



METRO

Agenda

MEETING: METRO COUNCIL WORK SESSION
DATE: December 08, 2009
DAY: Tuesday
TIME: 2:00 p.m.
PLACE: Metro Council Chamber

CALL TO ORDER AND ROLL CALL

- | | | |
|----------------|---|----------|
| 2:00 PM | 1. DISCUSSION OF AGENDA FOR COUNCIL REGULAR MEETING, DECEMBER 10, 2009/ADMINISTRATIVE/CHIEF OPERATING OFFICER COMMUNICATIONS | |
| 2:15 PM | 2. REGIONAL TRANSPORTATION PLAN UPDATE AND CLIMATE CHANGE | Ellis |
| 2:45 PM | 3. ACTIVE TRANSPORTATION INITIATIVE UPDATE | McTighe |
| 3:15 PM | 4. BREAK | |
| 3:20 PM | 5. CONSERVATION EDUCATION INITIATIVE UPDATE | Triplett |
| 3:50 PM | 6. RESERVES PROPOSAL | Williams |
| 4:20 PM | 7. COUNCIL BRIEFINGS/COMMUNICATION | |

ADJOURN

Agenda Item Number 2.0

**REGIONAL TRANSPORTATION
PLAN GREENHOUSE GAS
EMISSIONS**

Metro Council Work Session
Tuesday, December 8, 2009
Metro Council Chamber

METRO COUNCIL

Work Session Worksheet

Presentation Date: 12/8/09 Time: 2:15 p.m. Length: 30 minutes

Presentation Title: Regional Transportation Plan Update and Climate Change

Service, Office, or Center: Planning and Development

Presenters: Kim Ellis, kim.ellis@oregonmetro.gov, (503) 797-1617

ISSUE & BACKGROUND

Approval of the Regional Transportation Plan resolution will move the region forward to address climate change and other goals of the plan. The proposed RTP moves our region forward by supporting jobs and providing significant new investments in centers, employment areas and the region's major travel corridors that will help reduce our region's carbon footprint. It will result in reduced per capita vehicle miles traveled and per capita greenhouse gas emissions. It provides for record levels of investment in transit and bicycle and pedestrian-oriented projects that will help reduce greenhouse gas emissions. The plan also sets a foundation for further efforts to proactively address climate change at the local and regional levels. The RTP Climate Action Plan approved by JPACT on November 12 outlines immediate and longer-term actions that will be implemented at the local and regional levels. Attachment 1 to this worksheet provides a more detailed summary of the action plan next steps.

Concerns have been expressed by officials from the City of Portland and advocacy organizations that the proposed RTP will have the effect of increasing greenhouse gas emissions by 49 percent by 2035, according to scenario modeling conducted by Metro. It is important to note that the analysis conducted to date utilized the current EPA-approved Mobile 6 air quality model and does not account for anticipated (but not yet enacted) changes in land use policies and public investments, or improvements in fuel or vehicle technology. In addition, the modeling also assumes a nearly 50 percent increase in population and continual urban growth boundary (UGB) expansions without consideration of urban reserves that may be designated in 2010.

The City of Portland representatives proposed amendments to the RTP at the November 18 MPAC meeting that would approve all components of the RTP except the project list, which would be accepted only for conformity with the federal Clean Air Act. The City's amendments also directed Metro staff to conduct further greenhouse gas emissions analysis to determine which projects may have greater adverse impacts on greenhouse gas emissions and report back to MPAC and JPACT in the early spring, at which point the project list might be reconsidered and amended.

On November 18, MPAC endorsed the City of Portland's proposed amendments. TPAC did not recommend JPACT approval of the same amendments when it considered them on November 20. Details of the MPAC and TPAC recommendations can be found on pages 2 through 4 in Exhibit F of Resolution No. 09-XXXX.

On December 3, the City of Portland proposed revised amendments for JPACT consideration on December 10. The revised City of Portland amendments are as follows:

BE IT RESOLVED that the Metro Council:

- 1) Accepts the RTP project lists for the purposes of obtaining public comment and determining conformance with the Clean Air Act.
- 2) Directs Metro staff to:
 - A. Use existing RTP data and analysis and other currently available information to sort projects from the 2035 RTP project lists into three categories based on the **potential** of the project to increase CO₂ emissions: Negative to Low, Moderate, and Higher;
 - B. Denote projects in the “Higher” category with a “potential for higher emissions” label on the 2035 RTP lists;
 - C. After adoption of the RTP and project lists, conduct further GHG analysis on projects in the “Higher” category before proceeding with additional funding, planning or construction;
 - D. Report these findings for discussion and consideration by JPACT.

OPTIONS AVAILABLE

1. Support the City of Portland amendments as proposed.
2. Support the City of Portland amendments with modifications.
3. Do not support the City of Portland amendments.

IMPLICATIONS AND SUGGESTIONS

The amendments direct Metro staff to categorize projects based on their potential to increase carbon dioxide emissions and to conduct further analysis of the projects after final adoption of the RTP before “proceeding with additional funding, planning or construction.” JPACT will consider the amendments on December 10.

(1) If Council chooses to support the City of Portland amendments as proposed:

1. **January 2010 – More process and policy direction needed.** Policy direction is needed in January in order to complete the final analysis of the RTP on schedule. Additional technical and policy committee discussions will be needed to (1) define the criteria and/or project characteristics that would constitute a “negative to low,” “moderate” and “higher” potential to increase carbon emissions, and (2) define the status and/or restrictions that should be placed on projects in the “higher” category within the final RTP.

As described previously, a number of significant work program items remain to finalize the RTP by June 2010, including development of functional plan amendments that will direct how local plans will implement the new RTP policies to address climate change and other goals of the plan. Advisory committee discussions to categorize RTP projects would be in addition to other policy discussions already planned for Winter 2010.

Any delay would further delay final adoption of the RTP and implementation of the RTP Climate Action Plan, including the HB 2001 scenarios work program.

2. **Post June 2010 RTP adoption – More analysis and policy direction.** Policy direction will be needed after June 2010 on: (1) the timing and extent of the additional analysis requested; and (2) the planning and funding status and/or restrictions that should be placed on projects as a result of the analysis. This discussion would consider the impact

on HB 2001 earmarks, federal earmarks, projects identified in the State Transportation Improvement Program and MTIP, and locally-funded projects.

In addition, the timing and extent of the additional analysis should consider the impact on: (1) other planning and analysis already underway in the region (e.g., Columbia River Crossing, Milwaukie light-rail, Eastside streetcar, Sunrise Project); (2) planning and analysis for the next priority refinement plan and high capacity transit corridor that may begin as early Winter 2010; and, (3) analysis to be completed as part of the HB 2001 scenarios work and local plan updates beginning in June 2010.

(2) If Council chooses to support the City of Portland amendments with revisions:

- Council is requested to provide direction on modifications that may be desired at the December 8 work session.

(3) If Council chooses to not support the City of Portland amendments:

- JPACT may recommend some or all of the City of Portland amendments. Council is requested to provide direction to Metro Council representatives on JPACT. Council is scheduled to take action on the MPAC and JPACT recommendations on December 17, 2009.

QUESTION(S) PRESENTED FOR CONSIDERATION

What direction would Council like to provide to Metro Council representatives on JPACT on the City of Portland amendments?

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION __Yes No
DRAFT IS ATTACHED __Yes __No



Date: December 3, 2009

To: Metro Council, JPACT, MPAC and interested parties

From: Kim Ellis, Principal Transportation Planner

Re: Regional Transportation Plan Approval and Climate Change

BACKGROUND

Approval of the Regional Transportation Plan resolution will move the region forward to address climate change and other goals of the plan. The proposed RTP moves our region forward by supporting jobs and providing significant new investments in centers, employment areas and the region's major travel corridors that will help reduce our region's carbon footprint. It will result in reduced per capita vehicle miles traveled and per capita greenhouse gas emissions. It provides for record levels of investment in transit and bicycle and pedestrian-oriented projects that will help reduce greenhouse gas emissions.

Furthermore, it sets ambitious targets for evaluating future transportation investments against greenhouse gas emission reduction targets and other targets for safety, equity, active transportation and the efficient movement of goods and freight. The plan also sets a foundation for further efforts to proactively address climate change at the local and regional levels.

WHY IS IT IMPORTANT TO APPROVE THE RTP NOW?

The resolution under consideration provides staff with the direction needed to finalize the RTP between December 2009 and June 2010.

- **Climate change:** The RTP Climate Action Plan approved by JPACT on November 12 outlines immediate and longer-term actions that will be implemented at the local and regional levels, including:
 - **Winter 2010: Measure greenhouse gas emissions** using the yet-to-be approved EPA MOVES model as part of the final system analysis. The model is currently in draft form; EPA anticipates release of a final MOVES model in December 2009. The new model will better account for federal CAFÉ standards and anticipated changes to vehicle technologies.
 - **Winter 2010:** Prepare an overall scope of work, budget and intergovernmental agreements to initiate the **greenhouse gas scenario planning** mandated by the 2009 Oregon Legislature in House Bill 2001.
 - **Winter 2010:** Develop **functional plan amendments** to direct how local governments should update their transportation system plans and projects to reduce greenhouse gas emissions and other goals of the RTP. JPACT, MPAC and the Metro Council will provide policy direction on what requirements will be in the updated functional plan. This work will be coordinated with development of the 20-year regional urban growth boundary capacity ordinance that also commits communities and the region to specific land use actions to minimize contributions to global warming and accommodate a majority of future growth within the current urban growth boundary. Local plan updates will begin in June 2010, after final adoption of the RTP by Ordinance.

- **Winter 2010: Update** the Metropolitan Transportation Improvement Program (**MTIP**) and federal reauthorization **criteria** to help the region prioritize transportation investments that meet all the RTP performance targets including minimizing contributions to global warming.
- **Spring-Summer 2010:** Develop and enhance regional forecasting models, develop baseline regional **greenhouse gas emissions inventory** and conduct additional background research to establish the policy basis and methodologies for new tools and strategies to address climate change at the local and regional levels.
- **June 2010:** Begin, immediately upon final adoption of the RTP, a more comprehensive and thorough analysis of the factors that contribute to greenhouse gas emissions and the policies and investments necessary to curb their growth as directed by HB 2001. The results of this **scenarios analysis** will inform the next update to the RTP, beginning in 2012. **If data indicates new policy direction is needed, the RTP and implementing functional plan may be amended prior to the next update.** The HB 2001 scenarios analysis will provide relevant and actionable information the region and local governments can use to evaluate the effects of land use and transportation policies and investments on greenhouse gas emissions. Research, tools and methodologies developed through this effort will be used to further evaluate and prioritize investments in the next RTP update.
- **June 2010-2012: Update local plans** to respond to the new RTP policies and performance targets. New projects and investment priorities would be forwarded for evaluation and prioritization in the next RTP.
- **June 2012:** Initiate the **next RTP update** in coordination with selecting the preferred greenhouse gas emissions reduction scenario. Research, tools and methodologies developed through the HB 2001 scenarios effort will be used to further evaluate and prioritize investments in the RTP update. The update may also result in additional functional plan amendments to direct how local plans will implement the recommended land use and transportation scenario.

Deferring action on the RTP will delay implementation of these activities.

- **Regional capacity ordinance and urban growth boundary decisions:** In December 2010, the region will need to decide how to accommodate jobs and housing for the next 20 years. The state component of the RTP includes new high capacity transit projects and other investments that strongly support compact urban development and other outcomes that define a healthy and successful region. RTP projects approved in 2009 will be assumed in the final urban growth report analysis in Winter 2010.

Deferring action on the RTP projects will defer inclusion of the new high-capacity transit projects and other investments in the final capacity analysis of the urban growth boundary to be conducted in Winter 2010. Absent those projects and land use actions needed to accommodate a majority of future growth in the current urban growth boundary, the region may be forced to expand the urban growth boundary at the end of 2010 in ways that do not support a reduction in greenhouse gas emissions.

- **Near-term Investment Priorities:** The RTP policy framework and performance targets will be translated into project selection criteria in early 2010 to guide near-term investment decisions (e.g., MTIP allocations, federal reauthorization and appropriations requests).

Deferring action on the RTP will delay integration of the new RTP policies in these activities. The RTP must be approved in 2009 to allow the policies and targets to be considered in these funding discussions in early 2010.

- **Analysis:** The final system analysis and air quality conformity will take six to eight weeks to complete, and must be completed by mid-February to be part of the Spring 2010 final public comment period. Closure on the RTP projects is needed because this analysis requires project-specific definition.

Deferring action on the RTP will delay the start of this analysis. In addition, revising the RTP project list in Spring 2010 will require an additional round of air quality conformity analyses and further delay final adoption of the RTP by Ordinance. Adoption of the RTP by Ordinance formally triggers necessary updates to local transportation system plans to begin addressing greenhouse gas emissions.

- **Legal requirements:** State mandates require us to adopt a final RTP by June 2010. The Land Conservation and Development Commission approved the current expanded timeline in May 2008. The Transportation Planning Rule requires the state component of the RTP to be completed within one year of the federal component, which was approved in December 2007.

JPACT ACTION REQUESTED TO RECONCILE CONFLICTING MPAC AND TPAC RECOMMENDATIONS ON CLIMATE CHANGE

Concerns have been expressed by officials from the City of Portland and advocacy organizations that the proposed RTP will have the effect of increasing greenhouse gas emissions by 49 percent by 2035, according to scenario modeling conducted by Metro. It is important to note that the analysis conducted to date utilized the current EPA-approved Mobile 6 air quality model and does not account for anticipated (but not yet enacted) changes in land use policies and public investments, or improvements in fuel or vehicle technology. In addition, the modeling also assumes a nearly 50 percent increase in population and continual urban growth boundary (UGB) expansions without consideration of urban reserves that may be designated in 2010.

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 - D. Report these findings for discussion and consideration by JPACT.

IMPLICATIONS FOR JPACT CONSIDERATION:

The amendments direct Metro staff to categorize projects based on their potential to increase carbon dioxide emissions and to conduct further analysis of the projects after final adoption of the RTP before “proceeding with additional funding, planning or construction.”

If JPACT chooses to approve the revised amendments:

1. **January 2010 – More process and policy direction needed.** Policy direction is needed in January in order to complete the final analysis of the RTP on schedule. Additional technical and policy committee discussions will be needed to (1) define the criteria and/or project characteristics that would constitute a “negative to low,” “moderate” and “higher” potential to increase carbon emissions, and (2) define the status and/or restrictions that should be placed on projects in the “higher” category within the final RTP.

As described previously, a number of significant work program items remain to finalize the RTP by June 2010, including development of functional plan amendments that will direct how local plans will implement the new RTP policies to address climate change and other goals of the plan. Advisory committee discussions to categorize RTP projects would be in addition to other policy discussions already planned for Winter 2010.

Any delay would further delay final adoption of the RTP and implementation of the RTP Climate Action Plan, including the HB 2001 scenarios work program.

2. **Post June 2010 RTP adoption – More analysis and policy direction.** Policy direction will be needed after June 2010 on: (1) the timing and extent of the additional analysis requested; and (2) the planning and funding status and/or restrictions that should be placed on projects as a result of the analysis. This discussion would consider the impact on HB 2001 earmarks, federal earmarks, projects identified in the State Transportation Improvement Program and MTIP, and locally-funded projects.

In addition, the timing and extent of the additional analysis should consider the impact on: (1) other planning and analysis already underway in the region (e.g., Columbia River Crossing, Milwaukie light-rail, Eastside streetcar, Sunrise Project); (2) planning and analysis for the next priority refinement plan and high capacity transit corridor that may begin as early Winter 2010; and, (3) analysis to be completed as part of the HB 2001 scenarios work and local plan updates beginning in June 2010.

Agenda Item Number 3.0

**ACTIVE TRANSPORTATION
INITIATIVE UPDATE**

Metro Council Work Session
Tuesday, December 8, 2009
Metro Council Chamber

METRO COUNCIL

Work Session Worksheet

Presentation Date: Dec. 8, 2009 Time: 2:45 p.m. Length: 30 min

Presentation Title: Active Transportation Initiative Update

Service, Office, or Center:

Strategy

Presenters (include phone number/extension and alternative contact information):

Lake McTighe, x1660

ISSUE & BACKGROUND

The active transportation initiative has been underway for approximately eight months. This work session item is to give a progress report on the initiative to date. The Active Transportation initiative is part of The Intertwine. On January 22, 2008 the Metro Council allocated funding for staff to begin to implement the active transportation strategy laid out by the Blue Ribbon Committee for Trails (ORD 09-1209). The primary tasks of the active transportation initiative are to:

- Organize Leadership through the development and support of an Executive Council for Active Transportation;
- Demonstrate Potential through the scoping, development and prioritization of active transportation corridor demonstration projects and securing funding to build those projects;
- Develop the System through the integration of bicycle, pedestrian and trail plans with plans for other transportation modes in the Regional Transportation Plan and other plans, and through the development of an active transportation funding and modal strategy by which to build out the region's bicycle and pedestrian network;
- Reduce Costs of building trails and other bike/pedestrian projects.

OPTIONS AVAILABLE

IMPLICATIONS AND SUGGESTIONS

QUESTION(S) PRESENTED FOR CONSIDERATION

This is a progress report. No questions are presented for the Metro Council at this time.

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION __Yes __x_No

DRAFT IS ATTACHED ___Yes ___No



Active transportation corridors

Proposed urban, suburban and urban-to-nature demonstration projects for the region

The benefits of active transportation

A regionwide network of on-street and off-street bikeways and walkways integrated with transit and supported by educational and encouragement programs would make travel by foot and bike safe, fast and enjoyable in the Portland metropolitan region.

Increasing active transportation benefits our region through the reduction of greenhouse gas emissions and congestion, providing inexpensive travel options, improving our health and reducing our health care costs, and fostering dynamic, mixed-use communities. We cannot afford not to invest in active transportation.

Trail and transportation partners in the Portland metropolitan region have identified a set of active transportation corridor demonstration projects. These projects are part of a proposed 1500-mile network. The demonstration projects will be used to increase the region's effectiveness in securing funding to complete the regional network of on-street and off-street trails, bikeways and walkways.

When completed, this network will provide new options for walking, including trails connected to neighborhoods and safe pedestrian crossings. It will take cycling well beyond the exclusive domain of avid cyclists to become a practical and preferred option for average residents. The completed network would allow people to bike and walk to transit, schools, employment centers, parks, natural areas and shopping.

What is an active transportation corridor?

An active transportation corridor is a set of routes, facilities and programs that achieve a particular transportation objective – getting from home to work, to play, to another city. Routes, which can be made up of a variety of facilities from trails, to bike lanes, to light rail, to sidewalk, provide seamless trip experiences from origin to destination. Complete corridors include amenities such as bike parking and way finding signs and maps, water fountains, benches, lighting and trees. Complete corridors are supported by programs such as Safe Routes to School and SmartTrips, letting residents and visitors know about active transportation and how to take advantage of these travel options. Interconnected corridors are linked to provide a regional system of safe, efficient, and green biking and walking routes.

For more information, call Lake Strongheart McTighe at 503-797-1660 or send e-mail to lake.mctighe@oregonmetro.gov



walk
bike
connect▶

Last year, the Blue Ribbon Committee on Trails – which has reconvened as the Executive Council for Active Transportation – recommended a strategy to accelerate development of the region’s network of trails and bikeways in order to double the current bicycle and walking mode share of the region’s cities and counties within the next 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 projects outlined here represent the potential for active transportation in the region. They are representative of the types of projects that will benefit communities by enhancing access to nature, businesses and jobs, providing new places to recreate and travel safely.



Active transportation demonstration projects for unique environments

In order to address the unique transportation challenges of urban and suburban environments and to provide opportunities to connect with nature, demonstration projects must find specific solutions to the different challenges their environments face. To address unique environments, projects are characterized as urban, suburban or urban-to-nature. No active transportation corridor will fall neatly into any of these categories, but they are useful for identifying solutions to particular types of land use.

Urban area projects will operate within or adjacent to a single, urban “commute shed” with housing and commerce. Direct, safe and green trails and bikeways would connect to a dense on-street network. These projects would replicate the types of bicycling infrastructure found in the world’s best bicycling and pedestrian cities.

Lower density area projects, or suburban projects, where commerce and housing are more dispersed, will demonstrate how biking and walking facilities can be integrated with transit to become effective travel options. Key connections to light rail and buses and high quality bike parking facilities are key elements of these types of projects.

Urban-to-nature projects will link together significant natural areas, allowing people to access nature by bike and on foot. A highly visible, well designed project would be a tourist destination, increase residents and visitors’ access to nature, and serve as a signature project for the region.



Principles for active transportation

Active transportation is about successfully connecting biking and walking trips seamlessly from beginning to end. For example, you start on a local street, travel along a bike lane to a trail. The trail takes you to a transit station where you can park your bike and ride. When you step off the bus or train you can walk to your destination or pick up a bike at a bike share station. Active transportation projects integrate walking, biking and transit facilities, include bike parking, signalization and wayfinding elements, and are supported by educational and encouragement programs.

Principles for active transportation corridors

The travel experience is seamless.

Routes are direct and accessible.

Travel is safe.

Routes are intuitive.

Routes are easy to use.

Routes are attractive and travel is enjoyable.

The system is designed with nature.

The system is designed to relieve the strain on other transportation systems.

Principles for urban-to-nature routes

Routes are park-like.

Routes serve recreation and transportation functions.

Routes include spectacular views and destinations.

Routes avoid habitats of concern.

Routes preserve and restore habitats.

Riparian views are coordinated with habitat and restoration concerns.

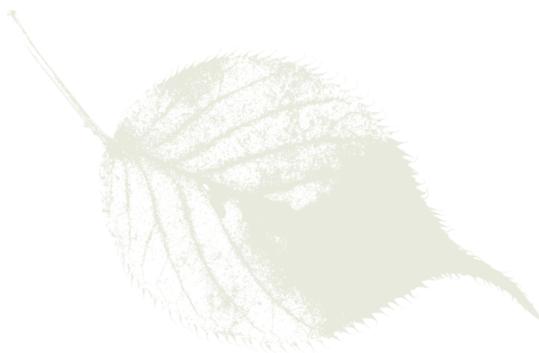
Routes provide amenities.

Some routes are designed as loops

A variety of trip lengths are possible.



Direct, safe and green trails and bikeways are a significant element of The Intertwine, a broad-based movement in the Portland region to create a system of parks, trails and natural areas that is second to none.



Active transportation corridor demonstration projects proposals

An active, outdoor-oriented culture, sustainability consciousness, a strong transit system and strong civic and elected leadership position the Portland metropolitan region to lead the nation in implementing an active transportation strategy. Travel by bike and foot now makes up as much as nine percent of total commute trips in Portland, and just under five percent in the metropolitan region as a whole.

In August 2009, trail and transportation partners from across the region submitted active transportation corridor demonstration project proposals in a response to Metro’s call for projects. The proposals will be used to highlight the need and potential for active transportation in the Portland metropolitan region. They make a strong case that the region is ready for a higher level of investment in trails, bikeways and bike boulevards.

The twenty-five demonstration projects link the region from the city of Forest Grove to the timberline of Mt. Hood, from the banks of the Willamette River at the French Prairie Bridge and on to Champoege State Park to the Columbia River and Vancouver, Washington. The regional network connects to trails and roadways that lead to Banks, Oregon and on to a proposed path to the Pacific and the Pacific Crest Trail. Once completed, the region’s active transportation network of trails, bikeways and bike boulevards will connect town and regional centers, neighborhoods and natural areas.

A brief description of each project follows. To learn more about the active transportation project and view the complete project descriptions visit: www.oregonmetro.gov/activetransport

1. Council Creek Regional Trail

Sponsor: City of Forest Grove

Partners: Metro, NW ACT, Oregon State Parks, Washington County, Cities of Hillsboro, Cornelius, and Banks

The proposed 15-mile Council Creek Regional Trail will provide an urban/rural active transportation corridor. It will connect the cities of Hillsboro, Cornelius and Forest Grove via a potential rail with trail corridor and a greenway along Council Creek. It will provide for recreational as well as commuter needs, and connect natural areas, parks, urban and employment centers, schools and universities. The Council Creek Trail will also provide connections to the Tualatin River Greenway and river trail with canoe access points, and to the existing 21-mile Banks to Vernonia Trail and linear park. The cities of Vernonia and

St. Helens and Columbia County will also be inter-linked by the trail. Ultimately, the Council Creek Trail will connect to the old logging road trail in Columbia County and potentially to the Oregon Coast, at Garibaldi and Tillamook, via a railroad line.



An example of a rural path in Holland, connecting to urban areas

2. Hillsboro Multi-Modal Corridors

Sponsor: City of Hillsboro

Partners: Metro, Washington County

This proposal would link housing and employment areas in Hillsboro with bicycle and pedestrian connections to existing light rail stations making the “last minute” connection to businesses on the westside. This project is made up of three north-south multi-modal travel corridors that would complete gaps in the existing bikeway, sidewalk and trail infrastructure: (1) The East Hillsboro Multi-modal Commute Corridor, (2) The Central Hillsboro Multi-modal Commute Corridor and (3) The West Hillsboro Multi-modal Commute Corridor.

3. Aloha Bike Boulevard Corridor Connector

Sponsor: Washington County

Partners: Tualatin Hills Park and Recreation District, and Cities of Hillsboro and Beaverton

This project provides for seamless, accessible, and connected bicycle and pedestrian routes that include major east-west as well as north-south connectivity through the community of Aloha. An on-street network of bike-lanes, low traffic bike boulevards and trails will connect to the Westside Trail and active transportation corridors in Hillsboro and Beaverton. The completed network will include way-finding signs, grade-separated roadway crossings, and bike and pedestrian activated signals enabling trips to be made safely and seamlessly to destinations such as schools, the Tualatin Valley Highway employment corridor, rapid bus service, and MAX.



A suburban bike path in Holland connecting housing to employment



A completed section of the Westside Trail

4 – 7. The Crescent Connection (4. Westside Trail, 5. Beaver Creek Trail, 7. Fanno Creek Beaverton Trail)

Sponsor: Cities of Tigard, Durham, Beaverton and Tualatin Hills Park & Recreation District

Partners: Washington County and Metro

The sponsors partnered on this proposal to create a continuous bicycle and pedestrian route of trails, on-street bike lanes, and a separated bikeway paralleling the Westside MAX, from southeast to north central Washington County through several activity centers. The Crescent Connection will link downtown Tigard, Washington Square Regional Center, downtown Beaverton and the Tektronix/ Nike employment area. Trail gaps, including bridges across Fanno Creek, will be completed and connections to transit centers will be made.



Fanno Creek Trail

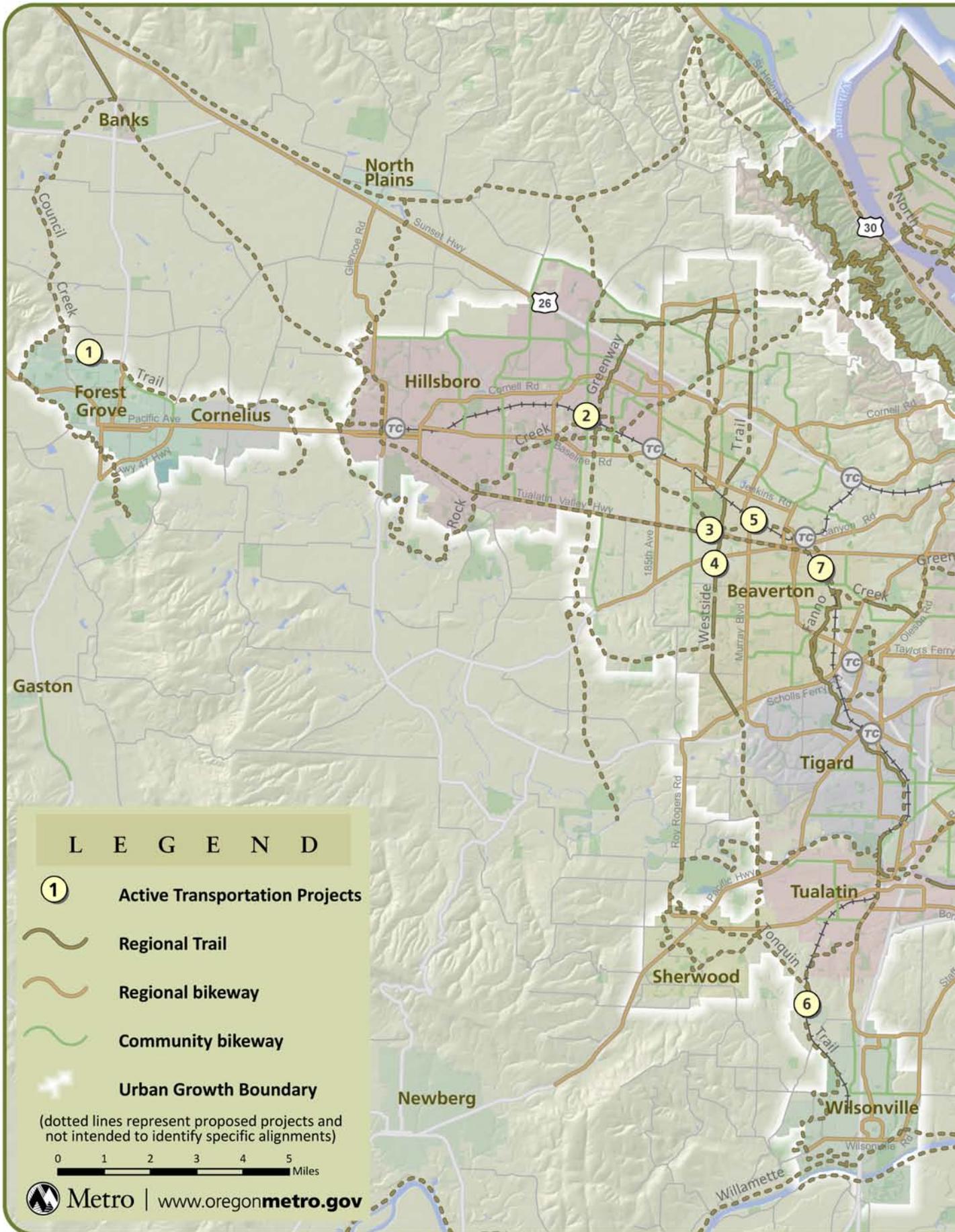
6. The Tonquin Trail

Sponsor: Cities of Sherwood, Wilsonville and Tualatin

Partners: Clackamas and Washington Counties, Metro, and TriMet

This proposed trail will link the Willamette River and Graham Oaks Nature Park in Wilsonville with the Tualatin River in Tualatin and the Tualatin River National Wildlife Refuge in Sherwood. The trail will connect to other regional trails and destinations including the Fanno Creek Greenway Trail, the Westside Trail, and the future French Prairie Bridge providing access to Champoeg and Willamette Mission State Parks. The trail will be primarily off street and will link homes with schools, places of employment, recreational amenities, the commuter rail Westside Express Service stations in Wilsonville and Tualatin, industrial centers, park and ride stations, town centers, and regional open space destinations.





L E G E N D

① **Active Transportation Projects**

 **Regional Trail**

 **Regional bikeway**

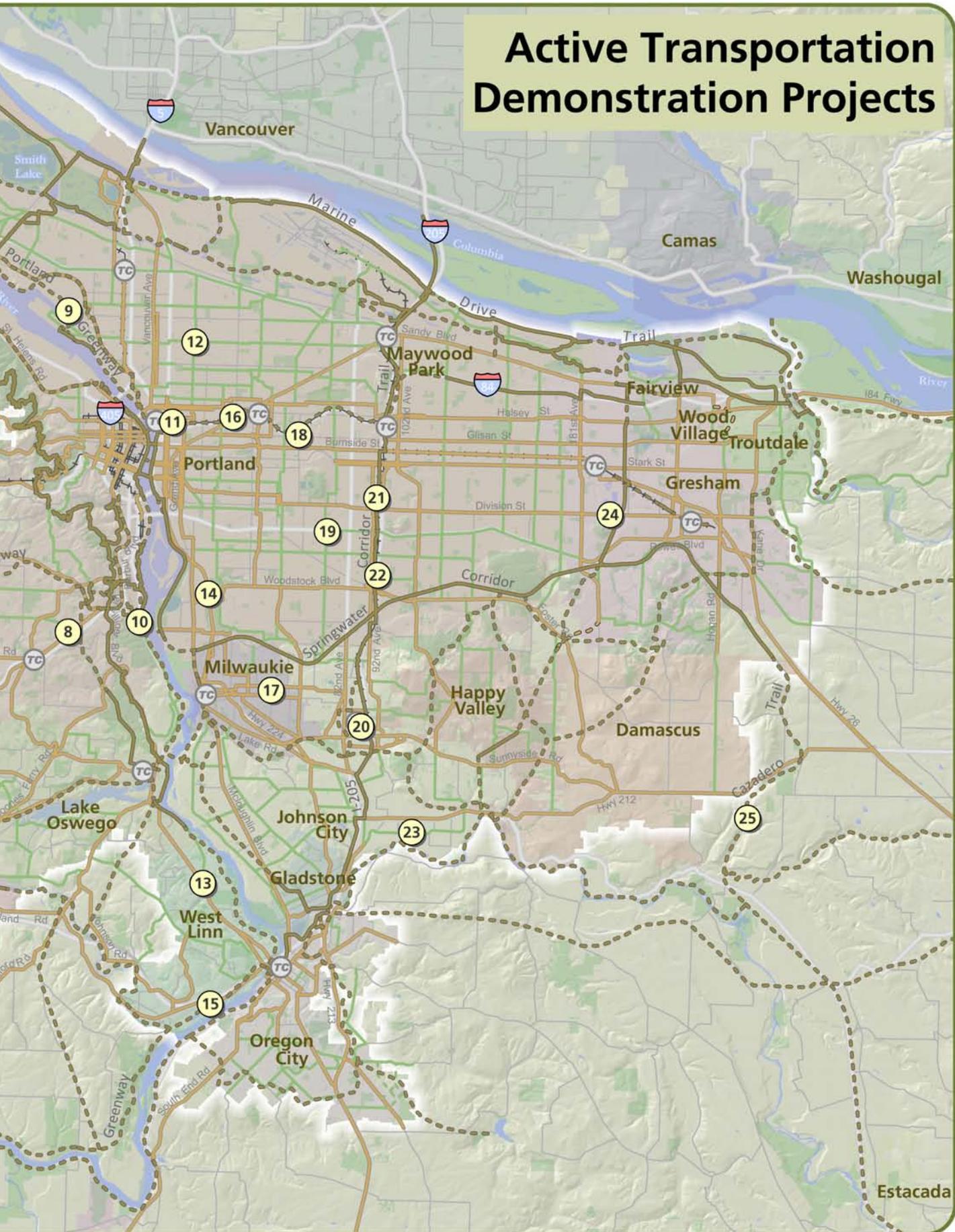
 **Community bikeway**

 **Urban Growth Boundary**

(dotted lines represent proposed projects and not intended to identify specific alignments)



Active Transportation Demonstration Projects



8. SW Barbur Blvd. and Feeder Routes

Sponsor: City of Portland

Partners: Oregon Department of Transportation, Cities of Lake Oswego and Tigard

It is surprisingly difficult to travel from downtown Portland, south and west to the town centers of Hillsdale, west Portland, Tigard, and Washington Square. This project provides a system of high-quality bicycling routes along major arterials, removing existing barriers, particularly at bridges. The project uses SW Barbur Blvd. as a regional trunk line for transit riders, cyclists, and pedestrians providing for direct trips between commercial, jobs, and housing and Portland's city center. The project will also connect to parks and the regional trail system, including the Fanno Creek Greenway Trail, the Willamette River Greenway, and the local Southwest Portland urban trail system.

9. North Portland Willamette Greenway

Sponsor: City of Portland

Partners: Metro, Port of Portland, npGREENWAY, Friends of Baltimore Woods, 40 Mile Loop Land Trust, and Neighborhood Associations

The proposed trail will connect the Willamette Cove natural area, Cathedral Park, Pier Park, Chimney Park, and the Smith and Bybee Wetland Natural Area. The trail section proposed will terminate at the Columbia Slough. The trail will provide access to the Willamette River from the Steel Bridge/Eastbank Esplanade in downtown Portland to Kelley Point Park. In addition, the proposed greenway would make a loop between the Columbia River, the Columbia Slough and the Willamette River, connecting two river parks with natural areas as well as residential, commercial and industrial areas.

10. Lake Oswego to Portland

Sponsor: Cities of Lake Oswego and Portland, Clackamas County and Metro

Partners: Oregon Department of Transportation, TriMet

This proposed project would create bicycle and pedestrian facilities that follow the Willamette River and connect neighborhood redevelopment projects in downtown Lake Oswego's Foothills District and Portland's South Waterfront and Johns Landing districts. This corridor would also pass Tryon Creek State Park and several local parks with recreational and natural restoration opportunities. This proposed project would complement three other transportation projects currently under development in the corridor, including a new gateway into the South Waterfront District, a new Sellwood Bridge, and a streetcar transit connection.

11. Holladay Green Street

Sponsor: Lloyd TMA

This proposal would create a green, car-free street through the heart of the Lloyd District, an area that currently lacks a low stress bike route. NE Holladay Street would be transformed into a necklace of greenspaces, linking Holladay Park, Oregon Square, Kaiser Plaza, and the Eastbank Esplanade. The proposed corridor will create a seamless bike, pedestrian and transit connection, linking four light rail stations and a future streetcar station. A commuter and recreation opportunity would be provided to the more than 23,000 employees at the 650 businesses in the district, as well as the thousands of people that travel daily through this area to other parts of the city. The corridor will require closing NE Holladay Street to car traffic and will allow for a "festival" street with electrical and water hook-ups for vendors.

12. North/Northeast Portland Bicycle Demonstration Project

Project Sponsor: City of Portland

This project aims to dramatically increase bicycling in inner N/NE neighborhoods through a dense network of world class facilities. The demonstration project area covers 13 square miles, encompassing 100,000 residents, 42 schools and 30 parks, bounded roughly by the Willamette River/I-5 to the west, Sullivan's Gulch to the south, the North-South Fifties Bikeway to the east and Columbia Boulevard to the north. The project would provide over 50 miles of world class bikeways, including separated bike paths. The project includes the NE Holladay Green Street. The City's award winning SmartTrips programs will alert and encourage residents to take advantage of the new and improved mobility options available to them.



Bike parking in Denmark
(credit: streetblog)

13. Highway 43 Corridor – Lake Oswego, West Linn and Milwaukie

Sponsor: Clackamas County

Partners: Oregon Department of Transportation, Cities of West Linn, Lake Oswego, Portland, Oregon City, and Milwaukie, Western Railroad and Metro

This proposal connects to the Lake Oswego to Portland project (#10) creating a seamless bike and pedestrian trip along Highway 43 and Old River Road from Lake Oswego to West Linn. The project includes the Lake Oswego to Milwaukie connection via a proposed Milwaukie Rail Pedestrian/Bicycle Bridge. This active transportation corridor will result in a continuous pedestrian/bicycle facility along the Highway 43 corridor providing an important link for commuters and recreational riders and walkers.

14. Bicycle and Pedestrian Improvements in the Portland to Milwaukie Light Rail Corridor

Sponsor: Cities of Portland and Milwaukie, Clackamas County

Partners: TriMet, Metro, Oregon Department of Transportation,

This proposal would leverage funded bicycle and pedestrian investments by the city in the Milwaukie Light Rail Project to develop an active transportation corridor connecting downtown Portland to downtown Milwaukie. With a combination of off-street paths, bicycle lanes and cycle tracks, this corridor will link Portland State University, Portland's South Waterfront, the Central Eastside Industrial District, Portland's extensive existing bikeway network in its inner Southeast Portland neighborhoods, the Brooklyn neighborhood, the McLoughlin corridor, the East moreland and Sellwood neighborhoods, the Springwater

Corridor, downtown Milwaukie and ultimately the Trolley Trail that leads to Oregon City. This seven-mile corridor consists of five miles of new off-street paths and 1.5 miles of new protected bikeways.

15. Willamette Falls Drive

Sponsor: City of West Linn and Clackamas County

The planned 2.06 miles of bicycle lanes, sidewalks and accompanying streetlights on Willamette Falls Drive between Willamette Drive (Highway 43) and 10th Street of this project would connect existing bicycle and pedestrian systems via Willamette Drive and would add an elevated bike lane to an area of West Linn with steep topography.

16. Sullivan's Gulch

Sponsor: City of Portland

Partners: Union Pacific Railroad, Sullivan's Gulch Trail Committee, Metro, TriMet, Portland Development Commission, Gateway Green, and Central Eastside and Lloyd District neighborhoods

Sullivan's Gulch was once a ravine filled with trees, waterfalls and a spring. The Banfield Expressway paved the gulch in 1957. The Sullivan's Gulch Trail would provide a multi-modal trail corridor in the ravine for commuting and recreation trips. Trees and plantings would recall the former environment. The proposed project is a five-mile, east-west link to the Portland metropolitan area's bike network. The trail would give users access into and out of the city with connections to light rail, transit and urban amenities at the Rose Quarter, Convention Center, Lloyd Center, Hollywood District and the Gateway Regional Center. Access points into neighborhoods will be provided at the majority of the 17 streets that bridge the north and south sides of the corridor.

The entire trail would be located on the north side of the Union Pacific Railroad freight rail tracks, extending from the Eastbank Esplanade at the Willamette River to the Gateway Regional Center, I-205 bike path and NE 122nd.

17. King Road Area AT Corridor

Sponsor: Clackamas County and City of Milwaukie

This proposed corridor will create a safe and comfortable connection along King Road and Monroe Boulevard. The corridor would connect the Clackamas Town Center light rail stations, the I-205 path and Phillips Creek Trail. A network of local streets connects to downtown Milwaukie and McLoughlin Boulevard, the future Park Avenue light rail station and the Springwater Corridor. This corridor project would dramatically increase transportation options for residents and employees.

18. 60th Street Light Rail Station

Sponsor: City of Portland

Partners: Oregon Department of Transportation, TriMet, Metro, Rose City Park Neighborhood Association, Central Northeast Neighbor, Inc.

This proposal would make the NE 60th and NE Glisan Blue Line station a focus for other transportation modes. Specifically, street improvements would be completed for NE Oregon – 60th to 63rd, NE Holladay Street – 60th to 62nd, NE Hassalo Street – 57th to 63rd, NE Multnomah Street – NE 60th to NE 63rd, NE 58th Avenue – NE Holladay to NE Hassalo, NE 59th Avenue – NE Holladay to NE Hassalo, NE 61st Avenue – NE Multnomah to I-84, and NE 62nd Avenue – NE Holladay to NE Multnomah. In addition, the sidewalk would be widened on NE 60th between Halsey and I-84.

19. International Connections

Sponsor: Rose City Park Neighborhood Association

This proposal establishes a north/south bicycle and pedestrian route that links culturally significant sites, natural features and parks, community centers, health clinics, other bike/pedestrian corridors, the light rail MAX station on NE 60th, and future stations on I-205. The route would extend from the south end at Willamette National Cemetery, travel northward through the future Lents Town Center, next to the 60th Street MAX station, past the Hollywood Town Center, through the Portland International District, the Cully neighborhood, and near the Portland International Airport. The Corridor would end at the Marine Drive section of the 40-Mile Loop on the Columbia River.

20. Clackamas Regional Center

Sponsor: Clackamas County

Partners: City of Happy Valley, Oregon Department of Transportation, TriMet

This proposal would provide a seamless bike and pedestrian route connecting two light rail lines at the Fuller Road Station and the Clackamas Town Center Station. Both stations have bike parking, but pedestrian and bicycle connections between them are limited. This proposal consists of three major bicycle and pedestrian infrastructure connections: (1) Phillips Creek Trail, connecting the SE Fuller Road Station and the Clackamas Town Center Station, (2) Mt. Scott Creek Trail, connecting Clackamas Regional Center east along Sunnyside Road with Mount Scott, Scouter's Mountain and Mount Talbert Park and residential neighborhoods in Happy Valley, and (3) a connection between the Clackamas Town Center and the Harmony Community Campus.

21. The I-205 Bicycle and Pedestrian Path

Sponsor: Oregon Department of Transportation

Partners: Metro, Cities of Portland, Maywood Park, Happy Valley, Johnson City, and Gladstone, Multnomah and Clackamas Counties, and many non-profit and government agency partners

The Oregon Department of Transportation is currently undertaking an action plan to identify feasible short-, medium-, and long-term projects that would increase the comfort and user-friendliness of the I-205 path to encourage more people to use the path for recreation and transportation. This proposal would implement projects identified in that plan including crossings, maintenance and operations, aesthetics/beautification/landscaping, public safety/illumination, way findings, multimodal connections, and visibility and accessibility improvements.

22. Lents Demonstration Project

Sponsor: City of Portland

Today bicycling and walking facilities are few and far between in Lents, a dense, mixed-use environment. This project would transform Lents into a world-class location for accessibility by bicycle, walking and transit and builds on the new opportunity of light rail through area. New facilities will be constructed within a three-mile radius centered around Lents Town Center and touching 164,000 residents. These facilities will connect homes and neighborhoods to commercial and transit destinations. Specifically, this proposal includes three components: (1) bicycle infrastructure – residential bicycle boulevards, commercial corridor cycle tracks, new and/or improved bicycle lanes/cycle tracks on

collector streets and advisory bicycle lanes, (2) pedestrian infrastructure – pedestrian improvements will focus on streets where current facilities are substandard, especially those that provide direct access to transit and commercial uses, and (3) encouragement programs – the encouragement program will alert area residents to the new and improved mobility options available to them following completion of the infrastructure improvements. This demonstration project is an opportunity to monitor the transformation of an area with a modest start into one of our region's highest performing mode split areas.



The Division Street project would connect to the Gresham Fairview Trail

23. Jennifer Street Employment Corridor

Sponsor: Clackamas County

This proposed corridor will provide pedestrian and bicycle facilities from the Green Line Clackamas Town Center light rail station to the southern industrial employment area along Highway 212/224 and Jennifer Avenue. Completing the missing links of bike lanes or constructing a cycle track and sidewalks will provide employees with multi-modal opportunities to reach employment. Also, this proposal includes a bicycle route from the Green Line to Jennifer Avenue from the I-205 multi-use path to Lawnfield Road, 98th Court, Mather Road, Industrial Way, and Clackamas Road connecting to Jennifer Avenue and to the Highway 212/224 industrial/employment area.



Mt. Hood on the Springwater Trail

24. Division Street Multimodal Pilot Project

Sponsor: City of Gresham

Partners: City of Portland, TriMet, Metro

The City of Gresham proposes to construct multimodal facilities and amenities along 1.5 miles of Division Street from the west city limits (bordering Portland and just east of 174th Avenue) to NW Wallula Avenue, also known as 212th Avenue. The project will provide facilities that link primary activity centers and destinations in both Gresham and Portland. Amenities such as benches, way-finding signs, bike parking, bike boxes at major intersections, and bicycle/pedestrian actuated signals are included in this proposal.

25. Mt. Hood Connections

Sponsor: Oregon State Parks, Cities of Sandy and Estacada, Villages of Mt. Hood, US Forest Service, and Barlow Trail Association

A 60-mile ride or walk will take you from downtown Portland to the spectacular natural scenery of Mt. Hood. This project will link the urban Springwater Corridor multi-modal trail with trails that run along rivers, through old growth forests, to viewpoints that offer vistas of Mt. Hood and the surrounding National Forest. The first phase of this project will finish the Springwater_Cazadero trail connection from Portland to the Clackamas River and then on to the city of Estacada, which is the beginning of the West Cascades Scenic Byway. Subsequent work

will complete planning and land acquisition along the trail connection from the Springwater_Cazadero Trail to the city of Sandy and on to Dodge Park, located at the mouth of the Bull Run River. From here cyclists will be able to travel through the villages of Mt. Hood to Timberline Lodge at Mt. Hood. This route, with generous food and lodging along the way, has the potential to become a favorite experience of residents as well as tourists visiting the Portland region.

What's next?

Over the next several months Metro and trail and transportation partners will be working to refine the proposed active transportation projects in preparation for potential funding. We will be identifying ways to strengthen partnerships and enhance the principles for active transportation in the projects. Some projects may be combined or broadened. For more information visit www.oregonmetro.gov/activetransport.





Metro | *People places. Open spaces.*

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

Metro representatives

Metro Council President – David Bragdon

Metro Councilors

Rod Park, District 1

Carlotta Collette, District 2

Carl Hosticka, District 3

Kathryn Harrington, District 4

Rex Burkholder, District 5

Robert Liberty, District 6

Auditor – Suzanne Flynn

[www.oregon**metro.gov**](http://www.oregonmetro.gov)

Metro

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Portland, OR 97232-2736
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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*



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

Metro

People places. Open spaces.

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Auditor

Suzanne Flynn

Blue Ribbon Committee for Trails | Convened by the Metro Council

The Metro Council convened a committee of civic, business and elected leaders to think big about regional trails. The Committee met for six months from May through October 2008. The Committee was charged with evaluate the regional trails system and its benefits. They were asked to determine whether the current level of investment in the regional trails system, which would take nearly 200 years to complete, was adequate. The committee determined that development of the trails system should be accelerated, and that it must be done as part of a larger strategy to support active transportation. The Committee proposed a strategy for investing in and planning our non-motorized transportation systems to maximize mobility, livability and community. Visit www.oregonmetro.gov to read the full report of the committee.

Committee Chair

Dave Yaden

Jay Graves

The Bike Gallery

Rick Potestio

Commissioner Dick

Committee Members

Eileen Brady

New Seasons Market

Al Jubitz

Jubitz Family Foundation

Schouten

Washington County Board of Commissioners

Scott Bricker

Bicycle Transportation Alliance

Julie A. Keil

Portland General Electric

Dave Underriner

Providence Health and Services

Councilor Rex Burkholder
Metro Council District 5

Commissioner Randy Leonard
City of Portland

Philip Wu, MD

Kaiser Permanente

Chris Enlow

KEEN Footwear

Nichole Maher

Native American Youth and Family

Ian Yolles

Ex-Officio Member

Steve Faulstick

Doubletree Hotel

Senator Rod Monroe

Council President David

Bragdon, Metro Council

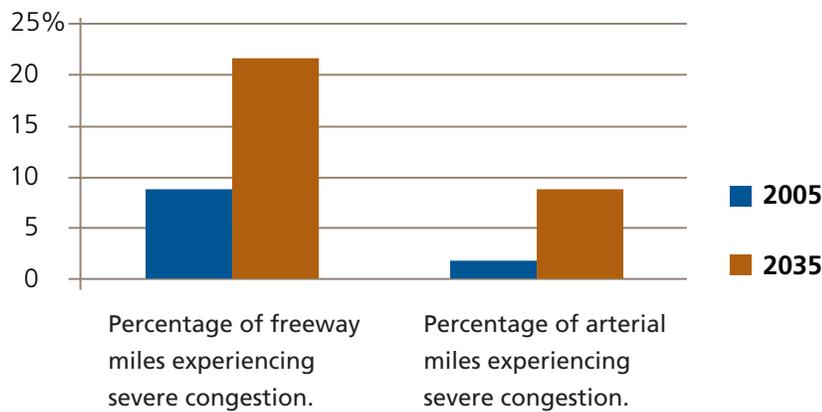
Why encourage bike and pedestrian travel now?

Non-motorized travel reduces congestion

Thirty years from now, one million more people are expected to call the Portland region home. During this time, car traffic is expected to grow by nearly half, while truck traffic will more than double. The percentage of roadways experiencing severe congestion is expected to quintuple from 2% today to 10% by 2035. Increasing congestion has real economic costs. Dedicated facilities for pedestrians and cyclists frees roadways for other users.

Projected congestion growth in Portland region

Source: www.gasbuddy.com



Non-motorized travel is inexpensive

Transportation is second to housing as a proportion of household budgets and fuel costs have risen from 3% of household expenditures in 2002 to 8.5% as of June 2008, putting an increasing strain on resident's budgets.

Bicycle and pedestrian infrastructure saves public dollars as well. A lane of roadway will accommodate five to ten times more pedestrian and bicycle traffic than driving and the cost of bicycling and pedestrian infrastructure is just a small fraction of that of building highways. Trails and paths can also be efficient connections to transit, reducing the need for expensive and land-gobbling park-and-ride stations.



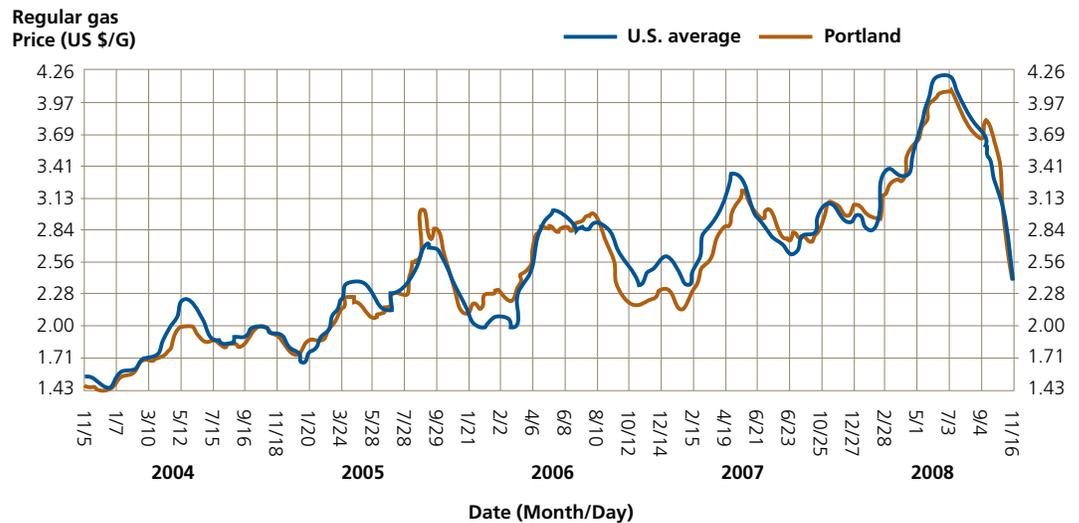
Bicycling and walking reduce congestion by replacing cars on short trips, increasing use of public transportation and by stimulating compact, mixed use development.

Those households that rely on walking and cycling as their primary means of travel save an average of \$694 per month.

– www.gasbuddy.com

60 Month average U.S. and Oregon gas prices

Source: www.gasbuddy.com

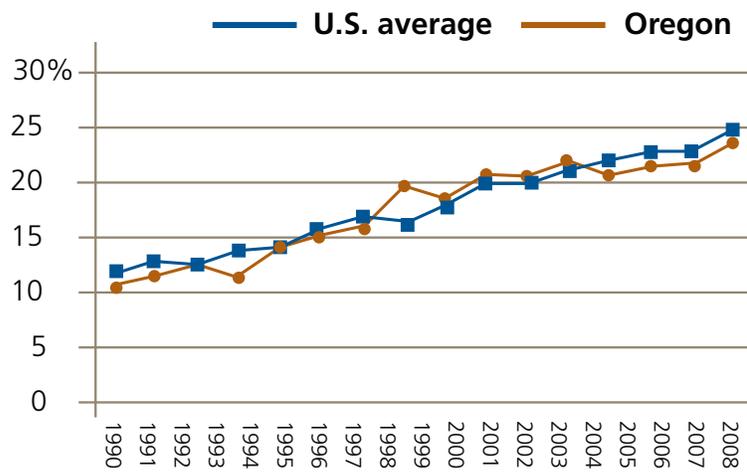


Non-motorized travel improves health and reduces health care costs

Americans' lack of physical activity is leading to an increase in a variety of health conditions including hypertension, cancer, heart disease, diabetes, and obesity, which will soon eclipse tobacco as the number one preventable cause of death in the United States. Studies have shown that people living in communities with walking and cycling facilities walk and cycle more. Bicycling and walking offer a way to integrate physical activity into busy schedules, and have been demonstrated to improve these conditions as well as to contribute to emotional well-being.

Percentage of adults who obese, Oregon and U.S. 1990-2008

Source: Oregon Department of Human Services



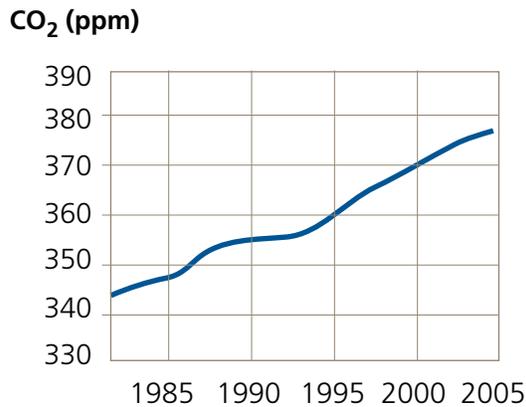
Those households living near a greenway are more likely to meet CDC health guidelines – CDC, *Rails To Trails Conservancy*

Non-motorized travel reduces greenhouse gas emissions

Greenhouse gas emissions are causing climate change, which leads to environmental and economic disruption and threatens our health and well being. The transportation sector is responsible for 38% of greenhouse gas emissions. Any strategy to address climate change requires reducing energy consumption in this sector. Bicycle and pedestrian transportation must be a key element in our region's strategy to increase the share of total trips made by bicycle and by foot. The Rails To Trails Conservancy estimates that bicycling and pedestrian travel can offset between 3 percent and 8 percent of greenhouse gas emissions of US cars and trucks.

Globally averaged CO2 1985 - 2005

Source: World Meteorological Organization



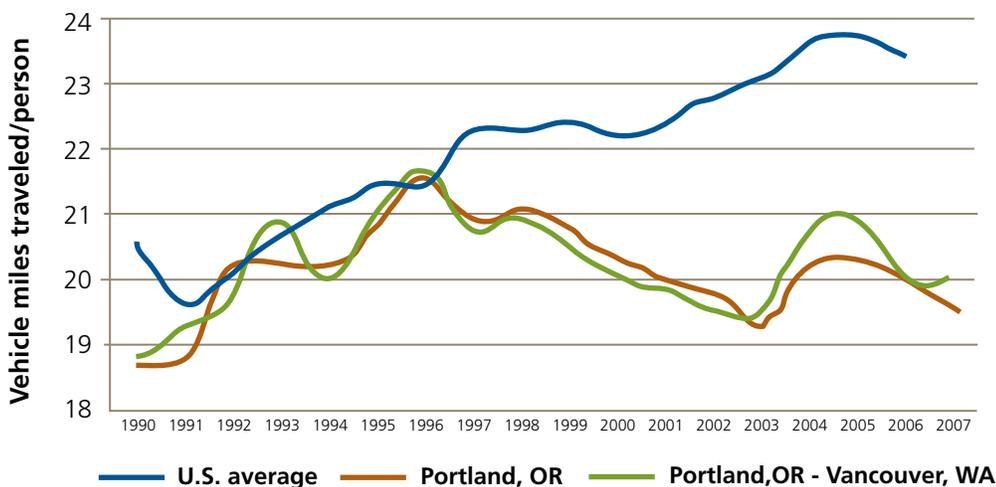
Every 1% increase in miles traveled by bicycle or on foot instead of by car reduces our region's greenhouse gas emissions by 0.4%

Non-motorized travel fosters dynamic, mixed-use communities

Non-motorized travel encourages a diverse mix of housing, shopping, restaurants, workplaces and recreation in convenient proximity. Residents that walk or ride tend to patronize small businesses, buying in smaller quantities but making more frequent purchases than motorists. This pattern of commerce supports small, community-based businesses and leads to a dynamic community environment. Motorists in such communities also benefit from shorter distances between services, which leads to fewer vehicle miles traveled per person.

Vehicle miles traveled per person 1990 - 2007

Source: FHWA, ODOT, WDOT



Motor vehicle miles traveled per person are increasing nationally. The Portland region has shown it is possible to counter this trend through compact growth and by providing transportation options.

Greenways are a significant element of Connecting Green, a broad-based movement in the Portland region to create a system of parks, trails and natural areas that is second to none.

The special case for greenways

Some greenways connect population centers with a non-motorized, natural corridor that provides an unrivaled commute experience. Other Greenways connect the best natural gems our region has to offer and draw both residents and visitors for long recreational excursions. In either case, Greenways play a special role in the region's mobility strategy.

- Greenways are like parks. They are places for families and friends to be together and places to find solitude and connect with nature. But unlike parks, they facilitate travel through the urban area, from neighborhood to neighborhood, or from park to school, or from home to work.
- Greenways are like roads. They give us a way to get where we need to go. But unlike roads, they are built for nonmotorized travel and so they are safer, less stressful and truly enjoyable. They are places where you can experience the wind in your hair or the sun on your shoulders as you travel.
- Greenways are like public squares. They are places for community to gather and can be good locations for shops, restaurants, museums, benches, fountains or works of art. But unlike public squares they extend in either direction as gateways to additional urban and natural experiences.
- Greenways are like a local gym, except that the scenery is better and you can exercise while you get to work rather than before or after.
- Greenways may pass through a park, natural area or stream corridor. The land may be newly developed, but usually it is redeveloped, having been formerly occupied by a railroad, highway, or other transportation route. Many greenways in urban centers or developed areas are linear parks. Greenways are the premier travel corridor for walking and riding because they are safe and fast, and because they offer a natural experience that is removed from the noise and frenzy of the urban environment.

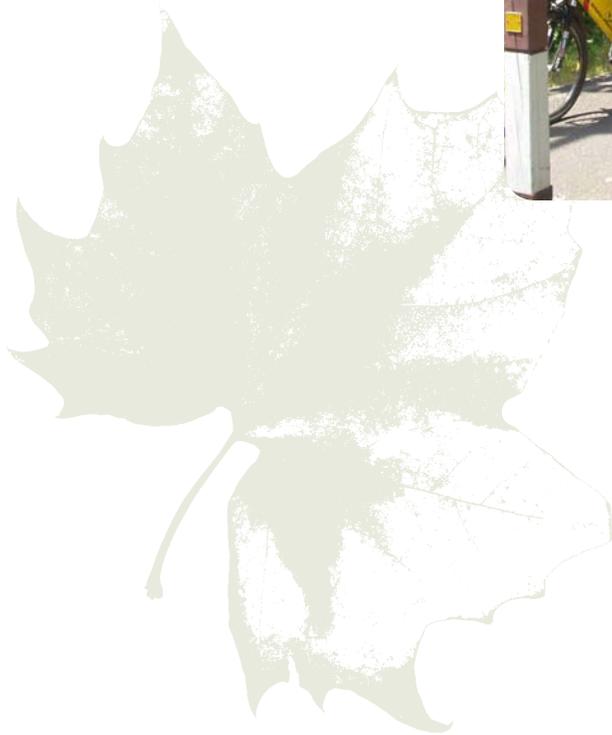


Why the Portland region?

Residents are choosing non-motorized transportation with increased frequency

An active, outdoor-oriented culture, sustainability consciousness, and strong civic and elected leadership position the Portland Region to lead the nation in implementing a nonmotorized transportation strategy. In the city, bicycling to work increased 146% between 2000 and 2006 despite accounting for only 0.7% of the Portland Office of Transportation's capital budget. Travel by bike and foot now makes up as much as 9% of total commute trips in the city, and just under 5% in the metropolitan region as a whole. In 2008, Portland became the first major city to be designated by the League of American Bicyclists as a platinum level bicycle friendly community. The City of Beaverton has been awarded Bronze status. The region's strong transit system is a key asset that positions the Portland region to lead a bicycle and pedestrian strategy.

Finally, Metro, local governments and nonprofit groups have proposed an exemplary network of greenways that span the region and provide opportunities for connection with the region's rich natural heritage. These routes are in varying stages of development, with many in the advanced stages of planning and ready to proceed.



The solution requires a more integrated approach to active transportation

Our nation's overwhelming emphasis on one mode of travel has created stark inefficiencies and negative side effects. A regionwide network of on-street and off-street bikeways and walkways integrated with transit and supported by educational programs would make travel by foot and bike safe, fast and enjoyable. Such a system would take cycling well beyond the exclusive domain of avid cyclists and the courageous to become a practical and preferred option for average residents and it would provide new options for walking. This is well within our reach if we achieve four things:

1. Organize leadership

Organize and engage public and private leadership to make a commitment to championing the strategy, supported by an interagency staff team. Membership of a Caucus of Elected Leaders and a Leadership Council, headed by an Executive Council for Active Transportation, will be increased over time. Members will support the strategy's themes and direction as well as specific proposals.

2. Demonstrate Potential

Now is the time to establish recognition that walking and cycling are serious transportation options. Such recognition stems from a realistic understanding of the return on investment such a system could have for our communities, our economy, and the environment. Nothing substitutes for results. Pilot projects that take bike and pedestrian travel to new levels would demonstrate the potential of an integrated approach to active transportation.

Urban Complete a well-designed and well-connected non-motorized transportation project within a single urban "commute shed." Partner with area businesses to provide education and encourage use. For example, develop a trail that connects a regional center with the central city and provide associated on-street feeder routes and transit connections to substantially increase bicycle and pedestrian commuting within a targeted area.

Suburban Partner with TriMet and area businesses to create an integrated bicycle/transit strategy for a geographically-defined area in the suburbs. For example, develop on and off-street bicycle and walking paths that feed a transit node. Provide safe, dry bicycle parking at the transit node. Make an agreement with area businesses

to encourage their employees to use the facilities. A partnership with transit is critical in the suburbs, because distances between population and employment centers can be too long for bicycle travel (greater than 30 minutes by bike), but can be well served by transit.

Greenway Identify a demonstration project that would link together key natural attractions to create a unique urban/natural experience. This would be a greenway of exceptional quality that can serve as a day or multi-day excursion for residents and visitors.

3. Reduce Costs

Federal and state standards for the construction of off-street biking and walking trails can add an estimated 30% to the cost of construction. A key element of the active transportation strategy is to bring these costs into line.

4. Develop system

Leadership will work towards a regional active transportation strategy that fully integrates walking and cycling into the region's transportation plans, including the Regional Transportation Plan (RTP). Guiding principles that will guide the development of the region's bicycle and pedestrian system will be refined and included in the RTP. A broad strategy for funding, identifying a target amount to be raised at the local, state and federal levels, and suggesting sources and a time frame for these amounts will be developed. Demonstration projects will be included in the RTP making them eligible for federal funding.





Active Transportation Partnership Walk | Bike | Connect

EXECUTIVE COUNCIL FOR ACTIVE TRANSPORTATION

December 2009

MISSION AND STRUCTURE

Mission: To complete bicycle and pedestrian trails, bike parkways and boulevards, cycletracks and other facilities in order to increase the number of people walking and biking, reduce transportation costs, reduce our impact on the environment, improve community and individual health, strengthen the economy and provide enjoyment to the residents of the region.

Role: Serve as champions, spokespeople and strategists

Membership: Members of the Blue Ribbon Committee for Trails are the founding members of the Executive Council. Additional executive council members are added at the will of the members of the Executive Council. Number of members to be determined by the Executive Council.

The Executive Council will serve as the core group to advance the strategy for active transportation, and may choose to create a coalition of businesses, non-profit organizations, community and neighborhood organizations, and elected officials who will “sign on” as supporters for the active transportation strategy.

Meetings and communication. The Executive Council is set to meet quarterly. The members may decide to meet more or less frequently and form workgroups to address specific issues or work elements. Members will be updated in the interim between meetings with monthly email updates and/or personal emails and phone calls.

EXECUTIVE COUNCIL WORK ELEMENTS

Executive Council members will serve in one or more of the following roles.

Identify, strengthen and strengthen elements of the system. The Blue Ribbon Committee on Trails recommended that the region identify and fund urban, suburban and greenway “demonstration projects.” These will be complete, integrated active transportation corridors that showcase the potential of the active transportation system. In 2009, Metro worked with local governments and civic groups to identify and refine corridors as candidate demonstration projects. The Executive Council will help define criteria for the evaluation and prioritization of projects. Members of the Executive Council will help strengthen, support and champion demonstration projects.

Make presentations. Members will present the active transportation strategy to county commissions, city councils, planning commissions, and citizens groups. Scheduling, logistics, and meeting materials including a PowerPoint presentation will be provided by Metro staff as needed. The purpose of the presentations is to build support among the many local bodies that influence transportation funding. As the local plans are updated, these presentations will be crucial to help guide investment priorities. Staff has developed a list of audiences and will contact Executive Council members directly.



Active Transportation Partnership Walk | Bike | Connect

Troubleshoot design and construction issues. Trails and bicycle route construction projects occasionally encounter bureaucratic or political roadblocks. Executive Council members may, at their discretion, choose to serve as diplomats or champions to help resolve these issues. A list of “Hotspots and Opportunities” has been developed and is updated quarterly.

Reduce costs. The Blue Ribbon Committee for Trails recommended identifying a strategy to reduce the administrative overhead and other inefficiencies associated with building trails and biking and walking infrastructure. Members of the Executive Council may support and work with the newly formed Cities for Cycling coalition which may take the lead in this area.

Develop funding plan. The Executive Council will be asked to recommend to the Metro Council and other government agencies a long term funding strategy for the active transportation network. Work will begin in late 2009.

Advocate for funding. Executive Council members will champion the active transportation agenda with members of the congressional delegation, legislators, legislative committees and other officials, focusing on the reauthorization of the federal transportation bill.

Guide strategies. Executive Council members will provide key direction on strategies by which the active transportation system is planned, funded and built.

2010 ACTIVITIES OUTLINE

	Winter 2010	Spring/Summer 2010	Fall/Winter 2010
Organize Leadership	National Bike Summit Advocacy: \$2B federal AT program Congressional tours of AT corridors	Strategy determined by federal transportation bill outcome	
Demonstrate Results	Criteria for prioritizing AT corridors	Determine top tier projects AT Corridor regional workshops	Begin to develop projects?
Develop the System	Begin development of funding plan MTIP/RFF policy refinements	2011 Legislative Strategy Advocate for funding plan/presentations AT corridors submitted for MTIP	



Walk | Bike | Connect

Active Transportation Council Members

Jonathan Nicholas
Chair
Vice President of Branding &
Corporate Communications
ODS

Christopher Achterman, MD
Legacy Joint & Bone Clinic
Legacy Health System

Eileen Brady, Co-owner
New Seasons Market

Scott Bricker
Executive Director
Bicycle Transportation Alliance

Rex Burkholder
Councilor
Metro Council

Bart Eberwein
Business Development & Public Affairs
The Hoffman Corporation

Chris Enlow
Foundation Manager
KEEN Footwear

Nick Fish
Commissioner
City of Portland

Stephen Gomez
Bicycle Transportation Alliance
Vice Chair, Board

Jay Graves
CEO
The Bike Gallery

Steve Gutmann
Senior Commercialization Manager
EcoSecurities, PLC

Fred Hansen
General Manager
Tri-Met

Richard Kidd
Mayor
City of Forest Grove

Randy Miller
President
The Moore Company

Lynn Peterson
Chair
Clackamas County Board of
Commissioners

Rick Potestio
Architect

Dick Schouten
Commissioner
Washington County Board of
Commissioners

Philip Wu, MD
Clinical Pediatric Lead, CMI Weight
Department of Pediatrics
Kaiser Permanente Northwest

Dave Yaden, Former Chair, Blue Ribbon
Committee for Trails

Agenda Item Number 5.0

**CONSERVATION EDUCATION
INITIATIVE UPDATE**

Metro Council Work Session
Tuesday, December 8, 2009
Metro Council Chamber

Agenda Item Number 6.0

RESERVES PROPOSAL

Metro Council Work Session
Tuesday, December 8, 2009
Metro Council Chamber