600 NE Grand Ave.
Portland, OR 97232-2736

Metro | *Agenda*

Meeting: Metro Council Work Session
Date: Tuesday, Jan. 3, 2012
Time: 1 p.m.
Place: Council Chambers

CALL TO ORDER AND ROLL CALL

1 PM	**1.**	**ADMINISTRATIVE/ COUNCIL AGENDA FOR JANUARY 5, 2012/CHIEF OPERATING OFFICER COMMUNICATIONS**	
1:15 PM	**2.**	**GROWTH DISTRIBUTION (POPULATION AND EMPLOYMENT FORECAST AT LOCAL LEVEL)– INFORMATION / DISCUSSION**	**Mike Hoglund, Metro** **Gerry Uba, Metro**
1:55 PM	**3.**	**TUALATIN VALLEY (TV) HIGHWAY CORRIDOR REFINEMENT PLAN – ARTERIAL V. THROUGHWAY – INFORMATION / DISCUSSION**	**Deena Platman, Metro** **Jeannine Rustad, City of Hillsboro**
2:25 PM	**4.**	**COUNCIL BRIEFINGS/COMMUNICATION**	

ADJOURN

Agenda Item No. 2.0

GROWTH DISTRIBUTION (POPULATION AND EMPLOYMENT FORECAST AT LOCAL LEVEL)

Metro Council Work Session
Tuesday, Jan. 3, 2012
Metro Council Chamber

METRO COUNCIL

Work Session Worksheet

Presentation Date: January 3, 2012 Time: 2:00 pm Length: 30 minutes

Presentation Title: Growth Distribution (Population and Employment Forecast at Local Level)

Service, Office, or Center:

Research Center and Planning and Development Department

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

Mike Hoglund, Research Center Director and Gerry Uba, Principal Regional Planner

ISSUE & BACKGROUND

Oregon law (ORS 195.036; 195.025) requires Metro to coordinate a population forecast for planning purposes inside the UGB. Local governments scheduled by the Oregon Department of Land Conservation and Development to complete periodic review are expected to coordinate their population forecast with Metro. One of the ways Metro coordinates the forecast with local government is through the distribution of the regional forecast population and employment to the smaller geography called traffic analysis zones (TAZ). The TAZ is the standard unit containing data representing the building blocks of Metro's key forecasting tools (travel demand model and MetroScope). The distribution information is essential for local and regional planning, such as updating local comprehensive plans (through periodic review), local transportation system plans, and the Regional Transportation Plan. The information is also used for corridor planning and special districts planning.

On October 25, 2011, Mike Hoglund, Director of the Research Center updated the Council on the Growth Distribution project by email. His email noted that Metro staff has been coordinating with local government staff since October 2010 to refine modeling assumptions, including confirming 2010 population and employment estimates and buildable land inventory estimates. As a result, the region now has an updated estimate of buildable land supply at a detailed level that reflects the input and review from local government staff. While Metro has completed a vacant land inventory for years, this coordinated buildable land inventory is new and reflects the increasing importance of redevelopment as a key land supply in this region.

Comments from local government staff during refinement of the assumptions acknowledged improvement in the current distribution process. Their comments also emphasized areas where the distribution methodology could be further improved. In response, Metro staff has identified additional research that would further refine the redevelopment assumptions, and provide valuable data on the housing and transportation trade-offs, and differentiation of the full range of housing needs in the region. Depending on funding availability, this research would inform the next Urban Growth Report.

With the completion of the land supply estimates, Metro staff is now ready to distribute the forecast demand to the TAZ level for the 5 year increments between 2015 and 2045.

The final distribution, summed by city and county areas, will be presented for Council action in the summer or fall of 2012.

OPTIONS AVAILABLE

Staff can provide more detailed one-on-one presentations to individual Councilors as desired to describe the process and growth implications for their district. In addition, staff is available for additional briefings at key steps in the process.

On January 25, MPAC will be updated on the Growth Distribution process. The Council may consider suggestions to staff on how to improve the presentation to MPAC.

IMPLICATIONS AND SUGGESTIONS

This growth distribution process demonstrates how Council growth management decisions are being incorporated into regional planning. The forecast distribution will be a basis for local planning analyses work and investment decisions. This presentation is also important because during the refinement of the buildable land inventory assumptions, some Councilors received comments from local governments. Staff can assist Councilors to respond to current and future comments.

Staff suggests future updates prior to Council action on the final distribution information.

QUESTION(S) PRESENTED FOR CONSIDERATION

a) What additional information would you like to see in the future?
b) How would you like to be kept informed?

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION _x_Yes __No
DRAFT IS ATTACHED __Yes _x_No

Agenda Item No. 3.0

TUALATIN VALLEY (TV) HIGHWAY CORRIDOR REFINEMENT PLAN – ARTERIAL V. THROUGHWAY

Metro Council Work Session
Tuesday, Jan. 3, 2012
Metro Council Chamber

METRO COUNCIL

Work Session Worksheet

Presentation Date: January 3, 2012 Time: 1:55 pm Length: 30 minutes

Presentation Title: Tualatin Valley (TV) Hwy Corridor Refinement Plan – Arterial v. Throughway

Service, Office, or Center: Planning Department

Presenters (include phone number/extension and alternative contact information):
Deena Platman – x1754 and Jeannine Rustad, City of Hillsboro, Project Manager

ISSUE & BACKGROUND

The City of Hillsboro, in partnership with ODOT, Washington County, the City of Beaverton, TriMet and Metro, is developing a multimodal corridor refinement plan for OR8 – Tualatin Valley Hwy between Hillsboro and Beaverton. Metro Council was briefed on the project at the October 4th, 2011 work session and asked to provide direction to Councilor Harrington, who serves on the project's Policy Group, on the Partnering Agreement and the future design and function of Tualatin Valley Hwy (TV Hwy).

With a new focus on community building in the corridor – South Hillsboro Community Plan, Beaverton Civic Plan, and the Aloha-Reedville Livability Study – the role of TV Hwy in serving community aspirations is being re-examined. The question at hand is whether the current design and function designations on TV Hwy, and associated infrastructure investments, are consistent and supportive of the community plans. The TV Hwy Corridor Refinement Plan is specifically addressing how this major roadway will serve the changing community into the future and calling the policy question upfront as to the appropriate designations to create a solid foundation for identifying supportive transportation investments in the planning process.

The **first key decision for the project is confirming the desired design and function of TV Hwy**. Currently, the RTP Design Classifications map designates the roadway section between Hillsboro and Beaverton as a Throughway. The RTP Arterial and Throughway Network map designates this roadway as a Principal Arterial. Together, the design and function classifications envision TV Hwy on par with US 26 or Hwy 217, where higher speed mobility is emphasized over accessibility to adjacent land uses. The alternative is to reclassify the Murray to Brookwood section to a Regional Street and Major Arterial, consistent with its designations in central Hillsboro and Beaverton. These classifications emphasize multimodal accessibility over through movement.

Policy Work Group members will provide input on the future design and function classifications of TV Hwy at their January 13th meeting. Attachment A is an issue paper prepared by the City of Hillsboro that characterizes the different design options.

OPTIONS AVAILABLE

This work session is an opportunity for the Council to provide direction on the future design of the TV Hwy for Councilor Harrington to carry back to the Policy Work Group.

The Policy Work Group is considering two options in January.

1. Provide policy direction for the designation of the entire length of TV Hwy as a major arterial/regional street.
2. Defer the decision until the solutions package is developed and include the possibility of adding capacity as a solution.

IMPLICATIONS AND SUGGESTIONS

Staff recommends that Council direct Councilor Harrington to support providing policy direction now instead of deferring the decision to later in the project. Making a determination on whether TV Hwy should retain its throughway/principal arterial classification or change to a major arterial/regional street classification sets a clear framework for the roadway's long term design and the associated range of infrastructure and service investments necessary to achieve the desired design. It also provides clarity for the stakeholders and public as they weigh in on solutions.

QUESTION(S) PRESENTED FOR CONSIDERATION

- Does Metro Council confirm that TV Hwy be designated to primarily serve shorter, local trips over longer distance travel through the corridor?
- Does Metro Council confirm making a decision on the design classification early in the process over deferring the decision until solutions are being developed?

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

TV Highway Corridor Refinement Plan
Arterial v. Throughway Issue Paper

ISSUE
The Project Management Team (PMT) is seeking input from the Policy Group on whether Tualatin Valley Highway ("TV Hwy") should be designated as an arterial or throughway.

BACKGROUND
As part of the 2035 Regional Transportation Plan (RTP), the concept of regional mobility corridors emerged to help guide investments. The regional mobility corridor concept integrates arterial streets, throughways, high capacity transit, frequent bus routes, freight/passenger rail, and bicycle parkways into subareas of the region that work together to provide for regional, statewide and interstate travel.[1] The function of this network of integrated transportation corridors is metropolitan mobility – moving people and goods between different parts of the region and, in some corridors, connecting the region with the rest of the state and beyond. These transportation corridors also have significant influence on the development and function of the land uses they serve. The regional mobility corridor concept calls for consideration of multiple facilities, modes and land use when identifying needs and most effective mix of land use and transportation solutions to improve mobility within a specific corridor area.

In April of 2007, regional partners identified 24 mobility corridors centered on the region's network of interstate and state highways. A mobility corridor was designated connecting Beaverton to Hillsboro and Forest Grove centering on TV Hwy. The Oregon Department of Transportation, City of Hillsboro, and Washington County are developing the Tualatin Valley Corridor Plan (TVCP) for the 8.5 mile section of TV Highway between downtown Beaverton and downtown Hillsboro, and the broader area served by this transportation corridor.

The purpose of the TVCP is to define the regional functional classification for all modes, design classification and typical cross section for TV Hwy and identify a package of transportation solutions to address transportation system deficiencies for all modes and transportation facilities in the project area.

RTP's Arterial and Throughway Network map currently designates TV Hwy as a principal arterial[2] between Murray Boulevard and Brookwood Avenue and as a major arterial from Brookwood Avenue west through Hillsboro and from Murray Boulevard east to Highway 217. The RTP's Regional Design Classifications map shows the extent between Murray and Brookwood as a Throughway and the sections to the east and west as Regional Street. The County Transportation System Plan (TSP) shows TV Hwy as a principal arterial from Brookwood to roughly Cedar Hills Boulevard.

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[1] See 2.4.2.4 Regional Bicycle System for more information about the bicycle parkway concept.
[2] Under the RTP, throughways are classified as "principal arterials" (RTP at p. G-23).

Consistent with these initiatives, the PMT is seeking an early determination from the Policy Group on whether TV Hwy should be classified as a Regional Street/Major Arterial for the entire length of the roadway or whether it should retain its Principal Arterial/Throughway classification in the section between Murray and Brookwood.

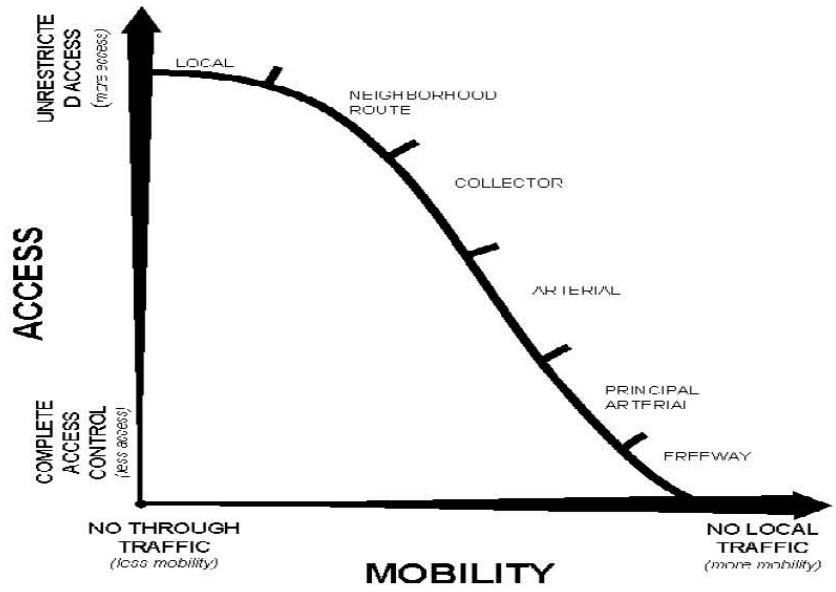
CONSIDERATIONS

1. Should TV Hwy Primarily Serve Longer Distance Travel Through or Local Travel Within the Corridor?

In answering the question of whether TV Hwy should be an arterial or throughway, it is helpful to look at the functions of each of these roadways in comparison to how TV Hwy currently is used and to how it is envisioned to be used in the future. Table 1 compares features of throughways to arterials and how TV Hwy functions today.

Figure 1 illustrates the relationship between arterials and throughways, the throughways being more restrictive to local traffic and having more access control than arterials.

Figure 1 – Relationship Between Functional Classification, Mobility and Access



Source: Washington County Transportation System Plan (3.23.2003)

Table 1: Arterial v. Throughway Decision Matrix

THROUGHWAY/Principal Arterial Policy	ARTERIAL/Regional Street Policy	TV HIGHWAY PERFORMANCE TODAY
Serves longer distance travel within the region and state	For travel within the region to major destination areas and to throughways	Over half of the trips begin or end in corridor.[3]
Carries between 50,000 and 100,000 vehicles per day	Carries between 10,000 and 40,000 vehicles per day	Current traffic volumes are between 30,000 and 40,000 vehicles per day.[4]
Access to adjacent properties is highly limited	Access to adjacent properties is moderately limited	Frequent access points on north side of highway; limited access on south side due to railroad (*see* maps).
• 6 travel lanes • High speeds • Mix of at-grade and grade separated intersections/interchanges	• 4 travel lanes with turn lanes • Moderate speeds • At-grade intersections	• 4 travel lanes with turn lanes. • Speeds vary between 35 and 45 mph. • Existing intersections at grade.
Design emphasis for travel by car and freight truck and is not appropriate with granting access to transit, bicycles and pedestrians	Compatible with bicycle, pedestrian, truck and transit travel	• Sidewalks on north side but incomplete on south side. • Bike lanes along highway through most of project area. • TriMet 57 frequent bus 8th most used in system. • Current heavy congestion during peak periods.
Land use implications: • The above factors place emphasis on moving through, versus within the region. • Access to adjacent land uses is restricted. • Creates more conflicts with land uses and transportation and between modes of transportation. • "*Highway designs do not reflect adjacent land use*."[5] • Limits ability to create complete communities.	*Land use implications*: • Accommodates movement within and through region. • Less restricted land use access. • Land uses can encourage alternative modes of transportation for local trips.[6] • Emphasis on finding balanced multi-modal function.[7] • Appropriate for more intensely developed activity centers.[8] • Overall, greater opportunity to integrate land uses and transportation.	*Existing Land Use Implications:* • Area characterized by residential to the north and south of the highway as the predominant use in the project area; commercial uses – predominantly retail – align the north side of the highway with a mix of industrial and commercial uses in areas along the south side. • Approximately 30 schools in corridor project area • High transit ridership • 92,000 persons and more than 33,700 dwelling units in corridor[9] *Future Land Use Implications*: • Aloha-Reedville Livability Study includes project goal to "*develop strategies for economic improvements, housing, redevelopment, corridors and town centers, and transportation improvements that promote livability and sustainability.*" • Inclusion of 1063 acres ("South Hillsboro") in UGB to accommodate 10,766 dwelling units. • Beaverton's Civic Plan and its concept for a more pedestrian friendly environment in its downtown core, including Canyon Road.
Examples in the region: I-5, I-405, I-205, I-84, Highway 30, Highway 26, Highway 99, Highway 217; Highway 224 (McLoughlin to I-205)	*Examples in the region*: TV Highway from Brookwood Avenue west to Forest Grove and from Murray Boulevard east to Highway 217; Canyon Road from Highway 217 to I-5, Cornelius Pass Road between TV Highway and Highway 26; Cornell Road, SE Powell Blvd and NW/NE Broadway.	

Source: *Metro 2035 Regional Transportation Plan* (unless otherwise noted)

[3] Metro Model
[4] West of Highway 217, traffic volumes of Highway 8 (TV Highway) are close to 50,000 vehicles per day. That section is designated in the RTP as an arterial.
[5] *Creating Livable Streets, Street Design Guidelines* (Metro, 2002)(because of the emphasis on through traffic, the *Guidelines* do not address throughways).
[6] *Id.* at p.44.
[7] *Id. at p.58* (while the *Guidelines* address Regional boulevards, "regional boulevards serve a function similar to the major arterial classification.")
[8] *Id.*
[9] 2010 U.S. Census for Census Block Groups that overlap the TVCP project Area.

Additional factors to consider regarding how TV Hwy may function in the future:

- The TVCP is to come up with solutions for all modes of transportation – including walking, transit and cycling, as well as automobiles, truck freight and rail.
- ***Impacts to the Built Environment and Businesses****:* Adding capacity would require acquiring right of way on the north side, as the south side is encumbered by the railroad. There would be significant impacts at intersections if grade separation were required. Designation as a throughway may also result in more restricted access management, further impacting existing businesses on the north side of TV Hwy.
- ***Cost:*** ODOT preliminary design developed a planning level cost estimate – *not including the right of way costs* – for the widening of TV Highway to 6 lanes, with 3 grade-separated intersections (one at Cedar Hills Boulevard, 185th Avenue and Murray Boulevard) from Murray Boulevard to Brookwood Avenue. The road widening is about $70-$90 million and *each* interchange has a rough estimate of $55-$70 million.
- From stakeholder interviews of the Policy Group and Senior Staff:
    - ***Adding Capacity:*** Simply adding lanes was not a favored solution. Similarly, several people indicated that grade-separation is not favored. Both added lanes and grade-separated intersections were seen as further reducing the quality of the pedestrian environment and safety, as well as dividing communities. However, with regard to grade-separation, one senior staff member did encourage looking into designs of modern (arterial?) grade-separated intersections.
    - ***Mobility*****:** It is expected that trips in the corridor will shorten. Several people stressed the need to find the balance between creating a better environment along the highway and moving people and freight.
    - ***Future Development in the Corridor*****:** Looking to the future, it is envisioned that nodes of complete communities (consistent with Metro 2040) will develop along the corridor. This increased development is likely to result in TV Hwy being used for more local, as opposed to through traffic, resulting in shorter trips.

2. Transportation Solution Priorities

Under both the Oregon Highway Plan (OHP) and the Regional Transportation Plan, adding capacity is the last option.

Oregon Highway Plan Transportation System Solution Priorities:

Priority 1: Protect existing transportation system

- Safety – reduce crashes and injuries
- Technology – upgrade traffic signals to improve reliability for driving cars and trucks
- Transit – enhance the quality, safety and reliability of transit and make it easier and safer to get to transit stops

- Bicycle system – enhance the quality, safety and convenience for bicycling
- Pedestrian system – enhance the quality, safety and convenience for walking or using a mobility device

Priority 2: Improve efficiency and capacity of existing system

- Complete the street network – improve street connectivity and make all streets accessible for all modes
- Intersection operations – solutions that add left or right turn lanes for vehicles at intersections

Priority 3: Add capacity

- Add vehicle lanes on TV Highway – add capacity for motor vehicles

Regional Transportation Plan – Policies for the Arterial and Throughway Network Vision[10]

The Arterial and Throughway concept

> *. . . contains policy and strategy provisions to develop a complete and well-connected roadway system that provides adequate capacity and supports all modes of travel. Rather than relying principally on levels of congestion to direct how and where to address motor vehicle capacity needs, the concept calls for implementing a well-connected network design that is tailored to fit local geography, respect existing communities and future development and protect the natural environment*

The RTP sets forth the following three policies as the foundation for the arterial and throughway vision:

1. Build a well-connected network of "complete" streets that prioritize safe and convenient pedestrian and bicycle access.
2. Improve local and collector street connectivity.
3. Maximize system operations by implementing management strategies *prior to building new motor vehicle capacity,* where appropriate (emphasis added).

3. Intelligent Transportation Systems

Technology, known as Intelligent Transportation Systems, will likely play a large role in any solutions package. As stated in Metro's report – *Mobility the Smart Way: The State of ITS in the Portland Metropolitan Region* – "***more than half of all congestion is caused by incidents and other sources that can be addressed using system management and operational strategies***" (p. 4). Accordingly, one of Oregon Transportation Plan's key initiatives is to "***optimize system capacity and safety through information technology and other methods***."

[10] RTP Section 2.5.2.

OPTIONS AVAILABLE

There are two options at this point:

- Give policy direction for designation of the entire length of TV Hwy in the corridor as an arterial. This will allow the study of solutions that maintain existing capacity for through traffic at four lanes (with additional turn lanes, as needed).
- Defer decision until the solutions package is developed and include the possibility of adding capacity as a solution.

IMPLICATIONS AND SUGGESTIONS

Making a determination of whether TV Hwy should be an arterial or throughway more clearly defines the target for the long-term design and, correspondingly, the range of tools/options to prioritize investment in the corridor. It also will provide more clarity to the public and stakeholders to help us get to a solutions package and set expectations.

Materials following this page were distributed at the meeting.

Metro 2010 – 2045 Growth Distribution Process

Project Update
Metro Council
January 3, 2012

Metro | *Making a great place*

Presentation Overview

- Summarize –
  - Requirements
  - Why it matters
  - Technical Process/Key Tasks
  - Key Issues
- Identify policy issues
- Clarify Council's role
- Review schedule & next steps

State Coordination Requirements

Population and Employment Forecasts

Metro is responsible for coordinating its regional forecast with the forecasts of local governments in the region (ORS 195.036; 195.025).

Why the growth distribution is important

- Local Governments –
  - Comprehensive Plan updates/Periodic Review
  - Transportation System Plan (TSP) updates
- Special Districts –
  - Water, School, Sewer, Fire & Emergency Management, etc.
- Regional/Metro –
  - Metropolitan Transportation Improvement Program (MTIP) evaluation
  - Regional Transportation Plan (RTP) update
  - Corridor planning (land use, transit, rail)
  - Climate Smart Communities scenario

Project Objectives

- ✓Be more efficient (time, resources, …)
- ✓Enhance collaboration
- ✓Utilize updated data, information, tools
- ✓Increase usefulness of the distribution information
- ✓Identify areas for future research

Coordinating population and employment forecasts with growth distribution

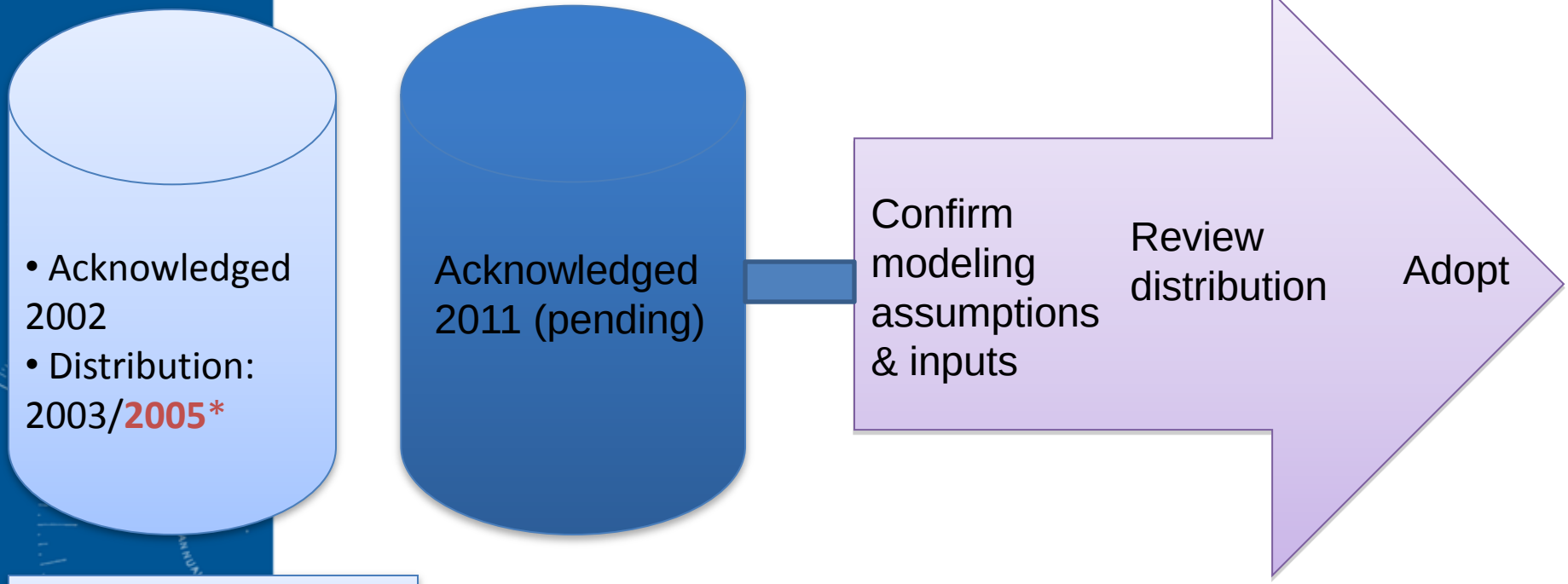
Two-Step Process

1. Population & employment forecast produced along with a capacity analysis (Urban Growth Report) every five years

*(Forecasts and UGR are basis for determining actions to address any identified **regional** capacity needs)*

2. Metro **distributes** forecast to address **local** capacity needs in coordination with cities/counties

Historical Forecast/Distribution Timeline



*Current recognized distribution

UGR/Growth Distribution – Two Step Process

Urban Growth Report	Growth (TAZ) Distribution
• 2030 planning horizon	• 2045 planning horizon
• UGB level	• TAZ level
• MetroScope only modeling	• Iterative MetroScope and Transportation modeling
• Limited review of model inputs and outputs	• Expanded review of model inputs with local review
	• Incorporates previous decisions
	• More attention to market redevelopment potential
	• More attention to housing market segments by tenure, type, location

Process: Collaboration

- Kick-off with Regional Planning Directors
- Soliciting local government input (inside and outside the UGB)
- Review of methodology and procedures:
  - ❑County coordination meetings (15)
  - ❑One-on-one meeting with local governments inside the UGB (24+)
  - ❑One –on-one meeting with neighbor cities and Clark County, WA (4)

Process Outline and Schedule –

Timing	Activity Description
Oct. 2010	Planning directors meeting to kick-off TAZ Forecast
Nov. 2010 - Feb. 2011	Update local/regional zoning crosswalk table
Jan. – July 2011	Develop MetroScope Supply Modules (Capacity estimates for residential and employment)
June 2011	Release MetroScope 'Beta' 2010-35 TAZ Forecast (limited release of interim forecast product for EMCP and SW Corridor projects)
July 2011	Planning directors begin review of Supply Modules
Aug. – Sep. 2011	Finalize MetroScope Supply Modules (incorporates final recommendations of supply assumptions of Portland and suburban areas)
Nov. 2011	Limited Release of 'Gamma' 1.0 TAZ Forecast (interim forecast presented to Portland planning for comp plan review)

Process Outline and Schedule –

Dec. 2011-Mar. 2012	1st preview of MetroScope Gamma Forecast (local governments can begin reviewing preliminary forecast data)
Apr. 2012	MetroScope Gamma TAZ Forecast restarts (tandem)
June-July 2012	Final Review of MetroScope Gamma Forecast
Summer 2012	Metro Council hearing and adoption of Official TAZ Forecast
Mid-2012	Coordinate w/ partners on research needs for next process

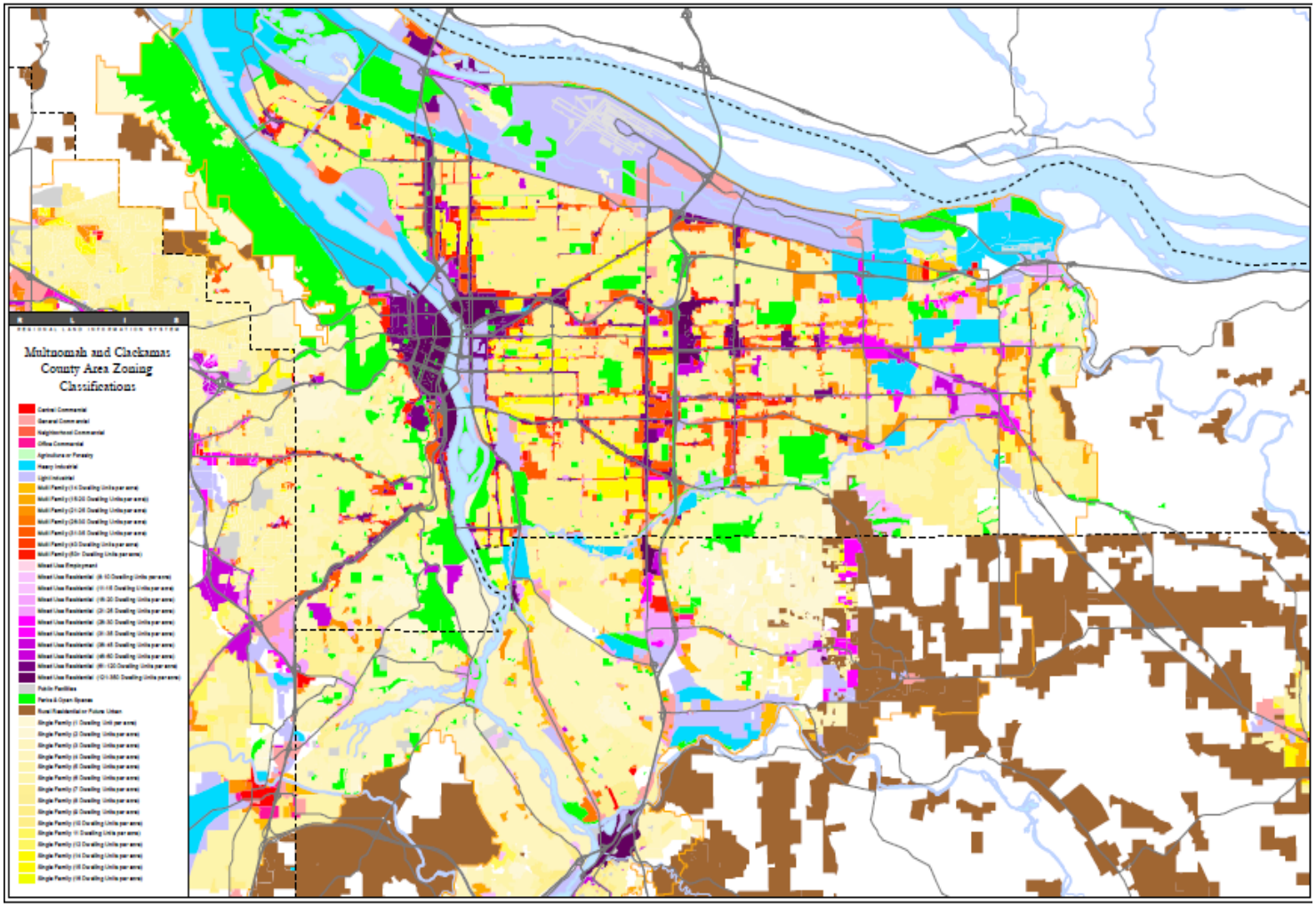
Growth Distribution Process: Key Tasks

Task 1) Revised Local to Regional Zoning
(from 700 local zones to 48 regional zones)

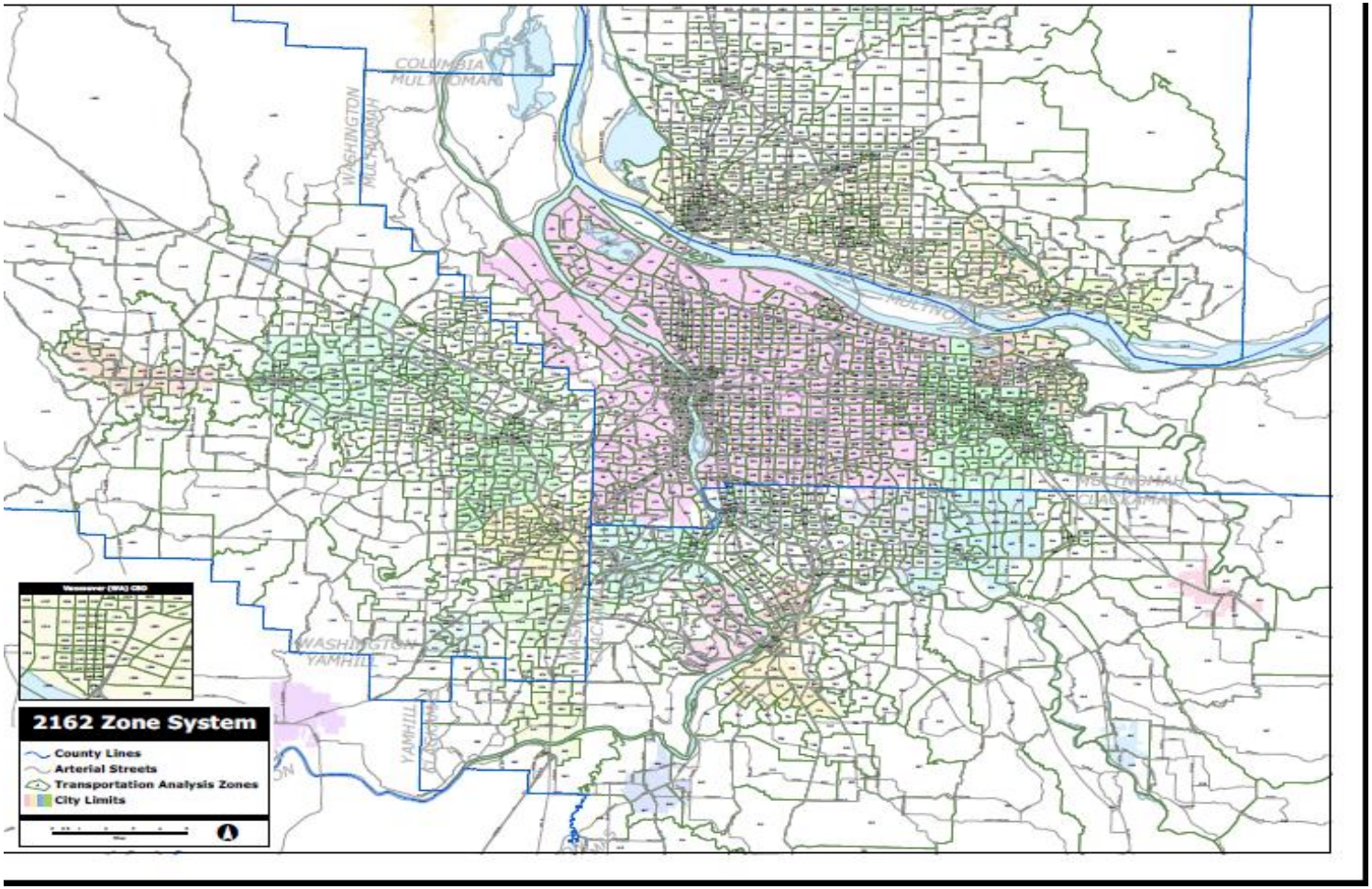
Sample of local zoning

Beaverton residential zones	Milwaukie residential zones
R1 Urban high density—MF	R1
R2 Urban medium density –MF	R1B
R3.5 Urban medium density – Duplex/MF	R2.5
	R3
R4 Urban medium density –SF	R5
R5 Urban standard density –SF	R7
R7 Urban standard density – SF	R7PD
R10 Urban low density –SF	R10
	10PD
	R-O-C

Task 1) Local to regional zoning map



Task 2) Review Transportation Analysis Zones (2,162 zones)

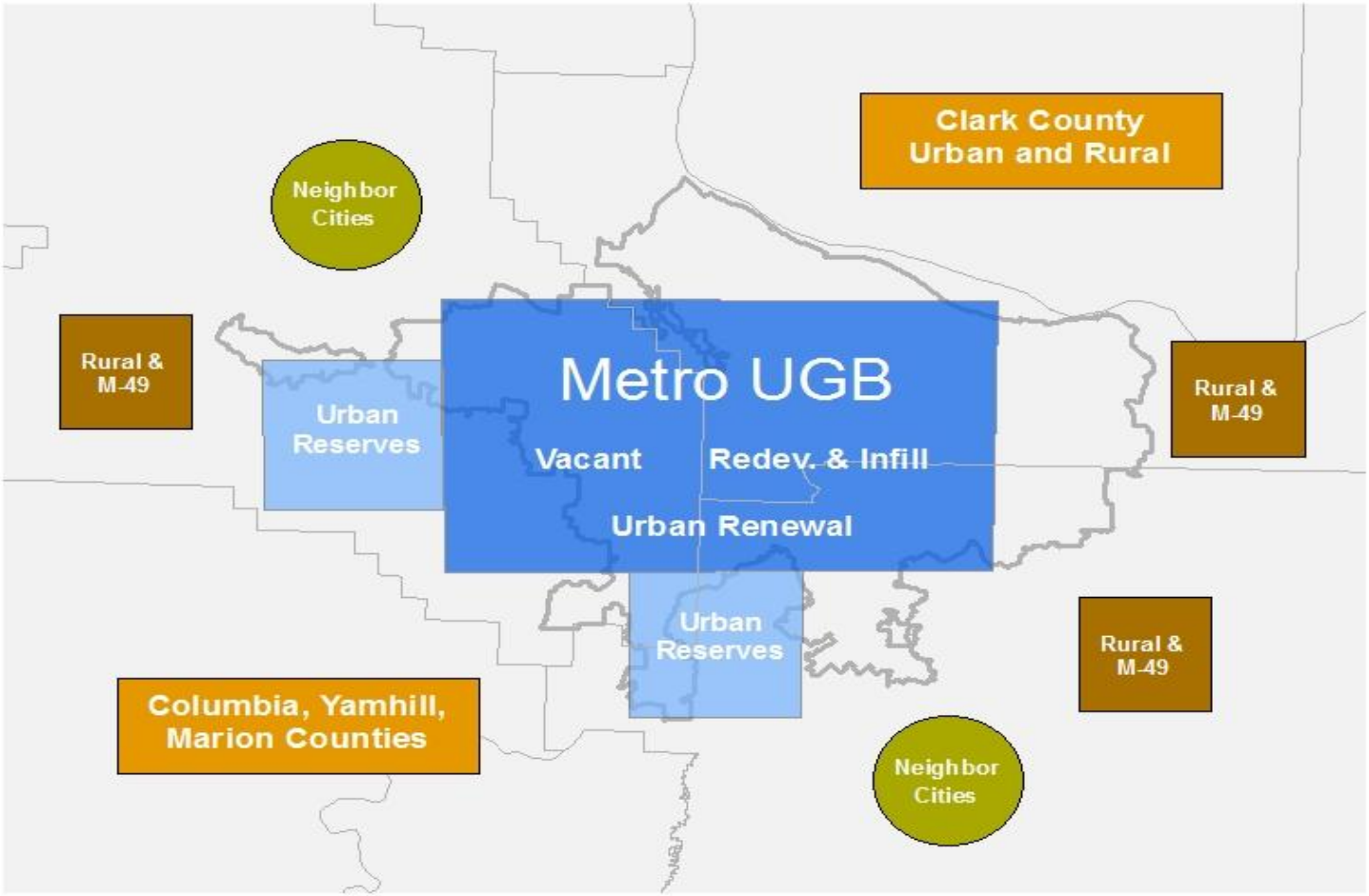


Task 3) Confirmed base year 2010 population and employment estimates

A. Population and Households – Census 2010

B. Employment – State and Metro

Task 4) Estimated land supply/capacity estimates (Buildable land inventory)

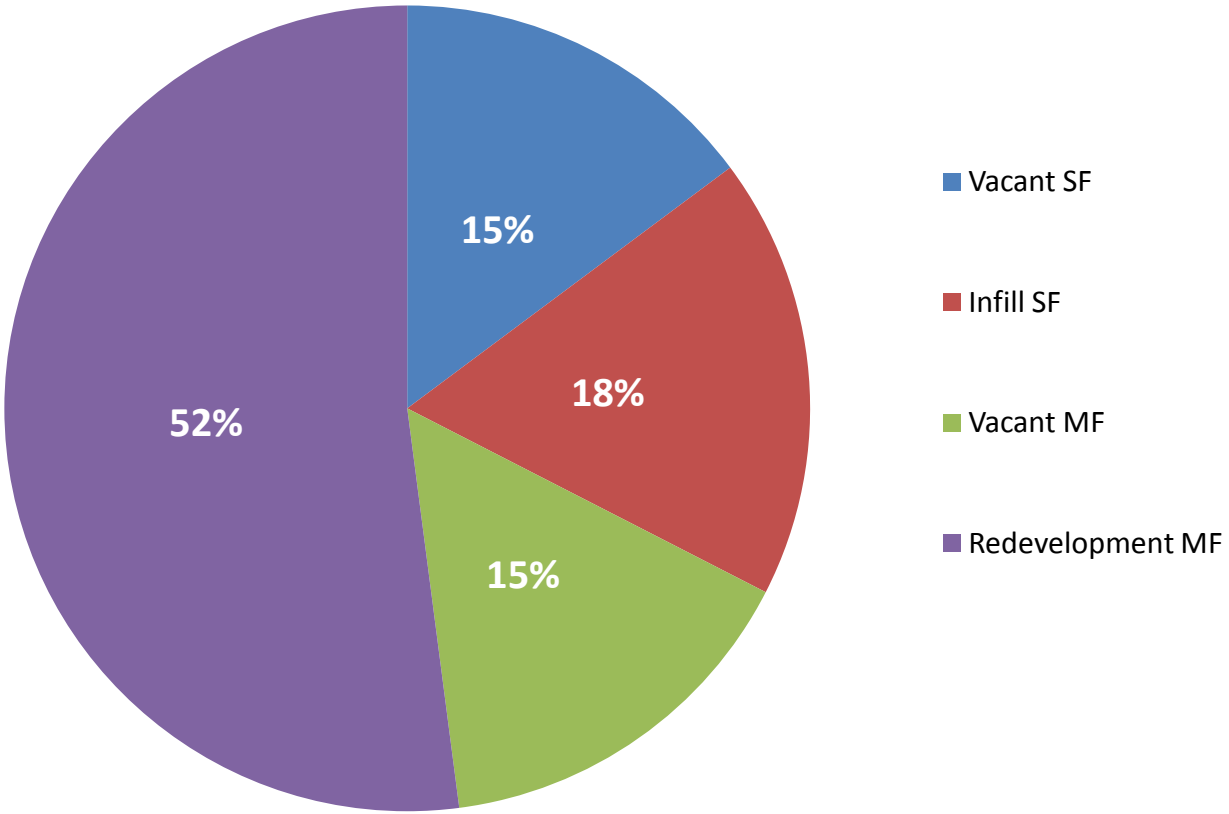


Sub-Task 4) Refining Buildable Land Supply Methods/Assumptions

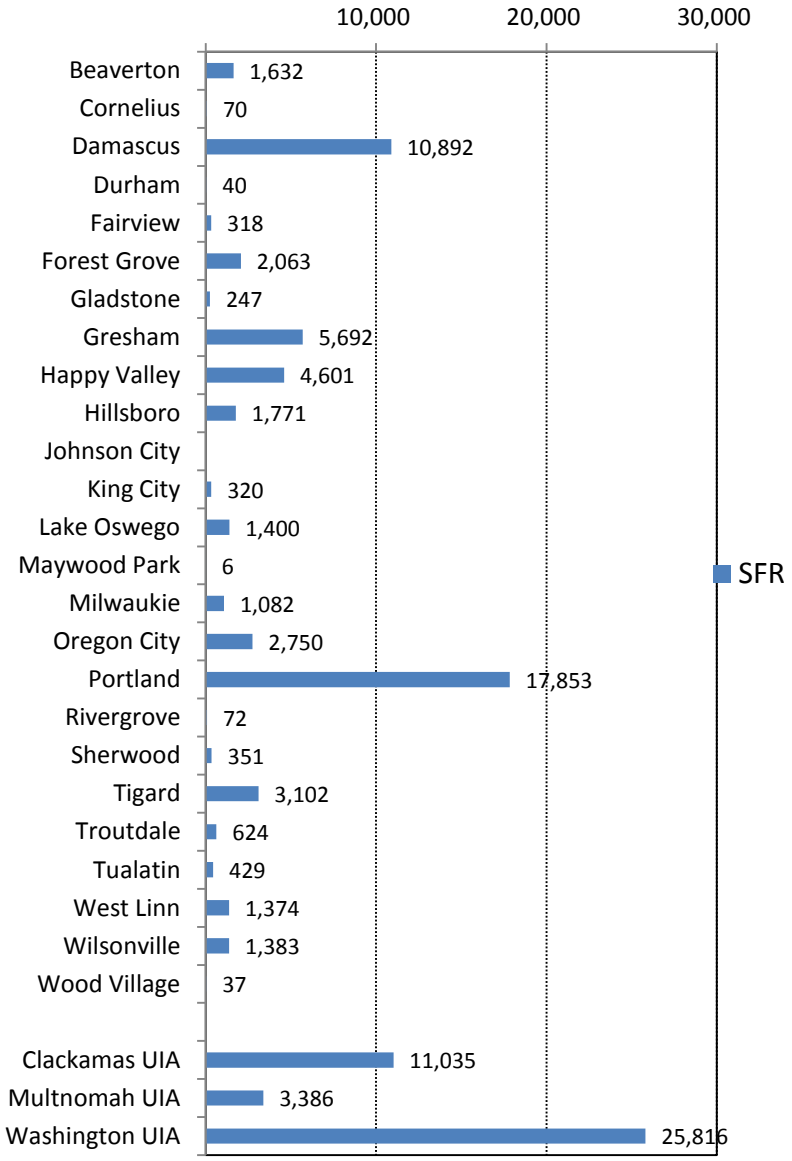
- Vacant and Redevelopment
  - Single family residential
  - Multifamily residential
  - Mixed use residential
  - Commercial
  - Industrial
- New urban areas (post 1997 UGB amendments)
- Urban reserve
- Urban renewal

Sub-Task 4) Dwelling unit capacity by source

Metro UGB Dwelling Unit Capacity
excl. capacity in: subsidized Urban Renewal & Urban Reserves



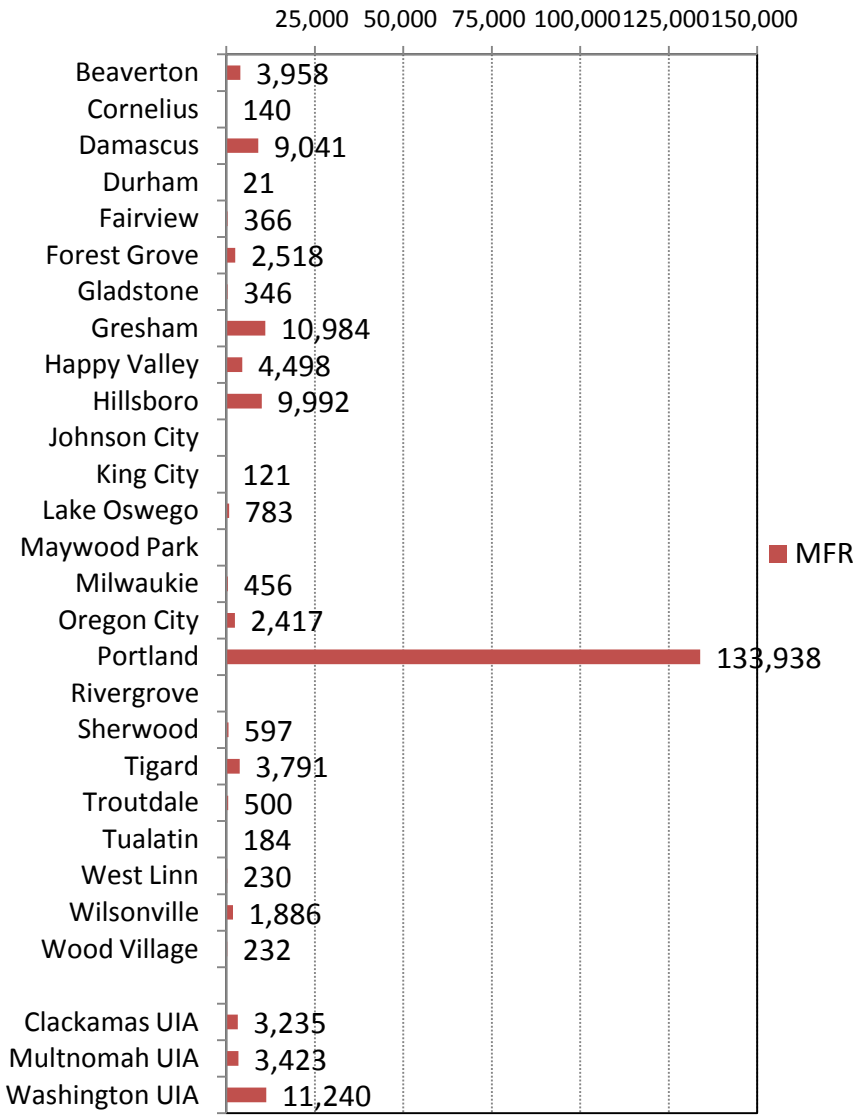
Single Family Residential Capacity
(Metro UGB)



SF Residential Capacity	% of UGB
Beaverton	1.7%
Cornelius	0.1%
Damascus	11.1%
Durham	0.0%
Fairview	0.3%
Forest Grove	2.1%
Gladstone	0.3%
Gresham	5.8%
Happy Valley	4.7%
Hillsboro	1.8%
Johnson City	0.0%
King City	0.3%
Lake Oswego	1.4%
Maywood Park	0.0%
Milwaukie	1.1%
Oregon City	2.8%
Portland	18.2%
Rivergrove	0.1%
Sherwood	0.4%
Tigard	3.2%
Troutdale	0.6%
Tualatin	0.4%
West Linn	1.4%
Wilsonville	1.4%
Wood Village	0.0%
Clackamas UIA	11.2%
Multnomah UIA	3.4%
Washington UIA	26.2%
TOTAL IN-UGB	100.0%

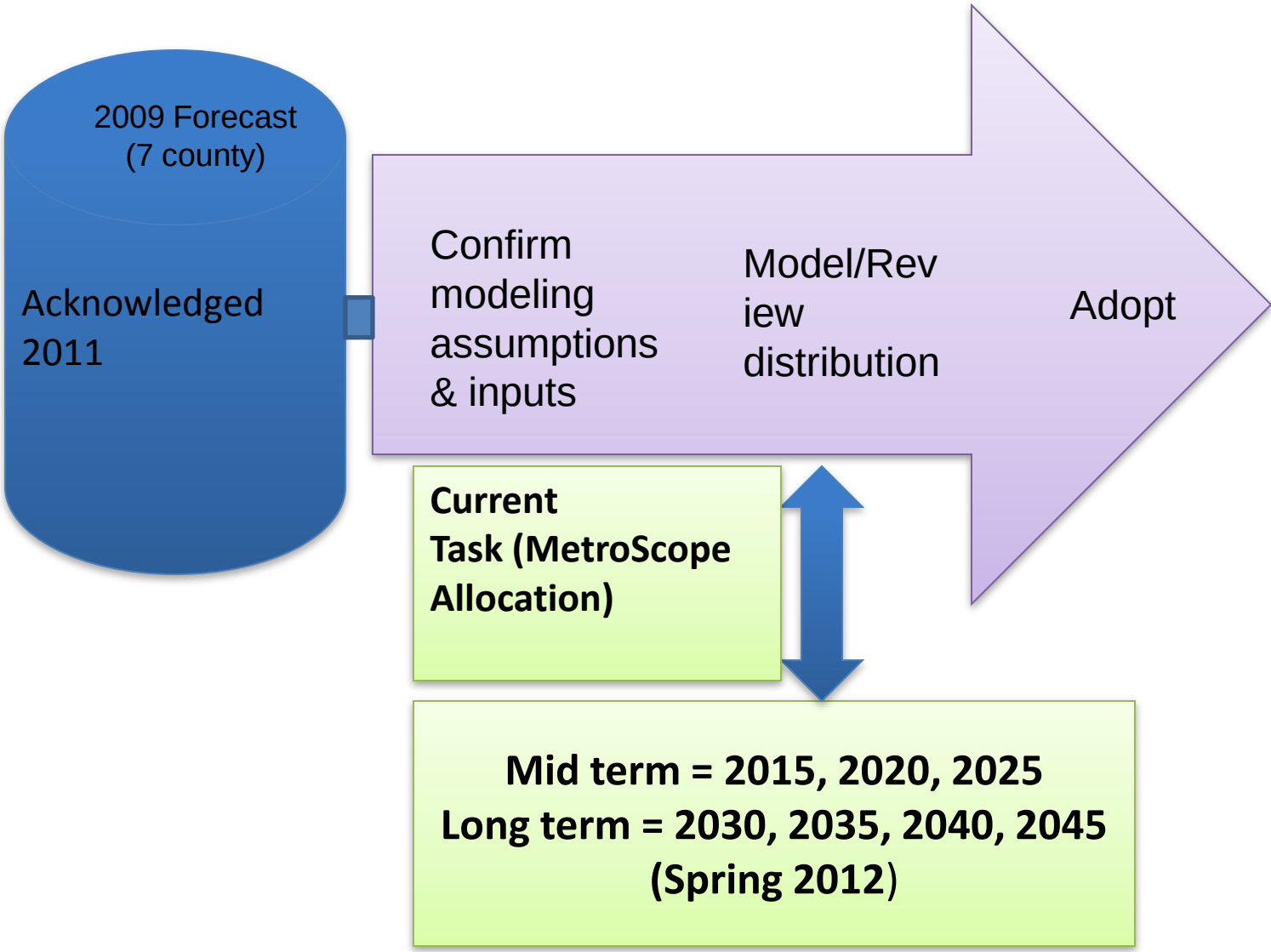
Multi-Family Residential Capacity

(Metro UGB)



MF Residential Capacity % of UGB	
Beaverton	1.9%
Cornelius	0.1%
Damascus	4.4%
Durham	0.0%
Fairview	0.2%
Forest Grove	1.2%
Gladstone	0.2%
Gresham	5.4%
Happy Valley	2.2%
Hillsboro	4.9%
Johnson City	0.0%
King City	0.1%
Lake Oswego	0.4%
Maywood Park	0.0%
Milwaukie	0.2%
Oregon City	1.2%
Portland	65.4%
Rivergrove	0.0%
Sherwood	0.3%
Tigard	1.9%
Troutdale	0.2%
Tualatin	0.1%
West Linn	0.1%
Wilsonville	0.9%
Wood Village	0.1%
Clackamas UIA	1.6%
Multnomah UIA	1.7%
Washington UIA	5.5%
TOTAL IN-UGB	100.0%

Current/Upcoming Tasks) Growth Distribution



Growth Distribution Process

Comments/Issues

- Mismatch between residential housing demand/preferences and supply (by zoning)
- Redevelopment supply assumptions

Proposed research

Proposed improvements to the forecast distribution process:*

- Residential choice study enhanced with market segmentation
- Redevelopment supply assumption refinement

**Depending on funding availability*

Next steps

Updates:

- MTAC update on January 4, 2012
- TPAC update on January 6
- MPAC update on January 25

Review of Outputs:

- Local governments' review of mid-term distribution

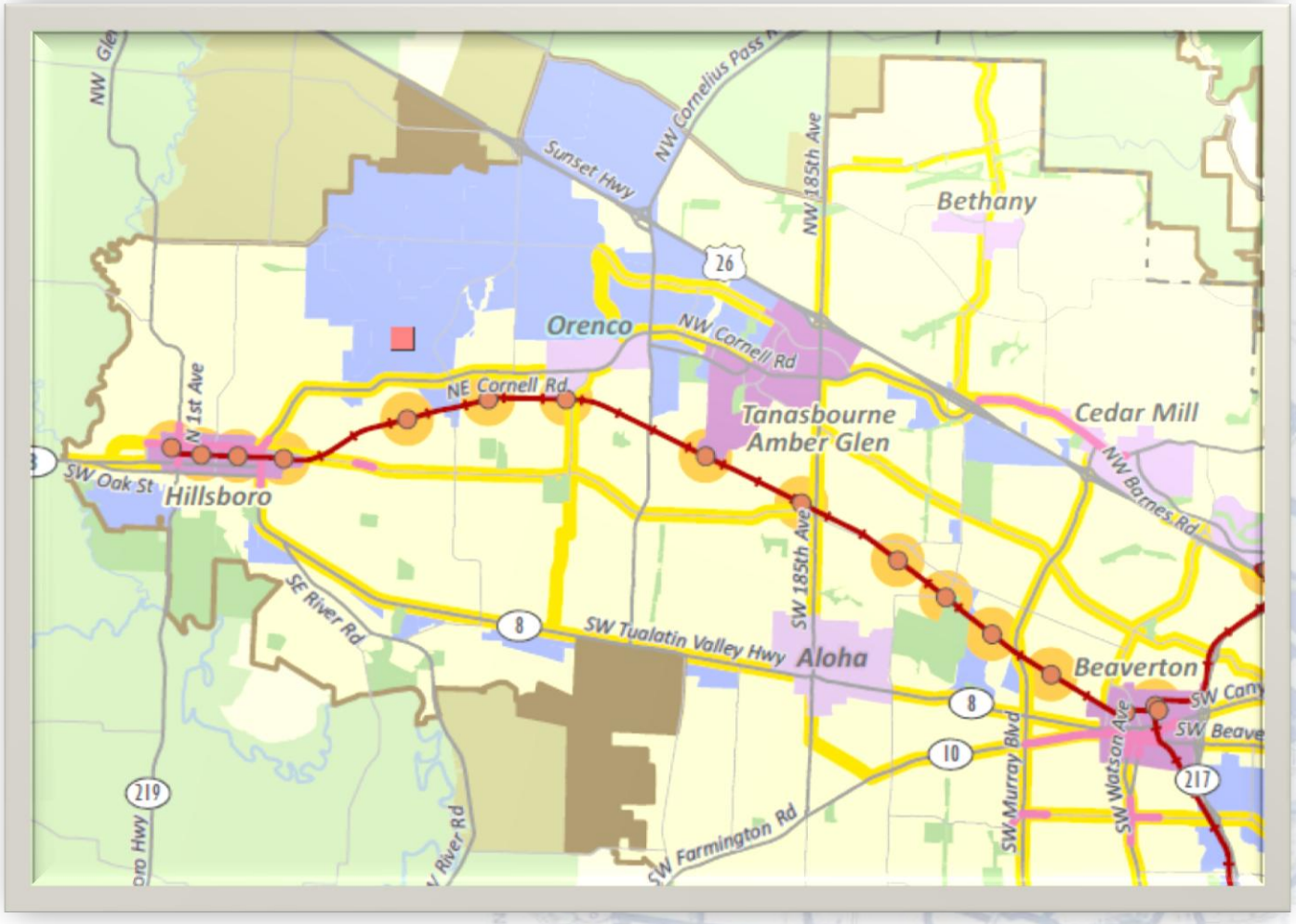
Metro Council Adoption:

- Late spring/summer

Questions

- Does the Council have general questions or comments?
- What additional information would Council like to see in the future?
- How would Council like to be kept informed?

Tualatin Valley Hwy Corridor Plan



Metro | *Making a great place*

Metro Council work session discussion

Confirm:

1.TV Hwy be designated to primarily serve shorter, local trips over longer distance travel through the corridor.

2.Making a decision on the design/function classifications early in the process over deferring the decision until solutions are being developed.

Vibrant communities	• People live and work… where they can choose to walk for pleasure and to meet their everyday needs
Economic prosperity	• …residents benefit from the region's sustained economic competitiveness and prosperity
Safe & reliable transportation	• People have safe and reliable transportation choices that enhance their quality of life
Leadership on climate change	• …minimize contributions to global warming
Clean air & water	• …enjoy clean air, clean water and healthy ecosystems
Equity	• The benefits and burdens of growth and change are distributed equitably

Arterial v. Throughway

TV HIGHWAY CORRIDOR PLAN
... TVHIGHWAY.ORG

- Who does the highway primarily serve?
  - Short trips within county
  - Longer distance within county, region or state
- Highly or moderately limited access to adjacent uses?
- Focus on all modes of transportation or cars and freight on facility and other modes nearby?
- Land use implications.

Arterial v. Throughway

TV HIGHWAY CORRIDOR PLAN
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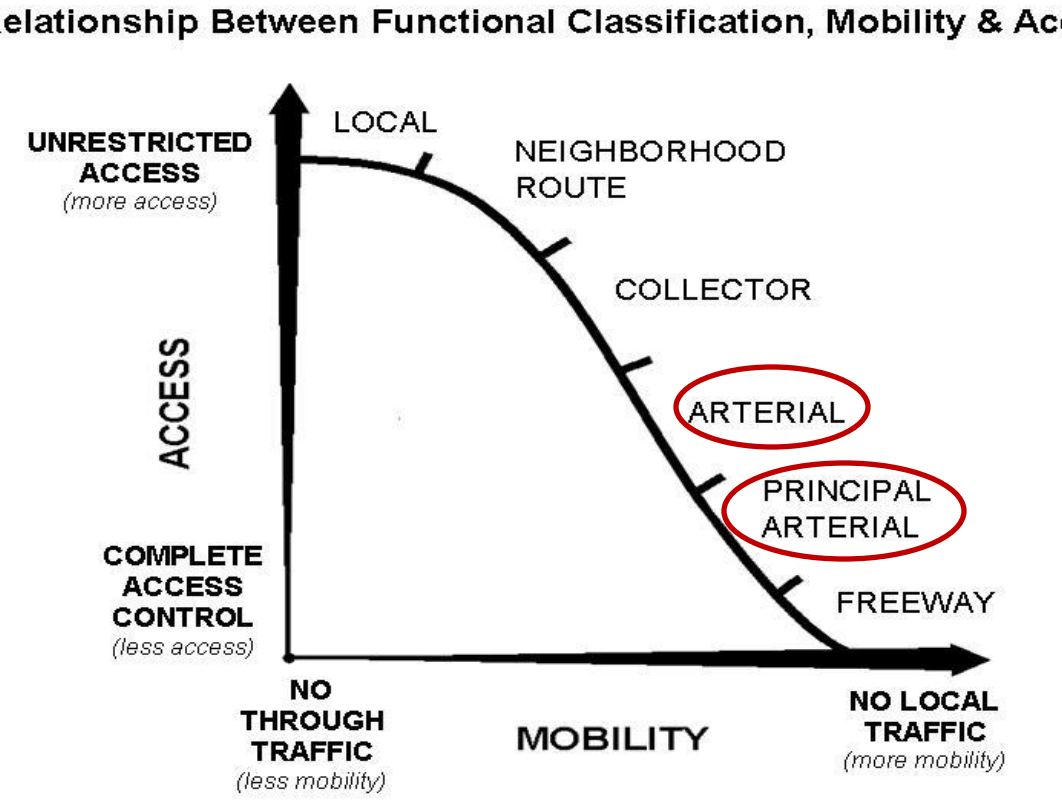
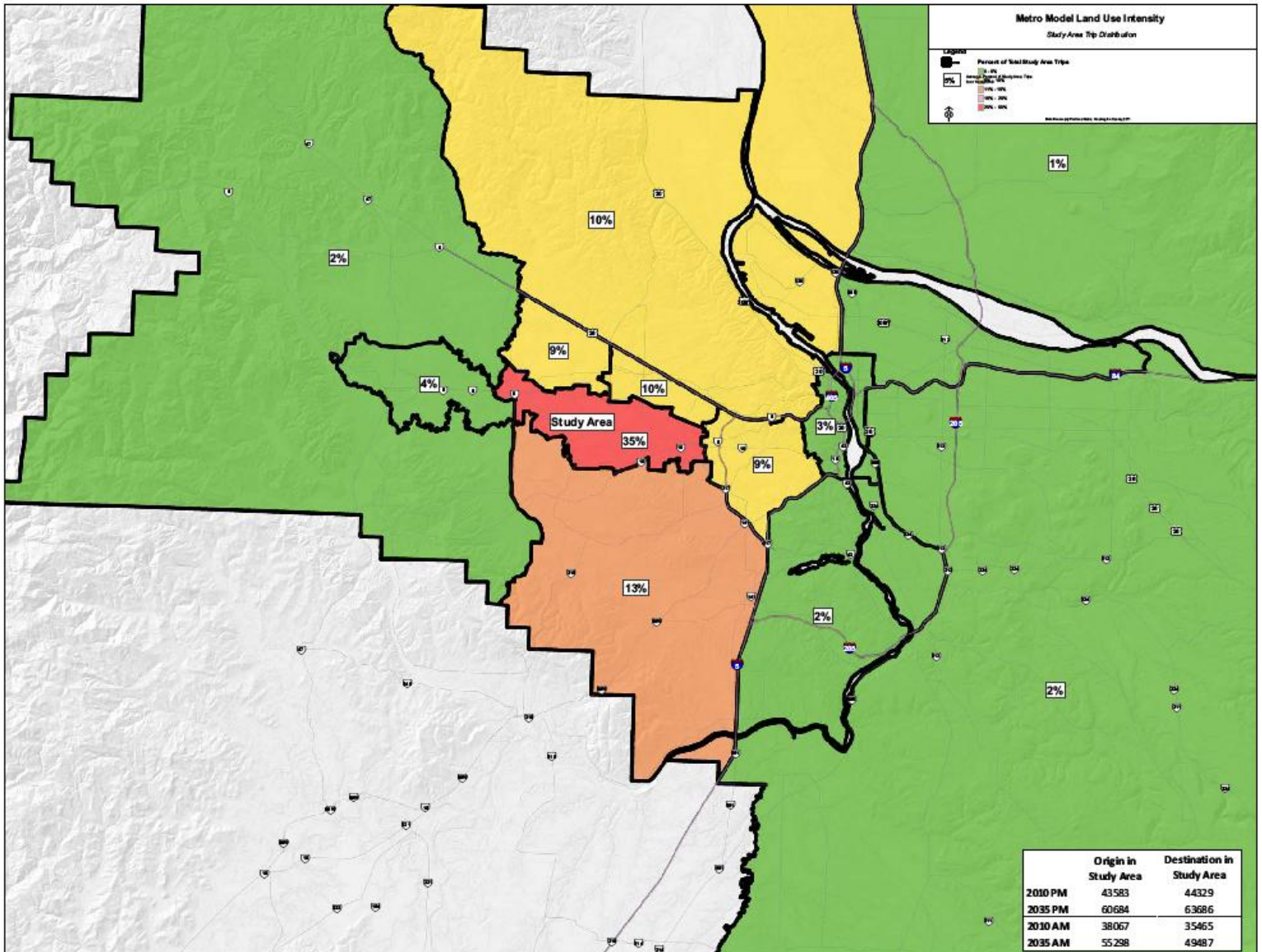
Relationship Between Functional Classification, Mobility and Access



Reference: Design of Urban Streets, FHWA

Who Does the Corridor Serve?

TV HIGHWAY CORRIDOR PLAN
... TVHIGHWAY.ORG



Who Does TV Highway Serve?

TV HIGHWAY CORRIDOR PLAN
... TVHIGHWAY.ORG

Through Traffic:

- Approximately 20% of trips travel TV Hwy without turning on or off between River Road and Millikan Way.
- Approximately 10% of trips that enter or exit the study area via TV Highway do not have an origin or destination in the study area - they are through trips that need to turn on or off of TV Highway.

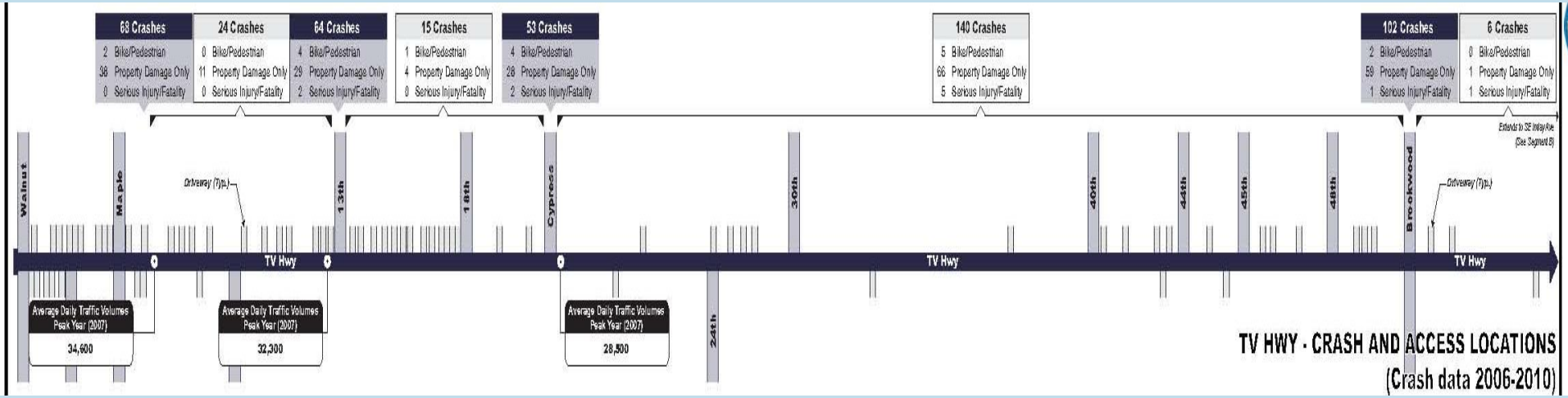
Local Traffic:

- Approximately 70% of trips that enter or exit the study area via TV Highway Do have an origin or destination in the study area, i.e. they are local trips.

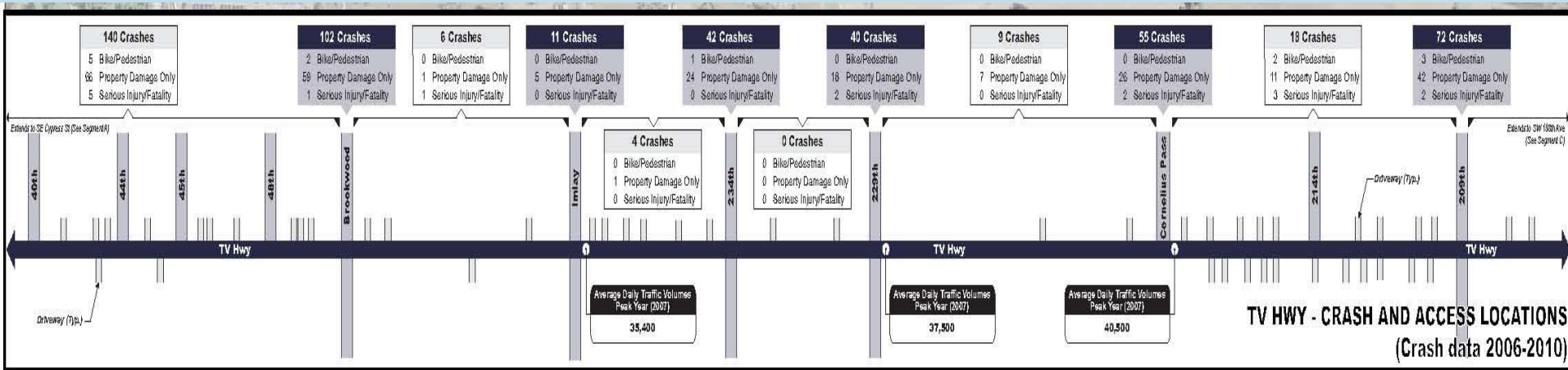
Existing Access

TV HIGHWAY CORRIDOR PLAN
... TVHIGHWAY.ORG

Segment A: 10th Avenue to Brookwood Avenue



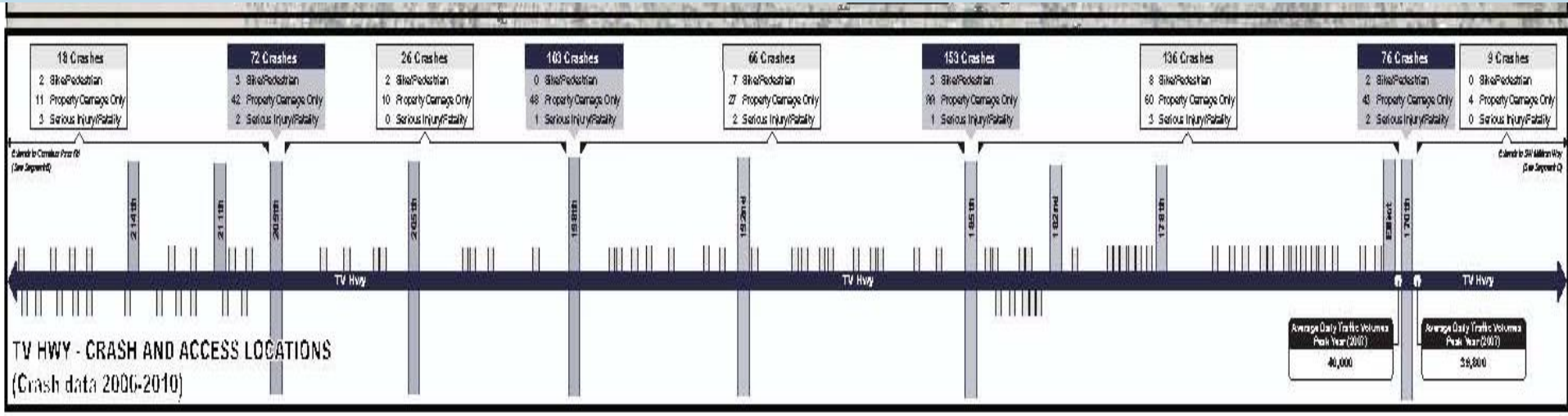
Segment B: Brookwood Avenue to 209th Avenue



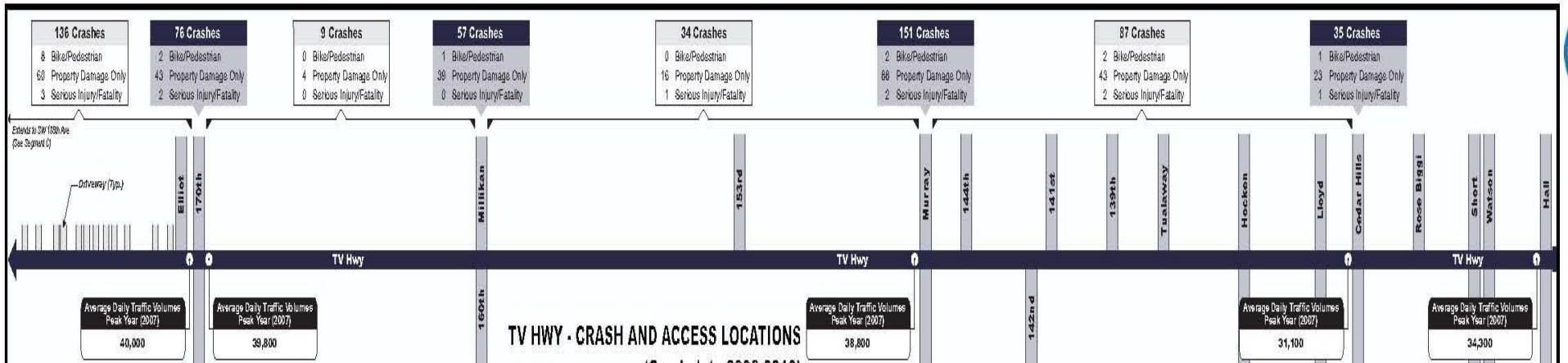
Existing Access

TV HIGHWAY CORRIDOR PLAN
... TVHIGHWAY.ORG

Segment C: 209th Avenue to 170th Avenue



Segment D: 170th Avenue to Cedar Hills Blvd



Modes of Transportation

TV HIGHWAY CORRIDOR PLAN
... TVHIGHWAY.ORG

- Goal of TVCP to accommodate all modes of transportation
- Transit users are transit dependent
- Truck percentages range from 7 to 9% in corridor
- Traffic volumes between 30-40,000 per day
- Incomplete bike lanes and sidewalks

Land Use Implications

- Existing commercial/retail uses on north side of highway
- High transit ridership & dependency
- Aloha-Reedville study implications
- Beaverton's Civic Plan and emphasis on walkability

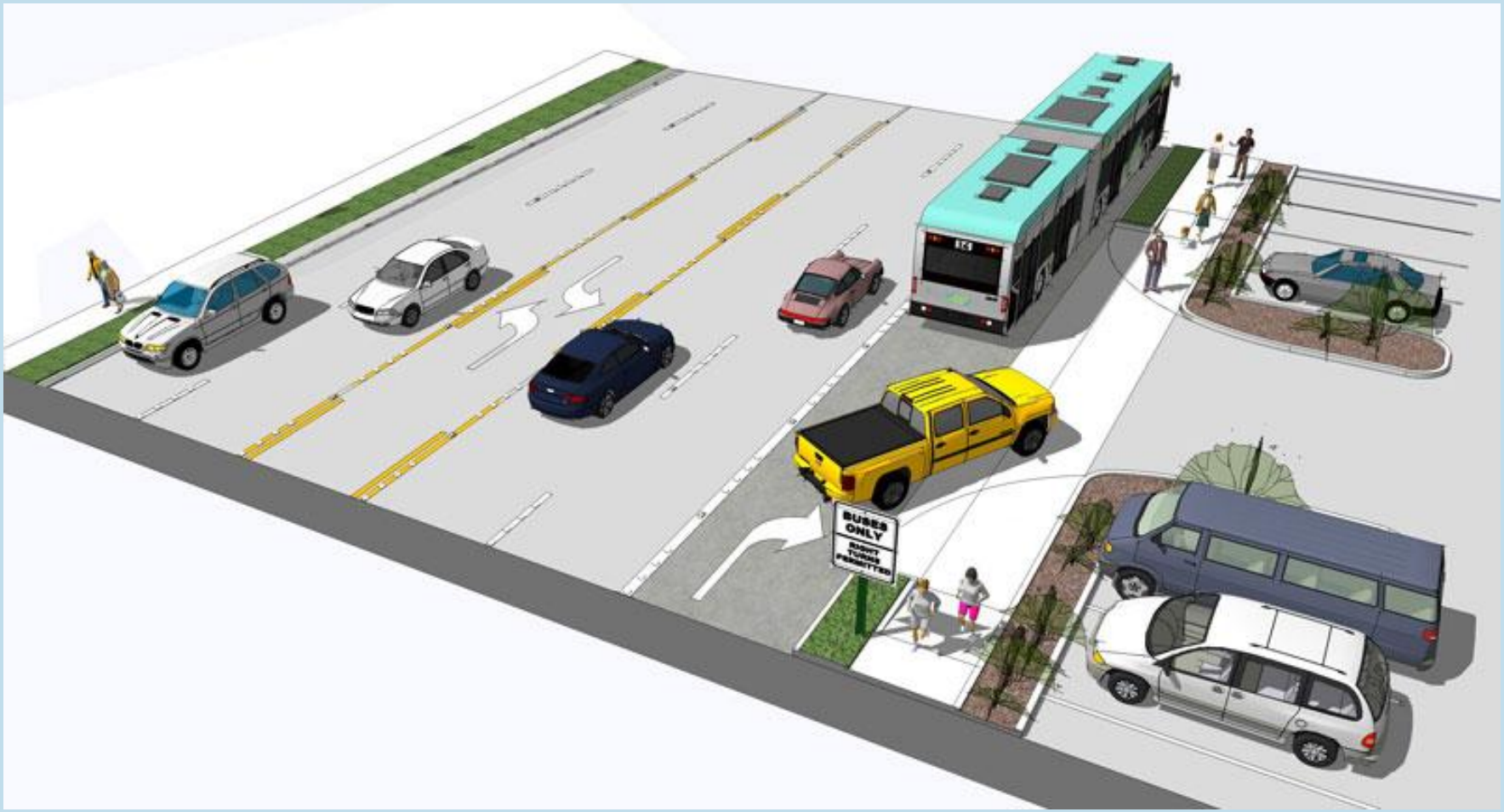
Other Considerations

TV HIGHWAY CORRIDOR PLAN
... TVHIGHWAY.ORG

- TV Hwy is one of only three major throughways in the county (US 26 and OR 217)
- Several local TSPs have anticipated additional capacity on TV Hwy
- System impacts to parallel routes and north-south connectors
- Growth beyond 20 year planning horizon

Thinking Outside the Lanes

TV HIGHWAY CORRIDOR PLAN
... TVHIGHWAY.ORG



Source: www.ltd.org

Transportation System Solutions Development

TV HIGHWAY CORRIDOR PLAN
... TVHIGHWAY.ORG

Priority #1 – Protect Existing System:

- Safety 
- Technology 
- Transit 
- Bicycle System 
- Pedestrian System 

Priority #2 – Improve Efficiency and Capacity of Existing Facility:

- Completing the Street Network
- Add vehicle turn lanes at intersections

Priority #3 – Add Capacity:

- Add vehicle lanes on TV Highway

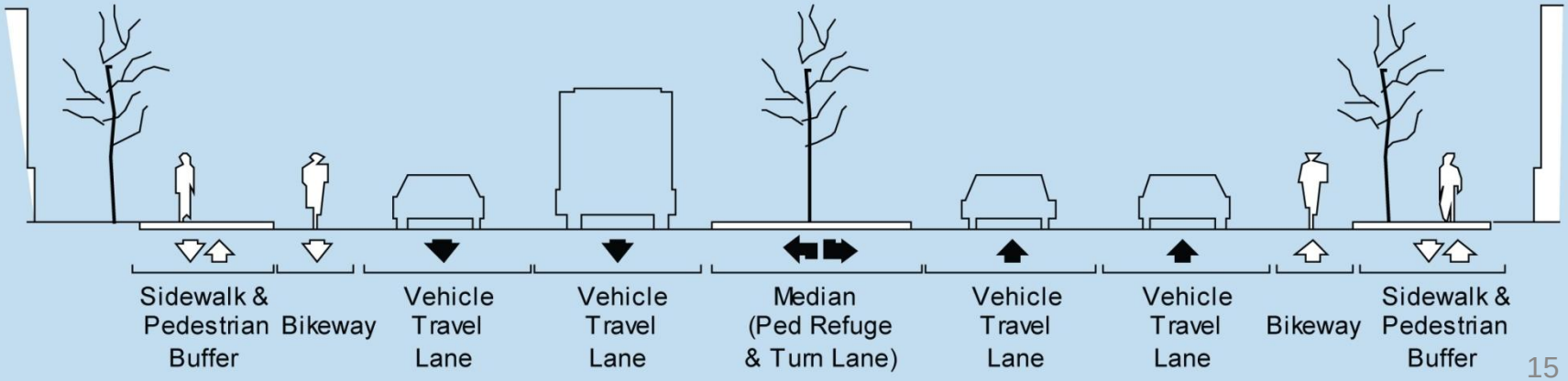
What We're Hearing

TV HIGHWAY CORRIDOR PLAN
... TVHIGHWAY.ORG

Concerns with widening :

(**21 comments** in favor of arterial/against widening)

- *Impacts on businesses and residential neighborhoods*
- *Cost*
- *Difficulty/safety crossing street (for all modes)*
- *Widening will further divide the community*



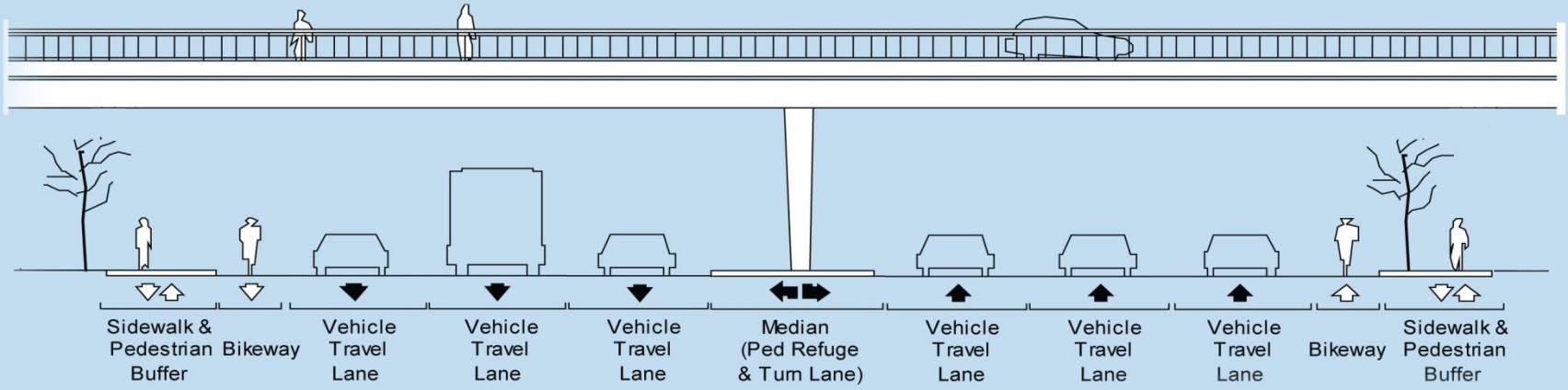
What We're Hearing

TV HIGHWAY CORRIDOR PLAN
... TVHIGHWAY.ORG

Need for throughway:

(**8 Comments** expressly favor throughway designation or emphasis on vehicular traffic)

- *Need highway with grade separation*
- *Need to widen AND add turn lanes AND add light rail*
- *Limit access to driveways*
- *Widen and fewer lights*



Discussion questions

Does Metro Council confirm that TV Hwy be designated to primarily **serve shorter, local trips** over **longer distance travel** through the corridor?

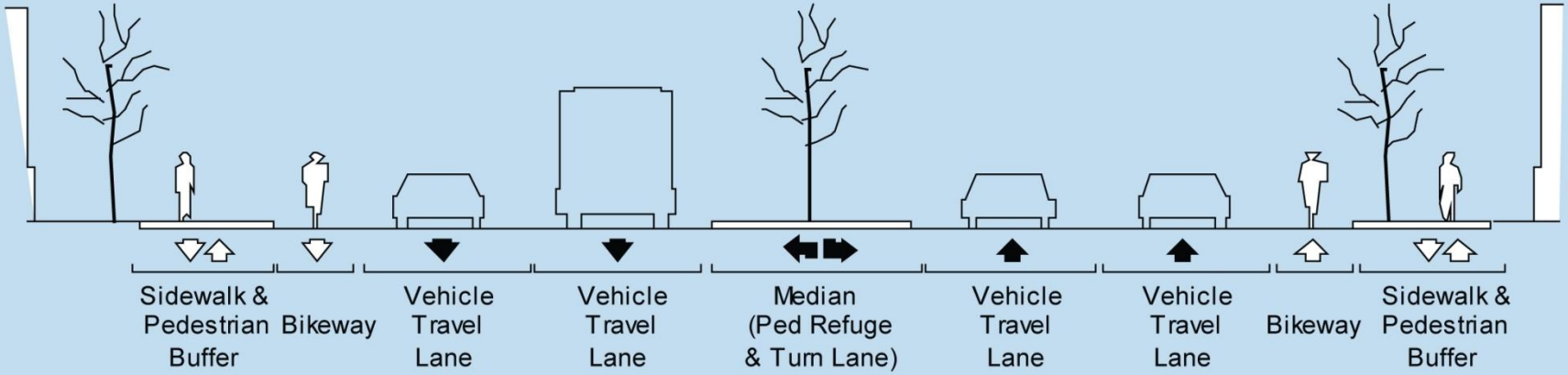
Does Metro Council confirm making a **decision** on the design/function classifications **early** in the process over **deferring** the decision until solutions are being developed?

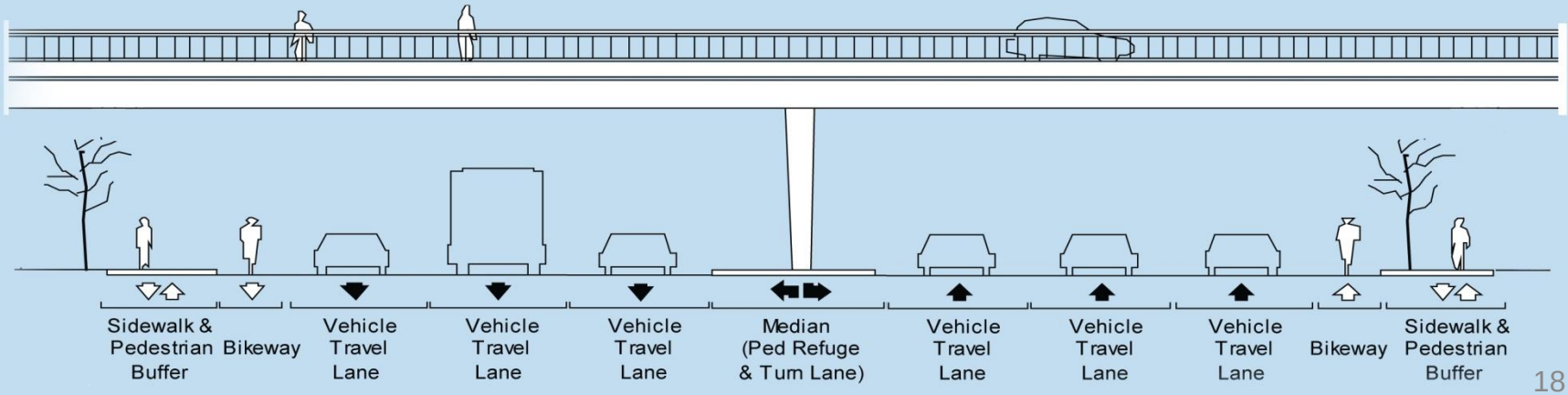
Six Outcomes

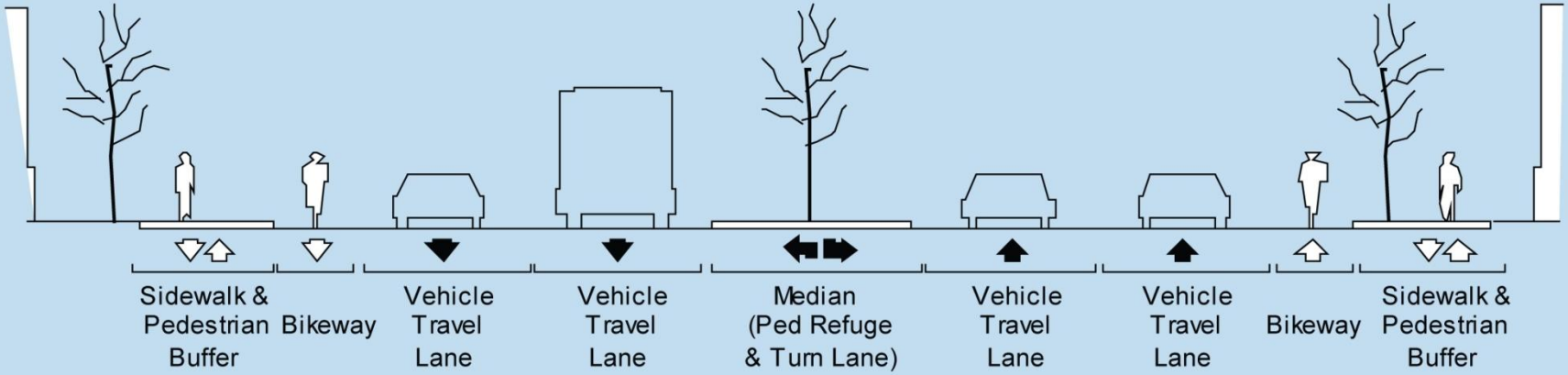
1. Vibrant communities
2. Economic prosperity
3. Safe & reliable transportation
4. Leadership on climate change
5. Clean air & water
6. Equity

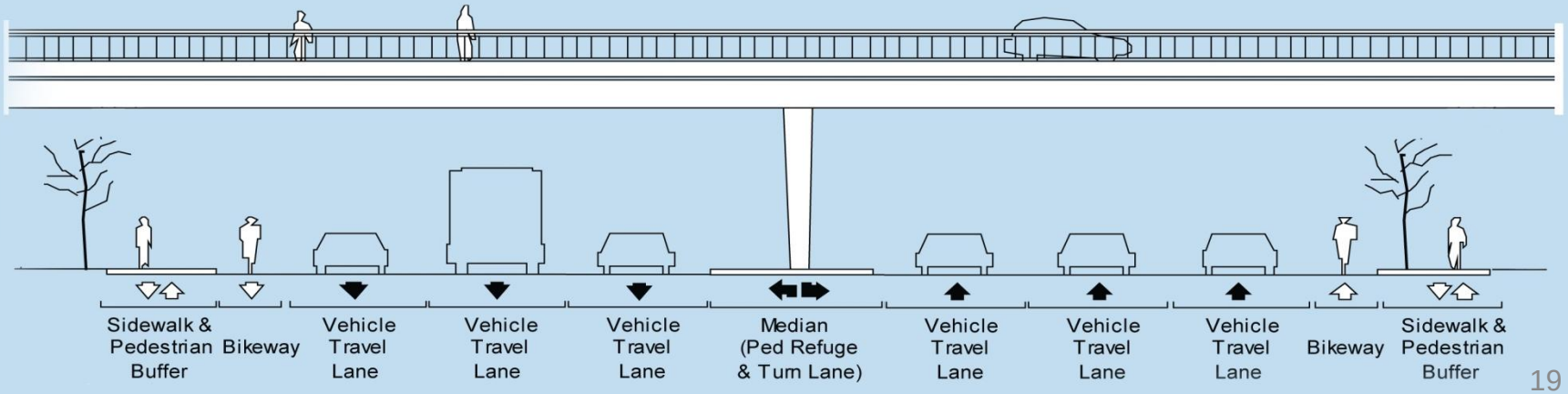
Questions?

TV HIGHWAY CORRIDOR PLAN
... TVHIGHWAY.ORG






Sidewalk & Pedestrian Buffer
Bikeway
Vehicle Travel Lane
Vehicle Travel Lane
Median (Ped Refuge & Turn Lane)
Vehicle Travel Lane
Vehicle Travel Lane
Bikeway
Sidewalk & Pedestrian Buffer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Vehicle Travel Lane
Vehicle Travel Lane
Bikeway
Sidewalk & Pedestrian Buffer

EXHIBIT A
Resolution No. 12-4317

COMMITTEE ASSIGNMENTS (REQUIRED)	NATURE OF REQUIREMENT OR ROLE	COMMITMENT	COUNCILOR(S) ASSIGNED
Metro Policy Advisory Committee (MPAC)	Liaison role	Meets at 5pm on the second and fourth Wednesdays of the month, other meetings as needed	**Hosticka** **Harrington** **Roberts**
Joint Policy Advisory Committee on Transportation (JPACT)	Federally-mandated/MPO	Meets at 7:15am the second Thursday of the month; other meetings as needed	**Collette** (Chair) **Burkholder** (Vice-Chair) **Craddick**
JPACT Alternate	Same	As needed	**Harrington**
Bi-State Coordination Committee	IGA *JPACT subcommittee	Usually meets the third Thursday of the month	**Hughes** **Burkholder** (alt)

OTHER ASSIGNMENTS (REQUIRED)	NATURE OF REQUIREMENT OR ROLE	COMMITMENT	COUNCILOR(S) ASSIGNED
Ex Officios to Zoo Foundation Board	Agreement with OZF	Meets every 3 months	**Craddick** **Collette**
Oregon Zoo Bond Citizen's Oversight Committee	Liaison role	Meets quarterly	**Craddick**
Metro Central Enhancement Committee	Metro Code *District 5 duty	Meets no less than two times during calendar year funding cycle	**Burkholder**
Metro North Portland Enhancement Committee	Metro Code *District 5 duty	Meets no less than two times during fiscal year funding cycle	**Burkholder**

Oregon City Metro Enhancement Committee	IGA *District 2 duty	Meets as needed	**Collette**
Transit Oriented Development (TOD) Steering Committee	Metro Resolution	Meets the second Thursday of every month	**Collette**
MERC Liaison	Liaison role/Metro code	Meets the first Wednesday of the month	**Burkholder**
Visitor Development Fund Board (VDF)	President and District 1 duty (IGA)	Meets quarterly	**Hughes** **Craddick**
Travel Portland Board	Agreement	Meets every other month	**Craddick**
Nature in Neighborhoods Capital Grant Program/Selection Committee	Metro resolution/ project liaison role		**Hosticka** **Craddick**
Southwest Washington Regional Transportation Council	IGA	Meets the first Tuesday of the month	**Burkholder** **Craddick** (alt)
East Metro Connections Plan Steering Committee	FEIS/DEIS, Metro Resolution *District 1 duty	Meets quarterly	**Craddick**
Portland Milwaukie Light Rail Steering Committee	FEIS/DEIS		**Collette**
Lake Oswego to Portland Transit Project Steering Committee	FEIS/DEIS	Meets quarterly	**Roberts** (co-chair) **Collette** (co-chair)
Natural Areas Program Performance Oversight Committee	Liaison role	Does not hold regularly scheduled meetings	**Harrington**
Metro Audit Committee	Required by Metro code/Metro Council ordinance	Meets twice annually	**Harrington**

EXTERNAL OR OPTIONAL ASSIGNMENTS	COMMITMENT & ROLE	COUNCILOR ASSIGNED
Oregon Zoo Bond Advisory Group	Liaison role Meets quarterly	**Hosticka** **Craddick**
Regional Emergency Management Group (REMG)	Liaison role	**Hosticka**
Nature in Neighborhoods Nature-Friendly Practices	Liaison role	**Collette**
Sellwood Bridge Public Stakeholder Committee	Will meet three times during the current public process to review the work of the CAC, and provide a recommendation to the Multnomah Board of County Commissioners.	**Collette**
PSU Institute for Metropolitan Studies Board	Meets quarterly; By nomination of Institute Board	**Hughes**
CRC Project Sponsors Council	Gubernatorial appointment; Meets as needed, but no more than once a month, or every other month	**Burkholder**
ODOT Policy Group	Meets quarterly	**Burkholder**
Oregon Metropolitan Planning Organization Consortium	Met quarterly in 2010, future dates TBA	**Collette** (current vice-chair)
~~**Congestion Pricing Advisory Committee (ODOT)**~~	~~Future meetings TBA~~	~~**Hughes**~~
Target Rulemaking Advisory Committee (TRAC)	*Committee directed by HB 2001 to establish greenhouse gas reduction targets; Meets approximately twice a month	**Collette**

Statewide Transportation Strategy Policy Committee	Meets every other month with the possibility of every month in the near future	**Burkholder**
~~**Greenlight Greater Portland/Regional Partners**~~ ***Greater Portland Inc.***	*Board position, by nomination*	**Hughes** ~~**Harrington** (alt)~~
~~**Liaison to Legislature**~~ ***Legislative Liaison***	Council liaison	**Hosticka**

COUNCIL AGENCY PROJECT ASSIGNMENTS	COUNCILOR ASSIGNED
CORRIDORS **Southwest Corridor Project**	**Hosticka** (Lead) **Roberts** (Liaison)
East Metro Connections Plan	**Craddick** (Lead) **Hughes** (Liaison)
INTERTWINE ~~**Alliance**~~	~~**Craddick** (Lead)~~
Systems	***Craddick*** *(Lead)*
Active Transportation Executive Council	**Burkholder** (Liaison)
Active Transportation: Stakeholders **Stakeholders to develop Active Transportation Plan*	***Harrington*** *(Liaison)*
Acquisitions	***Harrington*** (Liaison)
Conservation Education	**Burkholder** (Liaison)

CLIMATE SMART COMMUNITES GHG Scenarios	**Collette** (Lead, JPACT) **Hosticka** (Liaison, MPAC) ~~**Craddick** (Liaison)~~ ***Burkholder*** *(Liaison)*
COMMUNITY INVESTMENT INITIATIVE (CII)	**Hughes** ~~**Roberts** (Liaison, Policy)~~ ~~**Hosticka** (Liaison, Gov't Affairs)~~
~~**RESERVES**~~	~~**Hughes** (Lead)~~
~~**2011 URBAN GROWTH BOUNDARY (UGB)**~~	~~**Hosticka** (Lead)~~
~~**ECONOMIC DEVELOPMENT** **Greenlight Greater Portland Launch Team**~~	~~**Hughes** (Lead)~~
~~**COO RECRUITMENT**~~	~~**Hosticka** (Lead)~~ ~~**Roberts** (Liaison)~~
~~**REDISTRICTING**~~	~~**Roberts** (Lead)~~ ~~**Burkholder** (Liaison)~~ ~~**Hosticka** (Liaison)~~
GLENDOVEER PROJECT	~~**Roberts** (Lead)~~ ***Craddick (Lead)***