZDO changes
- Area has zoning that supports higher density and mixed-use
- It will support economic growth in area



# System Planning Performance Measures

- Tools used for recent TSP Update:
  - Safety (SPIS)
  - V/C
  - System completeness (ped/bike/vehicle)
  - System up to standard (ped/bike/vehicle)
- Will be looking at ways to implement performance measures in system planning when developing the ZDO/Comp Plan language

# Outcomes of Today's Meeting

- Recommendation for alternative performance measures
- Recommendation for MMA boundary

# Next Steps

- Comments on revised Additional Needed Infrastructure by January 15<sup>th</sup>
- Stakeholder Working Group February 3<sup>rd</sup>
- ODOT MOU
- County staff draft Comp Plan / ZDO amendments and recommendations
- Next TWG / SWG in March or April