

FHWA Comments on Draft 1.0 Regional Transportation Vision
(first Chapter of the RTP)

1. It is difficult to find the transportation focus in this opening chapter of the Regional Transportation Plan. The current focus is about land use and attaining land use goals through other means, specifically by controlling transportation. A transportation plan should first and foremost include transportation goals, and meet transportation needs while also considering other factors and needs, such as land use, human health, and the environment.
2. Capacity and Level Of Service measures are route and mode specific and cannot be applied collectively to the disparate highway types and modes in a corridor. Total person trip capacity does not reflect the actual capacity or congestion in the region. All trips are not transferable between/among modes. The available capacity in one mode may not reflect system conditions. LOS still serves an important purpose for roadway system performance and is a good indicator of current and projected service conditions of the facility.
3. The plan should allow for highway expansion as a viable alternate. The transportation solution for a large and vibrant metropolitan region like Metro should include additional highway capacity options along with maximizing use of the existing system and land use choices.
4. The plan should acknowledge that automobiles are the preferred mode of transport by the citizens of Portland...they vote with their cars everyday.
5. The plan should include a measure of the movement of people on the highways in both the peak and off-peak periods. The objective is to efficiently and effectively move people, goods, services, and information. A potential performance measure only relates to tons of freight movement off-peak. Performance measures should also include freight travel time, person travel time, and hours of peak and off-peak congestion on major facilities, and a measure to assess peak spreading.
6. Measuring freight delays at regional freight corridors may miss the complete picture. Freight has to serve the region at the collector level to improve connectivity. There are also more sophisticated measures of reliability than daily truck delay that should be employed.
7. The plan should provide convenient and safe parking spaces in sufficient numbers at reasonable prices.
8. Part of providing security is preventing crime on all modes of transportation, including transit.
9. There should be a goal of reducing transportation fatalities, injuries, and accidents for all modes. Look at frequency and exposure (travel) measures, not just per capita.
10. The plan should strive to improve the flow of mixed mode facilities for all vehicles. This includes the provision of bus bays for loading and unloading.
11. All streets, including Collector and Local streets should comply with AASHTO design widths.