

# A G E N D A

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**METRO**

**MEETING: METRO TECHNICAL ADVISORY COMMITTEE**

DATE: April 15, 2009  
DAY: Wednesday  
TIME: 10:00 a.m. to noon  
PLACE: Room 370A&B

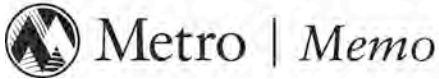
TIME	AGENDA ITEM	ACTION REQUESTED	PRESENTER(S)
10:00 a.m.	<b>CALL TO ORDER AND INTRODUCTIONS</b>		Robin McArthur
1. 1 hour	<b>Preliminary Residential Urban Growth Report</b>  <i>Objectives:</i> <ul style="list-style-type: none"> <li>Review &amp; discuss preliminary Residential UGR</li> <li>Identify key areas for future discussions</li> </ul>	Review/ Discussion	Malu Wilkinson
2. 15 min.	<b>Regional Transportation Plan</b> <ul style="list-style-type: none"> <li>Status report on schedule</li> <li>Share Mobility Atlas</li> </ul>	Review/ Discussion	Kim Ellis
3. 15 min.	<b>Urban and Rural Reserves Candidate Areas</b>  <i>Objective: Update on candidate areas</i>	Review/ Discussion	John Williams
12 noon	<b>ADJOURN</b>		

Next regularly scheduled meeting (MTAC meets the 1<sup>st</sup> & 3<sup>rd</sup> Wednesday of the month): May 6, 2009

For further information or to get on this mailing list, contact Paulette Copperstone @ [paulette.copperstone@oregonmetro.gov](mailto:paulette.copperstone@oregonmetro.gov) or 503-797-1562

Metro's TDD Number – 503-797-1804

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Date: April 10, 2009  
To: MTAC and interested parties  
From: Kim Ellis, RTP Project Manager  
Re: 2035 Regional Transportation Plan (RTP) Update – System Development Process

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## PURPOSE

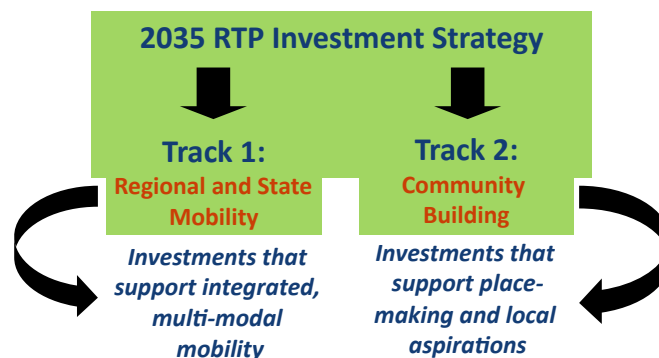
In late-2009, a number of coordinated growth management decisions will be made through the *Making the Greatest Place* initiative. This includes designation of urban and rural reserves, adoption of the urban growth report and approval of the 2035 Regional Transportation Plan (RTP) that will establish the region's transportation investment priorities.

The purpose of this memo is to describe the process for integrating land use and individual RTP-related efforts into a comprehensive, multi-modal investment strategy for the state component of the 2035 RTP by the end of 2009. This effort will result in draft set of investment priorities and a long-term funding strategy that support the 2040 Growth Concept and meet other goals of the RTP – including responding to such pressing issues as climate change, unpredictable energy costs and declining transportation revenues. The updated priorities and funding strategy will be included in the draft plan that is released for public comment later this fall.

## BACKGROUND

The Regional Transportation Plan (RTP) is a long-range blueprint for the transportation system serving the Portland metropolitan region, and is updated every four years to meet federal, state and regional planning requirements. The primary mission of the RTP is to implement the Region 2040 Growth Concept vision for land use, transportation, the economy and the environment. On the ground, this means prioritizing transportation investments to leverage the kinds of development patterns called for in the 2040 Growth Concept and provide safe and reliable transportation choices that ensure mobility and access for people and goods traveling in the region. As a result, the RTP has two overlapping (and complementary) investment tracks, as shown in **Figure 1**.

**Figure 1. Regional Mobility and Community Building Investment Tracks**



**Two Investment Tracks: Community Building & Regional Mobility**

Since January, staff have been compiling regional transportation needs and identifying the universe of potential solutions to address identified needs consistent with federal, state and regional planning requirements. The needs and potential solutions are policy-driven as defined through the RTP policies approved in December 2007, and are informed by, but not defined by, the regional travel demand model as in previous system development efforts. This work will consider the findings and recommendations from the investment scenarios analysis and subsequent MPAC/JPACT preference polling, local aspirations and agency mobility corridor workshops, the high-capacity transit (HCT) system plan, the regional freight and goods movement plan, the transportation system management and operations (TSMO) plan and the Columbia River Crossing, Sellwood Bridge and I-5/99W connector studies.

Moving forward, the RTP investment strategy will be developed through two complementary and, in some cases, overlapping tracks.

- **Track 1: Regional mobility investments** are projects, programs and management strategies that support safe and reliable interstate, intrastate and cross-regional people and goods movement in the region's major travel corridors. This track defines mobility investments more broadly than previous RTPs, calling for an integrated approach that considers land use, management and multi-modal investment strategies to address identified needs and improve system efficiency. For purposes of the strategy development, all road and transit capacity projects have been assigned to the mobility track. *JPACT, MPAC, and the Metro Council will be asked to provide direction on what policy objectives to emphasize for this track. Metro, ODOT, TriMet, special districts, cities and counties will identify investment priorities, consistent with that policy direction and overall funding target identified by JPACT.*
- **Track 2: Community building investments** are projects, programs and management strategies that support placemaking, leverage growth in 2040 centers and industrial and employment areas, improve community access and mobility in 2040 areas or demonstrate sustainable transportation practices such as diesel bus retrofits or culvert replacements. *JPACT, MPAC and the Metro Council will be asked to provide direction on what policy objectives to emphasize for this track. Metro, ODOT, TriMet, special districts, cities and counties will identify investment priorities, consistent with that policy direction and overall funding target identified by JPACT.*

**Attachments 1 and 2** provide additional summary information on the two tracks and distinguishing features.

**REFINING CHOICES IN 2009 – MOVING FROM POLICY TO IMPLEMENTATION**

Now is the time to build on the products and analysis completed to date and reconsider the region's priorities and investment choices in order to finalize the state component of the 2035 RTP. This section summarizes different RTP products that will be the basis for updating the RTP investment priorities by the end of 2009. **Attachment 3** provides a more detailed summary of RTP work program products and milestones.

**2006-2007 Activities** – Initial update activities focused on conducting background research and development of the RTP policy framework to reflect public values and desired outcomes. In the spring of 2007, the region undertook a project solicitation process to identify a pool of regional transportation investments that could be evaluated and incorporated into the 2035 RTP Financially Constrained System

or into the 2035 RTP Illustrative (200%) System. The “financially constrained” system represents those investments that can be funded with revenues that are “reasonably expected to be available” during the plan period. The “illustrative system” was limited to twice the amount of funding that was “reasonably expected to be available” during the plan period and represents additional transportation solutions that would be considered if new or expanded revenue sources were secured. In December 2007, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council adopted a revised policy framework, financially constrained system of priorities and the federal component of the 2035 RTP.

**2008-09 Activities** - Since the 2007 project solicitation took place, the landscape has changed both in terms of the RTP planning process and external issues. The region now has adopted RTP goals and objectives that are guiding the planning work. The performance measures work group recommended a narrowed set of measures to move forward to this phase of the process. The region is working towards a better understanding of regional system needs through the investment scenarios analysis, local aspirations and mobility corridor work, Blue Ribbon Committee for Trails recommendations, development of the regional HCT, TSMO and Freight plans and studies on the Columbia River Crossing, Sellwood Bridge and I-5/99W connector. Additional transportation needs and potential solutions have been identified through each of these efforts.

**Landscape Changes Since 2007** - The socio-economic landscape within which we are planning has also shifted. A severe economic recession, a national housing crisis, wildly fluctuating energy prices and global competition for materials produce a very uncertain future. There is broad recognition that the gap between identified needs and funding to address those needs is significant and growing, and that it will take a mix of increased funding, new strategies and possibly different investment priorities to ensure the best return on public investments and support the 2040 Growth Concept vision.

Climate change initiatives at the federal and state levels, including the new federal transportation authorization bill, state-adopted greenhouse gas emission reduction targets, the Western Climate Change Initiative and Governor Kulongoski’s *Framework for Addressing Rapid Climate Change*, are setting new policy direction to which the region must respond. Last December, MPAC and JPACT members expressed strong support for proactively reducing the region’s contribution to climate change. None of the transportation investment scenarios analyzed, including the current RTP financially constrained system, achieved state adopted greenhouse gas reduction targets; all scenarios showed increases from today’s levels. This has important policy implications moving forward.

## **NEXT STEPS**

Work in the coming months will focus on updating the current RTP revenue assumptions and the region’s investment priorities. ODOT, TriMet, cities, counties and special districts will be asked to refine the current set of investment priorities for each track to respond to policy direction and funding targets provided by MPAC, JPACT and the Metro Council. Work is also underway to develop long-term funding options for the RTP investment strategy that will inform the size of the state package of investments to be included in the final plan. This work will allow for expanding current finance assumptions to reflect policy makers willingness and commitment to raise new revenues as part of developing the long-term strategy to fund the state RTP. Updating current finance assumptions will be the focus of a JPACT retreat to be held on May 22.

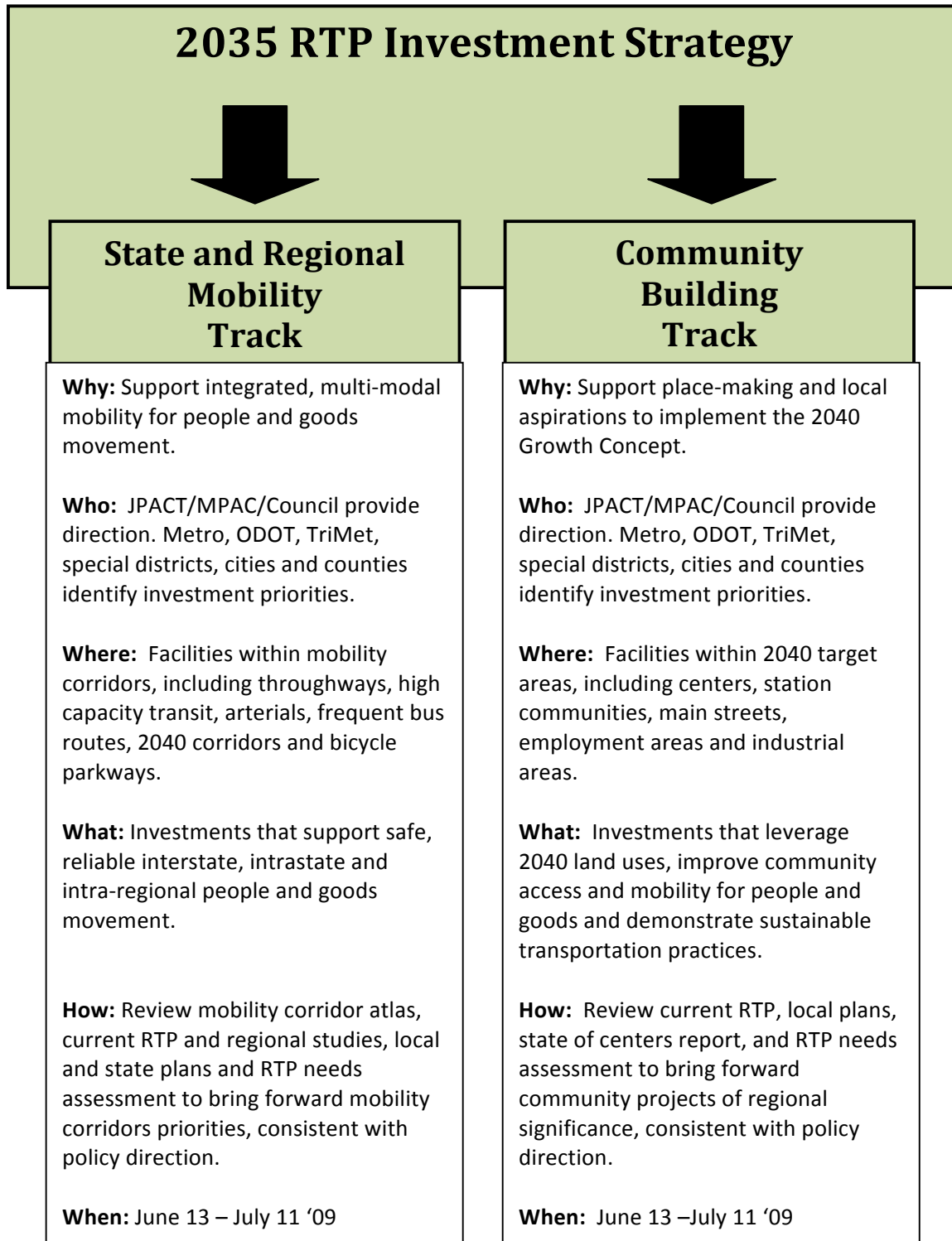
Metro staff will continue to bring forward products from land use and individual RTP-related elements for Metro Council, MPAC and JPACT discussion, which will culminate in June when MPAC, JPACT and the Metro Council will be asked to provide direction on RTP funding options and investment priorities for the community building and regional mobility tracks. Cities, counties, ODOT, TriMet, and special districts

will then begin updating the current RTP project list to respond to this direction. A more detailed summary of upcoming activities and policy discussions is provided below:

<b>Late-March-April</b>	Local agency technical workshops on mobility corridors held to review facility functions and identify needs and gaps in potential solutions identified in the current RTP following the federally-required congestion management process (CMP)
<b>April 9</b>	Release of an atlas of the region's mobility corridors
<b>April-May</b>	MPAC, JPACT and Metro Council discuss High Capacity Transit (HCT) plan strategies and priorities, local aspirations/community building needs and regional mobility corridors needs
<b>May 18</b>	Metro provides ODOT, TriMet, Port, special districts, cities and counties with current RTP investment list and summary of potential community building and mobility corridor solutions
<b>May 22</b>	JPACT retreat to discuss RTP funding options and investment priorities
<b>June</b>	MPAC, JPACT and Metro Council provide direction on RTP funding strategy and investment priorities
<b>June 13-July 11</b>	ODOT, TriMet, Port, special districts, cities and counties update RTP investment priorities based on policy direction and funding targets
<b>July 11</b>	RTP Investment Strategy refinements submitted to Metro by 5 p.m.
<b>July-August</b>	Modeling and analysis of draft investment strategy, updating local and regional plan implementation provisions to meet Transportation Planning Rule (TPR) requirements and finalizing draft plan to release for public comment  JPACT, MPAC and the Metro Council provide direction on any outstanding policy issues
<b>Sept. 1</b>	Draft RTP released for 30-day public comment period
<b>Sept. 1 – Oct. 1</b>	30-day public comment period; specific outreach strategy under development
<b>Late-October</b>	MPAC recommendation to Metro Council on Resolution to approve 2035 RTP, pending conformity analysis and development of final regional, state and federal findings
<b>Mid-November</b>	JPACT and Metro Council consideration of Resolution to approve 2035 RTP, pending conformity analysis and development of final regional, state and federal findings

/attachments

- **Attachment 1:** RTP Investment Strategy Framework (*dated April 6, 2009*)
- **Attachment 2:** RTP Investment Strategy Elements (*dated March 27, 2009*)
- **Attachment 3:** 2035 RTP Work Program Summary (*dated March 10, 2009*)





# 2035 Regional Transportation Plan Investment Strategy

<p><b>State and Regional Mobility Investment Strategy</b></p> <p>Investments that support reliable interstate, intrastate and intra-regional people and goods movement.</p>	<p><b>Regional Throughway Investments</b> These investments include multi-modal capital investments, right-of-way preservation and system and demand management strategies to support safe and reliable travel on the region's throughway system. These routes have the function of connecting major 2040 Growth Concept activity centers, industrial areas and intermodal facilities within the region and serve as the primary interstate and intrastate connections for travel to other parts of the state, California, Pacific Northwest and Canada.</p> <p><b>Regional High Capacity Transit Investments</b> These investments include capital investments, right-of-way preservation and system and demand management strategies to support safe and reliable travel on the region's high capacity transit (HCT) system. The HCT system has the function of connecting the 2040 Growth Concept central city, regional centers and passenger intermodal facilities within the region.</p> <p><b>2040 Corridors Investments</b> These multi-modal investments implement the regional bike, pedestrian, arterial street and regional transit network concepts where appropriate through management strategies and strategic multi-modal corridor investments. These investments are targeted to the 2040 Corridors design-type, and provide important access connections to and between centers, main streets, employment areas, industrial areas, intermodal facilities and gaps in connectivity to regional facilities and the regional throughway system.</p> <p><b>Regional Bicycle Parkway Investments</b> These investments implement the Regional Greenspaces Master Plan through strategic investments in regional bicycle parkways to serve longer-distance bicycle connections to and between the central city, regional centers, town centers, industrial areas and passenger intermodal facilities, regionally significant parks and greenspaces, the Willamette Greenway and other regionally significant habitat areas, fish and wildlife corridors, trails and greenways in Oregon and the state of Washington.</p>
<p><b>Community Building Investment Strategy</b></p> <p>Investments that leverage 2040 land uses and improve community access and mobility.</p>	<p><b>Centers and Main Streets Investments</b> These multi-modal investments implement management strategies and the regional bike, pedestrian, street and regional transit network concepts to support multi-modal travel needs within 2040 mixed-use areas, including the central city, regional and town centers, main streets, station communities and passenger intermodal facilities.</p> <p><b>Industrial Areas and Employment Areas Investments</b> These multi-modal transportation investments implement management strategies and the regional bike, pedestrian, arterial street, regional freight and regional transit network concepts to provide access and mobility within industrial and employment areas and freight intermodal facilities.</p> <p><b>Environmental Enhancement and Mitigation Investments</b> These investments address environmental enhancement and mitigation projects, including culvert replacements that benefit endangered fish passage, diesel retrofit projects, and implementation of green street and non-motorized transportation demonstration projects that advance the development of environmentally sustainable transportation design.</p>

## 2035 Regional Transportation Plan Work Program Summary

March 10, 2009

The Regional Transportation Plan (RTP) is a federal and state-mandated planning and investment tool that directs local and regional planning and project development activities in the region, and guides the expenditure of more than \$9 billion in federal, state, regional and local funds. Metro is required to update the plan every four years. The current RTP update is part of the *Making the Greatest Place* initiative, and includes development of the High Capacity Transit (HCT) Plan, Transportation System Management and Operations (TSMO) Plan and the Freight and Goods Movement Action Plan. The update will also integrate active transportation policy recommendations from the Blue Ribbon Committee (BRC) for Trails.

### DESIRED OUTCOMES

- Create an updated blueprint for a sustainable transportation system that links land use and transportation to manage growth, protect the environment and support the region's economy.
- Build a fiscally-responsible investment strategy to implement the blueprint that is framed by public values and supports local and regional aspirations.
- Establish a new, outcomes-based decision-making framework that considers not only the monetary costs, but also the land use, economic, environmental, public health, equity and transportation impacts and benefits of transportation decisions.

### GUIDING PRINCIPLES

- The RTP is a critical tool for implementing the 2040 Growth Concept by directing transportation investments toward fostering growth and private investment in designated 2040 growth areas – centers, corridors, industrial and employment areas.
- The success of the region in achieving its economic, environmental and land-use goals depends on transportation investments that are realized locally.
- Transportation investments are critical to the region's role as an international gateway and domestic hub for commerce, and the economic engine for the state of Oregon.
- The region has limited financial resources and needs to leverage them with careful consideration for their ability to achieve desired outcomes and to provide a positive return on public investments.
- This process represents an incremental step toward changing how transportation planning and investment decisions are made in the region to better advance regional policies, public priorities and local efforts to implement the 2040 Growth Concept.

The federal government recognizes JPACT and the Metro Council as the designated authority to adopt the RTP. One entity cannot adopt an RTP without the other. The RTP update is a land use action under state law, so MPAC also has a role in the state component of the RTP update. As on all issues of regional concern, MPAC makes recommendations to the Metro Council.

The following presents the key milestones and products to realize the desired outcomes for the 2035 RTP:



**KEY MILESTONES AND DECISIONS TIMELINE**

1. MPAC, JPACT and Metro Council approve RTP work program (Resolution No. 06-3661)	June 2006	✓
<b>2. MPAC, JPACT and Metro Council approve of RTP Policy Framework (Resolution No. 07-3793)</b>	<b>March 2007</b>	✓
<b>3. MPAC, JPACT and Metro Council approve federal 2035 RTP, pending conformity analysis and findings (Resolution No. 07-3831B)</b>	<b>December 2007</b>	✓
4. U.S. Department of Transportation approval of federal 2035 RTP	February 29, 2008	✓
5. MPAC, JPACT and Metro Council confirm RTP investment scenarios construct	April 2008	✓
6. MPAC, JPACT and Metro Council provide preliminary direction on scenarios implications for RTP investment priorities and policy refinements	Oct.-Dec. '08	✓
7. MPAC, JPACT and Metro Council discuss completed RTP Needs Assessment for community building and mobility corridors and implications for RTP investment priorities and policy refinements	April 2009	
8. MPAC, JPACT and Metro Council confirm RTP Investment principles and funding mechanisms to guide RTP investment priorities and policy refinements	June 2009	
9. Draft RTP that includes updated investment priorities and funding strategy released for 30-day public comment period and hearings	September 1, 2009	
<b>10. MPAC, JPACT and Metro Council action on draft RTP (by Resolution), pending final analysis and findings</b>	<b>November 2009</b>	
<b>11. MPAC, JPACT and Metro Council final action on RTP (by Ordinance) initiating local plan updates, future corridor refinement planning and other research activities to implement RTP</b>	<b>June 2010</b>	

NOTE: FORMAL ACTIONS ARE BOLDDED AND HIGHLIGHTED IN GRAY; COMPLETED MILESTONES ARE INDICATED WITH A CHECK MARK.

**EVENTS AND PRODUCTS TO ACTUALIZE KEY MILESTONES****Milestone 1:**

- Regional forum on process outcomes and issues to address **completed 6/06**
- 2035 RTP Work Program and Public Participation Plan **completed 6/06**

**Milestone 2:**

- Background research reports **completed 1/07**
  - **Environmental Justice** in Metro's Transportation Planning Process
  - A Profile of **Security** in the Portland Metropolitan Region
  - A Profile of the **Regional Trends and Travel Characteristics**
  - A Profile of the **Regional Bicycle System**
  - A Profile of the **Regional Transit System**
  - A Profile of the **Regional Pedestrian System**
  - A Profile of **Regional Travel Options and Parking Management Systems**
  - A Profile of the **Regional Freight Transportation System**
  - **Preliminary Financial Analysis** for the 2035 RTP Update
  - A Profile of **Safety** in the Portland Metropolitan Region

- A Profile of the **Regional Roadway System**
- A Profile of **Key Environmental Issues and Metro's Mitigation-Related Activities**
- Reports on regional forums, stakeholder workshops and public opinion research on desired outcomes, needs and priorities *completed 1/07*
- Business and community group presentations *completed 2/07*
- RTP policy framework – updated goals, objectives, actions *completed 3/07*

**Milestone 3:**

- Draft investment strategy priorities (financially constrained system) *completed 8/07*
- Transportation modeling and analysis *completed 8/07*
- Consultation with CETAS on environmental considerations *completed 10/07*
- Business and community group presentations *completed 10/07*
- **Public hearings and open houses** *completed 11/07*
- Public comment report *completed 11/07*
- Summary of comments and recommendations for plan refinements *completed 11/07*

**Milestone 4:**

- Transportation modeling and Air Quality Conformity Analysis *completed 2/08*
- Air Quality Conformity Determination *completed 2/08*
- Federal findings *completed 2/08*

**Milestone 5:**

- Documentation of RTP investment scenarios construct *completed 4/08*

**Milestone 6:**

- Land use and transportation investment scenarios modeling and analysis *completed 10/08*
- Draft bicycle policy refinements *completed 10/08*
- Land use and transportation investment scenarios discussion guide *completed 11/08*
- Documentation of RTP evaluation framework and updated measures *completed 12/08*

**Milestone 7:**

- Freight and Goods Movement Plan needs assessment *completed 2/09*
- Local agency mobility corridor interviews summary *completed 2/09*
- Transportation System Management Operations needs assessment *completed 3/09*
- Local aspirations interviews and HCT workshops *Feb.-March '09*
- Community building needs assessment *late-March '09*
- Atlas of regional mobility corridors *late-March '09*
- Local agency mobility corridor workshops and needs assessment *late-Mar.- mid-April '09*
- High Capacity Transit Corridor Evaluation *April '09*

**Milestone 8**

- Discussions with County Coordinating Committees and targeted business/community groups *April-May '09*
- Documentation of potential funding mechanisms and options *May '09*
- Documentation of draft policy framework refinements *May '09*

- *Regional system definition*
- *RTP system maps*
- *High capacity transit system policy framework*
- *Transportation system management and operations policies*
- *Blue Ribbon Committee for Trails active transportation policies*
- Documentation of RTP Investment principles that incorporate RTP policies and products from Milestone 7

*May '09***Milestone 9:**

- Draft investment strategy priorities and funding strategy
- Transportation modeling and analysis
- Draft resolution and draft plan document

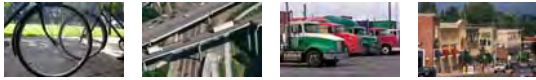
*July '09**July-August '09**September '09***Milestone 10:**

- Discussions with County Coordinating Committees and targeted business/community groups
- Consultation with OTC and LCDC
- Consultation with CETAS on environmental considerations
- **Public hearing(s)**
- Public comment report
- Summary of comments and recommendations for plan refinements

*Sept.-Oct. '09**September '09**September '09****Sept.-Oct. '09****October '09**October '09***Milestone 11:**

- Transportation modeling and Air Quality Conformity Analysis
- Air Quality Conformity Determination
- Final regional, state and federal findings
- Ordinance and final plan document
- Discussions with County Coordinating Committees and targeted business/community groups
- **Public hearings**
- Public comment report
- Summary of comments and recommendations for plan refinements

*Jan.-Feb. '10**March '10**April '10**April '10**April '10****May '10****May '10**May '10*



## Regional Transportation Plan Building Blocks for System Development

presented by Kim Ellis



### Purpose

- Reminder of where we've been and policy choices ahead
- Summarize major products feeding into the RTP strategy
- Review RTP investment tracks and link to goals and objectives

### Project Timeline and Milestones



- Dec. '07 - Adopted new policy direction and projects the region can afford
- Summer-Fall '08 – Tested new policies and measures
- Spring-Summer '09 – Identify needs, priorities and funding
- Sept. 1 '09 – Release draft plan for public comment
- Fall '09 – Consider draft plan
- Spring '10 - Consider final plan

### Challenges and Choices Ahead

#### Challenges

- Economy
- Growth
- Housing costs
- Transportation costs
- Energy costs
- Public health
- Climate change

#### Choices for 2009

- Growth strategy
- Finance strategy
- Investment strategy
  - Management emphasis
  - Capital emphasis
  - Modal emphasis
  - Land use emphasis
- Performance
- Local implementation

### A New Blueprint For Making Choices

- Outcomes-based and tied to public values
- Strategic and innovative
- Integrated, multi-modal solutions to support community-building and provide mobility
- Policy and performance-driven - transportation performance, land use and quality of life effects considered



### MOVING FROM POLICY TO IMPLEMENTATION

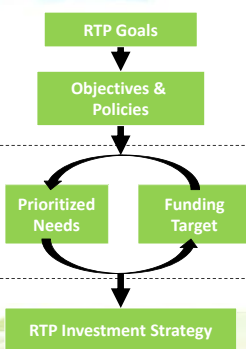
An Outcomes-Based  
Framework for  
Decision-Makers

2035 REGIONAL TRANSPORTATION PLAN  
**RTP Goals and Outcomes**



- Vibrant Communities and Efficient Urban Form
- Economic Competitiveness and Prosperity
- Transportation Choices
- Efficient Management of the System
- Safety and Security
- Environmental Stewardship
- Human Health
- Equity
- Fiscal Stewardship
- Accountability

2035 REGIONAL TRANSPORTATION PLAN  
**Goals Lead to Investment Priorities**




**RTP Goals**  
What to achieve or work towards

**Objectives & Policies**  
What is important to consider when identifying needs and solutions

**Prioritized Needs** ↔ **Funding Target**  
Funding limits amount of needs that can be addressed  
What needs are most important to address

**RTP Investment Strategy**  
Analysis to determine performance or progress contributed by system of investments

2035 RTP PERFORMANCE WORK GROUP RECOMMENDATIONS  
**Performance Evaluation Framework**



**Environmental**  
**Social**  
**Economic**  
**Benefits and Impacts**

2035 RTP PERFORMANCE WORK GROUP RECOMMENDATIONS  
**Measuring Performance**

Current Measures	+	New Measures
✓ Highway capacity		✓ Cost of freight delay
✓ Delay		✓ Travel time reliability
✓ Transit ridership		✓ Environmental justice
✓ Mode share		communities' access to transit
✓ Vehicle miles traveled		✓ Access to trails
✓ Air quality		✓ Greenhouse gas emissions
		✓ Land consumption
		✓ Job/housing growth
		✓ Housing/transportation costs
		✓ Environmental impacts

**MOVING FROM POLICY TO IMPLEMENTATION**

**Building Blocks For System Development**

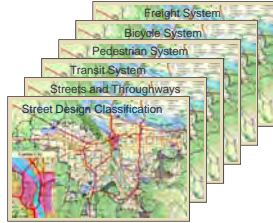
2035 REGIONAL TRANSPORTATION PLAN  
**A New Approach for System Development**

- Overlapping community-building and mobility tracks
- Needs and integrated solutions are policy-driven
- Informed by, but not defined by travel model



## Multi-Modal Integration

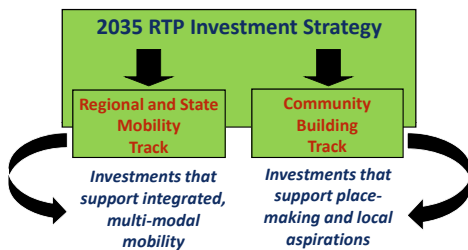
- Freight
- Bicycle
- Pedestrian
- Transit
- Streets & Throughways
- Street Design



## Regional "Needs" Defined

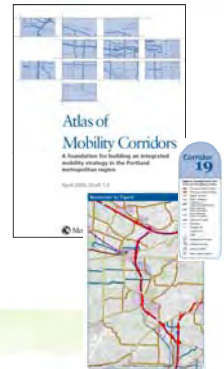
Regional Transportation Need	System Gap	System Deficiency
Safety		◆
Congestion		◆
Transit access and coverage	◆	
Connectivity	◆	
Bikeways and trails	◆	
Sidewalks in centers and transit corridors	◆	
Bridge restrictions (height and weight)		◆

## Investment Strategy Framework



## Track 1: Mobility Solutions

- Access management, ramp metering, signal timing and traveler information
- High capacity transit and frequent bus service supported by transit-oriented development
- Sidewalk, bikeway and trail connections to transit
- Arterial connectivity, capacity and thoroughway overcrossings
- Grade separate road and rail
- Thoroughway capacity and interchange upgrades
- Freight rail upgrades



## Track 2: Community Building Solutions

### CENTERS AND CORRIDORS

- Boulevard retrofits
- Transit service & transit-oriented development
- Street connections
- Sidewalks, bikeways & trails
- Timing signals for pedestrians and slower speeds
- Parking management & transportation management associations

### INDUSTRIAL & EMPLOYMENT AREAS

- Arterial connections to industry, access management & timing signals for freight – **the last mile**
- Transit service
- Improve and protect interchanges for freight access
- Sidewalks, bikeways & trails
- Transportation management associations

## Investment Scenarios

### Implications for community building strategy

- Emphasize land use tools and strategies and target transportation investments to attract growth in centers, corridors and industrial areas
- Emphasize system and demand management tools and strategies to foster walking, bike and use of transit
- Maintain freight access to industry
- Complete transit, bike and pedestrian systems





## Local Aspirations

### Implications for community building strategy

- Target investments in areas with higher aspirations for growth
- Expand HCT and transit service
- Provide arterial connections and highway access to centers
- Maintain and improve freight access to industry
- Retrofit arterials in centers to be less of a barrier for bike and ped travel
- Complete bike, pedestrian and trail systems



## Freight and Goods Movement Plan

### Implications for community building strategy

- Target investments to serve industrial areas and maintain freight access to businesses and intermodal facilities
- Implement zoning and management tools to protect interchanges
- Provide arterial connections and highway access to industrial areas
- Provide freight loading/unloading areas in centers



## System Management & Operations Plan

### Implications for community building strategy

- Increase safety for all modes of travel
- Manage signals for pedestrians and slower speeds
- Implement parking management & transportation management associations
- Implement transit signal priority
- Provide multi-modal traveler information



## High Capacity Transit Plan

### Implications for community building strategy

- HCT workshops demonstrated importance of zoning, street connectivity and sidewalks to leverage HCT
- Target investments in areas with zoning and higher aspirations for growth to leverage HCT
- Complement with other regional transit service

[www.oregonmetro.gov/goingplaces](http://www.oregonmetro.gov/goingplaces)



## Blue Ribbon Committee for Trails

### Implications for community building strategy

- Connect 2040 activity centers and regional greenspaces with active transportation corridors
- Emerging “bicycle parkways” concept that expands active transportation concept to mobility corridors
- Mainstream trails and bike travel in the region’s strategy



The case for an integrated mobility strategy  
The Oregon Metro Council is committed to providing a safe and healthy environment for all.

[www.oregonmetro.gov/connectinggreen](http://www.oregonmetro.gov/connectinggreen)

MOVING FROM POLICY  
TO IMPLEMENTATION

Bringing it All Together

## Bringing It All Together

- Policy framework and system concepts
- Needs and potential solutions
  - Current local and regional plans
  - RTP Scenarios
  - Atlas of mobility corridors
  - State of Centers and local aspirations
  - Freight and Goods Movement Plan
  - Transportation System Management and Operations Plan
  - High Capacity Transit Plan
- Funding strategy
- RTP investment strategy
  - Mobility priorities
  - Community-building priorities



## System Development Process

### TRACK 1: MOBILITY

#### MARCH - MAY

- Agency mobility corridor workshops held and summarized
- Mobility atlas released
- Needs and potential solutions identified

#### JUNE

- Policy direction on priorities and funding target

#### JUNE 13 - JULY 11

- Agencies re-evaluate plans and projects to identify priorities for RTP

### TRACK 2: COMMUNITY

#### MARCH - MAY

- State of Centers released
- Local aspirations and HCT workshops summarized
- Needs and potential solutions identified

#### JUNE

- Policy direction on priorities and funding target

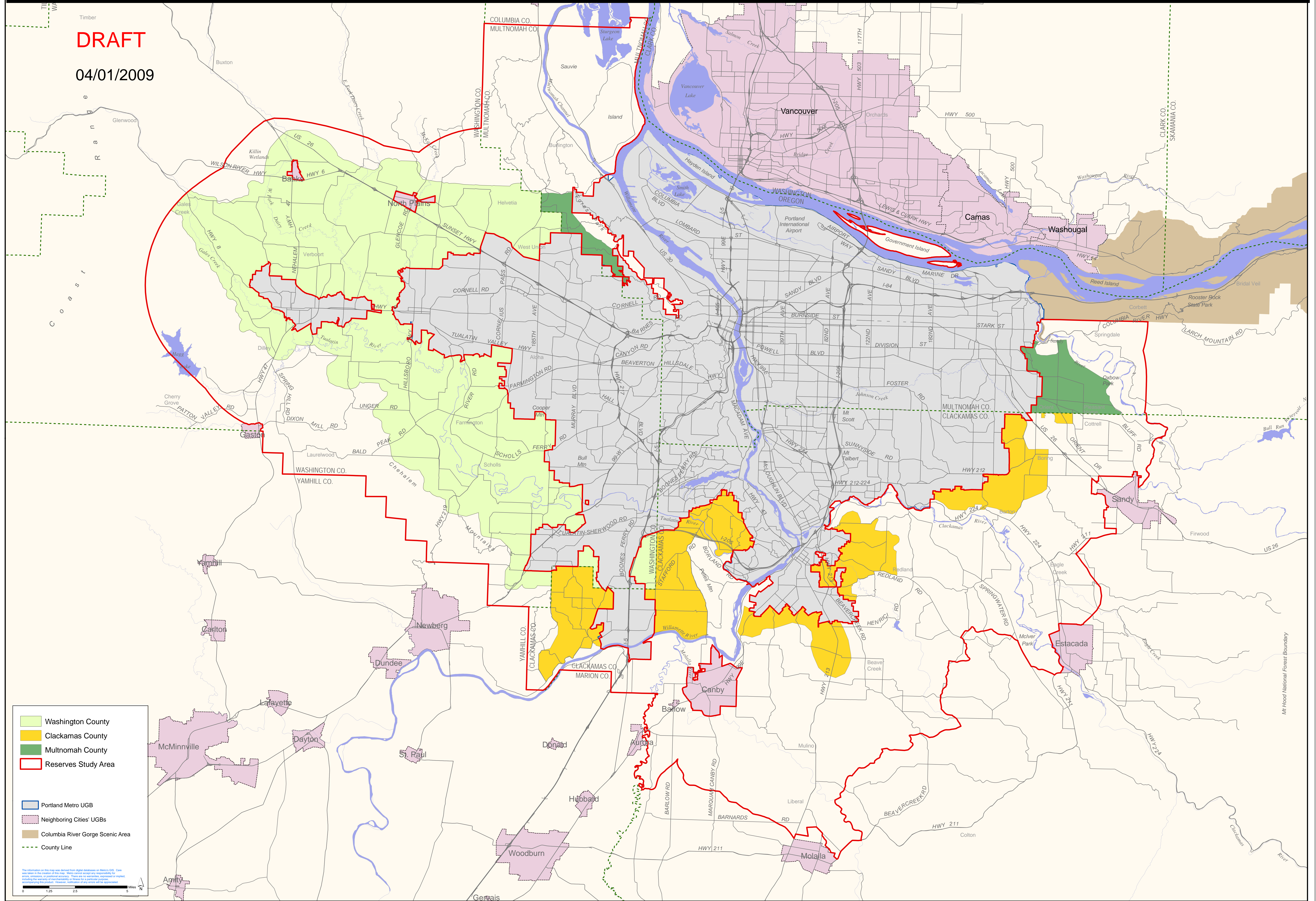
#### JUNE 13 - JULY 11

- Agencies re-evaluate plans and projects to identify priorities for RTP



# Urban and Rural Reserve Study Areas

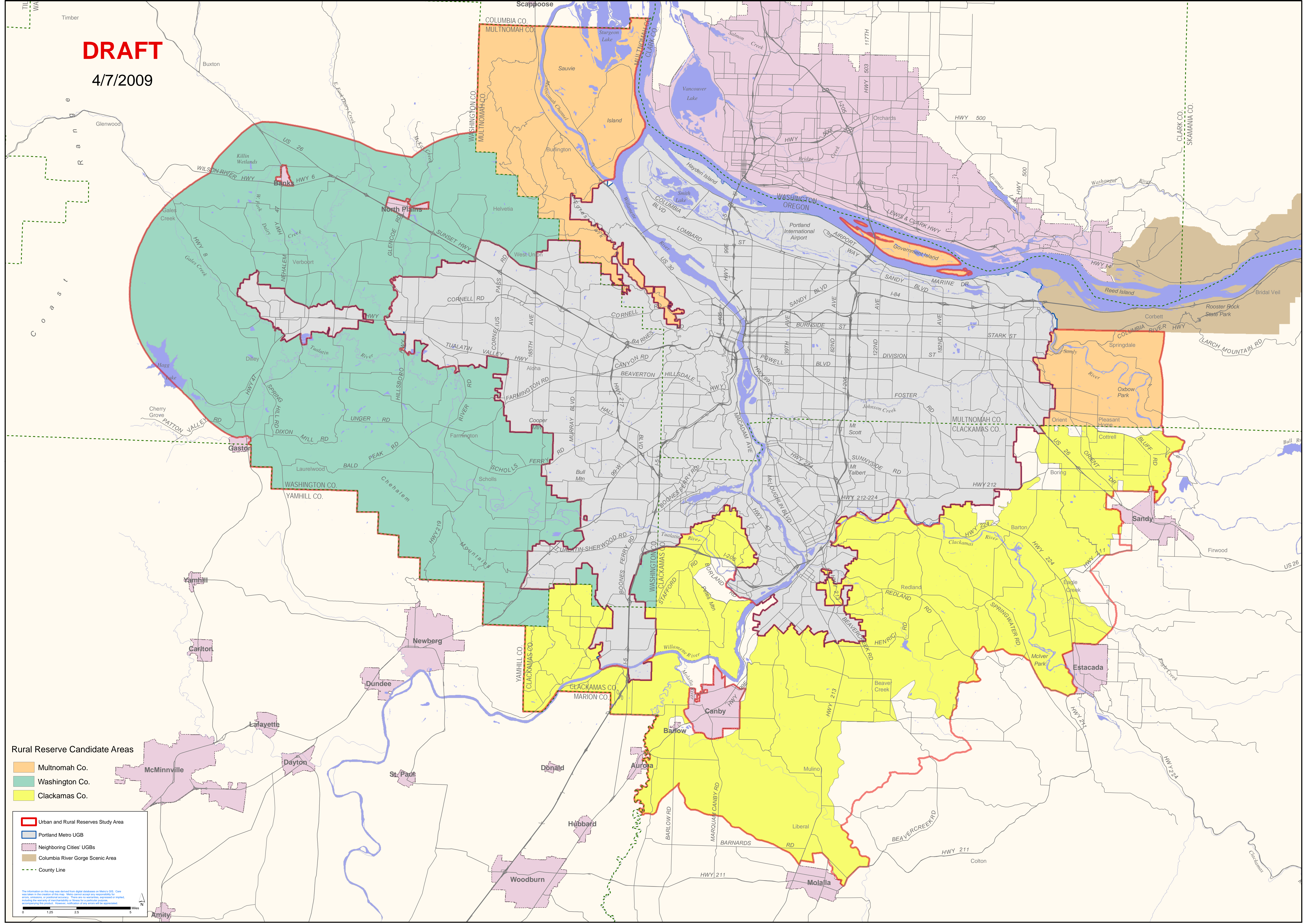
## Draft Urban Reserve Candidate Areas for Evaluation





**DRAFT**

4/7/2009





# Urban and Rural Reserve Study Areas

Draft Urban and Rural Reserve Candidate Areas for Evaluation

