600 NE Grand Ave.
Portland, OR 97232-2736

Metro | *Agenda*

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, May 29, 2009
Time: 9:30 a.m. to noon
Place: Council Chambers

9:30 AM	**1.**		**Call to Order and Declaration of a Quorum**	**Stephan Lashbrook, Chair**
9:30 AM	**2.**		**Comments from the Chair and Committee Members**	**Stephan Lashbrook, Chair**
9:35 AM	**3.**		**Citizen Communications to TPAC on Non-Agenda Items**	
9:40 AM	**4.**		**Future Agenda Items** • Regional Transportation Plan Update – System Development • MOVES Update • Review of MTIP Process • On-street Bus Rapid Transit • The State of Travel Models and How to Use Them • Health Impact Assessment	**Stephan Lashbrook, Chair**
9:45 AM	**5.**		**CONSENT AGENDA**	**Stephan Lashbrook, Chair**
	5.1	*	Approval of TPAC Minutes for May 1, 2009	
	6.		**ACTION ITEMS**	
9:50 AM	**6.1**	*	Resolution No. 09-4052, For the Purpose of Adopting the Regional High Capacity Transit System Plan Screened Corridor Map and Evaluation Criteria – RECOMMENDATION TO JPACT REQUESTED	**Ross Roberts** **Tony Mendoza**
10:25 AM	**6.2**	#	Regional Transportation Plan (RTP) - Recommended Approach and Timeline to Refine Investment Priorities– DIRECTION TO JPACT REQUESTED	**Kim Ellis**
	7.		**INFORMATION / DISCUSSION ITEMS**	
11:10 AM	**7.1**	*	Blue Ribbon for Trails and Active Transportation – INFORMATION	**Lake McTighe**
11:40 AM	**7.2**	*	Regional Transportation Plan Bike Policy Refinements – INFORMATION	**John Mermin**
12 PM	**8.**		**ADJOURN**	**Stephan Lashbrook, Chair**

* Material available electronically.
** Material to be e-mailed at a later date.
# Material will be distributed at the meeting.
All material will be available at the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: kelsey.newell@oregonmetro.gov. To check on closure or cancellations during inclement weather please call 503-797-1700.

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TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
May 1, 2009
Metro Regional Center, Council Chambers

MEMBERS PRESENT	AFFILIATION
Mara Gross	Citizen
Sorin Garber	Citizen
Elissa Gertler	Clackamas County
Nancy Kraushaar	City of Oregon City, Representing Cities of Clackamas Co.
Alan Lehto	TriMet
Dave Nordberg	Department of Environmental Quality
Louis A. Ornelas	Citizen
Ron Papsdorf	City of Gresham
John Reinhold	Citizen
Paul Smith	City of Portland
Satvinder Sandhu	FHWA

MEMBERS ABSENT	AFFILIATION
Brent Curtis	Washington County
John Hoefs	C-TRAN
Susie Lahsene	Port of Portland
Keith Liden	Citizen
Dean Lookingbill	SW Washington RTC
Mike McKillip	City of Tualatin, Representing Cities of Washington Co.
Karen Schilling	Multnomah County
April Siebenaler	Citizen
Rian Windsheimer	Oregon Department of Transportation
Sharon Zimmerman	Washington Department of Transportation

ALTERNATES PRESENT	AFFILIATION
Andy Back	Washington County
Lynda David	SW Washington RTC
Scott King	Port of Portland
Jane McFarland	Multnomah County
Margaret Middleton	Cities of Washington County

STAFF
Stephan Lashbrook, Tom Kloster, Ted Leybold, Kim Ellis, Deena Platman, Lake McTighe, Kayla Mullis, Josh Naramore, Kelsey Newell.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Mr. Stephan Lashbrook declared a quorum and called the meeting to order at 9:38 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Committee members introduced themselves.

3. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

There were none.

4. FUTURE AGENDA ITEMS

Mr. Lashbrook briefly overviewed the future agenda items.

5. CONSENT AGENDA

Approval of TPAC Minutes from March 27, 2009

MOTION: Mr. Louis Ornelas moved, Mr. Dave Nordberg seconded, to approve the TPAC m inutes from March 27, 2009.

ACTION TAKEN: With all in favor, the motion passed.

6. ACTION & INFORMATION/ DISCUSSION ITEMS

6.1 Federal Certification Review Response

Mr. Tom Kloster of Metro briefed the committee on Metro's response to the Federal Certification Review. Now that the federal quadrennial review is complete, Metro is required to follow up on any issues brought forth in the final report. The areas where Metro was identified as needing improvement were:

- Public Outreach (including updates to the Title 6 Plan)
- Safety and Security Planning
- Climate Change

Metro staff has created a response letter that maps out how they will address these issues over the next 18 months.

Mr. Satvinder Sandhu of the FHWA reminded the committee that follow-up issues resulting from the federal quadrennial review are not a reflection of problems but of ways to improve a process that Metro is already successful in.

The committee discussed additional costs and/or workload associated with meeting higher standards then the rest of the United States and the need for federal aid in public planning.

6.2 American Recovery and Reinvestment Act Back-Up Strategy

Mr. Ted Leybold and Mr. Anthony Butzek of Metro briefed the committee on the American Recovery and Reinvestment Act (ARRA) back-up strategy. Back-up and fail-safe projects lists have been adopted and are moving forward to be amended in the Metropolitan Transportation Improvement Program (MTIP) and the State Transportation Improvement Program (STIP). Back-up projects can be new federal projects while fail-safe projects must be existing projects that have been pre-approved to absorb additional funds. This effort will ensure that if funds become available, back-up projects are ready to move straight into the MTIP, prior to a resolution being approved.

The committee discussed job creation from ARRA funds, including which formula should be used to calculate job creation in the reporting process, and the administrative process for prioritizing the project list.

Mr. Paul Smith of the City of Portland requested the following changes to the city's back-up project list:

- The 122nd Avenue ITS project should be classified as back-up or fail-safe eligible instead of only back up eligible.
- The South Auditorium project should be titled "So Auditorium Lighting ~~Phase I~~ Phase II."
- The "Eastside Streetcar Loop Parking Meters" project should be removed from the project list and replaced with "Broadway Bridge Repainting" project.

Ms. Nancy Kraushaar requested that the Oregon City "Downtown Sidewalk Replacement Segments" project description be changed from "Main Street and ~~10th~~ 9th Street…"

MOTION: Mr. Andy Back moved, Mr. John Reinhold seconded, to recommend the American Recovery and Reinvestment Act back-up strategy to JPACT with the above edits.

ACTION TAKEN: With all in favor, the motion passed.

6.3 Resolution No. 09-4053, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to Eliminate American Recovery and Reinvestment Act (ARRA) Funding for Three Projects and Add ARRA Funding for Two Projects in Washington County

Mr. Leybold briefed the committee on Resolution No. 09-4035, which would eliminate ARRA funding for three Washington County projects and add ARRA funding for two new Washington County projects. The projects being removed have either found alternative funding through ODOT ARRA funds or have demonstrated need for environmental process that will require more time then the ARRA fund deadline.

MOTION: Mr. Andy Back moved, Ms. Jane McFarland seconded, to recommend Resolution No. 09-4053 to JPACT.

ACTION TAKEN: With all in favor, the motion passed.

6.4 Regional Transportation Plan (RTP) Needs: Mobility Corridor

Ms. Deena Platman of Metro briefed the committee on the Regional Transportation Plan (RTP) with specific focus on the mobility corridors needs assessment. The mobility corridors track of the RTP looks at how different transportation facilities and modes work together to improve mobility in a subarea of the region. The mobility corridors concept and framework is the foundation for the region's Congestion Management Process (CMP). The CMP is an 8-step framework for addressing congestion and must be complete for the RTP to be finalized.

The Atlas of Mobility Corridors report is now available and provides a snapshot of current transportation and land use conditions for each subarea. Preliminary needs and policy issues have been identified through agency interviews and mobility corridor workshops.

The committee then discussed:

- Using RTP data to analyze economic impacts including travel time models and costs of delays;
- Identifying topography as a factor in mobility
- The end result of this process, including avoiding unwanted changes
- Lack of specifically articulated goals leading to corridors demonstrating contradictory needs in terms of policy decisions
- Methods for adding capacity with little investment
- Urban travel on rural routes as an Urban Growth Boundary edge issue
- Influencing mobility corridors through decisions around land use
- Addressing the possibility of regular transit service solutions, not just High Capacity Transit (HCT) solutions
- Identifying the impact of off-peak travel cuts on on-peak travel

Ms. Kim Ellis of Metro briefed the committee on moving from "Needs" to "Priorities" in the RTP. This transition involves creating investment strategies based on the information gathered through the RTP process. The RTP investment strategy framework has a mobility track and a community building track to address the different needs investments will serve.

The next steps for needs assessments will involve documenting mobility corridor needs, local aspirations findings and policy refinements to finalize a regional plan for High Capacity Transit (HCT), Freight and Transportation System Management Operations (TSMO). Andy Cotugno and Andy Shaw of Metro are working to identify funding options and will bring their preliminary findings to the JPACT retreat scheduled on May 22nd.

The committee then discussed:

- How the RTP is addressing greenhouse gas reduction
- Illustrating the RTP process and results, with the Tigard Case Study as an example of community level outreach
- Coming up with solutions to needs and problems within the constrained schedule
- Topics for discussing RTP issues with MPAC and JPACT counterparts
- Forming the RTP around what we want to be instead of what we can get with a certain amount of funding

In response to the discussion, Mr. Ted Leybold of Metro told the committee that evaluations of MTIP and Regional Flexible Fund (RFF) processes will be future TPAC agenda items.

6.5 Resolution No. 09-4052, For the Purpose of Adopting the Regional High Capacity Transit System Plan Screened Corridor Map and Evaluation Criteria

Mr. Tony Mendoza and Mr. Ross Roberts of Metro briefed the committee on Resolution No. 09-4052 which would adopt the Regional High Capacity Transit (HCT) System Plan tiers and priorities, policy amendments to the Regional Transportation Plan and the system expansion policy framework. In order to plan for HCT in the region, Metro staff is proposing adoption of a system expansion policy which will provide a clear and measurable advancement process for regional priority HCT projects. The Bay Area Rapid Transit (BART) is an example of a region where a system expansion policy is currently being used.

For the Portland metropolitan region, a tiers system has been created for the corridor prioritization and advancement process. After a technical analysis and public outreach process, a 25 point evaluation criteria has been created in order to classify corridors into one of four tiers. The HCT system plan will also set a framework for a system expansion policy that guides investment. The four priority tiers are:

1. Near term regional priority corridors
2. Next phase regional priority corridors
3. Developing regional priority corridors
4. Regional Vision corridors

The committee then discussed:

- Opportunities for heavy rail in the HCT
- The status of the system expansion policy in the Bay Area
- Opportunity for reclassifying corridors for other modes of transit besides HCT
- Making sure existing system can be maintained with HCT additions
- Improving the vision statements for tier categories
- Revisiting the scoring of corridors before the resolution is adopted
- Making the language less definitive so the resolution is more likely to be adopted
- Utilizing comments to TriMet in helping determine public opinion
- Making explicit in the resolution how the financially constrained plan will be involved.

7. ADJOURN

Mr. Lashbrook adjourned the meeting at 12:07 p.m.

Respectfully submitted,

K.L. Mullis

Kayla Mullis
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR MAY 1st 2009

The following have been included as part of the official public record:

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
--	Agenda	5/1/2009	Revised Agenda for May 1, 2009 TPAC meeting	050109t-01
5.0	Minutes	3/27/09	Revised Meeting Minutes for March 27, 2009 TPAC meeting	050109t-02
6.3	Resolution	N/A	Draft Resolution No 09-4053	050109t-03
6.4	Power Point	5/1/09	RTP Mobility Needs Assessment: A Foundation for Defining Choices	050109t-04
6.4	Report	April 09'	*Atlas of Mobility Corridors*: A foundation for building an integrated mobility strategy in the Portland	050109t-05
6.4	Resolution	N/A	Draft Resolution No. 09-4052	050109t-06
6.5	Handout	5/1/09	HCT System Expansion Policy Definitions: Draft	050109t-07
6.5	Memo	5/1/09	To: TPAC From: Tony Mendoza, Transit Project Analysis Manager Re: High Capacity Transit System Plan Proposed Tiered Ranking and Draft System Expansion Policy	050109t-08
6.5	Report	April 09'	HCT System: Detailed Evaluation, 3rd Draft	050109t-09
6.5	Power Point	5/1/09	Regional HCT System Plan	050109t-10

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Metro | *Memo*

Date: May 27, 2009

To: TPAC

From: Tony Mendoza, Transit Project Analysis Manager

Re: High Capacity Transit System Plan Evaluation Report Process and Committee Updates

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The *High Capacity Transit System Detailed Evaluation Report* details the technical results and technical recommendations for tiers for the fifteen corridors. The *System Expansion Policy Memo* details the advancement process concept for high capacity transit projects. The *Evaluation Report and System Expansion Policy* was confirmed by the MTAC/TPAC HCT Subcommittee on May 14, 2009. Members of TPAC had an initial introduction to the *Evaluation Report and System Expansion Policy* on May 1, 2009.

This list below documents the proposed changes to the evaluation report results, captured in the chart, *Preliminary Ranking by Tiers,* on Page 9 of the *High Capacity Transit System Detailed Evaluation Report.* These changes are also noted as footnotes on the chart. On May 14, 2009, the MTAC/TPAC HCT Subcommittee recommended the following:

- Move line 34 to from the Near Term to Next Phase tier. Line 34, the current WES commuter rail line, recently received a large regional investment and the upgrade to Light Rail will be placed in the Next Phase category. Service improvements that mimic light rail service are in the financially constrained RTP and therefore, upgrades will be examined in phases. Some portions of this corridor are included in corridors 28, 29 and potentially 11.
- Move line 9 from Developing to Next Phase tier. Staff of Clackamas County and Oregon City requested that Corridor 9 be studied in the future in conjunction with Corridor 8. These corridors connect Milwaukie and Clackamas County to Oregon City in the general vicinity of I-205 and McLoughlin.
- Remove line 43, from Portland Central City to St.Johns neighborhood , and line 54, from St. Johns neighborhood to Troutdale in the general vicinity of Columbia Blvd. City of Portland staff requested that this corridor be removed from the list due to low ranking based on the evaluation criteria. The City also reiterated the message from the industrial and freight committees that high capacity transit may conflict with the industrial based land use and freight movement in these corridors. HCT staff has also received this feedback from the community.
- Add line 55 to the Next Phase tier. This corridor was selected as part of Southwest Washington Regional Transportation Council (RTC) HCT System Plan. Place this corridor in the Next Phase tier to be further evaluated in coordination with RTC.
- Add the following clarifying language: “Corridors are not ranked within the tiers. Corridors are shown in numeric order by the corridor identification number.”
- Indicate that the location of the alignment is to be decided through a corridor refinement plan and/or alternatives analysis. Change the language to indicate that a corridor is “in the vicinity of” a particular existing transportation corridor.

This list below documents the proposed changes to the *System Expansion Policy*, captured in the chart, *HCT Priority tiers and proposed system expansion criteria/actions,* on Page 3 of the *High Capacity Transit System Expansion Policy Memo.* On May 14, 2009, the MTAC/TPAC HCT Subcommittee recommended the following:

- Add community support in the proposed system expansion targets.
- Add potential alternative analysis and location of alignment as potential regional support.
- Clarify that station access needs to be multi-modal.
- Clarify that transportation modeling means multi-modal transportation analysis.
- Clarify that existing working groups should be land use and transportation working groups.

In addition, the MTAC/TPAC HCT Subcommittee requested a detailed administrative work plan for the *System Expansion Policy.* This document would consider administrative processes, staff resources, and defined system expansion targets. This work plan will be completed as part of the Regional Transportation Plan.

The *Evaluation Report and System Expansion Policy* is scheduled to be confirmed by MTAC on June 3, 2009; MPAC on June 10, 2009; JPACT on June 11, 2009; Metro Council Work Session on June23,2009; and are scheduled for adoption by resolution by the Metro Council on July 2, 2009.

DRAFT TO TPAC 5-29-09

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ACCEPTING THE REGIONAL HIGH CAPACITY TRANSIT SYSTEM TIERS AND PRIORITIES, POLICY AMENDMENTS AND SYSTEM EXPANSION POLICY FRAMEWORK FOR ADDITION TO THE 2035 REGIONAL TRANSPORTATION PLAN, STATE COMPONENT	)))))	RESOLUTION NO. 09-4052 Introduced by Councilor Carlotta Collette

WHEREAS, in 1975, elected leaders set the stage for the region's balanced transportation system by rejecting the so-called Mt. Hood Freeway project between the Marquam Bridge and Lents neighborhood after public outcry over its expected cost and the destruction of developed neighborhoods that would be harmed by its construction; and

WHEREAS, the metro region chose a different development option and adopted the 1975 Interim Transportation Plan, setting aside plans for large new highway projects in favor of a multitude of street and roadway projects and a network of transitways along major travel corridors to meet future travel demand; and

WHEREAS, a systemwide network examination of regional high capacity transit corridors was completed in 1982 and adopted by Metro that resulted in nearly 90 miles of light rail transit, commuter rail and streetcar being built and/or planned for construction by 2016; and

WHEREAS, the region's 2040 Growth Concept and 2035 Regional Transportation Plan seek to prepare for the expected increase in growth in the Portland metro region by providing multiple transportation options, including having pedestrian, bike and transit play a large role in facilitating growth within the region's current capacity; and

WHEREAS, expansion of the high capacity transit system will continue to reduce vehicle miles traveled, greenhouse gas emissions and the region's transportation carbon footprint; and

WHEREAS, high capacity transit is one of many important elements the region can use to build great communities; and

WHEREAS, a broad list of fifty-five potential high capacity transit corridors developed with the community and local jurisdictions was screened to the fifteen most promising corridors based on criteria including ridership, cost, environmental constraints, social equity, transit connectivity, traffic congestion and region 2040 Growth Concept land uses; and

WHEREAS, the resulting fifteen potential high capacity transit corridors were further analyzed based on a set of evaluation criteria that was approved by the Joint Policy Advisory Committee on Transportation (JPACT), Metro Policy Advisory Committee (MPAC) and the Metro Council; and

WHEREAS, the evaluation criteria were derived from the six Metro Council outcomes for a successful region, and are based on the three Regional Transportation Plan (RTP) categories of community, environment and economy, and also include a high capacity transit-specific category of deliverability; and

WHEREAS, the resulting fifteen potential high capacity transit system corridors are prioritized and placed into the tiers of near term regional priority corridors, next phase regional priority corridors, developing regional priority corridors and regional vision corridors; and

WHEREAS, the regional high capacity transit system plan tiers and priorities will be incorporated into the Regional Transportation Plan and long-range land use and transportation planning efforts; and the fifteen high capacity transit corridors will be regularly reviewed through the Regional Transportation Plan; and

WHEREAS, the System Expansion Policy provides a process for advancement of regional high capacity transit corridors, and identifies a distinct set of planning and policy actions and targets that will support successful high capacity transit implementation, including proposed amendments to the Regional Transportation Plan; and

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The Council accepts the Regional High Capacity Transit System Tiers and Priorities (Exhibit A), System Expansion Policy Framework (Exhibit B), and Policy Amendments (Exhibit C) for addition to the 2035 Regional Transportation Plan, State Component.

2. Acceptance of the Regional High Capacity Transit System Tiers and Priorities, policy amendments and System Expansion Policy Framework is not a final land use decision. The Council will make a final land use decision on these matters when it adopts the 2035 Regional Transportation Plan, State Component by ordinance.

ADOPTED by the Metro Council this_____ day of _____ 2009.

_____
David Bragdon, Council President

Approved as to Form:

_____
Daniel B. Cooper, Metro Attorney

Preliminary Ranking by Tier

Tier[1]	Corridor Description (Mode As Evaluated) [2]	HCT Corridor Number	RTP Mobility Corridor Reference	Actions		
				Actions for Next 4-Years		
Near Term Regional Priority	Portland to Gresham in the vicinity of Powell Corridor (LRT)	10	5 - Central City – Gateway; 6 – Gateway to Gresham/Fairview/Wood Village/Troutdale	See Local Jurisdiction and Metro Actions for *Regional Priority* Corridors Listed in Figure 3	The location of High Capacity Transit and local land use actions and investments will influence future capacity for residential and employment in the region.	Location of High Capacity Transit may influence the location of future Urban Reserves and Urban Growth Boundary expansions.
	Portland to Sherwood in the vicinity of Barbur/Hwy 99 Corridor (LRT)	11	2 – Central City – Tigard; 4 – Portland Central City; 20 – Tigard - Sherwood			
Next Phase Regional Priority Corridors	CTC to Oregon City in the vicinity of I-205 Corridor (LRT)	8	8 – Clackamas – Oregon City	See Local Jurisdiction and Metro Actions for *Next Phase* Corridors Listed in Figure 3	The location of High Capacity Transit and local land use actions and investments will influence future capacity for residential and employment in the region.	Location of High Capacity Transit may influence the location of future Urban Reserves and Urban Growth Boundary expansions.
	Park Ave to Oregon City in the vicinity of McLoughlin Corridor(LRT extension)	9[3]	8 – Clackamas – Oregon City; 11 – Milwaukie to Clackamas			
	Sunset Transit Center to Hillsboro in the vicinity of Hwy 26 Corridor/ Evergreen (LRT)	17	22 – Beaverton – North Plains; 24 – Beaverton to Forest Grove			
	Clackamas Town Center to Washington Square in the vicinity of I-205/217 Corridors(LRT)	28	2 – Central City – Tigard; 7 – Oregon City – Tualatin; 8 – Clackamas – Oregon City			
	Clackamas Town Center to Washington Square in the vicinity of RR ROW (LRT)	29	2 – Central City – Tigard; 11 – Milwaukie to Clackamas			
	Beaverton to Hillsboro in the vicinity of TV Highway (LRT)	32	24 – Beaverton – Forest Grove			
	Beaverton to Wilsonville (LRT) in the vicinity of WES	34[4]	2 – Central City – Tigard; 3 - Tualatin – Wilsonville; 19 – Beaverton – Tigard; 22 – Beaverton – North Plains			
	Gateway to Salmon Creek in the vicinity of I-205 Corridor	55[5]	9 – Gateway – Clark County			
Developing Regional Priority Corridors	Hillsboro to Forest Grove (LRT extension)	12	24 – Beaverton – Forest Grove	See Local Jurisdiction and Metro Actions Listed for *Developing Corridors* in Figure 3	The location of High Capacity Transit and local land use actions and investments will influence future capacity for residential and employment in the region.	Location of High Capacity Transit may influence the location of future Urban Reserves and Urban Growth Boundary expansions.
	Gresham to Troutdale Extension (LRT Extension)	13	6 – Gateway – Gresham/Fairview/Wood Village/Troutdale			
	Tanasborne (LRT extension)	17D	22 – Beaverton – North Plains			
Regional Vision Corridors	Troutdale to Damascus (LRT)	13D	15 - Gresham/Fairview/Wood Village/Troutdale – Damascus	See Local Jurisdiction and Metro Actions for *Vision Corridors Listed* in Figure 3	The location of High Capacity Transit and local land use actions and investments will influence future capacity for residential and employment in the region.	Location of High Capacity Transit may influence the location of future Urban Reserves and Urban Growth Boundary expansions.
	Clackamas Town Center to Damascus (LRT)	16	12 – Clackamas – Happy Valley; 13 – Happy Valley - Damascus			
	Sherwood to Tualatin (LRT)	38S	20 – Tigard – Sherwood/Newberg			
	Downtown Portland to Yellow Line in the vicinity of St. Johns (LRT)[6]	43	16 – Rivergate – I-5; 18 – Portland Central City – Columbia County			
	Troutdale to St. Johns in the vicinity of US 30 Corridor (LRT)[6]	54	6 – Gateway – Gresham/Fairview/Wood Village/Troutdale; 16 – Rivergate – I-5; 17 – I-5 – Columbia South Shore			

[1] Corridors are not ranked within the tiers. Corridors are shown in numeric order by the corridor identification number. Refer also to the attached map.
[2] The location of the alignment is to be decided through a corridor refinement plan and/or alternatives analysis.
[3] The HCT MTAC/TPAC Subcommittee recommends that Corridor 9 be studied in conjunction with Corridor 8.
[4] Although the WES Corridor was placed at first into the Near Term tier based on evaluation criteria, HCT MTAC/TPAC Subcommittee recommends placing the upgrade in the Next Phase category. Service improvements that mimic light rail service will be examined in phases. Some portions of this corridor are included in corridors 28, 29 and potentially 11.
[5] This corridor was selected as part of Southwest Washington Regional Transportation Council (RTC) HCT System Plan and was not ranked based on the evaluation criteria. The HCT MTAC/TPAC Subcommittee recommends evaluating the project in the Next Phase tier.
[6] The HCT MTAC/TPAC Subcommittee recommends that this corridor be removed from the list due to its ranking as an HCT corridor based on the evaluation criteria.

Going places

REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

Metro

Bi-state HCT corridors to be considered in conjunction with RTC

Portland Central City: To be determined through Central City Plan update

LEGEND

Transit
- High Capacity Transit* (2009)
- Planned High Capacity Transit (adopted)
- 2035 No-Build Bus Network

HCT Corridors
- HCT Corridors Recommended For Advancement (Lines are representative of general HCT corridors)
- RTC HCT Corridors
- Potential Corridor Extensions (corridors extending to neighboring cities to be measured by travel demand)

2040 Growth Concept
- Central City
- Regional Center
- Town Center
- Urban Growth Boundary

- Railroad
- School
- Parks/Open Space
- County Boundary

*High Capacity Transit (HCT) can include:
-Light Rail
-Bus Rapid Transit
-Rapid Streetcar
-Commuter Rail

0 2 4 Miles

Vancouver
St. Johns
Bethany
Forest Grove
Hillsboro
Orenco
Tanasbourne
Cedar Mill
Sunset Transit Center
Aloha
Beaverton
Raleigh Hills
Hillsdale
Washington Square
West Portland
Murray Hill
Tigard
King City
Lake Grove
Lake Oswego
Tualatin
Sherwood
Wilsonville
Milwaukie
Hollywood
Gateway
Rockwood
Lents
Pleasant Valley
Happy Valley
Clackamas
West Linn
Oregon City
Gladstone
Damascus
Troutdale
Fairview
Gresham
Camas
Washougal
To Hood River
To Sandy
To Sappoose
To Newberg
To Salem

Regional High Capacity System Plan System Expansion Policy Framework Draft
5-20-09

BACKGROUND

Making the Greatest Place helps define how regional and local aspirations come together to create vibrant, healthy and sustainable communities. The challenges of climate change, rising energy costs, economic globalization, aging infrastructure and population growth require regional land use and transportation decisions to be supported by local decisions and actions. While regional land use policy has positioned the Portland metro region as a model for transit-supportive development, much of the region remains auto dependent due to the relatively low level of transit supportive land use region-wide. With limited resources, it is essential that future regional investments in high capacity transit (HCT) be used to leverage achievement of land use and economic development goals.

PROCESS FOR HIGH CAPACITY TRANSIT PROJECT ADVANCEMENT - PRIORITY TIERS AND SYSTEM EXPANSION POLICY FRAMEWORK

The Regional High Capacity Transit System Plan identifies near- and long-term regional HCT priorities. The System Expansion Policy component of the plan provides a framework to advance future regional HCT corridors by setting targets and defining regional and local actions that will guide the selection and advancement of those projects.

High capacity transit priority tiers

As described in Figure 1, regional HCT system corridors are grouped into one of four priority tiers, along with specific targets and various steps local jurisdictions could follow to advance a project to a higher tier. The four tiers are based on an HCT corridor's readiness and regional capacity to study and implement HCT projects. Tiers would be updated with each RTP or by RTP amendment. These tiers would remain static and contain a similar number of projects over time. The four tiers are:

- **Near-term regional priority corridors**: Corridors most viable for implementation in next four years.
- **Next phase regional priority corridors**: Corridors where future HCT investment may be viable if recommended planning and policy actions are implemented.
- **Developing regional priority corridors**: Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation, but which have long-term potential based on political aspirations to create HCT supportive land uses.
- **Regional vision corridors**: Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation.

System Expansion Policy Framework

The System Expansion Policy Framework is designed to provide a transparent process agreed to by Metro and local jurisdictions to advance high capacity transit projects through the tiers. The framework is based on a set of targets designed to measure corridor readiness to support a high capacity transit project.

The System Expansion Policy Framework:

1. Identifies which near-term regional priority corridor(s) should move into the federal project development process toward implementation; and
2. Delineates a process by which potential HCT corridors can move closer to implementation, advancing from one tier to the next through a set of coordinated Metro and local jurisdiction actions.

Methods to reach targets will be shared by regional and local actions. Based on the tiered category, regional actions would be aligned with work in each corridor. Local actions would focus on meeting HCT targets. In Near Term Corridors, formal **Corridor Working Groups** would be established. Other corridors would coordinate work through existing processes, such through the TSPs.

System expansion targets: A small set of system expansion targets will be identified to measure project readiness and it's contribution to regional goals. These targets will provide clear direction to local jurisdictions that desire to advance projects. The following is a description of proposed system expansion targets that would vary based on the tier (details described in Attachment 1):

- Transit supportive land use/station context – all tiers
- Integrated transportation system development – Near Term only
- Financial capacity – capital and operating finance plans – Near Term only
- Housing needs supportiveness – Near Term and Next Phase
- Regional transit network connectivity – Near Term, Next Phase, and Developing
- Partnership/political leadership – Near Term, Next Phase, and Developing

Local Actions: would be structured to tiered targets. Some or all of the following actions to advance their project could be taken, depending on the tier placement (Details described in attachment 1) are:

- Develop corridor problem statement – all tiers
- Assess mode and function of HCT – all tiers
- Define corridor extent – all tiers
- Assess corridor against tier's corridor system expansion targets – all tiers
- Create ridership development plan - Near Term tier only
- Create multimodal station Access and Parking Plans – Near Term tier only

Regional support: Regional support will be necessary to advance any corridor. Regional actions may already be in place, such as work coordinated through the TSPs, however, specific regional actions to support HCT project advancement would vary based on the tier and could include (details described in Attachment 1):

- Create land use/TOD plans for centers and stations – all tiers
- Create station access and parking plans – Near Term only
- Assist with corridor assessment against SEP targets – Near Term only
- Perform multi-modal transportation analysis – Near Term only
- Coordinate with MTIP priorities – Near Term and Next Phase
- Analyze station siting alternatives – Near Term, Next Phase and Developing

System expansion targets: A small set of system expansion targets will be identified to measure project readiness and it's contribution to regional goals. These targets will provide clear direction to local jurisdictions that desire to advance projects. The following is a description of proposed system expansion targets that would vary based on the tier (details described in Attachment 1):

- Transit supportive land use/station context – all tiers
- Integrated transportation system development – Near Term only
- Financial capacity – capital and operating finance plans – Near Term only
- Housing needs supportiveness – Near Term and Next Phase
- Regional transit network connectivity – Near Term, Next Phase, and Developing
- Partnership/political leadership – Near Term, Next Phase, and Developing

Tiers	Summary	Potential Methods to Reach Targets		Potential Targets	Potential Strategies
		Potential local actions (applied to each corridor)	**Potential regional support (assistance with corridor assessment against SEP targets)***		
Near-term regional priority corridors	Corridors most viable for implementation in next four years.	• Develop corridor working group • Develop corridor problem statement • Asses mode and function of HCT assessment • Define corridor extent • Assess corridor against near-term corridor system expansion criteria • Create ridership development plan/ Land use/TOD plans for centers and stations • Create multi-modal station access and parking plans • Assess financial feasibility	• Analyze station siting alternatives • Create land use/TOD plans for centers and stations • Create station access and parking plans • Coordinate with MTIP priorities • Perform multi-modal transportation analysis • Start potential Alternatives Analysis and define location of alignment	• Transit supportive land use/station context • Housing needs supportiveness • Regional transit network connectivity • Integrated transportation system development • Financial capacity – capital and operating finance plans • Partnership/political leadership • Community Support	• Corridor Working Group • Existing land use and transportation working groups
Next phase regional priority corridors	Corridors where future HCT investment may be viable if recommended planning and policy actions are implemented.	• Develop corridor working group • Develop corridor problem statement • Asses mode and function of HCT assessment • Define corridor extent • Assess corridor against next phase corridor system expansion criteria • Create land use/TOD plans for centers and stations	• Analyze station siting alternatives • Create land use/TOD plans for centers and stations • Coordinate with MTIP priorities	• Transit supportive land use/station context • Housing needs supportiveness • Regional transit network connectivity • Financial capacity – capital and operating finance plans • Partnership/political leadership • Community Support	• Existing land use and transportation working groups

Developing regional priority corridors	Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation, but which have long-term potential based on political aspirations to create HCT supportive land uses.	• Develop corridor working group • Develop corridor problem statement • Define corridor extent • Assess corridor against developing corridor system expansion criteria • Create land use/TOD plans for centers and stations	• Analyze station siting alternatives • Create land use/TOD plans for centers and stations	• Transit supportive land use/station context • Regional transit network connectivity • Partnership/political leadership • Community Support	• Existing land use and transportation working groups
Regional vision corridors	Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation.	• Develop corridor working group • Develop corridor problem statement • Define corridor extent • Assess corridor against vision corridor system expansion criteria • Create land use/TOD plans for centers and stations	• Create land use/TOD plans for centers and stations	• Transit supportive land use/station context • Community Support	• Existing land use and transportation working groups

Figure 1: HCT priority tiers and proposed system expansion criteria/actions (draft concept)

*These are areas where Metro or other state and regional agencies might provide direct financial or staff support

Attachment 1 - System expansion policy terms and definitions

This section provides a description of terms and definitions used in this document to describe the proposed process for HCT project advancement. *This policy proposal is under development and as such all terms and definitions are working versions.*

Local Action Descriptions

Corridor problem statement: The corridor problem statement defines the purpose of the proposed HCT investment (i.e., congestion mitigation, economic development, etc.), assesses the role of the project in addressing other regional transportation priorities and identifies opportunities for integration with other transportation system improvements in the corridor. Goals should be established for each corridor.

Assess mode and function of HCT: Definition of the HCT modes that are most relevant for meeting the primary function of a corridor's problem statement. Selection of a lower cost mode could improve the near-term viability of the corridor.

Define corridor extent: As in an FTA Alternatives Analysis the definition of corridor extent could include a project extent that encompasses multiple alignment options; furthermore, the project extent should consider alternative alignments in separate corridors (e.g., Southeast McLoughlin Boulevard and I-205 to Oregon City).

Assess corridor against system expansion targets: This assessment addresses progress toward all system expansion targets for the current priority tier. Near-term corridors would be required to conduct a ridership development plan, station access and parking plan, and a land use/TOD plan.

Create corridor ridership development plan: Near-term corridors also would work with Metro to conduct a ridership development plan to assess potential future ridership based on current land use projections, identified station areas, and local zoning. This might involve demand modeling, but could effectively use Transit Orientation Index (TOI) scores within ½ mile of identified station areas. Ridership development would contribute to the corridor assessment against system expansion criteria and could include assessment of: TOI score, residential density, employment density, potential cost effectiveness, and transit supportive land uses (zoning and station typology aspirations).

Create multimodal station access and parking plan: Near-term corridors would work with Metro to conduct an access and parking management plan for each identified station area. The access component would ensure that station designs optimize opportunities for intermodal connections and TOD by planning for an urban block pattern. The parking management element would help local jurisdictions develop transit supportive parking policies that include development of potential parking districts. It would also establish maximum parking requirements, pay-for-parking, park-and-ride development and management, and other parking code changes such as unbundling parking for new development.

Assess financial feasibility: This action assesses the financial feasibility of the region to advance and HCT project based on the Financial Capacity Analysis targets described below. In order to meet SEP targets for local funding mechanisms, the plans would identify and propose incentives to finance existing and future infrastructure improvements. Potential tools should include SDC credits, tax abatement, improvement districts and tax increment financing (TIF).

Regional support for assistance with corridor assessment against SEP targets - descriptions

Analyze station siting alternatives: Locations of stations is a critical feature to the success of the HCT system. Metro has advanced tools to work in tandem with locals to assess the trade-offs between potential station areas.

Create and use and transit-oriented development plans for station areas: Detailed land use and TOD plans for Next Phase corridors would be conducted for these areas to ensure that station areas within a defined corridor extent will meet defined targets for ridership and transit supportive land use.

Create station access and parking plans: Parking availability is one of the strongest determinants of transit ridership and has the potential to add significant value to leverage regional HCT investment. Metro has tools for the region to develop parking plans for all land use types.

Coordinate with MTIP priorities: HCT investments should align with regional priorities for transportation and land use investments. MTIP prioritization supports for projects would support development or preparation of a corridor as an HCT project.

Perform multi-modal transportation analysis: Metro will assist with the preparation and production of transportation modeling for Near Term Regional Priority corridors. Metro will assist corridors in other tiers, as well, however, the tier may not warrant a unique model run.

Proposed system expansion target descriptions

Transit supportive land use/station context: Under this target, each station along a proposed alignment should be evaluated for ridership potential based on the jurisdictions' demonstrated willingness to promote transit supportive development. Specific targets could be set for residential, commercial and employment density in station areas. Additionally each station should undergo an evaluation to determine: (1) the capacity for station area development, (2) ability to create good station access for all modes and (3) any issues with station capacity or functionality.

Housing needs supportiveness: This criterion would measure the contribution of the project to improving overall housing and transportation affordability for populations of concern.

Regional transit network connectivity: This measure would assess the role the project plays in filling key regional transit system gaps, connectivity with the existing and planned systems, and ability for existing system facilities to support the investment. It would also measure a projects impact on the regional HCT system's ability to increase system capacity to deal with malfunction, incident or construction/maintenance, and the ability for existing station and track infrastructure to support the investment.

Integrated transportation system development: This target would provide a qualitative measure of the role project would play in addressing a broad range of regional transportation priorities, particularly as defined with the Mobility Corridor extent.

Partnership/political leadership: The measure of this target would be qualitative based on demonstrated political leadership, development of strategic partnerships and demonstrated advancement of local aspirations.

Financial capacity – capital and operating finance plans: To advance a proposed HCT investment to an AA/EIS there should be an assessment of capacity to fund capital and operations with no significant negative consequences on existing infrastructure or transit system operations. This evaluation could include:

- **Capital finance plan**: Financial capacity to fund capital construction should be evaluated. A qualitative rating could be developed based on whether a project is partially or fully funded; the availability of local capital funds and competition for funding that is needed for core system capacity enhancements or maintenance.

- **Operating finance plan**: A preliminary finance plan for operation of the investment should also be reviewed. Proposed measures might include estimated farebox recovery, cost effectiveness (total annualize operating and capital cost per passenger), and the stability, reliability and availability of proposed operating subsidy.

Community support: This measure would be qualitative based on expressed support for HCT service in the corridor.

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Elements of the federal 2008 Regional Transportation Plan recommended for update based on the work concluded through the High Capacity Transit System Plan.

1. <u>Define the function of high capacity transit within an integrated transportation system</u>

Current Regional Transportation Plan policy: As defined in the Regional Transportation Plan, page G-7, "High capacity transit is characterized by carrying a larger volume of passengers using larger vehicles and/or more frequent service than a standard fixed route bus system. It operates on a fixed guideway or within an exclusive right-of-way, to the extent possible. Service frequencies vary by type of service. Passenger infrastructure is provided at transit stations and station communities, including real-time schedule information, ticket machines, special lighting, benches, shelters, bicycle parking, and commercial services. Using transit signal priority at at-grade crossings and/or intersections preserves speed and schedule reliability. Park and-ride lots provide important and necessary access to the high capacity transit network."

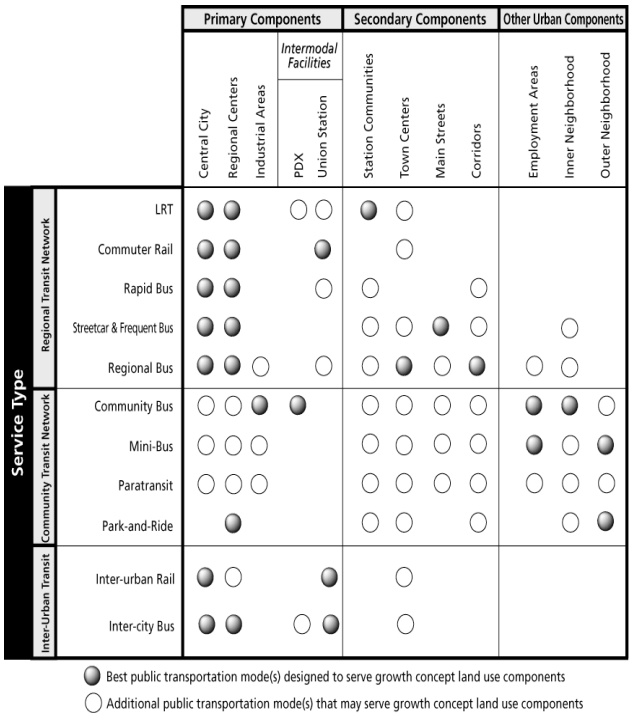
What we've heard: In public involvement efforts and committees, staff has heard conflicting understanding and opinions about the purpose and function of high capacity transit. High capacity transit could serve corridors with access and many stops or it could serve centers with speed and few stops. Some participants wanted more suburban-to-suburban service and faster service through downtown Portland.

Recommendation: Update the RTP to define the function of high capacity transit as carrying a larger volume of passengers using larger vehicles and/or more frequent service than a standard fixed route bus, with a majority of an HCT line separated from traffic. The update should include language to reflect that the level of investment in High Capacity Transit should be warranted based on performance targets. HCT targets would be based on the ability of a capital investment to move people more efficiently than can be achieved by a fixed-route bus in traffic.

RTP update method: Regional High Capacity Transit System Plan system expansion policy targets would set clear guidelines about what HCT investment is fiscally appropriate based on projected demand. This would help guide the level of investment necessary for individual corridors.

2. Define the role of HCT in providing service to town centers and employment areas

RTP Figure 3.14



Current Regional Transportation Plan policy: Under the current Regional Transportation Plan, Figure 3.14, high capacity transit (LRT, commuter rail, and rapid bus) is designed to provide core transit service to primary components, which include the central city, regional centers, and Union Station, and to the secondary component, station communities. High capacity transit (LRT, commuter rail, and rapid bus) is designed to provide additional public transportation modes that may serve growth concept land use components include the Portland Airport (PDX) and town centers.

What we've heard: In public involvement efforts and committees, staff has heard a desire for town centers, employment areas and major activity centers (e.g., the Oregon Zoo) to be served by high capacity transit.

Recommendation: Update the RTP with defined targets for mode-neutral transit service frequencies to serve each of the 2040 Growth Concept land uses. Performance targets would guide the mode type and clarify what major investment is appropriate. Activity centers are not clarified in the 2040 Growth Concept, and no specific service targets are recommended.

RTP update method: Regional High Capacity Transit System Plan system expansion policy targets would set clear guidelines about what HCT investment is fiscally appropriate based on projected demand. This would help guide the level of investment necessary for individual corridors.

3. Define HCT modes and resolve if rapid streetcar should be added as potential high capacity transit mode and clarify the role of commuter rail

Current Regional Transportation Plan policy: Under the current Regional Transportation Plan, page 3-38, high capacity transit facilities and services include light rail transit, commuter rail, bus rapid transit, intermodal passenger facilities and park-and-ride lots.

The Regional Transportation Plan, page G-15, defines streetcar as: "Fixed-route transit service mixed in traffic for locally oriented trips within or between higher density mixed-use centers. Streetcar services provide local circulator service and may also serve as a potent incentive for denser development in centers. Service runs typically every 15 minutes and streetcar routes may include transit preferential treatments, such as transit signal priority systems, and enhanced passenger infrastructure, such as covered bus shelters, curb extensions and special lighting."

The Regional Transportation Plan, page G-3, defines commuter rail as: "Short-haul rail passenger service operated within and between metropolitan areas and neighboring communities. This transit service operates in a separate right-or-way on standard railroad tracks, usually shared with

freight use. The service is typically focused on peak commute periods but can be offered other times of the day and on weekends when demands exists and where capacity is available. The stations are typically located one or more miles apart, depending on the overall route length. Stations offer infrastructure for passengers, bus and LRT transfer opportunities and parking as supported by adjacent land uses. See also Inter-city rail."

The Regional Transportation Plan, page G-8, defines inter-rail as "Inter-city passenger rail that is part of the state transportation system and extends from the Willamette Valley north to British Columbia. Amtrak already provides service south to California, east to the rest of the continental United States and north to Canada. These systems should be integrated with other transit services within the metropolitan region with connections at passenger intermodal facilities."

What we've heard: In public involvement efforts and committees, staff has heard that there are discrepancies existing in the current RTP. Rapid streetcar is being proposed in the Portland to Lake Oswego corridor, but rapid streetcar is not defined in the RTP. The High Capacity Transit System Plan has identified potential commuter rail lines to neighboring communities, but these lines would fall in between the RTP definitions of commuter rail definition and inter-city rail.

Recommendation: Update the RTP to replace the mode description type with mode function and performance targets. Targets for all modes performing as high capacity transit will be added, including the modes of commuter rail and rapid streetcar.

RTP update method: Regional High Capacity Transit System Plan system expansion policy targets would set clear guidelines about what HCT investment is fiscally appropriate based on projected demand. This would help guide the level of investment necessary for individual corridors.

4. <u>Define the coordination of land use, station area and transportation investments with HCT investments</u>

Current Regional Transportation Plan policy: There is currently no Regional Transportation Plan policy directing concurrent land use, transportation and transit planning in high capacity transit corridors.

What we've heard: In public involvement efforts and committees, staff has heard an emphasis on the importance of combining placemaking efforts and land use planning with future high capacity transit investments. Public participants were interested in creating links between stations and neighborhoods by integrating stations into surrounding communities, considering pedestrian and bike facilities around stations, and providing good local transit service to get people to HCT stations.

Recommendation: Update the RTP to incorporate the system expansion policy for advancement of high capacity transit corridors to include land use coordination and action by local communities to advance HCT projects.

RTP update method: Regional High Capacity Transit System Plan system expansion policy targets will include land use targets in association with measuring the value of potential future HCT investments.

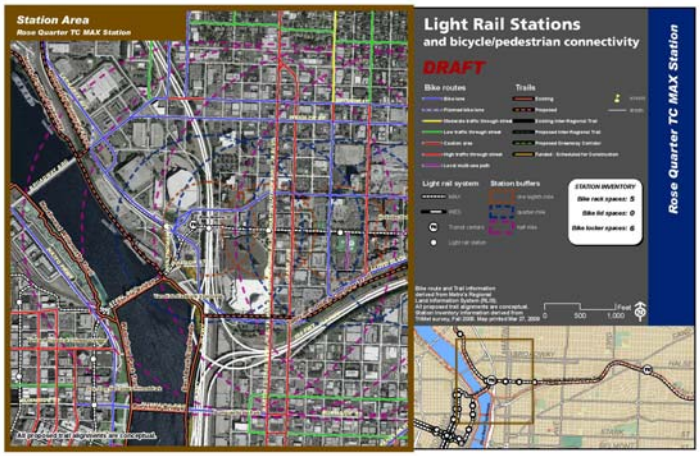
Active Transportation Partnership




Lake McTighe, Project Manager
TPAC/MTAC RTP Workgroup
May 18, 2009

Metro

Active Transportation



A biking and walking system with integrated connections to public transportation

Metro

Connecting Green

www.oregonmetro.gov/connectinggreen

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Blue Ribbon Committee for Trails

Committee charge: Should the region accelerate development of the trails network?

www.oregonmetro.gov/connectinggreen

Metro

20 Trail Packages

Within ½ mile of the 20 trail packages:
- 1 million residents,
- 600,000 jobs
- 400,000 households
- 268 schools
- 950 parks & greenspaces
- 34 of the 43 Central City, Regional and Town Centers

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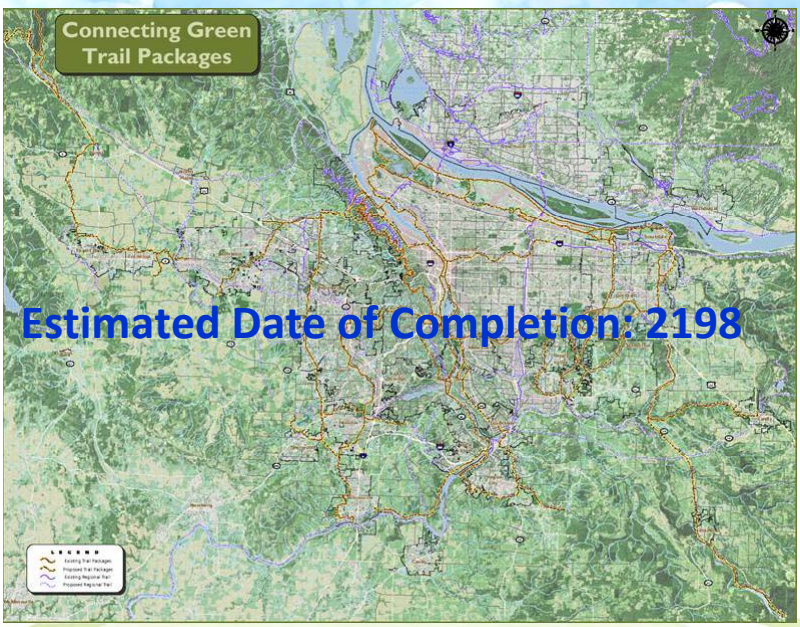

Metro

Accelerate trails development? Yes, and do it as part of a larger "mobility strategy" for active transportation

Metro

Active Transportation Linked to RTP Goals

- Vibrant Communities
- Transportation equity
- Enhanced human health
- Enhanced environmental health
- Enhanced safety and security

Metro

Active Transportation How

- Double the bicycle mode share in 10 years
- Complete the regional trail and bikeway system
- Trail, bike, ped projects are RTP investment priorities
- Active Transportation Demonstration Projects
- Foster efficient urban form

Metro

Active Transportation Return on Investment

$213 million annually, if regional bike mode share is doubled in 10 years

- Fuel savings (excluding tax) $123.4M
- Market based CO2 reductions $9.6M
- Healthcare savings $79.8M

Source: Metro, from methodology developed by the Rails-to-Trails Conservancy

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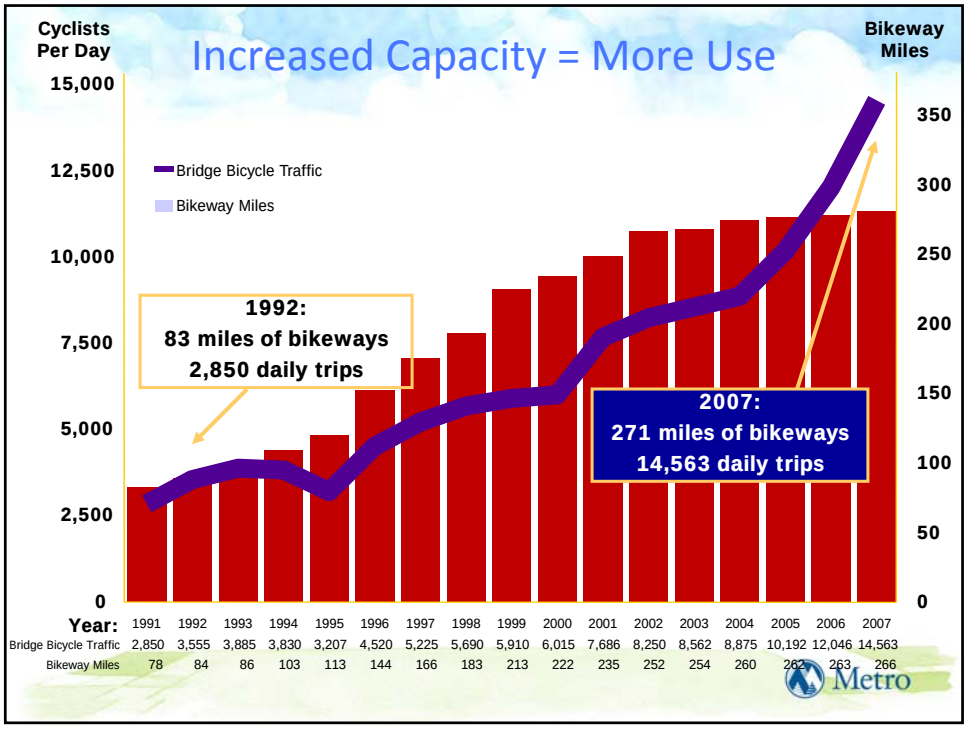
Increased Capacity = More Use
Cyclists Per Day
Bikeway Miles
15,000
12,500
10,000
7,500
5,000
2,500
0
350
300
250
200
150
100
50
0
Bridge Bicycle Traffic
Bikeway Miles
1992:
83 miles of bikeways
2,850 daily trips
2007:
271 miles of bikeways
14,563 daily trips
Year: 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007
Bridge Bicycle Traffic 2,850 3,555 3,885 3,830 3,207 4,520 5,225 5,690 5,910 6,015 7,686 8,250 8,562 8,875 10,192 12,046 14,563
Bikeway Miles 78 84 86 103 113 144 166 183 213 222 235 252 254 260 262 263 266
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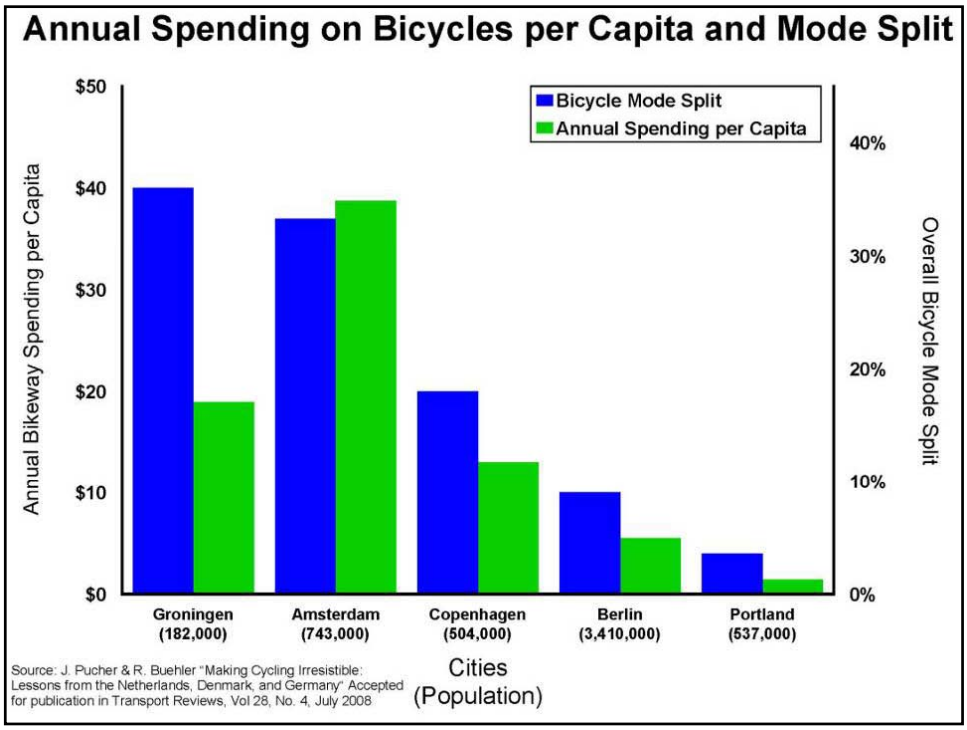
Annual Spending on Bicycles per Capita and Mode Split
Annual Bikeway Spending per Capita
$50
$40
$30
$20
$10
$0
Bicycle Mode Split
Annual Spending per Capita
40%
30%
20%
10%
0%
Overall Bicycle Mode Split
Groningen (182,000)
Amsterdam (743,000)
Copenhagen (504,000)
Berlin (3,410,000)
Portland (537,000)
Cities (Population)
Source: J. Pucher & R. Buehler "Making Cycling Irresistible: Lessons from the Netherlands, Denmark, and Germany" Accepted for publication in Transport Reviews, Vol 28, No. 4, July 2008

Active Transportation Demonstration Projects

Suburban

Urban to Nature

Urban

Metro

Active Transportation Corridors…

…are focused around a high level biking and/or walking facility and successfully connect trips seamlessly from beginning to end.

An integrated network of Active Transportation Corridors will make biking and walking safe, fast and enjoyable and a real transportation option for the region.

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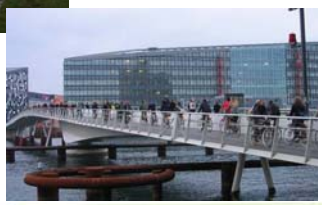
Principles for Active Transportation



- ✓ **Seamless**
- ✓ **Direct and Accessible**
- ✓ **Safe**
- ✓ **Intuitive**
- ✓ **Easy to Use**
- ✓ **Attractive**
- ✓ **Designed with Nature**
- ✓ **Relieves Road System**

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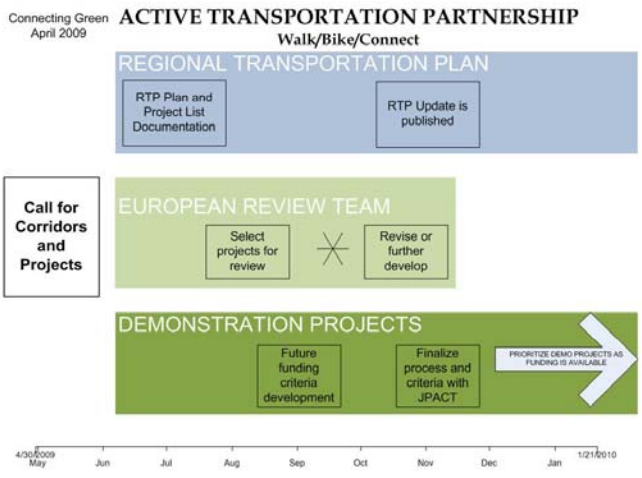
Project Timeline



Metro

Thanks!

Lake McTighe
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lake.mctighe@oregonmetro.gov
www.oregonmetro.gov/activetransport

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- ✓ Seamless
- ✓ Direct and accessible
- ✓ Safe and comfortable
- ✓ Intuitive
- ✓ Easy to use
- ✓ Attractive and enjoyable
- ✓ Designed with nature
- ✓ Relieves strain on other transportation systems

PRINCIPLES URBAN TO NATURE ROUTES

- ✓ Park-like
- ✓ Serve recreation and transportation functions
- ✓ Spectacular views and destinations
- ✓ Avoid habitats of concern
- ✓ Preserve and restore habitats
- ✓ Riparian views coordinated with habitat and restoration concerns
- ✓ Amenities provided
- ✓ Some routes are designed as loops
- ✓ A variety of trip lengths are possible

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Metro | *Memo*

Date: **May 29, 2009**
To: **TPAC and Interested Parties**
From: **John Mermin, Associate Transportation Planner**
Re: **2035 RTP Bicycle, Pedestrian, Transit and Mobility Corridor Policy Refinements**

Purpose

This memo summarizes proposed refinements to the Regional Transportation Plan (RTP) bicycle, pedestrian, transit and mobility corridor policies to incorporate the recommendations of an RTP Bicycle Policy work group, the Metro Blue Ribbon Committee for Trails and a regional Transit-bike parking work group.

Action Requested

Review the RTP Bicycle, Pedestrian and Transit Policy language (Attachments 1, 2, 3, 4, 5) and advance these policies to help guide RTP system development this Summer.

Background

During Spring 2008, Metro convened four meetings of an RTP Bicycle Policy work group, which included local bicycle planners from around the region. The group developed regional policy refinements to better recognize low-traffic streets and the bike-transit connection, as well as to simplify the regional bicycle system map classifications. These refinements were brought forward to TPAC and advanced in October 2008.

During Spring through Fall of 2008, Metro convened a Blue Ribbon Committee for Trails (BRC), composed of elected, community and business leaders. The Committee focused initially on trails, but evolved over the course of its discussions and a trip to Copenhagen and Amsterdam. The BRC endorsed a final recommendation for a comprehensive "Integrated Mobility Strategy" including the need to develop "active transportation" demonstration projects. This strategy envisions a more integrated way of developing pedestrian, bicycle and transit facilities.

During the Winter of 2009, Metro and TriMet convened three meetings of a Transit-bike parking working group, which included bicycle planners and development code implementers from around the region. This group discussed the possibility for creating regional code for bicycle parking at transit stations. The group developed RTP policy language that recognizes TriMet's Bicycle Parking Guidelines as the appropriate tool to help determine the location, size and design of bicycle parking at transit stations.

Summary of Main Policy Refinements

The attached refinements *(see tracked changes in attachments 2,3,4,5 and clean version of Bike/Ped policy in attachment 1*) include revised RTP policy language. A summary of the main refinements is provided below:

<u>RTP Bicycle Policy work group</u>

- Acknowledges attractiveness of low volume streets and references recent research from PSU suggesting that providing facilities on low-traffic streets is a particularly effective strategy to encourage new bicyclists *(p.20)*
- Clarifies that both arterials and low-volume streets can be designated as part of the regional bicycle system and distinguishes shorter-term needs and longer-term vision for regional bicycle system *(p.22-23)*
- Expands description of toolbox of designs for on-street bicycle facilities *(p.22-23)*
- Simplifies regional bicycle system classification names and definitions and adds new classification - Regional bike-transit facility (large-scale bicycle parking at transit station) *(p.20-23)*
- Updates RTP "Potential Actions" to implement RTP goals / refined bicycle policy *(p.14)*

Blue Ribbon Committee

- Describes BRC vision of an integrated approach to developing bike, pedestrian and transit facilities *(p.18)*
- Creates new Regional Bicycle System designation of "Bicycle Parkway" (backbone for regional system - provides safe, efficient, and green routes for large volumes of cyclists)(*(p.21-22)*
- Creates Illustrative diagrams of Bicycle Parkways and the Regional bicycle system *(p.22,19)*
- Creates Illustrative diagram of Regional Pedestrian system and updates policy text *(p.24-26)*
- Updates RTP "Potential Actions" to include a Regional Action Plan to further develop Bicycle Parkway concept *(p.14)*
- Adds Regional Bicycle Parkway to RTP Mobility Corridor concept schematic to display Bicycle Parkway, and updates text to more explicitly describe multi-modal elements of concept *(p.17)*

Transit-Bike Parking

- Describes importance of bicycle parking at transit stations. *(p.23)*
- Recognizes the TriMet Bicycle Parking Design Guidelines, describes the factors and context that these guidelines consider, and explains that they can be used to help identify regional "Bike-Transit facilities" *(p.23)*
- Adds reference (in transit policy) to bicycle policy description of the bike-transit connection and TriMet Bicycle Parking Design Guidelines *(p.12-13)*
- Adds "Bike-Transit Facility" designation to the Transit System map *(p.13)*

Next Steps

The refined policies will be used to help guide RTP system development this Summer and are recommended to be included in the draft RTP prepared for public comment in September. A future Regional Action Plan following the RTP update is recommended to further develop the bicycle parkway concept, including desired parkway spacing and design, designation of routes, and prioritization for implementation. Questions and comments should be directed to John Mermin at 503-797-1747 or john.mermin@oregonmetro.gov

Attachments

Attachment 1. Draft Recommended RTP Bicycle and Pedestrian Policy Refinement (CLEAN VERSION)

3.4.2.4 Regional Bicycle and Pedestrian Systems

Residents in the Portland metropolitan region historically have recognized walking and bicycling as an important form of transportation. The RTP elevates the importance of and the need to support pedestrian and bicycle travel to support regional economic, environmental, public health, transportation and land-use goals.

This section describes the policy framework to guide development of a region-wide network of on-street and off-street bikeways and walkways integrated with transit and supported by research, design innovation and educational programs to make walking and biking safe, direct and enjoyable. This framework emerged from a technical work group of bicycle planners and the Metro Blue Ribbon Committee for Trails with a recognition that sidewalks, trails, bike lanes, bike boulevards, cycle tracks and transit cannot achieve their full potential if they are treated as stand-alone facilities. In addition, the framework recognizes the importance of an interconnected network of transit, bicycle and pedestrian facilities to achieve regional objectives, such as increasing non-SOV mode share, reducing vehicle miles traveled, reducing the cost of transportation, improving public health and meeting state goals for greenhouse gas reduction.

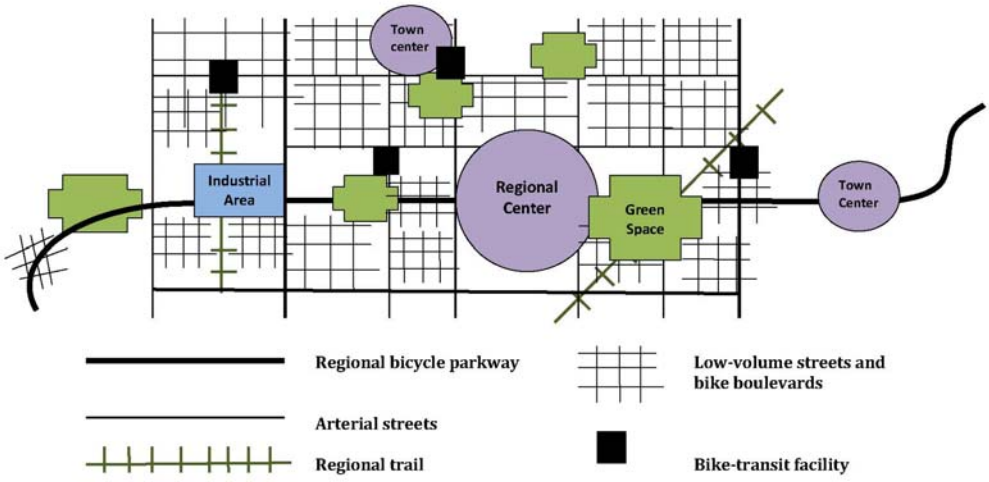
Bicycle Travel

Regional land use policy encourages a compact urban form that minimizes trip distances, facilitating a variety of travel options for local residents. As the region achieves a more compact urban form, a growing percentage of trips in the region can be made by bicycle. Increasing bicycling helps to achieve several regional goals relating to the environment, congestion, public health and livability. From a regional perspective, the means to achieve these goals through bicycling can be described in the following ways:

- **Support Compact Urban Form** - The RTP, in serving its function of implementing the 2040 Growth Concept, seeks to facilitate trips to and encourage development within 2040 Target Areas. Bicycle facilities help make these areas attractive places to live, work, shop and visit, which in turn supports the region's vision for a compact urban form.
- **Expand Travel Choices** - Consistent with statewide goals, the RTP supports bicycle travel in order to provide transportation choices throughout the region and achieve non-SOV mode share targets.
- **Improve Bike-Transit Connections** - Effectively linking bicycling with transit increases the reach of both modes. It allows longer trips to be made without driving and reduces the need to provide auto park-and-ride lots at transit stations.
- **Provide Seamless Travel Between Jurisdictions** - The RTP aims to provide a cohesive bicycle network and consistent user experience across local jurisdictional boundaries.

Figure 3.15 shows the components of the regional bicycle network and their relationship to adjacent land uses. A region-wide bicycle network would be made up of on-street and off-street routes with connections to transit.

Figure 3.15
Regional Bicycle System Concept



The Region 2040 plan sets forth a vision for making bicycling safe, convenient and enjoyable to support bicycling as a legitimate travel choice for all people in the region. The RTP supports this vision with a region-wide network of on-street and off-street bikeways integrated with transit.

Typically, bicycle travel occurs in four types of environments: arterial streets, low-volume streets, off-street trails and public transit. Cyclists often make use of more than one type of facility on any given trip.

Arterial streets provide direct routes that connect to 2040 Target Areas[1]. Cyclists tend to travel on arterial streets when they want to minimize travel time or access destinations along them. Oregon State statutes and administrative rules establish that bicycle facilities are required on all collector and higher classification arterial streets when those roads are constructed or reconstructed.[2]

Low-volume streets often provide access to 2040 Target Areas as well as residential neighborhoods, complementing bicycle facilities located on arterial streets. Though these routes are often less direct than arterials, attributes such as slower speeds and less noise, exhaust and interaction with vehicles, including trucks and buses, make them more comfortable and appealing to many cyclists. Recent

[1] 2040 Target Areas include: Central city, Regional Centers, Industrial areas, Freight and Passenger Intermodal facilities, Employment areas, Town centers, Station Communities, Corridors, Main streets.

[2] Exceptions are provided when a bikeway would be unsafe, where cost is excessively disproportionate to need or where there is an absence of need due to sparse population or other factors. ODOT interpretation of ORS 366.514 regarding exceptions where pedestrian and bicycle facilities need not be provided can be found in the 1995 Oregon Bicycle & Pedestrian Plan. Appendix C: ODOT interpretation of ORS 366.514, p.204, http://www.oregon.gov/ODOT/HWY/BIKEPED/planproc.shtml. The law provides for reasonable exemptions. The determination that one or more exemption is met should be well documented. The decision should allow opportunities for public review and input by interested parties. The burden is on the governing jurisdiction to show the lack of need to provide facilities.

research suggests that providing facilities on low-volume streets may be a particularly effective strategy for encouraging new cyclists[3], which helps increase bicycle mode share in the region.

Off-street facilities complement on-street bikeways, providing access to 2040 Target Areas while providing a travel environment with fewer intersecting streets than on-street bikeways, thereby allowing for faster travel times. This makes off-street facilities especially attractive for serving long distance bicycle trips. Similar to low-volume streets, off-street facilities provide an environment more removed from vehicle traffic, which is appealing to families and new or less confident cyclists. Off-street facilities also provide a recreational benefit as they often travel along rivers and other natural areas.

Public transit complements on-street bikeways and off-street trails by providing motorized regional connections to 2040 Target Areas. Combining bikes and transit serves longer distance trips that may otherwise be taken by driving. Transit provides a fast and comfortable travel environment between regional destinations that overcomes barriers to bicycling (hills, distance, and streets without bikeways), while bicycling provides access from the front door to a transit station faster than walking and without waiting to make a transfer between transit vehicles.

Regional Bicycle System

Given how different people travel in various environments, this section defines the elements of the regional bicycle system. This network is composed of on-street and off-street bikeways that serve the central city, regional centers and town centers, and other 2040 Target Areas, providing a continuous network that spans jurisdictional boundaries. For a map of current bicycle facilities in the region, please see Metro's Bike There! map.

Regional Bicycle System

The following elements are part of the regional bicycle system shown in Figure 3.16.

- Bicycle parkway
- Regional bikeway
- Community bikeway
- Regional trail
- Bike-Transit facility

Figure 3.15 applies the regional bicycle system concept on the ground to identify the transportation networks and facilities that serve the region's long-term bicycle travel needs. Figure 3.15 serves as a functional map that illustrates how different routes work together to form a comprehensive network that would allow people to bike to transit, schools, employment centers, parks, natural areas and shopping. The regional bicycle system has a functional hierarchy similar to that of the regional street and throughway network. The different functional elements of the regional bicycle system are:

- **Regional Bicycle Parkways** form the backbone of the regional bicycle system, providing for direct and efficient travel with minimal delays in different urban environments and connecting the region to destinations outside the region.
- **Regional Bikeways** provide for travel to and within the Central City, Regional Centers, and Town Centers.
- **Community Bikeways** provide for travel to and within other 2040 Target Areas. These routes also provide access to regional attractions such as schools and parks and connect neighborhoods to the rest of the regional bicycle system.

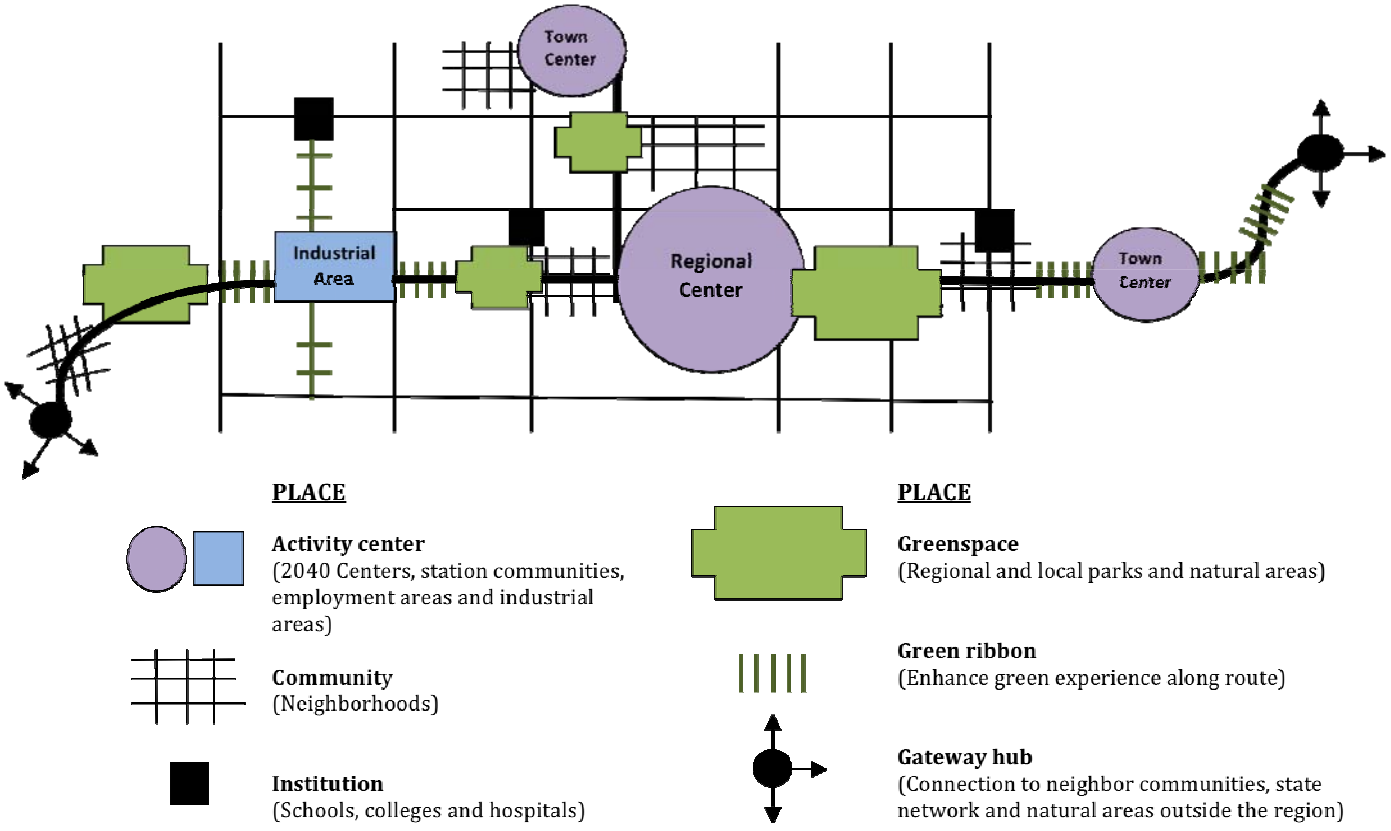
[3] This is based on preliminary analysis of Professor Jennifer Dill's study "Understanding and Measuring Bicycling Behavior: Bike-GPS", which included a phone survey and GPS data of actual routes. Preliminary findings indicate that new cyclists are more likely to ride on low volume streets/bike boulevards.

- **Regional Trails** are paved off-street facilities serving bicyclists and other non-motorized users. They typically serve as longer distance routes connecting neighborhoods to 2040 target areas, often providing access to parks, schools, and natural areas.
- **Bike-Transit Facilities** provide connections between modes, i.e. large-scale bike parking facility at a transit station.

Regional bicycle parkways form the backbone of the regional bicycle system. This concept emerged from work by the Metro Blue Ribbon Committee for Trails as part of the broader *Connecting Green* Initiative. A bicycle parkway serves as a green ribbon connecting 2040 activity centers, downtowns, institutions and greenspaces within the urban area while providing an opportunity for bicyclists to travel efficiently with minimal delays. The bicycle parkway also connects the region to neighboring communities, other statewide trails and natural destinations such as Mt Hood, the Columbia River Gorge, and the Pacific Ocean. In effect, the bicycle parkway concept mainstreams bicycle travel as an important part of the region's integrated mobility strategy.

Figure 3.17 illustrates this policy concept in the context of the regional bicycle system.

Figure 3.17
Bicycle Parkway Concept



This new concept emerged from work by the Metro Blue Ribbon Committee for Trails as part of the broader Connecting Green Initiative. A bicycle parkway serves as a green ribbon connecting 2040 activity centers, downtowns, institutions and greenspaces within the urban area.

Key experiential aspects that bike parkways embody:

- A green environment (some will already be green, while others will be made greener as part of bike parkway development)
- Comfort and safety provided by protection from motorized traffic
- Large volumes of cyclists traveling efficiently with minimal delays

The experience of the cyclist will be optimized to such a high level that people will clearly know when they are riding on a bicycle parkway. The specific design of a bike parkway will vary depending on the land use context within which it passes through. The facility could be designed as an off-street trail along a stream or rail corridor, a cycle track along a Main Street or Town Center, or a bicycle boulevard through a residential neighborhood. Priority treatments will be given to cyclists (e.g.signal timing) using the bike parkway when they intersect other transportation facilities, and connections to/from other types of bicycle routes will be intuitive.

Regional and Community Bikeways typically follow arterial streets but may also be located on low-volume streets. These on-street bikeways should be designed using a flexible "toolbox" of bikeway designs, including bike lanes, cycle tracks (physically separated bicycle lanes) shoulder bikeways, shared roadway/wide outside lanes and bicycle priority treatments (e.g. bicycle boulevards). The appropriateness of each design is based on adjacent motor vehicle speeds and volumes. It may be difficult on many arterial routes at present to provide a comfortable facility. The RTP expects that these routes will eventually improve for bicycling, through better designs and lower auto speeds accompanying a more compact urban form. In the short-term the RTP recognizes the need to build ridership through providing low-volume routes for bicycle travel in the region

Regional trails typically provide an environment removed from vehicle traffic and function as an important part of the larger park and open space system in a community and in the region. Trails often take advantage of opportunities for users to experience natural features such as creeks, rivers, forests, open spaces and wildlife habitats as well as historic and cultural features, with viewpoints and interpretive opportunities. In high use areas, regional trails should be designed to provide separation between bicyclists and pedestrians.

Bike-Transit Facilities provide connections between modes by creating a "bicycle park and ride." A key component of the bike-transit connection is bicycle parking at transit stations. TriMet, with input from regional stakeholders, has developed Bicycle Parking Guidelines. The guidelines consider station context and regional travel patterns, and are focused on three major factors for parking: location, amount and design. The guidelines will help TriMet and local jurisdictions determine the appropriate location, size and design of large scale bike-parking facilities, including RTP designated Bike-Transit Facilities.

The most appropriate bikeway design for arterials is defined in the regional street design concepts and in *Creating Livable Streets: Street Design Guidelines for 2040*. Bicycle lanes are currently the preferred bikeway design for Throughway (highway), Boulevard and Street design classification concepts described in the next section. Future updates to these guidelines will include designs for low-volume bicycle boulevards, alternate designs for high volume arterial streets (e.g. cycle tracks), as well as regional trails. The guidelines will address the added design elements that are needed when these facilities serve as a bicycle parkway route, e.g. bicycle priority treatments and strategies for avoiding bike/ped conflicts. The development of a regional bicycle action plan following the RTP update should be used to further develop the bike parkway concept, and may include defining the ideal spacing of these routes within the regional bicycle system, identifying specific routes, as well as prioritizing which routes should be developed first.

Pedestrian Travel

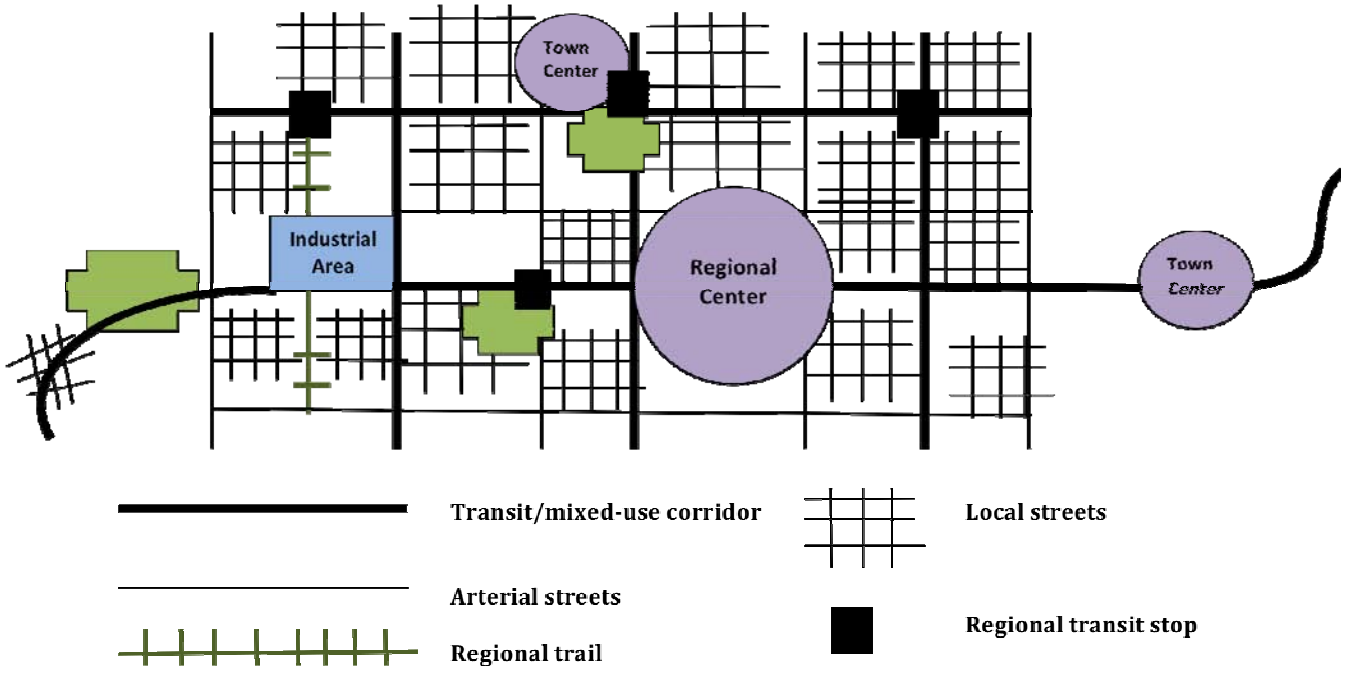
Walking is an activity that supports most other modes of travel as well as being its own mode. Whether it is accessing a parked car or transit, people walk places to get around even in combination with another mode. The supportive role that walking plays to other modes is one reason the pedestrian system should be complete, direct, safe and enjoyable to use. It is important for the pedestrian system to be accessible to everyone regardless of one's ability to walk unassisted.

The term "walking" as used in this context includes traveling on foot as well as those pedestrians using mobility aids, such as wheelchairs. It is important to remember that sidewalks and pedestrian crossings serve the needs of all mobility levels and should include design elements that help make travel as easy as possible, particularly given that many people with mobility challenges rely on transit and the pedestrian network, including children.

Pedestrian activities also play a role in economic development by supporting places where people like to visit and live. Walking helps support commercial activity in centers. The pedestrian system when fully developed helps people get around by safely providing links between destinations such as schools, parks, and employment sites, offers opportunities for active living, helps contribute to environmental health, supports other modes like transit, makes communities more inviting and provides a travel option that is inexpensive and accessible to most people.

Figure 3.18 shows the components of the regional pedestrian network and their relationship to adjacent land uses. A region-wide pedestrian network would be made up of on-street and off-street routes with connections to transit.

Figure 3.18
Regional Pedestrian System Concept



The Region 2040 plan sets forth a vision for making walking safe, convenient and enjoyable to support walking as a legitimate travel choice for all people in the region. The RTP supports this vision with a region-wide network of on-street and off-street pedestrian facilities integrated with transit.

Key elements of the urban pedestrian system are on-street sidewalks, off-street trails, crossings locations, illumination and streetscape amenities that foster pedestrian travel. By providing dedicated space for those on foot or using mobility devices, pedestrian facilities facilitates and supports walking as a mode of travel.

Walking for short distances is an attractive option for most people when safe and convenient pedestrian facilities are available. Combined with adequate sidewalks and curb ramps, pedestrian elements such as benches, curb extensions, marked street crossings, landscaping and wide planting strips make walking an attractive, convenient and safe mode of travel.

Regional Pedestrian System

A well-connected high-quality pedestrian environment facilitates walking trips by providing safe and convenient access to pedestrian destinations within a short distance. Public transportation use is enhanced by pedestrian improvements, especially those facilities that connect stations or bus stops to surrounding areas or that provide safe and attractive waiting areas. Improving walkway connections between office and commercial districts and surrounding neighborhoods provides opportunities for residents to walk to work, shopping or to run personal errands. This reduces the need to bring an automobile to work and enhances public transportation and carpooling as commute options.

Regional Pedestrian System

The following elements are part of the regional pedestrian system shown in Figure 3.19. Definitions are provided in the glossary of terms.

- Pedestrian district
- Transit mixed-use corridor
- Regional trails

Oregon State statutes and administrative rules establish that pedestrian facilities are required on all collector and higher classification arterial streets when those roads are constructed or reconstructed.[4] Exceptions are provided where cost is excessively disproportionate to need or where there is an absence of need due to sparse population or other factors. Street system connectivity is critical because roadway networks provide the backbone for pedestrian travel in the region.

Figure 3.19 applies the regional pedestrian system concept on the ground to identify the transportation networks and facilities that serve the region's pedestrian travel needs. Figure 3.19 serves as a functional map that illustrates how different routes and pedestrian facilities work together to form a comprehensive network that would allow people to walk to transit, schools, employment centers, parks, natural areas and shopping. The different functional elements of the regional pedestrian system are:

Pedestrian district: Pedestrian districts are areas of high, or potentially high, pedestrian activity where the region places priority on creating a walkable environment. Specifically, the central city, regional and town centers and light rail station communities are areas planned for the levels of compact mixed-use development served by transit needed to generate substantial walking. These areas are defined as pedestrian districts. Pedestrian districts should be designed to reflect an urban development and design pattern where walking is a safe, convenient and enjoyable travel mode. These areas will be characterized by buildings oriented to the street and boulevard-type street design features such as wide sidewalks with buffering from adjacent motor vehicle traffic, marked street crossings at all intersections

[4] ODOT interpretation of ORS 366.514 regarding exceptions where pedestrian and bicycle facilities need not be provided can be found in the 1995 Oregon Bicycle & Pedestrian Plan. Appendix C: ODOT interpretation of ORS 366.514, p.204, http://www.oregon.gov/ODOT/HWY/BIKEPED/planproc.shtml. The law provides for reasonable exemptions. The determination that one or more exemption is met should be well-documented. The decision should allow opportunities for public review and input by interested parties. The burden is on the governing jurisdiction to show the lack of need to provide facilities.

with special crossing amenities at some locations, special lighting, benches, bus shelters, awnings and street trees. All streets within pedestrian districts are important pedestrian connections.

Transit/mixed-use corridor: Transit/mixed-use corridors (referred to only as corridors in the 2040 Growth Concept) are also priority areas for pedestrian improvements. They are located along good-quality transit lines and will be redeveloped at densities that are somewhat more than today. These corridors will generate substantial pedestrian traffic near neighborhood-oriented retail development, schools, parks and bus stops. These corridors should be designed to promote pedestrian travel with such features as wide sidewalks with buffering from adjacent motor vehicle traffic, street crossings at least every 530 feet (unless there are no intersections, bus stops or other pedestrian attractions), special crossing amenities at some locations, special lighting, benches, bus shelters, awnings and street trees. This designation includes multi-modal bridges.

Regional trails: These paths are paved off-street regional facilities that accommodate pedestrian and bicycle travel and meet the requirements of the Americans with Disabilities Act. These paths are generally located near or in residential areas or near mixed-use centers, and are likely to be used by people walking to work or school, to access transit or to travel to a store or library. Trails that support purely recreational uses are not considered part of this transportation network, although they are important components of the regional parks and greenspaces system. Pedestrian/bicycle-only bridges also are included in this designation. In high use areas, regional trails should be designed to provide separation between bicyclists and pedestrians.

Currently the regional pedestrian system is incomplete and the sidewalk network in particular has gaps in continuity and quality. This is not only a barrier to people accessing the system as pedestrians to meet their transportation needs safely; it can be a barrier to supporting economic vitality. A complete pedestrian system provides a basic building block for economic vitality in centers and other commercially-oriented areas, but when incomplete fails to maximize the connection between transportation and land use that helps contribute to vibrant communities. The existence of gaps prevents the basic system from functioning uniformly throughout the region by inhibiting access to transit, limiting access to centers and other community-level destinations such as parks and schools.

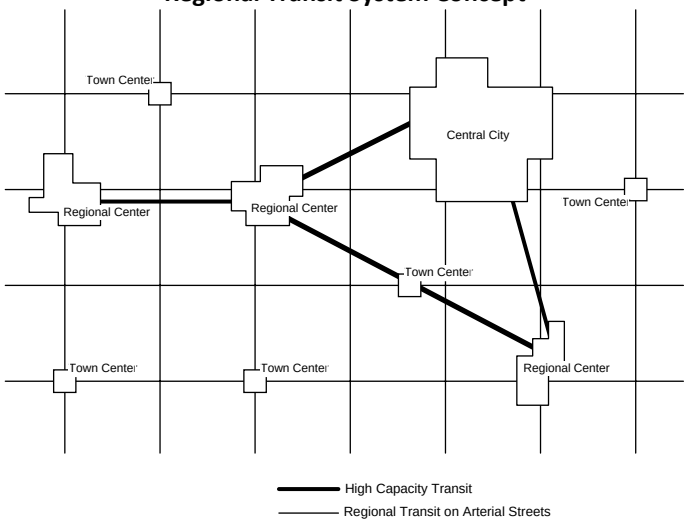
Attachment 2. Draft Recommended RTP Transit Policy Refinement

3.4.2.2 Regional Transit System

Transit has a significant role in supporting the 2040 Regional Growth Concept. The 2040 Growth Concept calls for focusing future growth in regional and town centers, station communities, and 2040 corridors. The regional street system has carried public transit for more than a century, beginning with the streetcars of the early 1900s and evolving into a combination of vans, buses, streetcars and light rail trains today. The regional transit system concept presented here responds to significant growth in population and jobs in the areas outside of the Portland Central City that are difficult to serve with the current Portland-centered hub-and-spoke system.

The regional transit system concept calls for fast and reliable high capacity transit connections between the central city and regional centers that serve longer regional trips at a higher operating speed than regional bus service. In addition, the concept calls for convenient and reliable regional transit bus service on the majority of the regional arterial system, with streetcars on some streets in the Portland central city and regional centers. These services require passenger infrastructure at stops and stations and a pedestrian system that connects to adjacent streets and neighborhoods. The regional transit system concept is shown in **Figure 3.10**.

Figure 3.10
Regional Transit System Concept



The Region 2040 plan set forth a vision for connecting the central city to regional centers like Gresham, Clackamas and Hillsboro with light rail. The RTP expands this vision to include a complete network of regional transit along most arterial streets to better serve suburban communities.

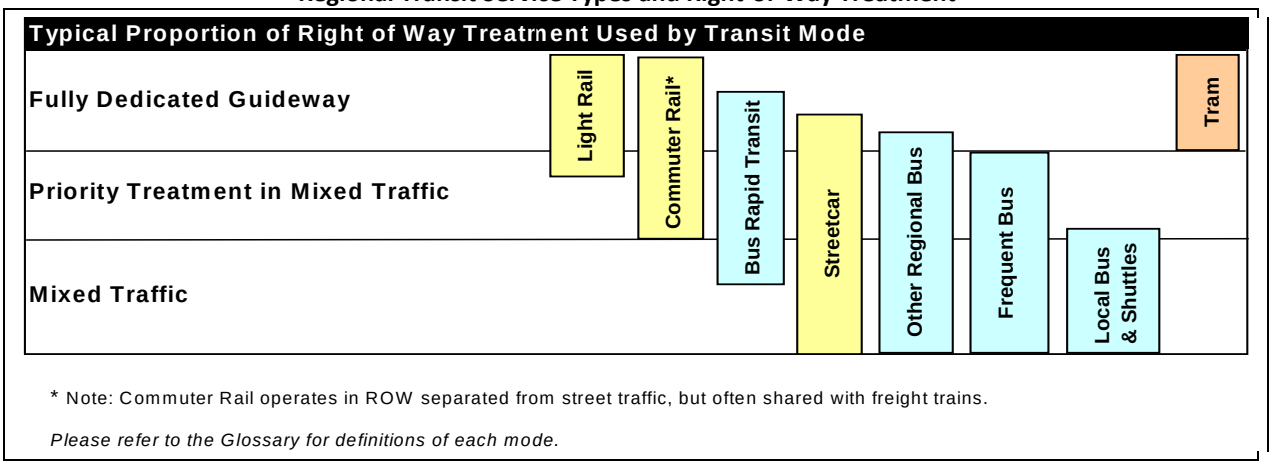
The concept shown in **Figure 3.10** is built around a web of regional and local transit that allows movement to, from and between 2040 centers, providing a viable alternative to the automobile in convenience and travel time. In parts of the region where development focuses on regional and town centers and station communities, the RTP recommends providing radial transit service to serve these centers. In areas where development focuses on 2040 corridors, main streets and centers, the RTP

recommends supporting transit by providing transit-supportive development and well-connected street systems to allow convenient bicycle and pedestrian access.

The components of the regional transit system have different right-of-way needs. The regional transit system has a functional hierarchy similar to that of the regional street and throughway network. **Figure 3.11** shows the regional transit service types and right-of-way treatments.

Figure 3.11

Regional Transit Service Types and Right-of-Way Treatment



TriMet is the primary public transportation provider for the metropolitan region and is committed to providing the appropriate level of transit service to support the regional goals and strategies identified in the 2040 Growth Concept and RTP. TriMet implements the transit service component of the RTP as described in annual updates and expansions to their service plan, called the Transit Investment Plan (TIP). The South Metro Area Rapid Transit (SMART) district in Wilsonville also provides regional transit service, connecting Wilsonville to downtown Portland.

Consistent with the Oregon Transportation Plan, the transit design concept focuses on the total transit system, not just service enhancements. In addition to frequent, reliable service throughout the day, other elements of the total transit system include access to bus stops, customer information and places to wait for transit. The transit design concept includes bolstering existing service, reliability, passenger infrastructure, customer information and access, including safe access to stations and secure bicycle parking (See Section 3.2.4 for policy guidance on the bicycle-transit connection). The transit design concept includes management of the existing system to support the return on public investment.

Each of these networks plays a different role in leveraging and supporting the Region 2040 vision and land uses, as illustrated in **Table 3.14**. The Regional Transit System is shown in **Figure 3.12**.

Table 3.14

Relationship Between 2040 Growth Concept and Regional Transit System

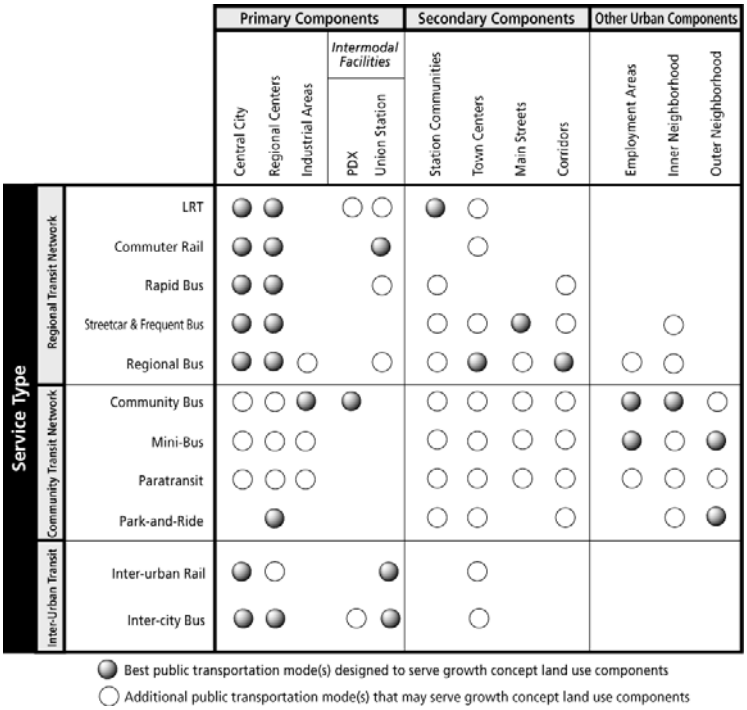


Table 3.14 provides a hierarchy of transit service for 2040 Growth Concept land-use components. "Core service" is defined as the most efficient level of public transportation service planned for a given land use and is indicated with a solid circle(s). A description of each type of core service is included in the glossary.

High Capacity Transit Network

High capacity transit provides the backbone of the transit network connecting the Central City, Regional Centers, and passenger intermodal facilities. It operates on a fixed guideway or within an exclusive right-of-way, to the extent possible. Service frequencies vary by type of service. Passenger infrastructure is provided at transit stations and station communities, including real-time schedule information, ticket machines, special lighting, benches, shelters, bicycle parking- (see section 3.2.4 for description of TriMet Bicycle Parking Design Guidelines), and commercial services. Using transit signal priority at at-grade crossings and/or intersections preserves speed and schedule reliability. Park-and-ride lots provide important and necessary access to the high capacity transit network.

Types of high capacity transit facilities and services include:

- Light Rail Transit
- Commuter Rail
- Bus Rapid Transit
- Intermodal Passenger Facilities (e.g., Amtrak & Greyhound)
- Park-and-ride lots

Regional Transit System

The following elements are included in the regional transit system shown in Figure 3.12. Definitions are provided in the glossary of terms.

- Light rail transit
- Commuter rail
- Bus rapid transit
- Passenger intermodal facilities
- Frequent bus
- Regional bus
- Streetcar
- Regional transit stops
- Park-and-ride lots
- Inter-urban passenger rail and bus service
- Bike-Transit Facility

Attachment 3. Recommended Draft Bicycle-Related Draft RTP Potential Actions

Goal 2: Sustain Economic Competitiveness and Prosperity

Objective 2.1 Reliable and Efficient Travel and Market Area Access
Potential Actions:

- *Provide a ~~continuous~~ cohesive network of safe, comfortable, ~~convenient~~, direct and attractive bikeways and pedestrian facilities ~~on all arterial streets~~ and improve access to transit facilities throughout the region, consistent with Regional ~~Bike and Pedestrian Systems Maps.~~Goals and Policies*

- *Provide a continuous network of regional multi-use trails that connect 2040 Target Areas, on-street bikeways, pedestrian and transit facilities, consistent with the Regional Greenspaces Master Plan.*

- *Support local jurisdictions to sign low volume facilities, consistent with Regional Goals and Policies.*

- *Enhance low-volume streets with bicycle boulevard treatments*

Goal 3: Expand Transportation Choices

Objective 3.1 Travel Choices
Potential Actions:

- *Implement investments that address a system gap or deficiency to improve bicycle, pedestrian or transit access, and connect two or more modes of travel.*

- *Consider land use and demand management strategies and bicycle, pedestrian and transit needs when conducting transportation studies.*

- *Research user preferences and behavioral responses on bikeways on low and high traffic streets.*

- *Update Livable Streets Guidebook to include designs for low-volume bicycle boulevard, regional trails, and alternate designs for high-traffic streets, e.g. cycle tracks, Consider design elements needed when these facilities serve as a bicycle parkway route, e.g. bicycle priority treatments and strategies for avoiding bike/ped conflicts.*

- ~~*Consider bicycle boulevards part of the regional system when arterial right-of-way is constrained or when the regional street system does not meet arterial spacing standards or when comfortable, safe, attractive facilities cannot be created because of high motor vehicle volumes or speeds.*~~
  Note: (Bicycle boulevards now defined as part of regional system within Bike policy text)

- *Develop a regional bicycle action plan that would further develop the bicycle parkway concept, and may include defining the ideal spacing of these routes within the regional bicycle system, identifying specific routes, as well as prioritizing which routes should be developed first.*

- *Develop travel-demand forecasting for bicycle use and integrate with regional transportation planning efforts.*

- *Measure bicycle system use through the development of regional bicycle count standards and provision of training to local jurisdictions.*

- *Consider incentives to encourage local bicycle counts.*

- *Coordinate with local jurisdictions, TriMet and large public and private facilities to improve pedestrian and bicycle access and secure bicycle long and short-term parking at existing and future regional activity centers, light rail stations, transit centers and park-and-ride lots, educational institutions and employer campuses.*

- *Update Livable Streets Guidebook to include designs for bicycle parking facilities and way-finding signage, and TriMet Bicycle Parking Guidelines for transit stops.*

- *Coordinate with regional trail planners to encourage role of trails as part of the transportation network.*

- ~~*Analyze a three-mile radius from 2040 centers and work with local jurisdictions to develop bicycle and pedestrian networks that use a variety of facility types.*~~
  Note: (Completed as part of state RTP update)

- *Expand bicycle and pedestrian count and safety data collection efforts throughout the region.*

- *Periodically update the regional bicycle and pedestrian system inventories in coordination with TriMet, SMART, ODOT and local agencies.*

- *Research successful elements of bicycle-friendly cities around the world.*

Objective 3.3 Equitable Access and Barrier Free Transportation

Potential Actions:

- *Complete gaps in the bicycle and pedestrian networks.*

- *Maintain and periodically update regional pedestrian and bicycle system inventories in coordination with TriMet, ODOT and local agencies.*

Goal 5: Enhance Safety and Security

Objective 5.1 Operational and Public Safety

Potential Actions:

- *Promote safe use of the transportation system by motorists, bicyclists and pedestrians through a public awareness program and safety education programs*

- *Work with local jurisdictions, ODOT and other public agencies to collect and analyze data to identify high-frequency bicycle- and pedestrian-related crash locations and conditions and improvements to address safety-related deficiencies in these locations and under these conditions.*

- *Promote transportation infrastructure that supports safe and secure walking and bicycling routes for people of all ages and abilities.*

- *Periodically survey regular, occasional and potential users of the bicycle system to measure satisfaction with the system.*

Objective 5.3 Terrorism, Natural Disasters and Hazardous Material Incidents
Potential Actions:

- *Minimize security risks at airports, water ports, rail stations, rest areas, roadways, bikeways, trails, and public transportation facilities*

Goal 6: Promote Environmental Stewardship

Objective 6.2 Clean Air
Potential Actions:

- *Encourage use of all low- or zero-emission modes of travel (e.g., transit, telecommuting, zero-emissions vehicles, carpooling, vanpooling, bicycles and walking).*

Goal 7: Enhance Human Health

Objective 7.1 Active Living – Provide safe, comfortable and convenient transportation options that support active living and physical activity to meet daily needs and access services.
Potential Actions:

- *Implement investments that increase opportunities for active forms of transportation including walking, bicycling and transit.*
- *Locate housing, jobs, schools, parks and other destinations within ¼-mile walking distance or 1 mile convenient bicycling distance of each other when possible.*
- *Provide a continuous network of safe, convenient and attractive bikeways and pedestrian facilities.*
- *Remove barriers and reinforce compact development patterns to encourage walking and bicycling to basic services and nearby activities as a way to integrate exercise into daily activity.*
- *Design and manage the transportation system to minimize pedestrian, bicyclist and vehicular deaths and injuries.*
- *Coordinate with regional trail planners to encourage role of trails as part of the transportation network.*

Attachment 4. Draft Recommended RTP Mobility Corridor Policy Refinement

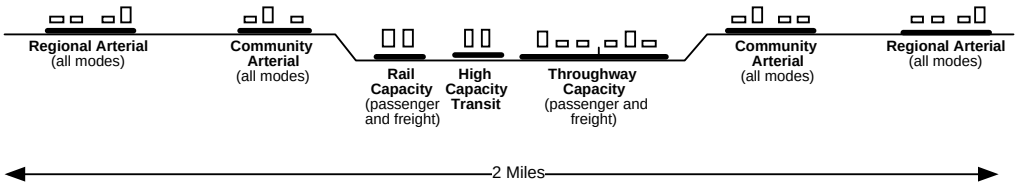
Regional Mobility Corridors

The regional mobility corridor concept ~~is a sub-section of the regional street and throughway network concept that~~ integrates arterial streets~~, and~~ throughways~~, as well as transit and other modes~~ high capacity transit, frequent bus routes, freight/passenger rail, and bicycle parkways~~,~~ into corridors that work together to provide for cross-regional, statewide and interstate travel. (See 3.4.2.4 Regional Bicycle & Pedestrian System for more information about the bicycle parkway concept.) ~~The regional mobility corridor concept is introduced in this section because throughways and arterial streets often serve a dual function of regional connectivity and as key elements of regional mobility corridors. This~~ The regional mobility corridor approach considers multiple facilities, modes, jurisdictions, and land uses. The objective is to select the most effective mix of strategies to improve mobility within a specific corridor.

~~Accommodating~~ B~~b~~icycle and pedestrian travel is also important as we plan and invest in regional throughways and arterial streets. New throughway and arterial facilities, such as freeway interchanges or widened arterial streets, should not be a barrier to bicycling or walking. Today, throughways are typically six-lane facilities that serve as the workhorse for cross-regional, statewide and interstate travel. Additional lanes may be required in some places based on the importance of a facility to regional and state economic performance, excessive demand, and limitations or constraints that prevent creation of a well-connected street network due to topography, existing neighborhoods, or natural resource areas. Chapter 7 explores where such conditions may exist and defines the parameters for future refinement planning work specific to each regional mobility corridor.

Since the 1980s, regional mobility corridors have had throughway travel supplemented by high capacity transit service that provides an important passenger alternative. Parallel arterial streets, heavy ~~rail and regional~~rail, regional ~~multi-use trails~~bicycle parkways and ~~-~~pedestrian/bicycle connections to high capacity transit ~~may~~ ~~-~~also provide additional capacity in the regional mobility corridors. Regional mobility corridor facilities should be considered in conjunction with the parallel throughways for system evaluation and monitoring, system and demand management and phasing of physical investments in the individual facilities. **Figure 3.7** shows the regional mobility corridor concept applied on a map of the metropolitan region. The concept of a regional mobility corridor is shown in **Figure 3.8.**

Figure 3.8
Regional Mobility Corridor Concept



Note: Idealized concept for illustrative purposes showing recommended range of system analysis for the evaluation, monitoring, management and phasing of investments to throughways, arterial streets and transit service in the broader corridor. The illustration is modeled after I-84 between 12th and 60th avenues in Northeast Portland. (REGIONAL BICYCLE PARKWAY TO BE ADDED TO THIS DIAGRAM PRIOR TO DRAFT RTP RELEASED FOR PUBLIC COMMENT)

Attachment 5. Draft Recommended RTP Bicycle and Pedestrian Policy Refinement

3.4.2.4 Regional Bicycle and Pedestrian Systems

Residents in the Portland metropolitan region historically have recognized walking and bicycling as an important form of transportation. The RTP elevates the importance of and the need to support pedestrian and bicycle travel to support regional economic, environmental, public health, transportation and land-use goals.

This section describes the policy framework to guide development of a region-wide network of on-street and off-street bikeways and walkways integrated with transit and supported by research, design innovation and educational programs to make walking and biking safe, direct and enjoyable. This framework emerged from a technical work group of bicycle planners and the Metro Blue Ribbon Committee for Trails with a recognition that sidewalks, trails, bike lanes, bike boulevards, cycletracks and transit cannot achieve their full potential if they are treated as stand-alone facilities. In addition, the framework recognizes the importance of an interconnected network of transit, bicycle and pedestrian facilities to achieve regional objectives, such as increasing non-SOV mode share, reducing vehicle miles traveled, reducing the cost of transportation, improving public health and meeting state goals for greenhouse gas reduction.

Bicycle Travel

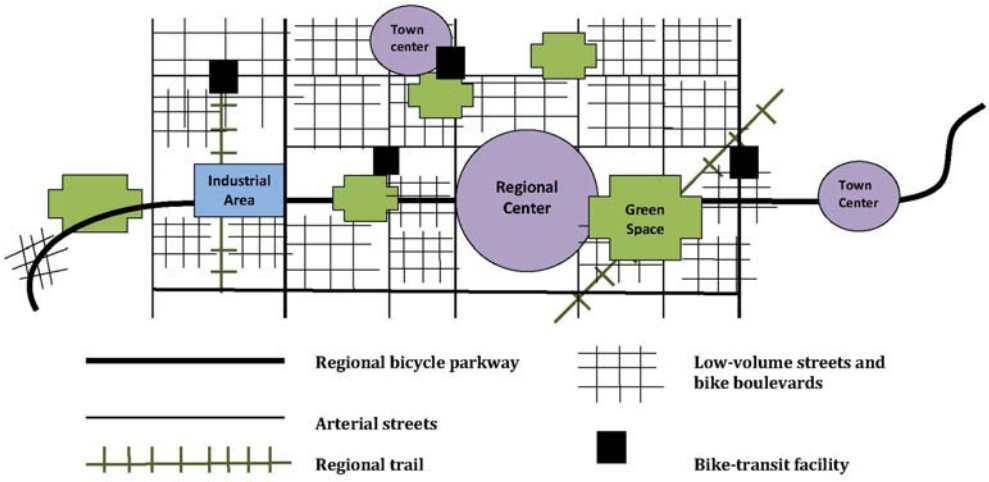
Regional land use policy encourages a compact urban form that minimizes trip distances, facilitating a variety of travel options for local residents. As the region achieves a more compact urban form, a growing percentage of trips in the region can be made by bicycle. Increasing bicycling helps to achieve several regional goals relating to the environment, congestion, public health and livability. From a regional perspective, the means to achieve these goals through bicycling can be described in the following ways:

- **Support Compact Urban Form** - The RTP, in serving its function of implementing the 2040 Growth Concept, seeks to facilitate trips to and encourage development within 2040 Target Areas. Bicycle facilities help make these areas attractive places to live, work, shop and visit, which in turn supports the region's vision for a compact urban form.
- **Expand Travel Choices** - Consistent with statewide goals, the RTP supports bicycle travel in order to provide transportation choices throughout the region and achieve non-SOV mode share targets.
- **Improve Bike-Transit Connections** - Effectively linking bicycling with transit increases the reach of both modes. It allows longer trips to be made without driving and reduces the need to provide auto park-and-ride lots at transit stations.
- **Provide Seamless Travel Between Jurisdictions** - The RTP aims to provide a cohesive bicycle network and consistent user experience across local jurisdictional boundaries.

Figure 3.15 shows the components of the regional bicycle network and their relationship to adjacent land uses. A region-wide bicycle network would be made up of on-street and off-street routes with connections to transit.

Figure 3.15

Regional Bicycle System Concept



The Region 2040 plan sets forth a vision for making bicycling safe, convenient and enjoyable to support bicycling as a legitimate travel choice for all people in the region. The RTP supports this vision with a region-wide network of on-street and off-street bikeways integrated with transit.

Typically, bicycle travel occurs in four types of environments: arterial streets, low-volume streets, off-street trails and public transit. Cyclists often make use of more than one type of facility on any given trip.

Arterial streets provide direct routes that connect to 2040 Target Areas[5]. Cyclists tend to travel on arterial streets when they want to minimize travel time or access destinations along them. Oregon State statutes and administrative rules establish that pedestrian and bicycle facilities are required on all collector and higher classification arterial streets when those roads are constructed or reconstructed.[6] ~~Exceptions are provided when a bikeway would be unsafe, where cost is excessively disproportionate to need or where there is an absence of need due to sparse population or other factors. Street system connectivity is critical because roadway networks provide the backbone for bicycle and pedestrian travel in the region.~~

~~Arterial streets are not always the best routes for bikeways, but are almost always the most direct route and are usually the best connection to destinations in centers and along 2040 corridors. The RTP has a responsibility to provide continuous bicycle and pedestrian connections on arterial streets except in cases where existing development, natural features or other circumstances constrain right-of-way. This, in turn, requires designing the transportation system to have a well-connected network of four-lane regional arterial streets that are supported by a well-connected network of collector and local streets.~~

[5] 2040 Target Areas include: Central city, Regional Centers, Industrial areas, Freight and Passenger Intermodal facilities, Employment areas, Town centers, Station Communities, Corridors, Main streets.

[6] Exceptions are provided when a bikeway would be unsafe, where cost is excessively disproportionate to need or where there is an absence of need due to sparse population or other factors. ODOT interpretation of ORS 366.514 regarding exceptions where pedestrian and bicycle facilities need not be provided can be found in the 1995 Oregon Bicycle & Pedestrian Plan. Appendix C: ODOT interpretation of ORS 366.514, p.204, http://www.oregon.gov/ODOT/HWY/BIKEPED/planproc.shtml. The law provides for reasonable exemptions. The determination that one or more exemption is met should be well-documented. The decision should allow opportunities for public review and input by interested parties. The burden is on the governing jurisdiction to show the lack of need to provide facilities.

~~For purposes of the RTP, the regional bicycle and pedestrian systems typically correspond to the arterial street network and to regional multi-use trails with a transportation function. Bikeway gaps may be addressed through bicycle lanes or other bikeway designs, such as bicycle boulevards, on parallel collector or local streets off of the regional system when right-of-way constraints exist or when the arterial street system does not meet arterial spacing guidelines. The regional pedestrian network also includes infrastructure in 2040 centers and station communities.~~

Low-volume streets often provide access to 2040 Target Areas as well as residential neighborhoods, complementing bicycle facilities located on arterial streets. Though these routes are often less direct than arterials, attributes such as slower speeds and less noise, exhaust and interaction with vehicles, including trucks and buses, make them more comfortable and appealing to many cyclists. Recent research suggests that providing facilities on low-volume streets may be a particularly effective strategy for encouraging new cyclists[7], which helps increase bicycle mode share in the region.

Off-street facilities complement on-street bikeways, providing access to 2040 Target Areas while providing a travel environment with fewer intersecting streets than on-street bikeways, thereby allowing for faster travel times. This makes off-street facilities especially attractive for serving long distance bicycle trips. Similar to low-volume streets, off-street facilities provide an environment more removed from vehicle traffic, which is appealing to families and new or less confident cyclists. Off-street facilities also provide a recreational benefit as they often travel along rivers and other natural areas.

Public transit complements on-street bikeways and off-street trails by providing motorized regional connections to 2040 Target Areas. Combining bikes and transit serves longer distance trips that may otherwise be taken by driving. Transit provides a fast and comfortable travel environment between regional destinations that overcomes barriers to bicycling (hills, distance, and streets without bikeways), while bicycling provides access from the front door to a transit station faster than walking and without waiting to make a transfer between transit vehicles.

Regional Bicycle System

Given how different people travel in various environments, this section defines the elements of the regional bicycle system. This network is composed of on-street and off-street bikeways that serve the central city, regional centers and town centers, and other 2040 Target Areas, providing a continuous network that spans jurisdictional boundaries. For a map of current bicycle facilities in the region, please see Metro's Bike There! map.

Regional Bicycle System

The following elements are part of the regional bicycle system shown in Figure 3.165. ~~Definitions are provided in the glossary of terms.~~

- Bicycle Parkway
- Regional ~~access~~ bikeway
- ~~Regional corridor bikeway~~
- Community ~~connector~~ bikeway
- Regional ~~multi-use~~ trail ~~with transportation function~~
- Bike-Transit facility

Figure 3.15 applies the regional bicycle system concept on the ground to identify the transportation networks and facilities that serve the region's long-term bicycle travel needs. Figure 3.15 serves as a

[7] This is based on preliminary analysis of Professor Jennifer Dill's study "Understanding and Measuring Bicycling Behavior: Bike-GPS", which included a phone survey and GPS data of actual routes. Preliminary findings indicate that new cyclists are more likely to ride on low volume streets/bike boulevards.

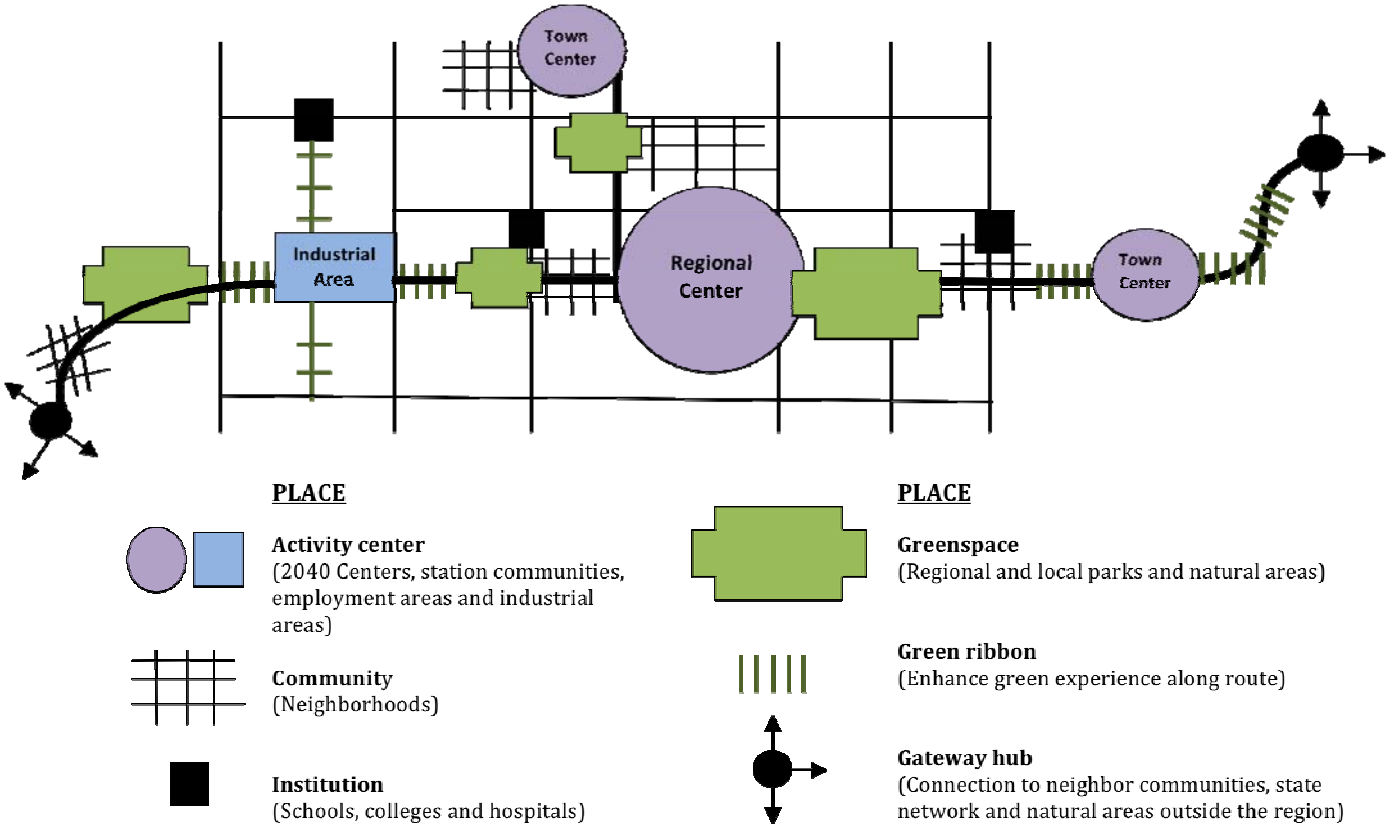
functional map that illustrates how different routes work together to form a comprehensive network that would allow people to bike to transit, schools, employment centers, parks, natural areas and shopping. The regional bicycle system has a functional hierarchy similar to that of the regional street and throughway network. The different functional elements of the regional bicycle system are:

- **Regional Bicycle Parkways** form the backbone of the regional bicycle system, providing direct and efficient travel with minimum delays in different urban environments and connecting the region to destinations outside the region.
- **Regional Bikeways** provide for travel to and within the Central City, Regional Centers, and Town Centers.
- **Community Bikeways** provide for travel to and within other 2040 Target Areas. These routes also provide access to regional attractions such as schools and parks and connect neighborhoods to the rest of the regional bicycle system.
- **Regional Trails** are paved off-street facilities serving bicyclists and other non-motorized users. They typically serve as longer distance routes connecting neighborhoods to 2040 target areas, often providing access to parks, schools, and natural areas.
- **Bike-Transit Facilities** provide connections between modes, i.e. large-scale bike parking facility at a transit station.

Regional bicycle parkways form the backbone of the regional bicycle system. This concept emerged from work by the Metro Blue Ribbon Committee for Trails as part of the broader *Connecting Green* Initiative. A bicycle parkway serves as a green ribbon connecting 2040 activity centers, downtowns, institutions and greenspaces within the urban area while providing an opportunity for bicyclists to travel efficiently with minimal delays. The bicycle parkway also connects the region to neighboring communities, other statewide trails and natural destinations such as Mt Hood, the Columbia River Gorge, and the Pacific Ocean. In effect, the bicycle parkway concept mainstreams bicycle travel as an important part of the region's integrated mobility strategy.

Figure 3.17 illustrates this policy concept in the context of the regional bicycle system.

Figure 3.17
Bicycle Parkway Concept



This new concept emerged from work by the Metro Blue Ribbon Committee for Trails as part of the broader Connecting Green Initiative. A bicycle parkway serves as a green ribbon connecting 2040 activity centers, downtowns, institutions and greenspaces within the urban area.

Key experiential aspects that bike parkways embody:

- A green environment (some will already be green, while others will be made greener as part of bike parkway development)
- Comfort and safety provided by protection from motorized traffic
- Large volumes of cyclists traveling efficiently with minimal delays

The experience of the cyclist will be optimized to such a high level that people will clearly know when they are riding on a bicycle parkway. The specific design of a bike parkway will vary depending on the land use context within which it passes through. The facility could be designed as an off-street trail along a stream or rail corridor, a cycle track along a Main Street or Town Center, or a bicycle boulevard through a residential neighborhood. Priority treatments will be given to cyclists (e.g. signal timing) using the bike parkway when they intersect other transportation facilities, and connections to/from other types of bicycle routes will be intuitive.

Regional and Community Bikeways typically follow arterial streets but may also be located on low-volume streets. These on-street bikeways should be designed using a flexible "toolbox" of bikeway designs, including bike lanes, cycle tracks (physically separated bicycle lanes) shoulder bikeways, shared roadway/wide outside lanes and bicycle priority treatments (e.g. bicycle boulevards). The

appropriateness of each design is based on adjacent motor vehicle speeds and volumes. It may be difficult on many arterial routes at present to provide a comfortable facility. The RTP expects that these routes will eventually improve for bicycling, through better designs and lower auto speeds accompanying a more compact urban form. In the short-term the RTP recognizes the need to build ridership through providing low-volume routes for bicycle travel in the region

Regional trails typically provide an environment removed from vehicle traffic and function as an important part of the larger park and open space system in a community and in the region. Trails often take advantage of opportunities for users to experience natural features such as creeks, rivers, forests, open spaces and wildlife habitats as well as historic and cultural features, with viewpoints and interpretive opportunities. In high use areas, regional trails should be designed to provide separation between bicyclists and pedestrians.

Bike-Transit Facilities provide connections between modes by creating a "bicycle park and ride." A key component of the bike-transit connection is bicycle parking at transit stations. TriMet, with input from regional stakeholders, has developed Bicycle Parking Guidelines. The guidelines consider station context and regional travel patterns, and are focused on three major factors for parking: location, amount and design. The guidelines will help TriMet and local jurisdictions determine the appropriate location, size and design of large scale bike-parking facilities, including RTP designated Bike-Transit Facilities.

The most appropriate bikeway design for arterials is defined in the regional street design concepts and in *Creating Livable Streets: Street Design Guidelines for 2040*. Bicycle lanes are currently the preferred bikeway design for Throughway (highway), Boulevard and Street design classification concepts described in the next section. Future updates to these guidelines will include designs for low-volume bicycle boulevards, alternate designs for high volume arterial streets (e.g. cycle tracks), as well as regional trails. The guidelines will address the added design elements that are needed when these facilities serve as a bicycle parkway route, e.g. bicycle priority treatments and strategies for avoiding bike/ped conflicts. The development of a regional bicycle action plan following the RTP update should be used to further develop the bike parkway concept, and may include defining the ideal spacing of these routes within the regional bicycle system, identifying specific routes, as well as prioritizing which routes should be developed first.

Pedestrian Travel

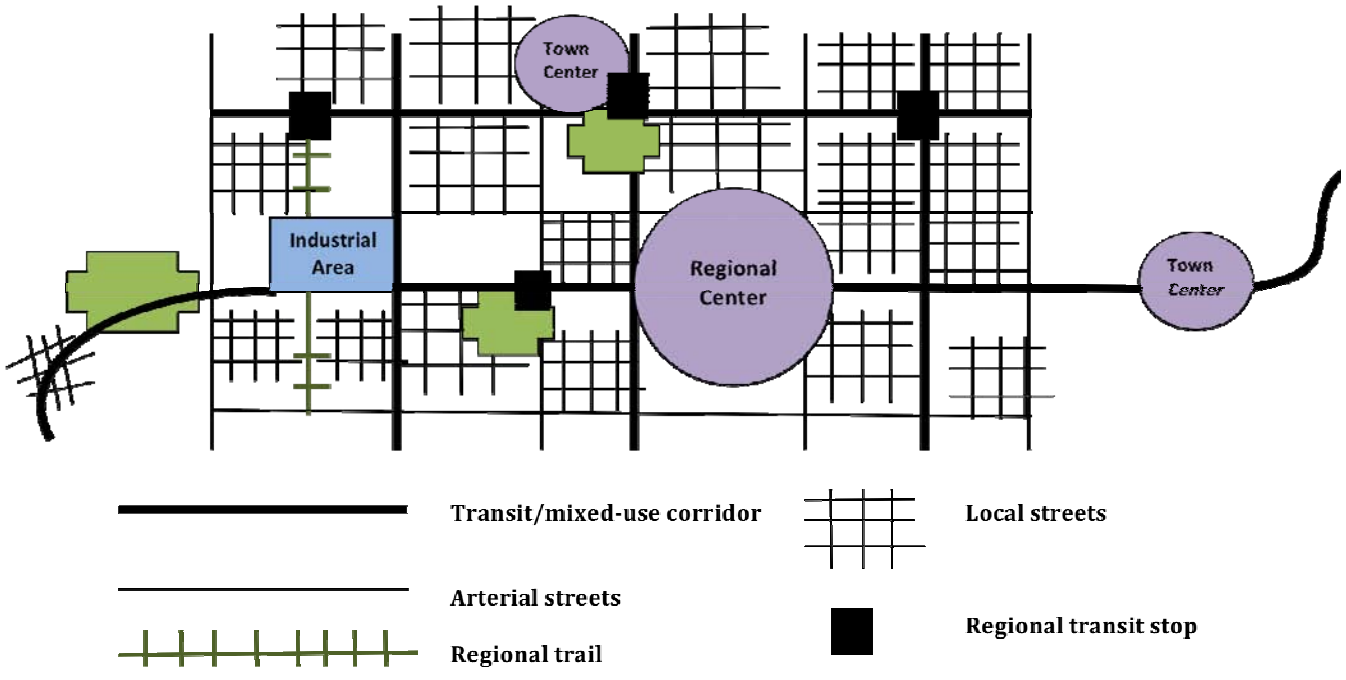
Walking is an activity that supports most other modes of travel as well as being its own mode. Whether it is accessing a parked car or transit, people walk places to get around even in combination with another mode. The supportive role that walking plays to other modes is one reason the pedestrian system should be complete, direct, safe and enjoyable to use. It is important for the pedestrian system to be accessible to everyone regardless of one's ability to walk unassisted.

~~Throughout this plan, t~~The term "walking" ~~should be interpreted to~~ as used in this context includes traveling on foot as well as those pedestrians using mobility aids, such as wheelchairs. It is important to remember that sidewalks and pedestrian crossings serve the needs of all mobility levels and should include design elements that help make travel as easy as possible, particularly given that many people with mobility challenges rely on transit and the pedestrian network, including children.

Pedestrian activities also play a role in economic development by supporting places where people like to visit and live. Walking helps support commercial activity in centers. The pedestrian system when fully developed helps people get around by safely providing links between destinations such as schools, parks, and employment sites, offers opportunities for active living, helps contribute to environmental health, supports other modes like transit, makes communities more inviting and provides a travel option that is inexpensive and accessible to most people.

Figure 3.18 shows the components of the regional pedestrian network and their relationship to adjacent land uses. A region-wide pedestrian network would be made up of on-street and off-street routes with connections to transit.

Figure 3.18
Regional Pedestrian System Concept



The Region 2040 plan sets forth a vision for making walking safe, convenient and enjoyable to support walking as a legitimate travel choice for all people in the region. The RTP supports this vision with a region-wide network of on-street and off-street pedestrian facilities integrated with transit.

Key elements of the urban pedestrian system are on-street sidewalks, off-street trails, crossings locations, illumination and streetscape amenities that foster pedestrian travel. By providing dedicated space for those on foot or using mobility devices, pedestrian facilities ~~are recognized as an important incentive that promotes~~ facilitates and supports walking as a mode of travel. ~~Throughout this plan, the term "walking" should be interpreted to include traveling on foot as well as those pedestrians using mobility aids such as wheelchairs.~~

Walking for short distances is an attractive option for most people when safe and convenient pedestrian facilities are available. Combined with adequate sidewalks and curb ramps, pedestrian elements such as benches, curb extensions, marked street crossings, landscaping and wide planting strips make walking an attractive, convenient and safe mode of travel. ~~The focus of the regional pedestrian system is identifying areas of high, or potentially high, pedestrian activity in order to target infrastructure improvements that can be made with regional funds.~~

Regional Pedestrian System

A well-connected high-quality pedestrian environment facilitates walking trips by providing safe and convenient access to pedestrian destinations within a short distance. Public transportation use is enhanced by pedestrian improvements, especially those facilities that connect stations or bus stops to surrounding areas or that provide safe and attractive waiting areas. Improving walkway connections between office and commercial districts and surrounding neighborhoods provides opportunities for residents to walk to work, shopping or to run personal errands. This reduces the need to bring an automobile to work and enhances public transportation and carpooling as commute options.

Regional Pedestrian System

The following elements are part of the regional pedestrian system shown in Figure 3.19~~6~~. Definitions are provided in the glossary of terms.

- Pedestrian district
- Transit mixed-use corridor
- Regional ~~multi-use trails with a transportation function~~ trails

Oregon State statutes and administrative rules establish that pedestrian facilities are required on all collector and higher classification arterial streets when those roads are constructed or reconstructed.[8] Street system connectivity is critical because roadway networks provide the backbone for pedestrian travel in the region.

Figure 3.19 applies the regional pedestrian system concept on the ground to identify the transportation networks and facilities that serve the region's pedestrian travel needs. Figure 3.16 serves as a functional map that illustrates how different routes and pedestrian facilities work together to form a

[8] Exceptions are provided where cost is excessively disproportionate to need or where there is an absence of need due to sparse population or other factors. ODOT interpretation of ORS 366.514 regarding exceptions where pedestrian and bicycle facilities need not be provided can be found in the 1995 Oregon Bicycle & Pedestrian Plan. Appendix C: ODOT interpretation of ORS 366.514, p.204, http://www.oregon.gov/ODOT/HWY/BIKEPED/planproc.shtml. The law provides for reasonable exemptions. The determination that one or more exemption is met should be well-documented. The decision should allow opportunities for public review and input by interested parties. The burden is on the governing jurisdiction to show the lack of need to provide facilities.

comprehensive network that would allow people to walk to transit, schools, employment centers, parks, natural areas and shopping. The different functional elements of the regional pedestrian system are:

Pedestrian district: Pedestrian districts are areas of high, or potentially high, pedestrian activity where the region places priority on creating a walkable environment. Specifically, the central city, regional and town centers and light rail station communities are areas planned for the levels of compact mixed-use development served by transit needed to generate substantial walking. These areas are defined as pedestrian districts. Pedestrian districts should be designed to reflect an urban development and design pattern where walking is a safe, convenient and enjoyable travel mode. These areas will be characterized by buildings oriented to the street and boulevard-type street design features such as wide sidewalks with buffering from adjacent motor vehicle traffic, marked street crossings at all intersections with special crossing amenities at some locations, special lighting, benches, bus shelters, awnings and street trees. All streets within pedestrian districts are important pedestrian connections.

Transit/mixed-use corridor: Transit/mixed-use corridors (referred to only as corridors in the 2040 Growth Concept) are also priority areas for pedestrian improvements. They are located along good-quality transit lines and will be redeveloped at densities that are somewhat more than today. These corridors will generate substantial pedestrian traffic near neighborhood-oriented retail development, schools, parks and bus stops. These corridors should be designed to promote pedestrian travel with such features as wide sidewalks with buffering from adjacent motor vehicle traffic, street crossings at least every 530 feet (unless there are no intersections, bus stops or other pedestrian attractions), special crossing amenities at some locations, special lighting, benches, bus shelters, awnings and street trees. This designation includes multi-modal bridges.

Regional trails: These paths are paved off-street regional facilities that accommodate pedestrian and bicycle travel and meet the requirements of the Americans with Disabilities Act. These paths are generally located near or in residential areas or near mixed-use centers, and are likely to be used by people walking to work or school, to access transit or to travel to a store or library. Trails that support purely recreational uses are not considered part of this transportation network, although they are important components of the regional parks and greenspaces system. Pedestrian/bicycle-only bridges also are included in this designation. In high use areas, regional trails should be designed to provide separation between bicyclists and pedestrians.

Currently the regional pedestrian system is incomplete and the sidewalk network in particular has gaps in continuity and quality. This is not only a barrier to people accessing the system as pedestrians to meet their transportation needs safely; it can be a barrier to supporting economic vitality. A complete pedestrian system provides a basic building block for economic vitality in centers and other commercially-oriented areas, but when incomplete fails to maximize the connection between transportation and land use that helps contribute to vibrant communities. The existence of gaps prevents the basic system from functioning uniformly throughout the region by inhibiting access to transit, limiting access to centers and other community-level destinations such as parks and schools.



Regional Transportation Plan

Active Transportation Policy Refinements

John Mermin, Associate Planner
TPAC May 29, 2009

Metro

RTP Policy refinements

- Multiple regional groups met to strengthen active transportation policies in the last year
- New ideas for regional transportation policy
  - Better incorporate low-traffic routes
  - "Bike-transit" facilities AKA "bike park & rides"
  - "Bicycle Parkway" concept

Metro

RTP Policy refinements: Low traffic routes

- Acknowledge attractiveness & PSU research
- Define role in regional system

- Clarify long-term vision vs short-term needs
  - Build ridership in short term
  - Create better conditions on arterials in long-term

Metro

RTP Policy refinements: Bike-transit facility

- AKA "Bike Park & Ride
  - Large scale bike parking
  - Secure & Covered
  - Accommodate "station bike" & future bike-share fleets
  - Strategically located

Metro

RTP Policy refinements: Bicycle Parkway

- Backbone of regional bicycle system
- Element of broader Mobility Corridor concept
- Connects regional destinations and connect the region to outside destinations

Metro

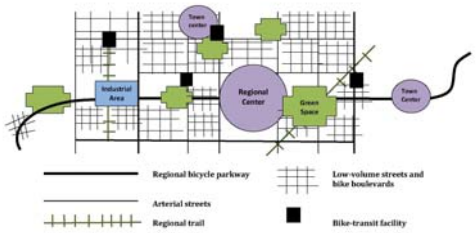
RTP Policy refinements: Bicycle Parkway

- Provides for direct & efficient travel with minimum delays in various environments
- Key components: safe, efficient, green
- Designed differently depending on context – i.e. off-street trail, cycle track, bike blvd
  - Travel experience optimized through priority treatments

Metro

RTP Policy refinements: Bicycle Parkway

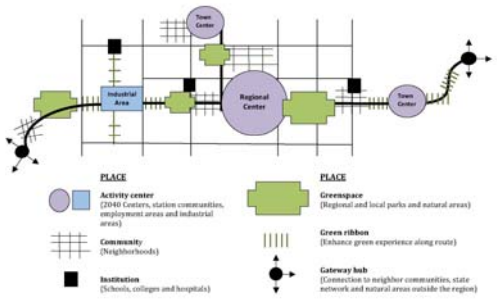
Regional Bicycle System context



Metro

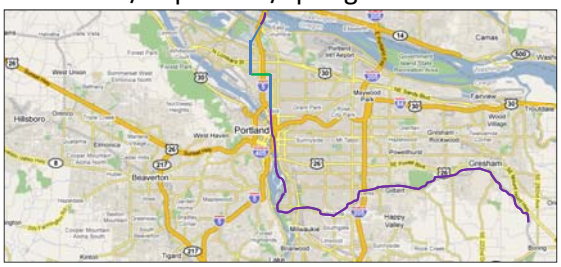
RTP Policy refinements: Bicycle Parkway

Regional destinations connected



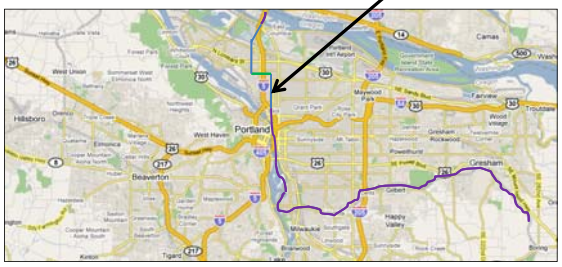
Metro

Bicycle Parkway Example
CRC / N.Denver Ave / N. Williams/Vancouver Ave / Esplanade/Springwater trail



Metro

On-street Cycle track – Vancouver/Williams



Metro

On-street Cycle track – Vancouver/Williams

N. Williams Ave at N.Skidmore – Portland

Metro

On-street Cycle track – Vancouver/Williams

Cycle Track in Copenhagen

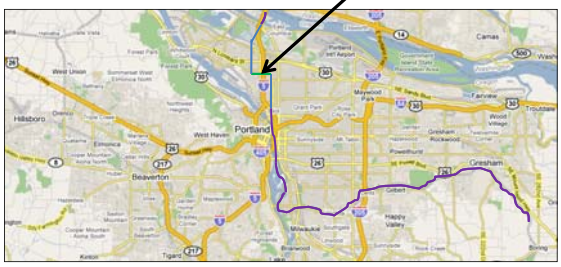
Metro

On-street Cycle track – Vancouver/Williams

- Signal timing
  - "Green wave" in Copenhagen timed at 12 mph
  - Allows steady speed, minimizes stopping

Metro

Low-traffic Bike Blvd – Ainsworth St



Metro

Low-traffic Bike Blvd – Ainsworth St

N. Ainsworth St at N. Williams Ave

Metro

Low-traffic Bike Blvd – Ainsworth St

- Street markings and signage establishing bike priority

- Way finding signage for orientation

Metro

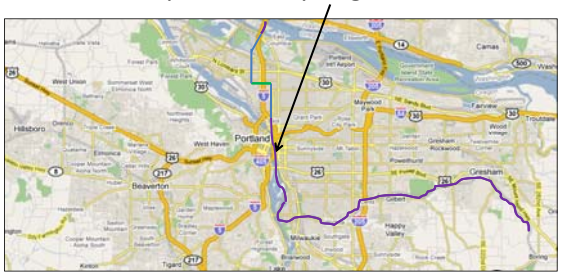
Low-traffic Bike Blvd – Ainsworth St

- Bike boxes to give priority at intersections

- Auto diversion

Metro

Off-street trail
Eastbank Esplanade / Springwater trail



Metro

Off-street trail
Eastbank Esplanade / Springwater Trail

Metro

Off-street trail
Eastbank Esplanade / Springwater Trail

English Bay trail Vancouver, BC

Metro

Next Steps

- Regional Action Plan
  - Further develop bicycle parkway concept
    - Define ideal spacing of these routes
    - Identify specific routes
    - Prioritize development of routes
  - Other efforts will inform action plan
    - April 1 Active Transportation workshop
    - Portland Bicycle Master Plan and other local master plans, e.g. Wilsonville, Lake Oswego,
      - Identifying routes: Existing high use, convergence points to cross barriers, areas of high demand, equity in spacing

Metro

Materials following this page were distributed at the meeting.

DRAFT TO TPAC 5-29-09

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ACCEPTING THE REGIONAL HIGH CAPACITY TRANSIT SYSTEM TIERS AND PRIORITIES, POLICY AMENDMENTS AND SYSTEM EXPANSION POLICY FRAMEWORK FOR ADDITION TO THE 2035 REGIONAL TRANSPORTATION PLAN, STATE COMPONENT	)))))	RESOLUTION NO. 09-4052 Introduced by Councilor Carlotta Collette

WHEREAS, in 1975, elected leaders set the stage for the region's balanced transportation system by rejecting the so-called Mt. Hood Freeway project between the Marquam Bridge and Lents neighborhood after public outcry over its expected cost and the destruction of developed neighborhoods that would be harmed by its construction; and

WHEREAS, the metro region chose a different development option and adopted the 1975 Interim Transportation Plan, setting aside plans for large new highway projects in favor of a multitude of street and roadway projects and a network of transitways along major travel corridors to meet future travel demand; and

WHEREAS, a systemwide network examination of regional high capacity transit corridors was completed in 1982 and adopted by Metro that resulted in nearly 90 miles of light rail transit, commuter rail and streetcar being built and/or planned for construction by 2016; and

WHEREAS, the region's 2040 Growth Concept and 2035 Regional Transportation Plan seek to prepare for the expected increase in growth in the metro region by providing multiple transportation options, including having pedestrian, bike and transit play a large role in facilitating growth within the region's current capacity; and

WHEREAS, expansion of the high capacity transit system will continue to reduce vehicle miles traveled, greenhouse gas emissions and the region's transportation carbon footprint; and

WHEREAS, high capacity transit is one of many important elements the region can use to build great communities; and

WHEREAS, a broad list of fifty-five potential high capacity transit corridors developed with the community and local jurisdictions was screened to the eighteen most promising corridors based on criteria including ridership, cost, environmental constraints, social equity, transit connectivity, traffic congestion and region 2040 Growth Concept land uses; and

WHEREAS, the resulting eighteen potential high capacity transit corridors were further analyzed based on a set of evaluation criteria that was approved by the Joint Policy Advisory Committee on Transportation (JPACT), Metro Policy Advisory Committee (MPAC) and the Metro Council; and

WHEREAS, the evaluation criteria were derived from the six Metro Council outcomes for a successful region, and are based on the three Regional Transportation Plan (RTP) categories of community, environment and economy, and also include a high capacity transit-specific category of deliverability; and

WHEREAS, the resulting eighteen potential high capacity transit system corridors are prioritized and placed into the tiers of near term regional priority corridors, next phase regional priority corridors, developing regional priority corridors and regional vision corridors; and

WHEREAS, the regional high capacity transit system plan corridors which have been place into tiers will be incorporated into the Regional Transportation Plan and long-range land use and transportation planning efforts; and the eighteen high capacity transit corridors will be regularly reviewed through the Regional Transportation Plan; and

WHEREAS, the system expansion policy provides a framework for advancement of regional high capacity transit corridors, and identifies a distinct set of planning and policy actions and targets that will support successful high capacity transit implementation, including proposed amendments to the Regional Transportation Plan; now therefore

BE IT RESOLVED THAT:

1. The Council accepts the regional high capacity transit system plan tiers and corridors (Exhibit A), system expansion policy framework (Exhibit B), and recommended policy amendments (Exhibit C) for addition to the 2035 Regional Transportation Plan, State Component.

2. Acceptance of the regional high capacity transit system tiers and corridors, system expansion policy framework and policy amendments is not a final land use decision. The Council will make a final land use decision on these matters when it adopts the 2035 Regional Transportation Plan, State Component by ordinance.

ADOPTED by the Metro Council this_____ day of _____ 2009.

_____
David Bragdon, Council President

Approved as to Form:

_____
Daniel B. Cooper, Metro Attorney

Regional High Capacity Transit System Plan Tiers and Corridors

Tier[1]	Corridor Description (Mode As Evaluated) [2]	HCT[1] Corridor Number	RTP Mobility Corridor Reference	Actions		
				Actions for Next 4-Years		
Near Term Regional Priority	Portland to Gresham in the vicinity of Powell Corridor (LRT)	10	5 - Central City – Gateway; 6 – Gateway to Gresham/Fairview/Wood Village/Troutdale	See the System Expansion Policy Framework's potential local actions and potential regional support , figure 2.	The location of High Capacity Transit and local land use actions and investments will influence future capacity for residential and employment in the region.	Location of High Capacity Transit may influence the location of future Urban Reserves and Urban Growth Boundary expansions.
	Portland to Sherwood in the vicinity of Barbur/Hwy 99 Corridor (LRT)	11	2 – Central City – Tigard; 4 – Portland Central City; 20 – Tigard - Sherwood			
Next Phase Regional Priority Corridors	CTC to Oregon City in the vicinity of I-205 Corridor (LRT)	8	8 – Clackamas – Oregon City	See the System Expansion Policy Framework's potential local actions and potential regional support , figure 2.	The location of High Capacity Transit and local land use actions and investments will influence future capacity for residential and employment in the region.	Location of High Capacity Transit may influence the location of future Urban Reserves and Urban Growth Boundary expansions.
	Park Ave to Oregon City in the vicinity of McLoughlin Corridor(LRT extension)[3]	9[3]	8 – Clackamas – Oregon City; 11 – Milwaukie to Clackamas			
	Sunset Transit Center to Hillsboro in the vicinity of Hwy 26 Corridor/ Evergreen (LRT)	17	22 – Beaverton – North Plains; 24 – Beaverton to Forest Grove			
	Clackamas Town Center to Washington Square in the vicinity of I-205/217 Corridors(LRT)	28	2 – Central City – Tigard; 7 – Oregon City – Tualatin; 8 – Clackamas – Oregon City			
	Clackamas Town Center to Washington Square in the vicinity of RR ROW (LRT)	29	2 – Central City – Tigard; 11 – Milwaukie to Clackamas			
	Beaverton to Hillsboro in the vicinity of TV Highway (LRT)	32	24 – Beaverton – Forest Grove			
	Beaverton to Wilsonville (LRT) in the vicinity of WES[4]	34[4]	2 – Central City – Tigard; 3 - Tualatin – Wilsonville; 19 – Beaverton – Tigard; 22 – Beaverton – North Plains			
	Gateway to Salmon Creek in the vicinity of I-205 Corridor[5]	55[5]	9 – Gateway – Clark County			
Developing Regional Priority Corridors	Hillsboro to Forest Grove (LRT extension)	12	24 – Beaverton – Forest Grove	See the System Expansion Policy Framework's potential local actions and potential regional support , figure 2.	The location of High Capacity Transit and local land use actions and investments will influence future capacity for residential and employment in the region.	Location of High Capacity Transit may influence the location of future Urban Reserves and Urban Growth Boundary expansions.
	Gresham to Troutdale Extension (LRT Extension)	13	6 – Gateway – Gresham/Fairview/Wood Village/Troutdale			
	Tanasborne (LRT extension)	17D	22 – Beaverton – North Plains			
Regional Vision Corridors	Troutdale to Damascus (LRT)	13D	15 - Gresham/Fairview/Wood Village/Troutdale – Damascus	See the System Expansion Policy Framework's potential local actions and potential regional support , figure 2.	The location of High Capacity Transit and local land use actions and investments will influence future capacity for residential and employment in the region.	Location of High Capacity Transit may influence the location of future Urban Reserves and Urban Growth Boundary expansions.
	Clackamas Town Center to Damascus (LRT)	16	12 – Clackamas – Happy Valley; 13 – Happy Valley - Damascus			
	Sherwood to Tualatin (LRT)	38S	20 – Tigard – Sherwood/Newberg			
	Downtown Portland to Yellow Line in the vicinity of St. Johns (LRT)[6]	43[6]	16 – Rivergate – I-5; 18 – Portland Central City – Columbia County			
	Troutdale to St. Johns in the vicinity of US 30 Corridor (LRT)[6]	54[6]	6 – Gateway – Gresham/Fairview/Wood Village/Troutdale; 16 – Rivergate – I-5; 17 – I-5 – Columbia South Shore			

[1] Corridors are not ranked within the tiers. Corridors are shown in numeric order by the corridor identification number. Also refer to the attached map.
[2] The location of the alignment is to be decided through a corridor refinement plan and/or alternatives analysis.
[3] The HCT MTAC/TPAC Subcommittee recommends that Corridor 9 be studied in conjunction with Corridor 8.
[4] Although the WES Corridor was placed at first into the Near Term tier based on evaluation criteria, HCT MTAC/TPAC Subcommittee recommends placing the upgrade in the Next Phase category. Service improvements that mimic light rail service will be examined in phases. Some portions of this corridor are included in corridors 28, 29 and potentially 11.
[5] This corridor was selected as part of Southwest Washington Regional Transportation Council (RTC) HCT System Plan and was not ranked based on the evaluation criteria. The HCT MTAC/TPAC Subcommittee recommends evaluating the project in the Next Phase tier.
[6] The HCT MTAC/TPAC Subcommittee recommends that this corridor be removed from the list due to its ranking as an HCT corridor based on the evaluation criteria.

Going places

REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

Metro

Bi-state HCT corridors to be considered in conjunction with RTC

Portland Central City: To be determined through Central City Plan update

LEGEND

Transit
- High Capacity Transit* (2009)
- Planned High Capacity Transit (adopted)
- 2035 No-Build Bus Network

HCT Corridors
- HCT Corridors Recommended For Advancement (Lines are representative of general HCT corridors)
- RTC HCT Corridors
- Potential Corridor Extensions (corridors extending to neighboring cities to be measured by travel demand)

2040 Growth Concept
- Central City
- Regional Center
- Town Center
- Urban Growth Boundary

- Railroad
- School
- Parks/Open Space
- County Boundary

*High Capacity Transit (HCT) can include:
-Light Rail
-Bus Rapid Transit
-Rapid Streetcar
-Commuter Rail

0 2 4 Miles

Vancouver
St. Johns
Bethany
Forest Grove
Hillsboro
Orenco
Tanasbourne
Cedar Mill
Sunset Transit Center
Aloha
Beaverton
Raleigh Hills
Hillsdale
Washington Square
West Portland
Murray Hill
Tigard
King City
Lake Grove
Lake Oswego
Tualatin
Sherwood
Wilsonville
Milwaukie
Hollywood
Gateway
Rockwood
Lents
Pleasant Valley
Happy Valley
Clackamas
West Linn
Oregon City
Gladstone
Damascus
Troutdale
Fairview
Gresham
Camas
Washougal
To Hood River
To Sandy
To Sappoose
To Newberg
To Salem

Regional high capacity transit system expansion policy framework draft
5-29-09

BACKGROUND

Making the Greatest Place helps define how regional and local aspirations come together to create vibrant, healthy and sustainable communities. The challenges of climate change, rising energy costs, economic globalization, aging infrastructure and population growth require regional land use and transportation decisions to be supported by local decisions and actions. While regional land use policy has positioned the Portland metro region as a model for transit-supportive development, much of the region remains auto dependent due to the relatively low level of transit supportive land use region-wide. With limited resources, it is essential that future regional investments in high capacity transit (HCT) be used to leverage achievement of land use and economic development goals.

PROCESS FOR HIGH CAPACITY TRANSIT PROJECT ADVANCEMENT - PRIORITY TIERS AND SYSTEM EXPANSION POLICY FRAMEWORK

The regional high capacity transit system tiers and corridors identify near- and long-term regional HCT priorities. The system expansion policy component of the plan provides a framework to advance future regional HCT corridors by setting targets and defining regional and local actions that will guide the selection and advancement of those projects.

High capacity transit priority tiers

As described in Figure 1, regional HCT system corridors are grouped into one of four priority tiers, along with specific targets and various steps local jurisdictions could follow to advance a project to a higher tier. The four tiers relate to an HCT corridor's readiness and regional capacity to study and implement HCT projects. Corridors within each tier would be updated with each RTP or by RTP amendment. The four tiers are:

- **Near-term regional priority corridors**: Corridors most viable for implementation in next four years.
- **Next phase regional priority corridors**: Corridors where future HCT investment may be viable if recommended planning and policy actions are implemented.
- **Developing regional priority corridors**: Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation, but which have long-term potential based on political aspirations to create HCT supportive land uses.
- **Regional vision corridors**: Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation.

System expansion policy framework

The system expansion policy framework is designed to provide a transparent process agreed to by Metro and local jurisdictions to advance high capacity transit projects through the tiers. The framework is based on a set of targets designed to measure corridor readiness to support a high capacity transit project.

The system expansion policy framework:

1. Identifies which near-term regional priority corridor(s) should move into the federal project development process toward implementation; and
2. Delineates a process by which potential HCT corridors can move closer to implementation, advancing from one tier to the next through a set of coordinated Metro and local jurisdiction actions.

Based on the tiered category, regional actions would be aligned with work in each corridor while local actions would focus on meeting HCT system expansion targets. In near-term corridors, formal **corridor working groups** would be established. Other corridors would coordinate work through existing processes.

Figure 1: System expansion policy framework

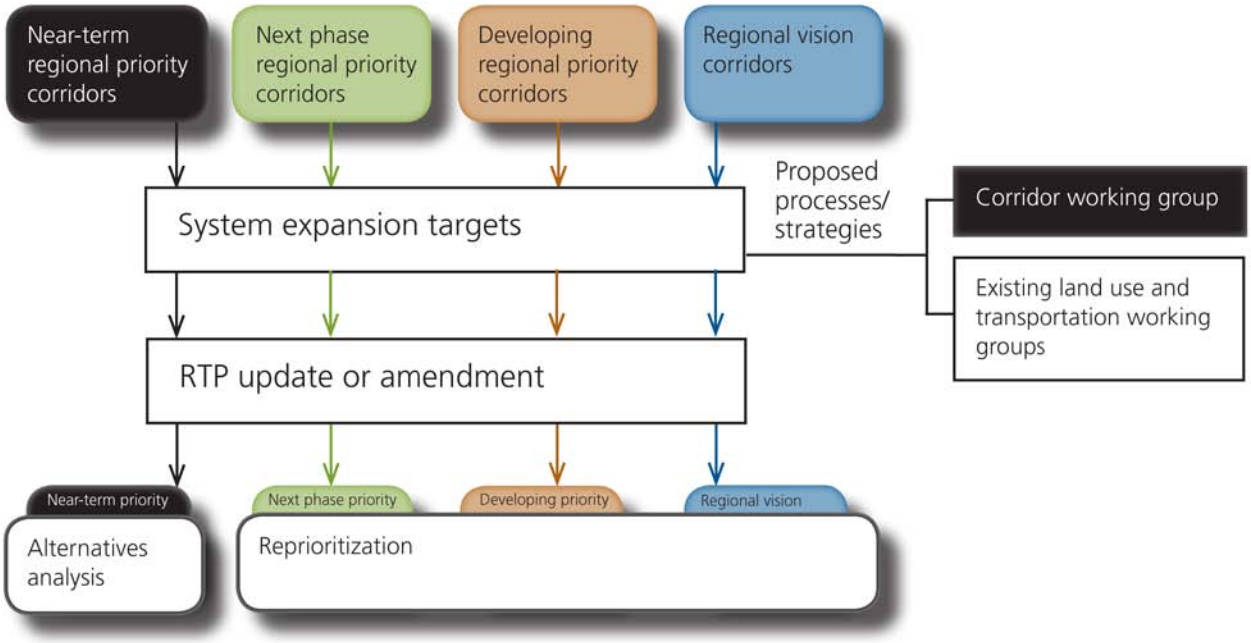


Figure 2: HCT system expansion policy framework concept

Tiers	Summary	Potential methods to reach targets		Potential system expansion targets	Potential strategies
		Potential local actions (applied to each corridor)	**Potential regional support (assistance with corridor assessment against system expansion targets)**		
Near-term regional priority corridors	Corridors most viable for implementation in next four years.	• Develop corridor problem statement • Define corridor extent • Assess corridor against system expansion targets • Create ridership development plan/ land use/TOD plans for centers and stations • Assess mode and function of HCT • Create multimodal station access and parking plans • Assess financial feasibility	• Create land use/TOD plans for centers and stations • Analyze station siting alternatives • Coordinate with MTIP priorities • Perform multi-modal transportation analysis • Create multimodal station access and parking plans • Start potential Alternatives Analysis	• Transit supportive land use/station context • Community support • Partnership/political leadership • Regional transit network connectivity • Housing needs supportiveness • Financial capacity – capital and operating finance plans • Integrated transportation system development	• Corridor Working Group • Existing land use and transportation working groups
Next phase regional priority corridors	Corridors where future HCT investment may be viable if recommended planning and policy actions are implemented.	• Develop corridor problem statement • Define corridor extent • Assess corridor against system expansion targets • Create ridership development plan/ land use/TOD plans for centers and stations • Assess mode and function of HCT	• Create land use/TOD plans for centers and stations • Analyze station siting alternatives • Coordinate with MTIP priorities	• Transit supportive land use/station context • Community support • Partnership/political leadership • Regional transit network connectivity • Housing needs supportiveness • Financial capacity – capital and operating finance plans	• Existing land use and transportation working groups

Tiers	Summary	Potential methods to reach targets		Potential system expansion targets	Potential strategies
		Potential local actions (applied to each corridor)	**Potential regional support (assistance with corridor assessment against system expansion targets)**		
Developing regional priority corridors	Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation, but which have long-term potential based on political aspirations to create HCT supportive land uses.	• Develop corridor problem statement • Define corridor extent • Assess corridor against expansion targets • Create ridership development plan/ land use/TOD plans for centers and stations	• Create land use/TOD plans for centers and stations • Analyze station siting alternatives	• Transit supportive land use/station context • Community support • Partnership/political leadership • Regional transit network connectivity	• Existing land use and transportation working groups
Regional vision corridors	Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation.	• Develop corridor problem statement • Define corridor extent • Assess corridor against system expansion targets • Create ridership development plan/ land use/TOD plans for centers and stations	• Create land use/TOD plans for centers and stations	• Transit supportive land use/station context • Community support	• Existing land use and transportation working groups

Attachment 1 - System expansion policy terms and definitions

This section provides a description of terms and definitions used in this document to describe the proposed process for HCT project advancement.

Local action descriptions

Local actions would be structured to reach tiered targets. Some or all of the following actions could be taken to advance a project, depending on the tier placement.

Develop corridor problem statement: The corridor problem statement defines the purpose of and established goals for the proposed HCT investment (i.e., congestion mitigation, economic development, etc.). It assesses the role of the project in addressing other regional transportation priorities and identifies opportunities for integration with other transportation system improvements in the corridor.

Define corridor extent: As in an FTA Alternatives Analysis, the definition of corridor extent could include a project extent that encompasses multiple alignment corridors or options.

Assess corridor against system expansion targets: The identification of progress toward all system expansion targets for the current priority tier.

Create ridership development plan/land use/TOD plans for centers and stations: Assessment of potential future ridership based on current land use projections, identified station areas and local zoning. This might involve demand modeling, but could effectively use Transit Orientation Index (TOI) scores within ½ mile of identified station areas. A ridership development plan could include assessment of: TOI score, residential density, employment density, potential cost effectiveness and transit supportive land uses (zoning and station typology aspirations).

Assess mode and function of HCT: Definition of the HCT modes that are most relevant for meeting the primary function of a corridor's problem statement. Selection of a lower cost mode could improve the corridor's ability to meet targets.

Create multimodal station access and parking plan: The station access plan would ensure that station designs optimize opportunities for intermodal connections and TOD by planning for an urban block pattern. The parking management plan would help local jurisdictions develop transit supportive parking policies that include development of potential parking districts. It could also establish maximum parking requirements, pay-for-parking, park-and-ride development and management plans, and other parking code changes such as unbundling parking for new development.

Assess financial feasibility: Assessment of the financial feasibility of the region to advance an HCT project. The analysis would consider and propose incentives to finance existing and future infrastructure improvements, using tools such as SDC credits, tax abatement, improvement districts and tax increment financing (TIF).

Regional support descriptions

Regional support will be necessary to advance any corridor. Regional actions may already be in place, such as work coordinated through the transportation system plans; however, specific regional actions to support HCT project advancement would vary based on the tier.

Create land use and transit-oriented development plans for station areas: Land use and TOD plans for corridors would be reviewed for local areas to ensure that station areas within a defined corridor extent can meet defined targets for ridership and transit supportive land use.

Analyze station siting alternatives: Locations of stations is critical to the success of the HCT system. Metro has advanced tools to work in tandem with locals to assess the trade-offs between potential station areas.

Coordinate with MTIP priorities: HCT investments should align with regional priorities for transportation and land use investments. MTIP prioritization would support development or preparation of a corridor as an HCT project.

Perform multi-modal transportation analysis: Metro will assist with the preparation and production of transportation modeling for near-term regional priority corridors. Metro will assist corridors in other tiers as well; however, methods may vary.

Create station access and parking plans: Parking availability is one of the strongest determinants of transit ridership and has the potential to add significant value to leverage regional HCT investment. Metro has tools for the region to review parking plans for all land use types.

Start potential alternatives analysis: The region can begin the process to help projects advance into federal alternatives analysis process.

Proposed system expansion target descriptions

A small set of system expansion targets will be identified to measure project readiness and contribution to regional goals. These targets will provide clear direction to local jurisdictions that desire to advance projects. System expansion targets would vary based on the tier.

Transit supportive land use/station context: Under this target, each station along a proposed alignment should be evaluated for ridership potential based on the jurisdictions' demonstrated willingness to promote transit supportive development. Specific targets could be set for residential, commercial and employment density in station areas. Additionally each station should undergo an evaluation to determine: (1) the capacity for station area development, (2) ability to create good station access for all modes and (3) any issues with station capacity or functionality.

Community support: This measure would be qualitative, based on expressed support for HCT service in the corridor.

Partnership/political leadership: This measure would be qualitative based on demonstrated political leadership, development of strategic partnerships and demonstrated advancement of local aspirations.

Regional transit network connectivity: This measure would assess the role the project plays in filling key regional transit system gaps, connectivity with the existing and planned systems and ability for existing system facilities to support the investment. It would also measure a project's impact on the regional HCT system's ability to increase system capacity to deal with malfunction, incident or construction/maintenance, and the ability for existing station and track infrastructure to support the investment.

Housing needs supportiveness: This measure would assess the contribution of the project to improve overall housing and transportation affordability for populations of concern.

Financial capacity – capital and operating finance plans: This measure would assess the capacity to fund capital and operations with no significant negative consequences on existing infrastructure or transit system operations. This evaluation could include:

- **Capital finance plan**: A qualitative rating based on whether a project is partially or fully funded, the availability of local capital funds and competition for funding that is needed for core system capacity enhancements or maintenance

- **Operating finance plan**: A preliminary analysis of the financial capacity to operate using measures such as estimated farebox recovery, cost effectiveness (total annualize operating and capital cost per passenger), and the stability, reliability and availability of proposed operating subsidy

Integrated transportation system development: This measure would quantitatively assess the role each project would play in addressing a broad range of regional transportation priorities, particularly those priorities for the Mobility Corridor in which the corridor is located.

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Metro | *Memo*

Elements of the federal 2008 Regional Transportation Plan recommended for update based on the work concluded through the High Capacity Transit System Plan.

1. <u>Define the function of high capacity transit within an integrated transportation system</u>

Current Regional Transportation Plan policy: As defined in the Regional Transportation Plan, page G-7, "High capacity transit is characterized by carrying a larger volume of passengers using larger vehicles and/or more frequent service than a standard fixed route bus system. It operates on a fixed guideway or within an exclusive right-of-way, to the extent possible. Service frequencies vary by type of service. Passenger infrastructure is provided at transit stations and station communities, including real-time schedule information, ticket machines, special lighting, benches, shelters, bicycle parking, and commercial services. Using transit signal priority at at-grade crossings and/or intersections preserves speed and schedule reliability. Park and-ride lots provide important and necessary access to the high capacity transit network."

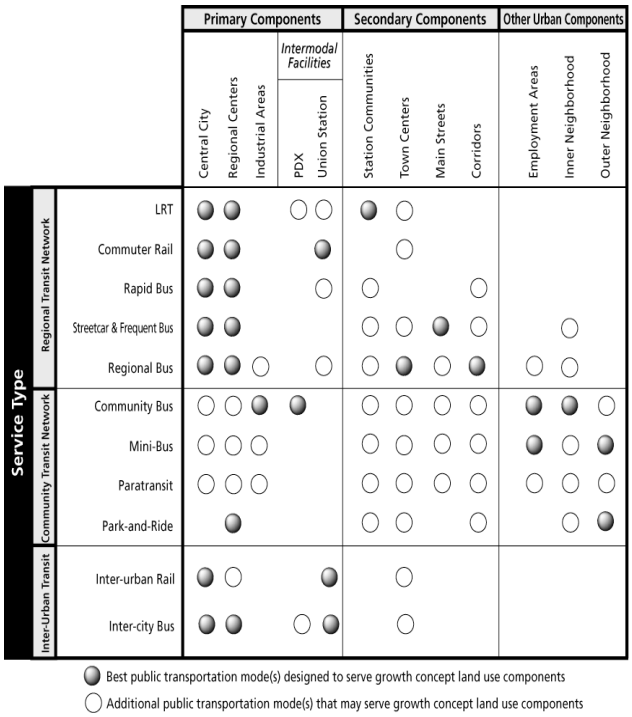
What we've heard: In public involvement efforts and committees, staff has heard conflicting understanding and opinions about the purpose and function of high capacity transit. High capacity transit could serve corridors with access and many stops or it could serve centers with speed and few stops. Some participants wanted more suburban-to-suburban service and faster service through downtown Portland.

Recommendation: Update the RTP to define the function of high capacity transit as carrying a larger volume of passengers using larger vehicles and/or more frequent service than a standard fixed route bus, with a majority of an HCT line separated from traffic. The update should include language to reflect that the level of investment in High Capacity Transit should be warranted based on performance targets. HCT targets would be based on the ability of a capital investment to move people more efficiently than can be achieved by a fixed-route bus in traffic.

RTP update method: Regional High Capacity Transit System Plan system expansion policy targets would set clear guidelines about what HCT investment is fiscally appropriate based on projected demand. This would help guide the level of investment necessary for individual corridors.

2. Define the role of HCT in providing service to town centers and employment areas

RTP Figure 3.14



Current Regional Transportation Plan policy: Under the current Regional Transportation Plan, Figure 3.14, high capacity transit (LRT, commuter rail, and rapid bus) is designed to provide core transit service to primary components, which include the central city, regional centers, and Union Station, and to the secondary component, station communities. High capacity transit (LRT, commuter rail, and rapid bus) is designed to provide additional public transportation modes that may serve growth concept land use components include the Portland Airport (PDX) and town centers.

What we've heard: In public involvement efforts and committees, staff has heard a desire for town centers, employment areas and major activity centers (e.g., the Oregon Zoo) to be served by high capacity transit.

Recommendation: Update the RTP with defined targets for mode-neutral transit service frequencies to serve each of the 2040 Growth Concept land uses. Performance targets would guide the mode type and clarify what major investment is appropriate. Activity centers are not clarified in the 2040 Growth Concept, and no specific service targets are recommended.

RTP update method: Regional High Capacity Transit System Plan system expansion policy targets would set clear guidelines about what HCT investment is fiscally appropriate based on projected demand. This would help guide the level of investment necessary for individual corridors.

3. Define HCT modes and resolve if rapid streetcar should be added as potential high capacity transit mode and clarify the role of commuter rail

Current Regional Transportation Plan policy: Under the current Regional Transportation Plan, page 3-38, high capacity transit facilities and services include light rail transit, commuter rail, bus rapid transit, intermodal passenger facilities and park-and-ride lots.

The Regional Transportation Plan, page G-15, defines streetcar as: "Fixed-route transit service mixed in traffic for locally oriented trips within or between higher density mixed-use centers. Streetcar services provide local circulator service and may also serve as a potent incentive for denser development in centers. Service runs typically every 15 minutes and streetcar routes may include transit preferential treatments, such as transit signal priority systems, and enhanced passenger infrastructure, such as covered bus shelters, curb extensions and special lighting."

The Regional Transportation Plan, page G-3, defines commuter rail as: "Short-haul rail passenger service operated within and between metropolitan areas and neighboring communities. This transit service operates in a separate right-or-way on standard railroad tracks, usually shared with

freight use. The service is typically focused on peak commute periods but can be offered other times of the day and on weekends when demands exists and where capacity is available. The stations are typically located one or more miles apart, depending on the overall route length. Stations offer infrastructure for passengers, bus and LRT transfer opportunities and parking as supported by adjacent land uses. See also Inter-city rail."

The Regional Transportation Plan, page G-8, defines inter-rail as "Inter-city passenger rail that is part of the state transportation system and extends from the Willamette Valley north to British Columbia. Amtrak already provides service south to California, east to the rest of the continental United States and north to Canada. These systems should be integrated with other transit services within the metropolitan region with connections at passenger intermodal facilities."

What we've heard: In public involvement efforts and committees, staff has heard that there are discrepancies existing in the current RTP. Rapid streetcar is being proposed in the Portland to Lake Oswego corridor, but rapid streetcar is not defined in the RTP. The High Capacity Transit System Plan has identified potential commuter rail lines to neighboring communities, but these lines would fall in between the RTP definitions of commuter rail definition and inter-city rail.

Recommendation: Update the RTP to replace the mode description type with mode function and performance targets. Targets for all modes performing as high capacity transit will be added, including the modes of commuter rail and rapid streetcar.

RTP update method: Regional High Capacity Transit System Plan system expansion policy targets would set clear guidelines about what HCT investment is fiscally appropriate based on projected demand. This would help guide the level of investment necessary for individual corridors.

4. <u>Define the coordination of land use, station area and transportation investments with HCT investments</u>

Current Regional Transportation Plan policy: There is currently no Regional Transportation Plan policy directing concurrent land use, transportation and transit planning in high capacity transit corridors.

What we've heard: In public involvement efforts and committees, staff has heard an emphasis on the importance of combining placemaking efforts and land use planning with future high capacity transit investments. Public participants were interested in creating links between stations and neighborhoods by integrating stations into surrounding communities, considering pedestrian and bike facilities around stations, and providing good local transit service to get people to HCT stations.

Recommendation: Update the RTP to incorporate the system expansion policy for advancement of high capacity transit corridors to include land use coordination and action by local communities to advance HCT projects.

RTP update method: Regional High Capacity Transit System Plan system expansion policy targets will include land use targets in association with measuring the value of potential future HCT investments.

CITY OF HILLSBORO

Planning Department

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May 26, 2009

METRO
TPAC / MTAC
600 NE Grand
Portland, OR 97232

RE: High Capacity Transit System
Request to Consider Route Consolidation
Hillsboro Sunset Corridor Routes 17 and 17D

Dear TPAC and MTAC Committee Members:

The City of Hillsboro is engaged along with some public and private partners in an effort to adopt City comprehensive plan amendments for the Amberglen district that will prescribe high density mixed uses within this area formerly zoned exclusively for educational employment uses. Through these amendments the City intends to accommodate approximately 5,000 new high-density and medium-density residential dwelling units, proximate to Sunset Corridor employment. Extension of High Capacity Transit into or through the district would serve to incentivize and support both private and public investments in this unique Area.

The Third Draft of the High Capacity Transit System Detailed Evaluation, (Figure 9) ranks Route 17D (Beaverton-North Plains), which contains the Amberglen extension, in the third tier of priority projects. It also ranks Route 17, an HCT corridor extending west from Sunset Transit Center to the Hillsboro Regional Center via US-26, Evergreen Parkway, and Brookwood Parkway solidly in the second tier of priority projects. Despite this segment's projected generation of 5,333 riders per mile, the Amberglen extension (the southern 1.8 mile portion of the 4.2 mile Route 17D) has been given a low ranking. That ranking is creating uncertainty with Amberglen stakeholders whose active participation in future plans for this Area is critical to implementation of the plan amendments after they are adopted.

Based on consultation with Metro staff, and with the support of the Washington County Coordinating Committee's Technical Advisory Committee and the Hillsboro Chamber of Commerce, the City of Hillsboro hereby requests that Metro staff consider and study a combined 17D - 17 Route in their future High Capacity Transit System analysis and in its adoption into the upcoming Regional Transportation Plan. This combined Route would address the provision of High Capacity Transit service to the expanding employment in

north Hillsboro along Evergreen Parkway. City staff recommends that these two corridors be considered jointly since each Route effectively extends existing Light Rail service to this Industrial Employment Center. Through this "consolidation" of Routes, Hillsboro staff believes the composite corridor would rank solidly in the second tier (Next Phase Regional Priority Corridors) of regional priority projects.

Consistent with the upcoming refined HCT/RTP analysis expected to occur in the coming months aimed at accomplishing greater transit support of firm local aspirations to achieve more intensive development within centers and corridors, we ask that Metro allow for flexibility in implementing (and funding) adopted High Capacity Transit priorities. Such flexibility will be needed to capture and capitalize on unique opportunities for intensive centers and corridors development which may develop over time but which may not be fully consistent with the adopted HCT priorities Rigid adherence to the priority rankings, as adopted, would likely hinder these opportunities as they arise throughout the region.

Any questions may be directed to either Pat Ribellia at 503-681-6481 or Don Odermott at 503-681-6451.

Patrick Ribellia, Esq.
Planning Director

Donald P. Odermott, PE
Transportation Planning Engineer

cc: Mike McKillip (representing the Cities of Wash. Co.)
Andy Back (representing Wash. Co.)

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Metro | *Memo*

Date: May 29, 2009

To: TPAC and Interested Parties

From: Kim Ellis, RTP Project Manager

Re: 2035 Regional Transportation Plan - Regional Transportation System Definition

PURPOSE

This memo summarizes issues raised about the current regional transportation system definition during the comment period for the federal component of the 2035 Regional Transportation Plan (RTP) in 2007, and recommended changes to the definition. Some of the issues were also raised and discussed by the Joint Policy Advisory Committee on Transportation (JPACT) at the May 22 retreat.

BACKGROUND

In 2007, regional partners requested more policy discussion on what transportation facilities and services should be designated as the regional transportation system in the final plan. Metro committed to addressing these issues during the state component of the update and brought the issues forward for discussion and recommendation by the RTP Work Group in February 2009. Additional recommendations were developed for the Regional Bike System in Winter 2009. A summary of specific issues raised to date is provided below with a recommendation for moving forward.

ISSUE 1: Review Regional System Definition (See Attachment 1)

Regional partners raised concerns that the overall regional system definition may be too broad and may extend beyond facilities and services that are of regional interest.

Recommendation: Update the current definition as shown in Attachment 1 as this definition includes elements of the transportation system that are of "regional interest" as defined in RTP policies, and has been amended to incorporate recommendations described in Issue #2. Regional system maps in Chapter 3 further establish the geography and focus of regional transportation system investments.

ISSUE 2: Develop "Regional Bridge" definition (See Attachment 2)

Regional partners called for the RTP to include a definition of what constituted a regional bridge and recommended looking at Oregon Revised Statues (ORS) provisions and Oregon Department of Transportation (ODOT) bridge definitions for elements to include in the definition.

Recommendation: Define "regional bridges" to include all state bridges, high-capacity transit bridges, freight rail bridges, arterial bridges, bridges designated on the RTP system maps and local agency-owned bridges that meet ODOT's "Large Bridge" definition or any of the following criteria: (1) cross the following rivers – Willamette, Columbia, Tualatin, Clackamas and Sandy rivers, (2) serve oversized freight vehicles or (3) serve emergency vehicles. ODOT designates local-agency owned "Large Bridges" as bridges with an existing bridge deck area of 30,000 square feet or more. See Attachment 2 for local agency-owned "Large" bridges in the Metro region. This list of bridges will be expanded to include other bridges that meet the above definition.

ISSUE 3: Review role of "Collectors of Regional Significance" in regional system (See Attachment 3)

The federal component of the 2035 RTP called for revisiting the appropriateness of designating collector facilities as part of the regional "Streets and Throughways System." Suggestions have been made to eliminate this designation altogether.

Recommendation: Retain this designation in the RTP. The 2004 RTP identified "Collectors of Regional Significance" in the Motor Vehicle Functional Classification System Map, with the intended function of connecting the regional arterial system and the local collector system to (1) ensure adequate access to the primary and secondary land-use components of the 2040 Growth Concept; (2) allow dispersion of arterial level traffic over a number of lesser facilities where an adequate local street network exists; and (3) define appropriate collector level movement between jurisdictions. In effect, many of these facilities were serving as "minor arterial" routes. Local agencies should determine the appropriateness of a collector of regional significance, major arterial or minor arterial designation for these facilities as part of the RTP system map updates that are currently being considered by local agencies.

ISSUE 4: Review role of "Streetcar" in regional transit system (Attachment provided under separate cover as Exhibit C to Resolution No. 09-4052)

Regional partners and others have questioned whether streetcar should be considered a mode in the Regional High Capacity Transit (HCT) system. Suggestions have been made to limit this mode to regional and community transit service and to add the concept of a "Rapid Streetcar" mode in dedicated-right-of-way to reflect operational and design characteristics that would allow streetcar to function at a higher speed and capacity than current examples in the region.

Recommendation: Address this issue through the HCT plan currently under consideration.

ISSUE 5: Update Regional Bicycle System Definition (Attachment provided under separate cover as part of the TPAC packet)

Metro received several comments regarding the RTP bicycle policy, including further integration of low-traffic facilities/bicycle boulevards into regional bicycle policy. In addition, in 2008, Metro convened a Blue Ribbon Committee for Trails (BRC), composed of elected, community and business leaders. The BRC endorsed a final recommendation for a comprehensive "Integrated Mobility Strategy." This strategy envisions a more integrated way of developing pedestrian, bicycle and transit facilities, including "active transportation" demonstration projects. During the Winter of 2009, Metro and TriMet convened three meetings of a Transit-bike parking working group, which included bicycle planners and development code implementers from around the region to develop RTP policy language that recognizes TriMet's Bicycle Parking Guidelines as the appropriate tool to help determine the location, size and design of bicycle parking at transit stations.

Recommendation: Update the regional bicycle system definition as proposed by the regional bicycle work group in Fall 2008, the regional transit-bike parking work group in Winter 2009, and to incorporate additional refinements that respond to the BRC work.

ISSUE 6: Define Local, Regional and State Responsibilities (No attachment provided)

The current regional system definition does not define financial responsibility for the different parts of the local, regional and state transportation system. While individual elements of the transportation system may be of "regional interest," responsibility for these elements may be a local or state responsibility.

Recommendation: Address this issue through JPACT policy discussions this spring and summer as part of developing a long-term funding strategy for the RTP. The JPACT discussions may include defining what elements of the transportation system should be primarily a local responsibility, regional responsibility

or state responsibility in terms of maintenance and expansion of existing infrastructure and services and funding needed investments.

IMPLICATIONS MOVING FORWARD

Any refinements to the current regional system definition will have implications for what facilities are eligible for inclusion in the RTP investment strategy to be developed this summer and future federal funding allocations through the Regional Flexible Funds process. Metro staff will provide TPAC a consolidated list of proposed changes to the RTP system maps and track changes revisions to Chapter 3 policy language for final review this summer, prior to release for public comment in September.

ATTACHMENT 1
REGIONAL SYSTEM DEFINITION

EXCERPTED FROM 2035 RTP (adopted Dec. 2007)

"3.4.1 Regional Transportation System Definition

Multi-modal regional transportation facilities and services are defined both functionally and geographically. A facility or service is part of the regional transportation system if it provides access to any activities crucial to the social or economic health of the Portland metropolitan region, including connecting the region to other parts of the state and Pacific Northwest, and providing access to and within 2040 Target areas, as described below.

Facilities that connect different parts of the region together by crossing county or city boundaries are crucial to the regional transportation system. Any link that provides access to or within a major regional activity center such as an airport or 2040 target area, is also a crucial element of the regional transportation system, as described below.

As a result, the regional transportation system is currently defined as:

1. All state transportation facilities (including interstate, state, regional and district highways and their bridges and ramps).
2. All arterial facilities and their bridges.
3. Transportation facilities within designated 2040 centers, corridors, industrial areas, employment areas, mainstreets and station communities.
4. All high capacity transit and regional transit systems and their bridges.
5. All regional bicycle and pedestrian facilities and their bridges, including regional trails with a transportation function.
6. ~~All other transportation facilities and services that JPACT and the Metro Council determine necessary to complete the regional plan, including~~ All bridges that cross the throughway facilities, Willamette ~~River~~, Columbia, Clackamas, Tualatin and Sandy rivers~~Bridges, Interstate Bridges~~, bridges that are part of other elements of the regional system, and bridges that serve oversized freight trucks or emergency vehicles.
7. All freight and passenger intermodal facilities, airports, rail facilities and marine transportation facilities and their bridges.
8. ~~7.~~ Any other transportation facility, service or strategy that is determined by JPACT and the Metro Council to be of regional interest because it has a regional need or impact (e.g. transit-oriented development, transportation system management and demand management strategies, local street connectivity, and culverts that serve as barriers to fish passage ~~and throughway overcrossings~~).

Regional Transportation System Components

Regional multi-modal transportation facilities and services include the following eight components:

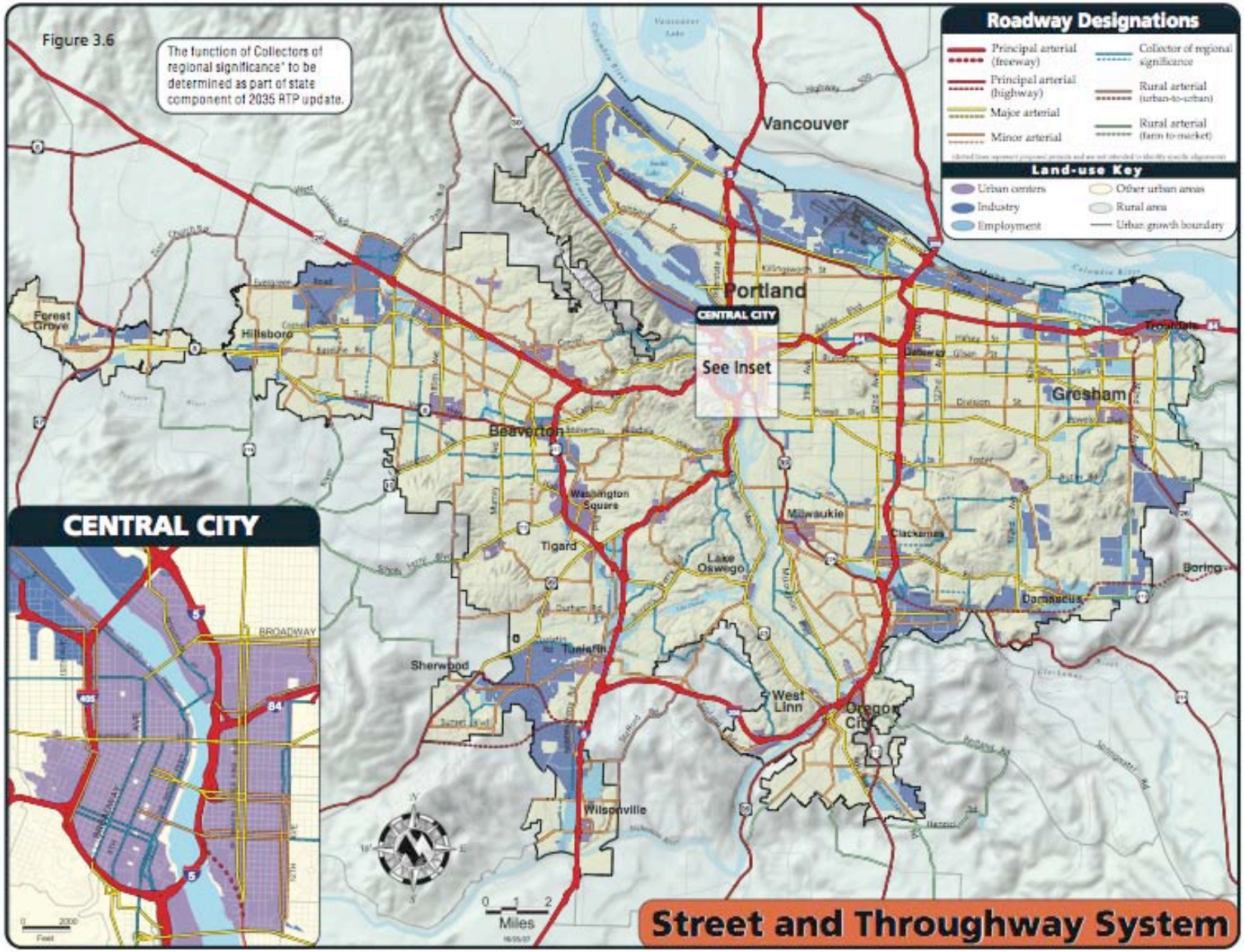
1. Regional Throughway and Street System, which includes the National Highway System (NHS) and State highways
2. Regional Transit System
3. Regional Bicycle System
4. Regional Pedestrian System
5. Regional Freight System
6. Regional Design System
7. System Management Strategies
8. Demand Management Strategies

Regional system maps in Chapter 3 further establish the geography and focus of regional transportation system investments. Together, these facilities, services and strategies constitute an integrated and interconnected system that supports ~~desired~~ planned land use as well as all modes of travel for people and goods movement to achieve the goals of the RTP. Specific facilities or services are included in the RTP based on their function within the regional transportation system rather than their geometric design, ownership or physical characteristics."

ATTACHMENT 2

BRIDGE_ID	STRUCNAME	FEATINT	FACILITY	COUNTY	OWNER	DECK_AREA_S	SUFF_RATE
LOCALLY-OWNED "LARGE" BRIDGES - Portland Metropolitan Region (does not include ODOT-owned Bridges)							
06757	Willamette River, Broadway St	WILLAMETTE RIVER	BROADWAY ST	Multnomah	County	122,811	60.7
02757	Willamette River, Hawthorne Ave	WILLAMETTE RIVER	HAWTHORNE AVE	Multnomah	County	101,097	68.0
08589	Willamette R & Hwy1, SE Morrison St (Morrison Int)	I-5 & OR 99E	MORRISON ST	Multnomah	County	82,614	29.4
02758A	SE Belmont St over Hwy 1 & Conns (Morrison Intchg)	OR 99E (HWY 001E)	BELMONT ST	Multnomah	County	79,258	57.7
00511	Willamette River, Burnside St (Burnside)	WILLAMETTE RIVER	BURNSIDE BRIDGE	Multnomah	County	73,616	46.5
00511B	Burnside St (East Approach) over Hwy 1 & Conns	EAST BURNSIDE APPROACH	BURNSIDE ST	Multnomah	County	73,014	35.3
19656	NORTH LOMBARD STREET (PORTLAND SECTION)	UPRR TRACKS	NORTH LOMBARD ST	Multnomah	City	69,619	85.5
02758	Willamette River, Morrison St (Morrison)	WILLAMETTE RIVER	MORRISON ST	Multnomah	County	68,400	78.8
16660	Yeon St - Front Ave NE over BNRR	B-129 OVER BN/SFRR	YEON/FRONT-NW 26TH	Multnomah	City	64,548	99.7
02757B	SE Madison St Ramp over Hwy 1E SB (SE MLK Blvd)	GRAND AV TO WATER AV WB	MADISON ST	Multnomah	County	61,644	47.1
06879	Willamette R & Hwy 3 NB, SE Tacoma St (Sellwood)	WILLAMETTE RIVER	TACOMA STREET	Multnomah	County	60,935	2.0
02757A	Hawthorne Blvd Ramp to Hwy 1E SB	OR 99E (01E)	RAMP TO HAWTHORNE	Multnomah	County	60,140	47.3
02758B	W Morrison Br Conn over Hwy 1W (Front Ave) & Park	CITY STREETS & PARK	WEST MORRISON CONN	Multnomah	County	57,330	82.5
00511A	Burnside St West Approach over Hwy 1	WEST BURNSIDE APPROACH	BURNSIDE ST	Multnomah	County	53,148	20.5
17985	Airport Way over Pacific Railroad	PACIFIC RAILROAD	AIRPORT WAY	Multnomah	County	43,920	98.2
02641	Multnomah Channel, FAS A-668	MULTNOMAH CHANNEL	FAS A668	Multnomah	County	43,128	5.0
25B10	NW Kittridge Ave over BNRR	B-10 OVER BNRR	NW KITTRIDGE AVE.	Multnomah	City	41,965	74.6
13512	Hwy 59 (NE Sandy Blvd) over Hwy 64	I-205 (HWY 064), LT RL	SANDY BLVD	Multnomah	City	39,574	96.0
06757A	NW Broadway Ramp over Broadway St Conn	BROADWAY ST CONN	NW BROADWAY RAMP	Multnomah	County	37,820	59.5
02350A	Hwy 1E (SE MLK Blvd) over Hwy 2 & UPRR	HWY 2 & UPRR	OR 99E (HWY001E)CO	Multnomah	City	37,120	61.9
07115	B-153 N Interstate Ave	B-153 N INTERSTATE AVE	OR 99W RAMP	Multnomah	City	35,385	47.0
02757F	SE Hawthorne Blvd over SE Water Ave (Hawthorne)	WATER AVE TO THE RIVER	HAWTHORNE BRIDGE	Multnomah	County	35,136	76.3
19643	N Tillamook St over UPRR & N Albina Ave	UPRR & N ALBINA AVE	TILLAMOOK STREET	Multnomah	City	34,412	92.8

Attachment 3



www.oregonmetro.gov/rtp




Regional Transportation Plan

Recommended Approach to Refine Investment Priorities

Linking transportation to land use, the economy and the environment

Kim Ellis, RTP Project Manager
TPAC | May 29, 2009

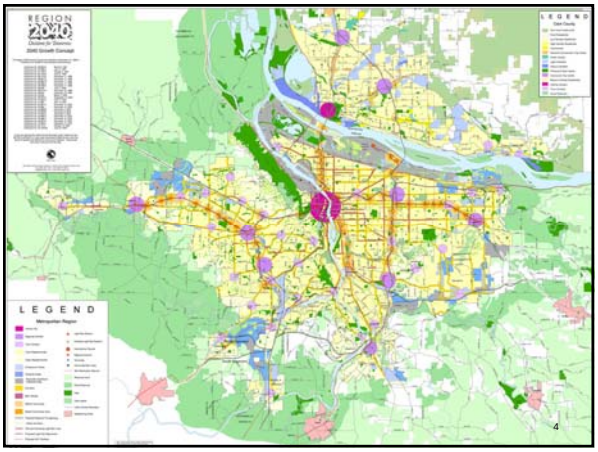
Metro

Direction needed today



Confirm recommended approach and timeline for developing state RTP investment strategy

Building blocks to refine priorities



Aspirations – a starting point for local and regional actions

Tigard Downtown 2028 Vision

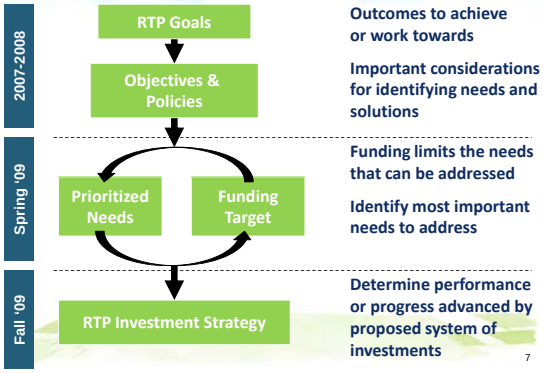
- Leverage local and regional investments
- Align your RTP investment priorities with your aspirations

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

Goals lead to investment priorities



7

2035 RTP PERFORMANCE WORK GROUP RECOMMENDATIONS

Performance Evaluation Framework

8

What performance goals are most important to deliver? A few examples...

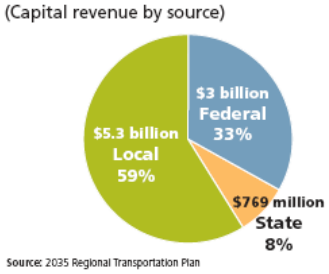
- Job creation - Increase the number of new jobs in centers and employment/industrial areas by XX%?
- Urban form - Increase the number of new households in centers and corridors by XX%?
- Safety - Reduce crashes, injuries and fatalities by 50%?
- Reliability - Reduce delay per capita by 10%?
- Travel - Reduce VMT per capita by 10%?
- Climate change - Reduce greenhouse gas emissions by 40%?
- Active transportation - Triple walking, biking and transit trips?
- Personal cost - Reduce average household cost for transportation and housing by 25%?

9

Using the 2007 RTP as a starting point for refining priorities

10

Local governments are funding an increasing share of the system

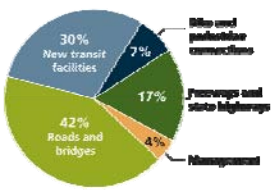


Source: 2035 Regional Transportation Plan

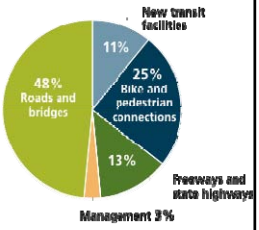
11

2007 Federal RTP Priorities

BY COST OF PROJECTS



BY NUMBER OF PROJECTS



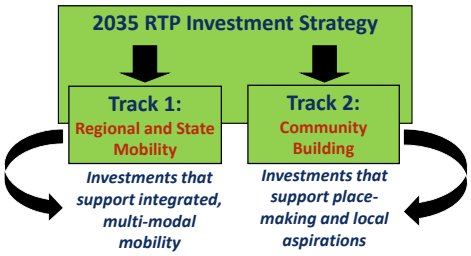
Capital cost assumption in 2035 RTP = $9.07 billion

12

Recommended approach and checklist of considerations

13

✓ Investment Strategy Framework



14

✓ Common needs across region

- **Congestion and delay on throughways and arterials**
- **Throughways, topography and rivers are barriers**
- **Lack of arterial and local street connectivity**
- **More frequent transit service and broader coverage to meet RTP policies and land use vision**
- **Transit-supportive land use to leverage transit investments**
- **Substandard facilities and gaps in bike, pedestrian and trails networks**
- **At-grade rail crossings hinder mobility**

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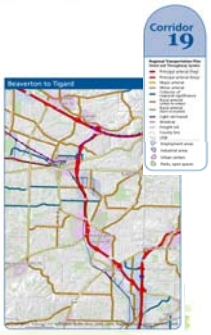
✓ Track 1: Integrated Mobility Solutions

- Access management, signal timing, traveler information and tolling
- High capacity transit and frequent bus service supported by transit-supportive land use
- Sidewalk, bikeway and trail connections to transit
- Arterial connectivity, capacity and throughway overcrossings
- Grade separate road and rail
- Throughway capacity and interchange upgrades
- Freight rail upgrades



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✓ 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 from Interstate system 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

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✓ MPAC/JPACT investment priorities

- **On-going maintenance of existing system**
- **Target investments in centers, corridors and employment/industrial areas to attract growth and support economic development**
- **Increase emphasis on land use, management, transit and active transportation**
- **Focus throughway investments on existing system to address safety and support freight mobility and access**
- **Improve and protect throughway interchanges and upgrade arterials that provide access to industry**
- **Freight rail upgrades to expand freight choices**

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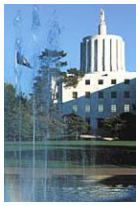
✓ State policies that direct the RTP



- Be "adequate" to support adopted land use
- Include a finance strategy
- Increase walking, biking and transit
- Reduce drive alone trips
- Reduce VMT per person
- Meet statewide mobility goals
- Reduce greenhouse gas emissions

19

✓ Update Federal priorities to respond to new information

- Local aspirations
- New plans and studies

20

✓ Is the system fully optimized?

Examples of system optimization in Tigard:

- Meet on-going maintenance needs
- Access management and traffic signal timing on OR 99W
- Arterial traveler information and adaptive signal systems for OR 99W, and Hall Boulevard
- More freeway detection on OR 217 to enhance travel information and incident management efforts

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✓ Can we better manage demand?

Examples of demand management in Tigard:

- Transit-supportive land uses in centers and corridors
- Expanded partnerships with Westside Transportation Alliance
- Carpool/vanpool programs and other employer services
- High occupancy tolls lanes on OR 217

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✓ Are we adequately addressing deficiencies?

Examples of projects that address deficiencies in Tigard:

- Streetscape retrofits in downtown
- Reconstruct substandard Fanno Creek trail segments
- Widen arterials such as Greenburg Rd.
- All day WES service
- OR 217 braided ramps and 72nd Ave. interchange upgrade
- Grade separate rail crossings

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✓ Are we adequately improving connectivity?

Examples of projects that improve connectivity in Tigard:

- Arterial overcrossings of OR 217
- New collector and arterial connections
- Complete Westside, Fanno Creek and Red Electric trails
- High capacity transit connection to Tigard via Barbur/OR 99W

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Recommended process and timeline

25

Local coordinating committees take lead role

- Coordinate project list changes
- Work with cities to maintain balance between projects and funding threshold
- Provide forum for land use and trails staff to participate in discussions

26

Tools to use

- Current RTP project list, subarea project maps, system maps
- Mobility atlas and needs assessment
- Local aspirations summary
- Template for documenting proposed project list changes
- Guidance and local agency contact

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Timeline

June – Direction and startup

July – Project list updated

August – Compile draft plan

Sept. – Dec. – Public comment and action

28

June 2009: Direction and startup

- June 10 – MPAC gives direction to staff on investment priorities and funding threshold
- June 11 – JPACT gives final direction to staff on investment priorities and funding threshold
- Late-June – Coordinating committees (staff) meeting(s) to update RTP project list

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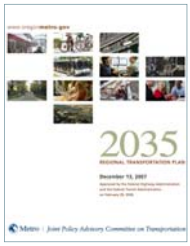
July 2009: Project list updated

- Early-July – Coordinating committees (policy) endorse updated project list
- July 9 – JPACT update on process and funding options
- July 29 – Agencies submit project list changes to Metro

30

August 2009: Compile draft plan



August – Compile draft plan; begin modeling and analysis

- Policy refinements (Chapter 3)
- RTP investment strategy
- RTP funding strategy

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September – December 2009: Public comment and action

- 30-day public comment with other *Making the Greatest Place* recommendations
- Identify proposed amendments
- Committees review plan and take action on resolution of intent for final adoption in June '10

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Recommended direction on revenue sources and assumptions for state RTP

This section summarizes JPACT direction on funding sources and levels of funding to guide the development of an investment strategy for the state RTP. **Table 1** provides an overview while a more detailed description follows.

Table 1. Summary of Recommended Funding Sources and Revenue Assumptions

Road-related operations, maintenance and preservation assumptions	
State gas tax	Equivalent of ½-cent per year increase
Local/regional street utility fee (SUF), indexed to inflation	Consider a combination of local and/or regional street utility fees to supplement state gas tax revenues
Road-related capital assumptions	
System development charges (SDCs)	$7,000 per house [1] average
State vehicle registration fee (VRF)	$2 per year increase
Regional/local vehicle registration fee (VRF)	$1 per year increase
Tolling	Pursue tolling on all new mainline highway capacity to manage demand and fund maintenance and capital cost of facility. Revenue assumption to be determined on a project-by-project basis through future corridor refinement plans and/or a regional congestion pricing study.
Transit operations, maintenance and preservation assumptions	
Payroll tax	Expand transit system through the equivalent of a 0.2 percent increase that is phased in, seeking a 0.1 percent increase, but looking to other sources to diversify revenues beyond the 0.1 percent increase
Transit capital and service expansion emphasis	
High capacity transit (HCT)	60 percent of payroll tax increase
Frequent bus	40 percent of payroll tax increase
Other regional and local transit service (includes regional bus, streetcar and local service)	Expand other regional/local service if local actions are implemented to leverage service, such as transit-supportive zoning, sidewalks, shelters, etc.
High Capacity Transit federal and local match sources	
FTA New Starts	60 percent or better
State	10 percent
TriMet	16 percent with payroll tax increase [2]
Regional flex funds	7 percent
Local	7 percent

Table notes:

[1] Subject to refinement based on further data collection on city and county SDC rates in the region.

[2] A higher TriMet local match could reduce the amount of new revenue that could be spent on HCT and bus operations, which in turn could limit building new HCT connections.

Road-related operations, maintenance and preservation

- Continue movement toward local and regional approaches for addressing OMP needs. Reduce state gas tax assumptions to the equivalent of ½-cent per year, in keeping with historical trends to fund a portion of local OMP. This represents a decline from current RTP financially constrained revenue assumptions.
- Establish a regional target to maintain the system at 50-60 percent in fair or better condition, and rely on the ½-cent state gas tax and regional and/or local sources to close the gap between assumed state gas tax revenue and the desired level of OMP.
- Consider a combination of local and regional street utility fees to fill maintenance gap as a permanent, long-term solution. Consider a regional street utility fee to provide a uniform level of maintenance standards on the regional system, with complementary local street utility fees providing supplemental levels of maintenance above and beyond the regional target. More research is needed to determine fee collection and distribution system and desired level of OMP standards to achieve. Data collection for a coordinated regional pavement management system could help establish rates and monitor system conditions over time.
- Additional discussion is needed on how best to address on-going regional bridge OMP needs. For example, the Sellwood Bridge is primarily a Multnomah County responsibility and has a National Bridge Inventory sufficiency rating of 2 out of a possible score of 100. However nearly two-thirds of the bridge users are from outside the City of Portland, in part because the bridge provides the only crossing for a 12-mile stretch of the Willamette River between the City of Portland and Oregon City. Current weight limits prevent many trucks and TriMet buses from using the bridge, forcing out-of-direction travel that adds to congestion on other routes and increases costs to businesses and consumers.

Road-related capital

- The vehicle registration fee assumption represents approximately a 60 percent increase from current RTP financially constrained revenue assumptions. This assumption establishes the intent to pursue local and/or regional vehicle registration fees to supplement state vehicle registration fees.
- The SDC assumption presumes that average transportation SDCs will be increased to the equivalent of $7,000 per household, indexed to inflation over the RTP period. This amount is currently the highest SDC rate in the region. However, more research is needed on city and county SDC rates in the region to determine an appropriate rate to assume in the final RTP.
- Additional discussion is needed on how best to address the capital needs of ODOT-owned regional and district highways. Many of these facilities are the primary arterials for traffic and transit in the regional mobility corridors and provide important access to 2040 centers and industrial/ employment areas. System development charges (SDCs) could help fund a portion of district and regional highway capital needs.
- User-based fees may be needed to supplement tolling revenues to help fund new freeway capacity.

- As an initial component of developing a regional congestion pricing/tolling strategy, assume that all new capacity on the highway system is tolled or priced in order to fund maintenance and capital needs and manage demand on the system. More research is needed to develop finance estimates and link these assumptions to specific projects.

Transit OMP and service expansion

- Size transit system to be the equivalent of a 0.2 percent increase in the payroll tax phased in over time. Consider the revenue increases in two parts: ½ from a 0.1 percent payroll tax increase, and the other half from other sources or a different payroll tax rate structure to raise the equivalent of another 0.1 percent payroll tax increase.
- Consider a more progressive payroll tax structure that is linked to the size of businesses. Expand efforts to increase TriMet's farebox recovery rate.
- Assume the historical trend of high capacity transit local match sources that includes a State contribution, and work at the federal level to increase the FTA New Starts match to 75 percent. More discussion is needed on equity issues related to local match and what level of State local match is appropriate.
- If the equivalent of a 0.2 percent increase in the payroll tax is implemented, TriMet should be responsible for more of the local match. This could reduce the amount of new revenue that could be spent on HCT and bus operations, which in turn could limit the building new HCT connections.
- Continue to focus transit investments on high capacity transit and frequent bus service expansion, and meeting federally-required LIFT service needs. Consider expanding other regional and local transit service if local actions are implemented to leverage this expansion, such as transit-supportive zoning, sidewalks, shelters, etc.

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Joint Policy Advisory Committee on Transportation Retreat
Table Summaries
May 22, 2009
8 a.m. to 2 p.m.
Oregon Zoo, Skyline Room

Group Discussion:

Approach and Timeline:

- Important for process and Timeline to include opportunities for underserved populations to participate and have needs addressed, including Equity, service to communities. Consider as part of measures of success, measurement is a start to making significant change in how we frame what the RTP is trying to accomplish. Need to broaden conservation, equity and disparate views. How we talk about these issues is important, so that underserved populations are part of screening the size of box, and the investment choices.
- We're starting to see rural roads serving different functions than they were originally intended; we need make conscious decisions on what the expected function of rural roads will be in the region. Cornelius Pass is an example.
- Account for market, the decisions within the RTP connect to economic development strategies; we have the opportunity to make more overt.
- Consider terminal points of our system – (extents of region – Sandy, Wilsonville) and what is and should be happening there.
- We need to acknowledge how we will achieve our Climate Change targets: 40% of 1990 by 2030 Green House Gas Levels (Portland)
- We need to identify performance goals of what we are trying to achieve, not just measures of success. Tie measures to desired outcomes.
- Unclear how connectivity and deficiencies in existing system are reflected as investment priorities. Both are identified needs that investments need to address. Be more explicit for durability.
- Need more specific criteria to define investment priorities.
- Establish performance goals for corridors – mobility corridors differ on performance now and need different strategies to maximize their potential.
- Connectivity – don't get focused on highways. Think of arterials. Especially on Westside and in developing areas.
- Think of the RTP as a Business plan – Goal: define desired system and a plan to get there. Define roles and responsibilities, what should be solved collectively and what should be addressed individually? Share more than values, we need to share strategy.
- Be more explicit about seeking health as a result of transportation investments – public health, active living, seniors and disabled. This is the framing of issues that will connect public outcomes to our strategies.
- Need to pursue Practical, innovative designs, that are cost effective –known as least cost planning, corridors must be multi-modal with least cost.

- Location of transit directly affects health, access to jobs/recreation, economic opportunities and health impacts must be part of prioritization of investments.
- Evaluate corridors individually, develop business plans (mobility plans), look at least cost - leads to better communication with public about intentions and benefits. Active roadway management is key.
- Desired system/roles/responsibilities have lots of overlap (i.e. sidewalks would be considered local but are critical to HCT access, health benefits, related to access to transit but land use can create/build in challenges.
- Let's Build system we can all agree to. (Dense, multi-modal, fill gaps). Decide who Is accountable for which parts.
- Change of framework away from density in corridor to focusing on improved health. Look at market and who we are serving to define transportation system. i.e. start with outcomes like healthy people, neighborhoods, districts, corridors….
- Right measures/outcomes will drive a more comprehensive approach (change to framework) – don't just be more efficient but more effective, and focus on who we are serving with the transportation system. Sidewalk access to transit and transit-supportive land use is important to support transit service investments.
- Critical to look at/plan for land use/transportation together for success. Nothing wrong with efficiency but on its own it is lacking and doesn't accomplish the goals/outcomes we are trying to achieve.
- Would we invest differently if we were planning for well-being – (again changing frame).
- What is overall goal – mobility or community? Should regional emphasis be on mobility and local emphasis on community building?
- Investment priorities (slide 11) need to reflect discussion on values and priorities above.
- Protect capacity of existing investments, i.e. freight. Wholesale vs. retail (SOV).
- Plan for completeness and richness of communities (connecting people and places). Redefine centers vs. corridors. What is a transit station – stop or jobs kiosk, community center? Need to Include equity. Add more depth to land use considerations.
- Let's Not say "should try" but instead Let's create an analytical framework that drives results – we need to deliver.
- Projects must deliver on performance objectives.
- Chronology to coordinate with funding. HCT = good example of incorporating timing. Maybe hard for things like sidewalks…
- Hard choices ahead. Need help to make choices, need to understand implications of tradeoffs, i.e. at-grade rail crossings vs. using rail to move other things. Be more explicit on tradeoffs.
- We have Agreement on General Approach - if performance measure outcomes come first.
- Equity may look different in different places – (Means considering how we meet the needs of various economic drivers such as apparel sector, delivering chips to market).
- Maybe there are parts of the existing system that are not a regional priority and should not be maintained.
- Self-sufficiency won't be full so mobility at some level is needed including mobility between corridors – one downtown core, one metals industry in Clackamas County.

Table 1

Facilitator: Karen Withrow
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Rex Burkholder
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Road-Related Funding Scenarios

Operating, Maintenance, and Preservation

- Need less reliance on the state. More local funding solutions, increase self-reliance.
- Need to keep funds local.
- Maintenance is our biggest concern and needs to be the highest priority. Focus on maintenance before growth.
- Need to determine what a standard level of maintenance should be for the whole region. Maybe there needs to be a regional level that cities and counties need to maintain. Right now each city is setting its own maintenance levels. There needs to be regional equity, so we need to clarify the standards.
- There are economic issues that are created when roads are allowed to go to gravel. The rural areas are the first to go and this has an economic impact on rural businesses and communities– milk trucks, nurseries, etc.
- Commuters should pay for the privilege commuting.
- Congestion pricing, funding should go to maintenance first and whatever is left over should go to capital.
- Tolling can be used for capital and maintenance.
- There needs to be a regional floor – say 50-60% (fair or better) that is provided through regional funding, and then if cities want 80% or higher condition they can raise those additional funds.
- A funding strategy needs to keep pace with inflation.
- Addressing backlog and maintenance could be built into a street utility fee. Local communities decide what level they want. Some might go high, others low. There needs to be a regional in-between. State provides 20-40%, local 60-80%.
- We need to be more aspirational with funding. The current level of funding is too low. A 25% increase over the historical levels may be feasible.
- A regional street utility fee is likely necessary to achieve regional equity; local capacity is not the same everywhere so need some regional solutions.
- Shifting OM&P to a regional street utility fee and diverting existing highway trust fund revenues to capital investments is not realistic.
- State gas tax should be viewed as "extra" funds, not something to be depended on. Use the state gas tax to fill in the gaps after a regional floor is met. We should only assume $.005/year.
- Local street utility fees should be up to local jurisdictions to reach whatever % of conditions they want (maintenance or capital) after a regional floor is met.
- There are serious equity issues raised by the local street equity fee.
- A $45/month regional street utility fee is unreasonable and gets into equity issues. But we do need a regional base (anything the state legislature gives us should be considered extra).

- A$17.50/month regional street utility fee is doable. Metro could collect the difference and distribute to locals.
- Local jurisdictions need flexibility to spend funds from a regional street utility fee

We need to look at a regional user fee (congestion pricing/tolling) to pay for part of maintenance. Need to determine if this is worthwhile to think about.

Capital

- Make growth pay. Metro could collect a regional SDC. Implementing a regional fee could make local jurisdictions raise their own fees. Metro would collect from any local jurisdiction without a SDC for transportation; return funds to locals, to make up the difference to reach a regional base.
- We need to be aware of other SDC needs.
- We need to know what the cost is to the system of new development. This helps determine the actual SDC.
- We need to move off the gas tax and move to a VMT to get equivalent of $.01 every year in VMT.
- The technology for VMT is not yet practical and holds us back.
- Propose a $2/year increase in state vehicle registration fee.
- We need a regional wide vehicle registration fee - $1/year, but no gas tax.
- We need to determine at what base level we start the regional vehicle registration fee ($15?).
- Tolling should be used.
- We need to get smarter about tolling in the RTP.
- We don't know what level of funds we could get to with tolling. We need that information to make decisions.
- Tolling should be looked at project by project. We need information on tolling the throughway system.
- Can we raise tolls in one place and spend in another? Need to get smarter.
- A regional street utility fee for O&M is already a hurdle; we can't raise more for capital.
- An excise sales tax on cars should be considered. Should be statewide and not regional (idea that needs details, not all agree).

Transit –related Funding Scenarios

- The payroll tax for transit should be increased at least 0.1% for O&M and another 0.1% for capital.
- As areas become denser and use goes up we should see more farebox return.
- How many people use transit? Overall transit 3-4%; corridor transit 25+%; peak corridor transit 40+%. As ridership goes up you see a higher farebox return.
- Issues: Land use connection to increasing ridership/ Demographics (LIFT requires more funding). Need to discuss at MPAC.
- TriMet needs to do better on farebox recovery.
- Streetcars are productive for economic development and valuable for a certain set of situations, but not widely applicable, and are mostly local.
- Focus should be on HCT and frequent bus.
- Breakdown of HCT local matches depends on the situation. Equity is important consideration. There are many tradeoffs , more discussion is needed. Especially more discussion if HCT is in existing ROW.
- If a state facility is affected – congestion reduced due to HCT – state should pay more. But there is a tradeoff if state capacity is reduced.

Table 2

Facilitator: Cliff Higgins
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Ted Wheeler
Carlotta Collette
Susie Lahsene
Alice Norris
Marc San Soucie
Jef Dalin

Road-Related Funding Scenarios

Operating, Maintenance, and Preservation

- General/Initial Discussion:
  - Fee only for existing roads. One for residential and one for businesses. (ranging from $2.51 per household) up to $6.40. Changes based on forecasts. Based on parking. More equitable than trip generation. (Tigard)
  - Res ($4.50) - > $11 in 5 years. Pavement management utility fee based on trips generated. Paid for by everyone. (Oregon City)
  - Gas tax and fees (Milwaukie)
  - $2.25/month Currently spent mainly on chipseal (Cornelius)
  - Working on street utility fee (Beaverton)
  - Regional fee could be difficult to distribute but could work at county level
  - Fee doesn't work – lots of gas stations but few residents. Gas tax works better on the local level. They support regional fee. (Multnomah County)
  - Prefers local gas tax to county gas tax (Cornelius)
  - Need regional mix – regional for regional system and local for local system. It is okay to have both. Local and county fees.
  - Problem with county bridges (Multnomah County)
  - Street fee was defeated (Clackamas County)
  - In some situations, a street fee (for maintenance) makes sense county-wide, but not at the city level. How to distribute money?
  - Regional fee might be more politically viable than a county fee. State legislation could enable this. Metro could enact, but how to collect?
- Options
  - Option 2:
    - State gas tax – Not sustainable over long-term but could be a VMT fee. Raising amount $0.01/4 years from some state mechanism is realistic. Don't defer to state.
  - Option 3:
    - Local Fees – useful at county level. Minimum shown is too high. Start at $3 to $20 by 2035 at local level. Track the needs to increase it.
  - Option 4:
    - Regional – No, could be a combination.

Capital

- New Option/Option 6: Property tax measure possible, but tough politically to sell. An element of broader strategy.
- Discussion:

- Transportation Development Tax (TDT) – alternate to SDC in Washington County – only applied to roads of county significance. Locals encouraged to do the same for local streets. TDT Replaces existing TIF and doubles the money.
    - Total: County + Local = $7,000 phased over time is palatable.
- System Development Charges (SDC) - $7,000. Should be scaled to home value. But current law says that the amount must be based on the "transportation impact" of the home.
- Blend
- Tolling:
    - Other facilities affected (diversion/ spill over to avoid toll), thus you'd need to toll all of the bridges.
    - Highway 217 – costs to administer toll would be great than the revenue generated. Tolling is good for new capacity, new facilities.
    - $874M is good estimate
    - Need to use toll revenue to OM&P as well as capital.
- Regional Utility Fee
    - Do it at county level. Works as part of the package.
- Tolls – Full $874M
- Funding - Registration Fee + User fees within range + Property tax +SDC - $7,000 = $5.5 to $6B.
- Option 6: State Vehicle Registration
    - Good, less opposition.
    - $15/8 years is doable at state, but it makes doing it locally harder. Alternate state and regional level.
    - Escalation and report back. Dedicate to state facilities.

Transit –related Funding Scenarios

General Discussion:

- Tipping point for ridership/ efficiency once we have certain level of coverage.
- Lack of frequent bus service on west side and Columbia Corridor on the eastside. More OM&P to achieve.
- But small businesses don't like payroll tax.
- Bus seen as local, MAX as regional. But TriMet doesn't route the buses this way. Need loops in residential areas. Radiate bus lines from MAX stations to provide better coverage.
- Political resistance to increasing payroll tax. Some businesses don't see how they benefit. After we reach the tipping point of transit use that might change.
- Increase tax-rate in a progressive way (large employers see higher tax increase than small ones). An increase by $0.2(net) can work if some businesses get higher increase; others might see no increase.
- Internal city looks from main stations – shuttles.

Service Expansion:

- HCT – 60% in short-term. Could vary within region based on needs. Needs to be complete system.
- Streetcar, Frequent bus, local bus – 40%. Include shuttles. Too challenge dependent on roads.

HCT Local Match Sources:

- More federal support is desired. Similar to past highway subsidies. 75% federal aspiration. Not just New Starts funding.

- Would state contribute 10%? It is a reasonable request.
- Local can include city, county, businesses. A new funding source – i.e. regional SDC, Washington County TDT.
- Local/Regional New Source – 6.25%. TriMet = 6.25%, State = 6.25%, and Regional Flexible Funds – 6.25%.

Table 3

Facilitator: John Donovan
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Rod Park
Denny Doyle
Fred Hansen (Olivia Clark)
Sam Adams (Paul Smith)

Road-Related Funding Scenarios

Operating, Maintenance, and Preservation:

- Q: Should there be a VMT tax?
  - A: Yes, $0.15+ Equivalent or gas tax at $0.03 or VRF at $15.
- Q: Should we go further?
  - A: Yes, for SUF, but difficult to increase to keep up hard on tax payers. (Lake Oswego)
- Q: Should we keep the box or expand it?
  - What is the starting size of the box – assume what we actually get?
  - State package – 50% Maintenance goal, 75% Capital goal
  - Do what to reach 100%
  - Should we increase?
    - Yes to sustain current infrastructure. (Portland)
    - Need to define system and strategy – contract systems as choice. (Washington County)
    - Local money needs to stay in Beaverton. (Beaverton)
    - Help pay for regional system – what's the system? What matters is what binds us? (Washington County)
    - Different areas' money, different levels of success. Should we have a uniform level of funding? (Metro)
    - How do you make sure there is a base level of investment uniformly? (Lake Oswego)
    - Regional tolling, move to VMT, and percentage of the SUF to OM&P. (Portland)
    - Toll OR 217, gas tax and VMT. (Beaverton)
    - Cannot do it all. Need to be selective. Not a lot of success with local measures. Mix of funding. (Metro)
    - Combination of sources. Something replaces gas tax. Education needed regarding the SUF – need to understand what they buy.
- Agreements
  - No shift gas tax to state, registration fee, option 4

- Contract system
- Keep pace inflation
- Address backlog

Capital:

- Agreements
  - Tolling with congestion pricing. SDC as "entry fee"
  - Gas tax/VRF and tolling
  - Level of growth - $4.9B.

Transit –related Funding Scenarios

Q: What can we expect to achieve?

- To grow, we will need more transit – 2% (Beaverton)
- What is the palatable to businesses? (Metro)
- Look at other sources for operations –Sales tax reg. (Portland)
- Compliance auditing of employers (Washington County)
- Regional sales tax only if add local bus too. Need to educate public on what it buys. (Lake Oswego)
- Should there be a local "match" for bus service expansion, shelters and sidewalks? (Washington County)
- Running out of light rail miles in URAs – cut local cap – increase Ops match. Move to TriMet.

Agreements:

- $0.02 but look at other funding sources.
- HCT – Spine, Frequent Bus – Base bus service, and local – least efficient/hard to serve.

CLICK HERE FOR REPORT

May 2009

CALL FOR

Active transportation demonstration projects

Metro invites partners to propose active transportation demonstration projects that provide walking, bicycling, and transit connections across the region.

THE OPPORTUNITY

Last year, the Blue Ribbon Committee on Trails recommended a strategy to accelerate development of the region's network of trails and bikeways that could double the bicycle mode share in the region within ten years. A key element of this strategy included developing projects in urban, suburban, and urban-to-nature settings that would demonstrate the potential of active transportation.

The total trip is important. Active transportation is about successfully connecting trips seamlessly from beginning to end. For example, you start on a local street, travel along a bike lane on a street then join a bike parkway to a transit station and walk to your destination. Active transportation projects integrate walking, biking and transit facilities, include bike parking, signalization and wayfinding elements, and are supported by educational programs.

The purpose for this call for projects is threefold:

- highlight active transportation demonstration projects in the Regional Transportation Plan;
- discuss project ideas with experts from Denmark and Holland during the September 2009 Transatlantic Active Transportation Workshop, hosted by Metro and Portland State University; and
- develop demonstration projects that will illustrate the principles of Active Transportation as federal, state and local funding become available.

Additionally, proposed projects will also inform the next stages of a proposed Regional Bicycle Action Plan.

This handout includes summary information on Active Transportation, resources for the development of proposals and guidelines for submissions.

Metro

For more information on active transportation, call Lake Strongheart McTighe at 503.797.1660 or send e-mail to lake.mctighe@oregonmetro.gov

walk

bike

connect

www.oregonmetro.gov/activetrasnsport

- ✓ Seamless
- ✓ Direct and accessible
- ✓ Safe and comfortable
- ✓ Intuitive
- ✓ Easy to use
- ✓ Attractive and enjoyable
- ✓ Designed with nature
- ✓ Relieves strain on other transportation systems

PRINCIPLES URBAN TO NATURE ROUTES

- ✓ Park-like
- ✓ Serve recreation and transportation functions
- ✓ Spectacular views and destinations
- ✓ Avoid habitats of concern
- ✓ Preserve and restore habitats
- ✓ Riparian views coordinated with habitat and restoration concerns
- ✓ Amenities provided
- ✓ Some routes are designed as loops
- ✓ A variety of trip lengths are possible

Connecting Green
April 2009

ACTIVE TRANSPORTATION PARTNERSHIP

Walk/Bike/Connect

REGIONAL TRANSPORTATION PLAN

- RTP Plan and Project List Documentation
- RTP Update is published

Call for Corridors and Projects

EUROPEAN REVIEW TEAM

- Select projects for review
- Revise or further develop

DEMONSTRATION PROJECTS

- Future funding criteria development
- Finalize process and criteria with JPACT
- PRIORITIZE DEMO PROJECTS AS FUNDING IS AVAILABLE

Spring 2009

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www.oregon**metro.gov**

The case for active transportation

Executive summary, Blue Ribbon Committee for Trails Final Report

Congestion, climate change, burdensome fuel costs, lack of funding to even maintain roads, concern about making sure our transportation investments build, rather than destroy, communities—these challenges make it plain to each of us in our daily lives that the times are changing.

The good news is that we can take one relatively small step that will attack every one of these problems. It won't work overnight and it won't solve everything, but it will set us on a path towards a transportation network that is truly earth and community friendly. It is a policy that brings smiles to commuters, kids and communities (as well as taxpayers!)

Our region already has a good start, with Portland the most "bike friendly" city in America. But with smart investments in a network of routes and trails for biking and walking, in ten years we can more than double the number of people who choose to walk or bike. People like us in cities around the world with climates and hills as challenging as ours have done it. Their air and water are cleaner, their communities are stronger, and they are more active and healthy as a result.

It is time. It will work.

"We must recognize that we are on the cusp of a new wave of transportation policy. The infrastructure challenge of President Eisenhower's 1950s was to build out our nation and connect within. For Senator Moynihan and his colleagues in the 1980s and 1990s it was to modernize the program and better connect roads, transit, rail, air, and other modes. Today, the challenge is to take transportation out of its box in order to ensure the health, vitality, and sustainability of our metropolitan areas."

– Robert Puentes, Brookings Institution, A Bridge to Somewhere: Rethinking American Transportation for the 21st Century

Metro

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OTREC
OREGON TRANSPORTATION RESEARCH AND EDUCATION CONSORTIUM

OTREC • NEWS

Volume 3, Issue 2 SPRING 2009

Contents

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OTREC is a National University Transporation Center, and is a partnership between Portland State University, the University of Oregon, Oregon State University and the Oregon Institute of Technology

UO Studies Sustainable Suburbs

Livable communities are places that achieve economic prosperity, environmental quality, and social equity – the "three Es" of sustainability. In terms of transportation, they are places where transportation modes other than driving are viable for activities such as walking or biking to school. The built environment of a livable community yields lower greenhouse gas emissions, reduced dependence on foreign oil, and improvements in public health (which are associated with lower health care costs).

Multifamily Housing in Eugene, Oregon

At the University of Oregon, Prof. Nico Larco is investigating the fact that, since 1970, suburban multifamily housing has been the largest growing housing market in the United States, with one in four suburban units being part of a multifamily unit. Today, there are about 9 million units in the United States, with another 5 million projected in the next 20 years.

With 15 to 30 units per acre, suburban multifamily housing is often used to create a buffer between single family housing and nearby arterials and commercial areas. In the worst cases, this has been done in a way that limits connectivity and increases auto dependence. In the best cases, the adjacencies have enabled walking and biking and truly livable communities.

The National American Housing Survey tells us that residents of suburban multifamily housing are more than three times as likely to walk or bike to work than their single family home counterparts (3.5% vs. 1.1%). They are also four times as likely to use transit (6.6% vs. 1.5%) and twice as likely to carpool (15.2% vs. 7.3%).

Prof. Larco's research has examined case studies in Oregon, Arizona, Massachusetts, and Florida. He has found that residents' behavior differs distinctly—in favor of livability—from the expectations of the planners, architects, and developers responsible for creating these communities. He has also found that certain attributes, such as connectivity, significantly increase a community's livability.