

Metro | Agenda

Meeting: Metro Technical Advisory Committee
 Date: Wednesday, February 15, 2012
 Time: 10 a.m. – 12 p.m.
 Place: Metro Regional Center, council chamber

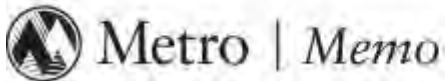
Time	Agenda Item	Action Requested	Presenter(s)	Materials
10 a.m.	CALL TO ORDER / ANNOUNCEMENTS	Information	John Williams, Chair	none
10:10 a.m.	Regional Active Transportation Plan - Overview <i>Objective: MTAC understands project purpose, timeline, and desired outcomes. MTAC gives feedback on their level of involvement and key check-in points.</i>	Discussion	Lake McTighe	In packet
10:40 a.m.	Greater Portland Pulse – Update <i>Objective: MTAC understanding of Final Greater Portland Pulse report, indicators, website, and project next steps.</i>	Information	Mike Hoglund	Distributed at meeting
11:10 a.m.	Community Investment Strategy – Site Readiness <ul style="list-style-type: none"> Regional Brownfields Scoping <i>Objective: Provide information on the regional brownfields scoping project and upcoming engagement with MTAC</i> Introduction to parcelization analysis <i>Objective: Familiarize MTAC with parcelization work that is just beginning & solicit suggestions for case studies.</i> 	Information/ Discussion	Miranda Bateschell & Ted Reid	In packet

11:25 a.m.	MPAC 2012 Work Plan	Information	John Williams	
11:35 a.m.	MTAC Survey Results	Discussion	Chris Deffebach	
11:50 a.m.	ADJOURN			

MTAC meets on the 1st & 3rd Wednesday of the month. **The next meeting is scheduled for March 7, 2012.**

For agenda and schedule information, call Alexandra Roberts Eldridge at 503-797-1839, email:

Alexandra.Eldridge@oregonmetro.gov. To check on closure or cancellations during inclement weather, please call 503-797-1700#.



Date: February 6, 2012
To: MTAC and interested parties
From: Lake McTighe, Active Transportation Program
Subject: Regional Active Transportation Plan – Project Overview

PURPOSE

Staff will provide an overview of the Regional Active Transportation Plan project. The purpose of this presentation and discussion will be to give information to MTAC on the purpose of the project, the timeline and the desired outcomes of the project and to receive feedback and comments from MTAC. Staff would specifically appreciate input on how MTAC would like to participate in addressing the relationship of land-use and transportation in the project.

BACKGROUND

The need for a regional Active Transportation Plan (ATP) was identified as a follow up activity in the 2035 Regional Transportation Plan (RTP). The objective of the project is to identify priorities and strategies for completing the identified principal active transportation network for the region. The project officially started on Jan. 4, 2012, will last 18 months and must be completed by June 30, 2013. Metro has received a \$280,000 Transportation Growth Management grant from the Oregon Department of Transportation (ODOT) that will help fund the project.

Active transportation is transportation powered by human energy, such as riding a bike and walking. Public transportation is active travel because it usually involves walking and it provides an essential connection to regional bicycling and walking facilities thus allowing for longer trips without a car.

A national emphasis on active transportation has emerged in recent years because of the benefits of non-motorized travel including: economic prosperity, vibrant neighborhoods and business districts, clean air and water, reduced household transportation costs and better physical health. Information on the project and Metro's Active Transportation Program can be accessed on Metro's website at <http://www.oregonmetro.gov/activetransport>

A successful implementation strategy for the Active Transportation Plan is dependent upon Metro and partners working together to facilitate a regional discussion that results in an agreement on how to strategically fund and prioritize bicycling and walking for the regional network.

The region is nationally recognized for its investments in biking and walking and the Metro Council has demonstrated leadership in improving the ease and safety with which people can ride a bike, walk and use public transportation for daily needs and recreation. In regional and plans and policies active transportation is recognized as an one of the elements needed to achieve the region's adopted Six Desired Outcomes.

Additionally, the region lacks an agreed upon implementation strategy and framework for prioritizing active transportation projects in the RTP and in local transportation system plans (TSPs). Historically, investment in bicycling and walking facilities has been piecemeal and opportunistic, and many local governments do not yet agree on the value and benefit of active

transportation to the economy and community and environmental health. The piecemeal approach has resulted in the region missing out or passing up opportunities for additional federal and state funding, as well as building out a network that has enough gaps to make active transportation difficult in many areas. Developing priorities and strategies in the ATP will help achieve local aspirations and meet regional goals.

Project Objectives:

1. Identify the Principal Regional Active Transportation Network, integrating walking, bicycling and public transportation and creating a seamless, green network of on and off-street Regional Bicycle and Pedestrian Parkways connecting the region.
2. Develop Guiding Principles and Criteria for evaluating network alternatives and for prioritizing funding and projects in the RTP and local TSPs that include equity, health, safety, economic development and access and are consistent with the region's six desired outcomes.
3. Develop Active Transportation Policies, Performance Targets, and Concepts that will update existing regional pedestrian, bicycle, trail and transit policies, performance targets and design concepts, and synthesize policies and priorities from other pedestrian, bicycle and transit plans.
4. Prioritize projects and develop a phased Implementation Plan and Funding Strategy that clearly articulates state, regional and local roles and responsibilities.

The ATP will be proposed for adoption in June 2013 and will be considered for amendment into the RTP during the update of the RTP scheduled for 2014. The ATP will propose amendments to current RTP policies, the Regional Transportation Functional Plan (RTFP), and potentially the Urban Growth Management Functional Plan (UGMFP).

As a precursor to the ATP, Metro has supported an Active Transportation Program since 2009. The Program was initiated to begin implementing the [Mobility Strategy](#) recommended by the Blue Ribbon Committee for Trails. Through the Active Transportation Program, Metro has shaped a regional discussion on active transportation, worked with local jurisdictions to identify active transportation demonstration projects, developed a set of initial criteria to help prioritize regional projects, and established a leadership and business group, the Executive Council for Active Transportation (ECAT), to promote development of the region's active transportation network.

The current 2035 RTP includes several adopted modal plans: the Regional High Capacity Transit System Plan, Regional Transportation System Management and Operations Plan, and Regional Freight Plan. However, there is no regional modal plan for active transportation. Whereas the Regional Bicycle and Pedestrian Network Visions and Concepts were amended as part of the current RTP to incorporate regional parkways, trails, and bike-transit facilities, there has been no comprehensive review of the regional bicycle and pedestrian network maps, no framework for prioritizing project development, and no guiding principles for developing the active transportation network.

PROJECT COMMITTEES AND PROCESS

The project will be guided by the Metro Council, Metro's Policy and Technical Advisory Committees, a Stakeholder Advisory Committee and the Executive Council for Active Transportation (see attached *Organizational and Decision Making Chart* and list of members). The project team will provide updates to MTAC, TPAC, MPAC and JPACT during the course of the project at key milestones. Metro Councilors Kathryn Harrington and Rex Burkholder are the proposed Council

liaisons to the project. Project updates will be posted to the project webpage and emailed to interested parties monthly.

The Stakeholder Advisory Committee (SAC) will be the main working group for the project, providing technical expertise and stakeholder engagement. The SAC will review and comment on materials and develop recommendations. The SAC includes planning and engineering staff from transportation and parks departments of local governments and park providers, representatives from TriMet, ODOT and health, transportation equity and bicycling and walking advocacy groups. The SAC includes members from across the region. Several SAC members also serve on MPAC and TPAC. The SAC will meet at least every three months and as needed at the discretion of the SAC. Sub-groups will be created from the SAC and additional stakeholders to address specific policy and technical issues, such as development of the Bicycle Parkway Concept, Pedestrian Policies, Health, and Finance.

The Executive Council for Active Transportation (ECAT) was established by members of Metro's Blue Ribbon Committee for Trails to support development of the regional active transportation network. ECAT is a Council of [The Intertwine](#). The Council will provide policy guidance and recommendations on the project and will develop business and health organization support. The Council will meet approximately four times over the course of the project.

The project will be developed in three main phases.

- Phase 1 – January –June 2012: The first phase of the project will develop a report on existing conditions phase that will lay the groundwork for framing choices, understanding current investments, and understanding the impacts of active transportation to the achieving the region's Six Desired Outcomes and the 2040 vision.
- Phase 2 – July –December 2012: The second phase of the project will develop various concepts for developing the region's Principal Active Transportation Network. Once a conceptual approach has been decided upon, several alternative approaches to implementing the concept will be developed. The alternatives will be modeled, rough cost estimates will be developed and benefits and tradeoffs weighed, and the preferred alternative will be selected. Policy, concept and map updates will be recommended for the RTP and the RTFP.
- Phase 3 – January – June 2013: The third and final phase of the project will focus on developing a tiered list of priority projects for development, a phased implementation plan and a proposed funding strategy for implementing the project.

NEXT STEPS

A summary of upcoming scheduled discussions and project milestones is provided for reference:

Feb. 9	Metro Council discussion on project outcomes and stakeholder engagement
Feb. 1	MTAC presentation
Feb. 17	TPAC presentation
March 15	Stakeholder Advisory Committee project kick-off meeting
March 22	Executive Council for Active Transportation project kick-off/economic development
Apr. 16-17	Oregon Active Transportation Summit in Salem
June	Existing Conditions/Network Concepts- Project Update to Metro Committees
January	Alternative Networks – Project Update to Metro Committees
April	Draft Recommendations – Project Update to Metro Committees

COORDINATION WITH OTHER PROJECTS

This project will coordinate with other recent and concurrent planning efforts at Metro. These efforts include:

- Climate Smart Communities Scenarios
- Southwest Corridor Plan
- East Metro Connections Plan (EMCP)
- Regional Trails Signage Plan
- Community Investment Strategy
- Metro Parking Management Study
- Metro guidance on TSP updates
- Regional Travel Options Strategic Plan update and work plan
- Transit Oriented Development Strategic Plan and work plan
- Transportation System and Management Operations Plan implementation
- Regional Parks, Greenways and Trails funding opportunities
- Metropolitan Transportation Improvement Program and Regional Flexible Funds

Additionally, the project will track ongoing regional planning efforts that identify priorities and investments in active transportation. These efforts include, but are not limited to, the following:

- Local TSPs and TSP updates (2011-2013)
- Local Trail Master Plans
- Tualatin Valley Highway Corridor Refinement Plan (2012)
- Aloha-Reedville Study and Community Livability Plan/Bicycle and Pedestrian Plan (2013)
- Washington County Bicycle and Pedestrian System of Countywide Interest (part of TSP update) (2012)
- Hwy 43 bike lane study (Oct 2011)
- Gresham TSP Active Transportation committee
- Lake Oswego to Portland Trail Study Central Section (2012)
- Sellwood Bridge Project
- Oregon Transportation Research and Education Consortium study: Improving the Representation of the Pedestrian Environment in Travel Demand Models (2013)
- Bicycle Transportation Alliance (BTA) Blueprint for Bicycling update (early 2012)
- East Portland Action Plan
- TriMet Pedestrian Network Analysis
- TriMet Strategic Plan
- 2030 Portland Bicycle Plan
- Getting Around on Foot Action Plan, Willamette Pedestrian Coalition
- The Blueprint for Better Bicycling, Bicycle Transportation Alliance
- Others as they are identified

ATTACHMENTS

1. Stakeholder Communication Plan matrix
2. Organizational and Decision Making Chart
3. Stakeholder Advisory Committee members
4. Executive Council for Active Transportation members
5. List of key stakeholders
6. ATP Transportation Planning Framework
7. Project Timeline
8. Project fact sheet

Regional Active Transportation Plan Communication Plan Overview ~ *DRAFT*

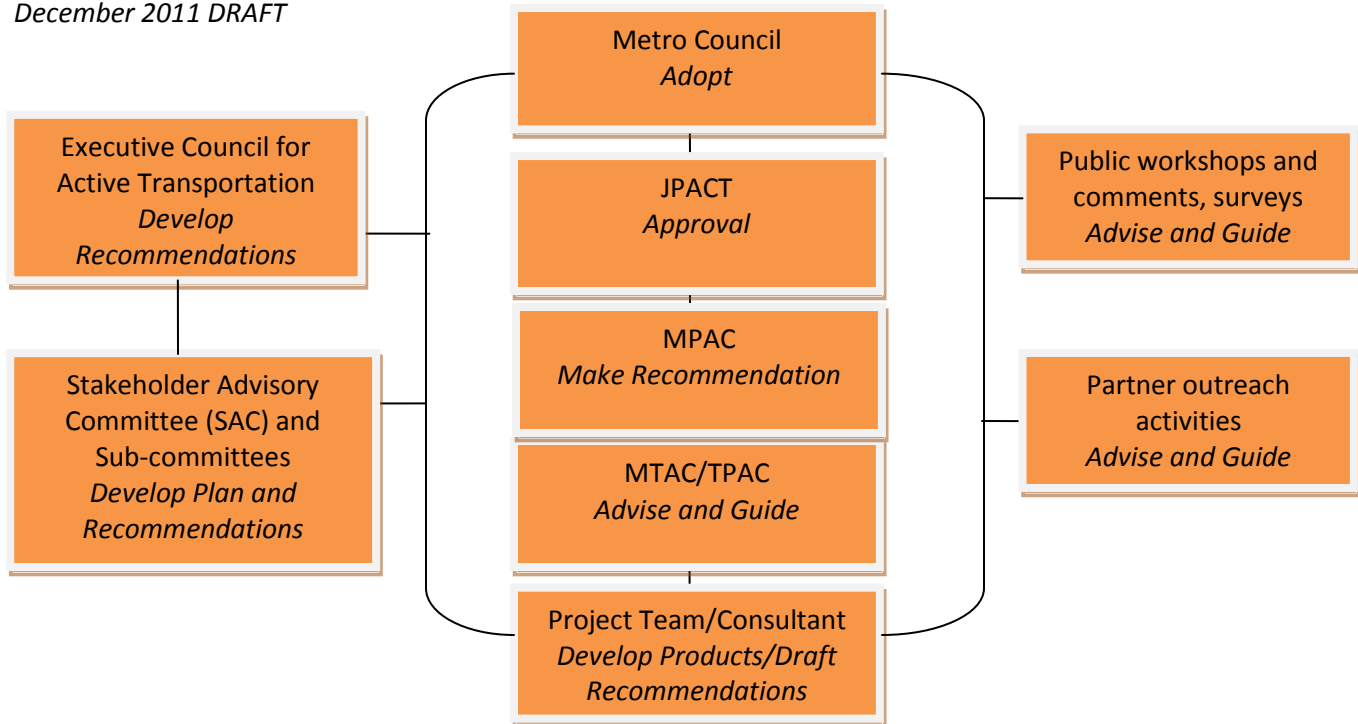
Internal Stakeholders and project Team			
What	Who	How	When
Updates at Metro Council Worksessions and Meetings	Metro Councilors	Council liaisons give update during Councilor communications	Second Tuesday of the month and as needed (before status report goes out)
Metro Council Worksessions	Metro Councilors	Presentation	Feb 2 June 12 <i>proposed</i> Sept 11 <i>proposed</i> Dec 4 <i>proposed</i> April 9 <i>proposed</i> May 7 <i>proposed</i>
Project Team meetings	Core Project Team members and key staff	Report on tasks	Weekly, Monday
Project Management Team status meetings	Project Management Team – ODOT and Metro	Monthly progress report on tasks and budget	Second Friday of the month, prior to status report going out
Bi-monthly department meeting	RTP/RTO staff	Verbal updates, handouts	Second and fourth Tuesday mornings
Planning Department staff meetings	Planning Department staff	Brief presentation, highlight connections to other Metro projects	Quarterly
Greatest Place Managers Group	Managers of Metro projects – CSC, ATP, Southwest Corridor, EMCP etc.	Discussions on topics specific to all projects (e.g. equity) and project coordination	Monthly
Monthly status reports	Stakeholder and interested parties email list	Email with attached summary and link to project webpage	Third Friday of every month

Regional Active Transportation Plan Communication Plan Overview ~ *DRAFT*

External Stakeholders			
What	Who	How	When
Monthly status reports	Stakeholder and interested parties list (including all stakeholders on this table)	Email with attached summary and link to project webpage	Third Friday of every month
SAC members outreach activities - TBD	SAC members and SAC sub-committee members	Presentations and updates to city and county councils, local bike, ped, and trail, committees and groups, business organizations, etc.	TBD – a separate list of activities will be developed by the SAC
SAC sub-committee meetings	SAC members and additional identified participants	SAC members will lead, focus on specific topics in the plan	Monthly or as needed
Intertwine Executive Council for Active Transportation quarterly meetings	Members of ECAT, interested parties, Project Team members	Presentations from staff, discussion	March June October Feb
TPAC/MTAC	Members of TPAC and interested parties	Updates from Chair, materials in packet and presentations	Feb June <i>proposed</i> Jan <i>proposed</i> April <i>proposed</i>
MPAC meetings	Members of MPAC and interested parties	Updates from Chair, materials in packet and presentations	Feb June <i>proposed</i> Jan <i>proposed</i> April <i>proposed</i>
JPACT meetings	Members of JPACT and interested parties	Updates from Chair, materials in packet and presentations	Feb June <i>proposed</i> Jan <i>proposed</i> April <i>proposed</i>
County Coordinating Committee meetings (WCCC, EMCTC, CCCC)	Members of coordinating committees	SAC members and Metro staff will present	Once or twice during project – check in points TBD

Regional Active Transportation Plan Organizational and Decision Making Chart

December 2011 DRAFT



Metro Council is the region's directly elected governing body, consisting of a Council President and six district representatives. The Metro Council will vote to adopt the ATP and amend it to the 2035 Regional Transportation Plan. Councilors Kathryn Harrington and Rex Burkholder will serve as liaisons to the project.

Joint Policy Advisory Committee on Transportation (JPACT) is a committee of elected officials and representatives of agencies involved in transportation related needs for the region. JPACT makes recommendations to the Metro Council related to transportation policy. JPACT is responsible for approving the ATP.

Metro Policy Advisory Committee (MPAC) is a charter mandated committee of local government representatives and citizens. A recommendation for approval of the ATP will be sought from MPAC.

Transportation Policy Alternatives Committee (TPAC) provides technical input to JPACT and transportation planning and funding priorities for the region. TPAC will advise and guide the development ATP.

Metro Technical Advisory Committee (MTAC) is composed of planners, citizens and business representatives and provides detailed technical support to MPAC. MTAC will advise and guide the development of the ATP.

Project Team and Consultant is composed of Metro staff and the selected consultant and will develop the work products and draft recommendations for the ATP.

Project Stakeholder Advisory Committee (SAC) and Sub-committees will provide technical and policy guidance for the project and develop recommendations. The SAC membership includes bicycle, pedestrian, trail and transit planners and advocates, and representatives of elders, youth, and health.

Executive Council for Active Transportation (ECAT) is prior existing group that was formed to support the development of a regional active transportation network. ECAT will serve as a leadership council for the project and provide policy guidance and recommendations for the ATP. ECAT will also lead development of business and health organization support of the project. ECAT shall approximately four times over the course of the project.

Regional Active Transportation Plan Stakeholder Advisory Committee - Members

Hal Bergsma
Director of Planning
Tualatin Hills Parks and Recreation
Department

Allan Berry
Director of Public Works
City of Fairview

Todd Borkowitz
Citizen Representative

Aaron Brown
Youth Representative

Brad Choi
Transportation Planner
City of Hillsboro

Carla Danley
Representative
OPAL and ABE - Accessibility and
the Built Environment

Jessica Englemann
Planner
TriMet

Roger Geller
Bicycle Coordinator
City of Portland

Heidi Guenin
Transportation Policy Coordinator
Upstream Public Health

Suzanne Hansche
Commissioner
Elders in Action

Katherine Kelly
Transportation Planning Manager
City of Gresham

Lori Mastrantonio-Meuser
Senior Planner
Clackamas County

Kate McQuillan
Transportation Planner
Multnomah County

Jeff Owen
Bicycle and Pedestrian Coordinator
City of Wilsonville/SMART Transit

Shelley Oylear
Bicycle and Pedestrian Coordinator
Washington County

Lidwien Rahman
Principal Planner
Oregon Dept. of Transportation,
Region 1

Derek J. Robbins
Civic Engineer
City of Forest Grove

Stephanie Routh
Executive Director
Willamette Pedestrian Coalition

Rob Sadowsky
Executive Director
Bicycle Transportation Alliance

Allan Schmidt
Planner, Portland Parks and
Recreation

Regional Active Transportation Plan Executive Council for Active Transportation - Members

Jonathan Nicholas
Chair
Vice President of Branding &
Corporate Communications
ODS

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

Scott Bricker
Bricker Consulting

Rex Burkholder
Councilor
Metro Council

Bart Eberwein
Business Development & Public
Affairs
The Hoffman Corporation

Nick Fish
Commissioner
City of Portland

Stephen Gomez
Chair of the Board
Bicycle Transportation Alliance

Jay Graves
CEO
The Bike Gallery

Steve Gutmann
Consultant

Alison Hill Graves
Executive Director
Community Cycling Center

Neil McFarlane
General Manager
Tri-Met

Randy Miller
President
Produce Row Property Management
Co.

Lynn Peterson
Sustainable Communities and
Transportation Policy Advisor to
Governor Kitzhaber

Rick Potestio
Potestio Studio

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

Regional Active Transportation Plan (ATP) Key Stakeholders

ATP Stakeholder Committees

- Executive Council for Active Transportation
- Stakeholder Advisory Committee for the ATP

Business/Economic Development

- East Metro Economic Alliance
- Westside Economic Alliance
- Columbia Corridor Association
- Portland Business Alliance
- Oregon Business Plan
- Greater Portland Inc.
- Portland Development Commission
- Portland Regional Partners for Business
- Intel – Environmental Health and Safety Group
- Kaiser Permanente leadership
- ODS leadership
- Providence leadership

Government and agencies

- Metro advisory and technical committees: JPACT, TPAC, MPAC, MTAC
- City Mayors and Councils
- TriMet leadership
- ODOT leadership
- Oregon Transportation Commission
- Oregon Bike and Pedestrian Committee
- Congressional Delegates and staff

Washington County

- Washington County Coordinating Committee and TAC
- Washington County Board of Commissioners
- Tualatin Parks and Recreation District and Board
- Washington County Planning Commission
- Washington County Public Affairs Forum
- Beaverton Bicycle Advisory Committee
- Washington County Health and Human Services
- TV Highway Steering Committee

Multnomah County and Portland

- East Multnomah County Transportation Committee
- Multnomah County Commissioners
- Multnomah County Planning Commission
- Multnomah County Health Department
- City of Portland Bicycle and Pedestrian Advisory Committees
- Portland Parks Advisory Board

Clackamas County

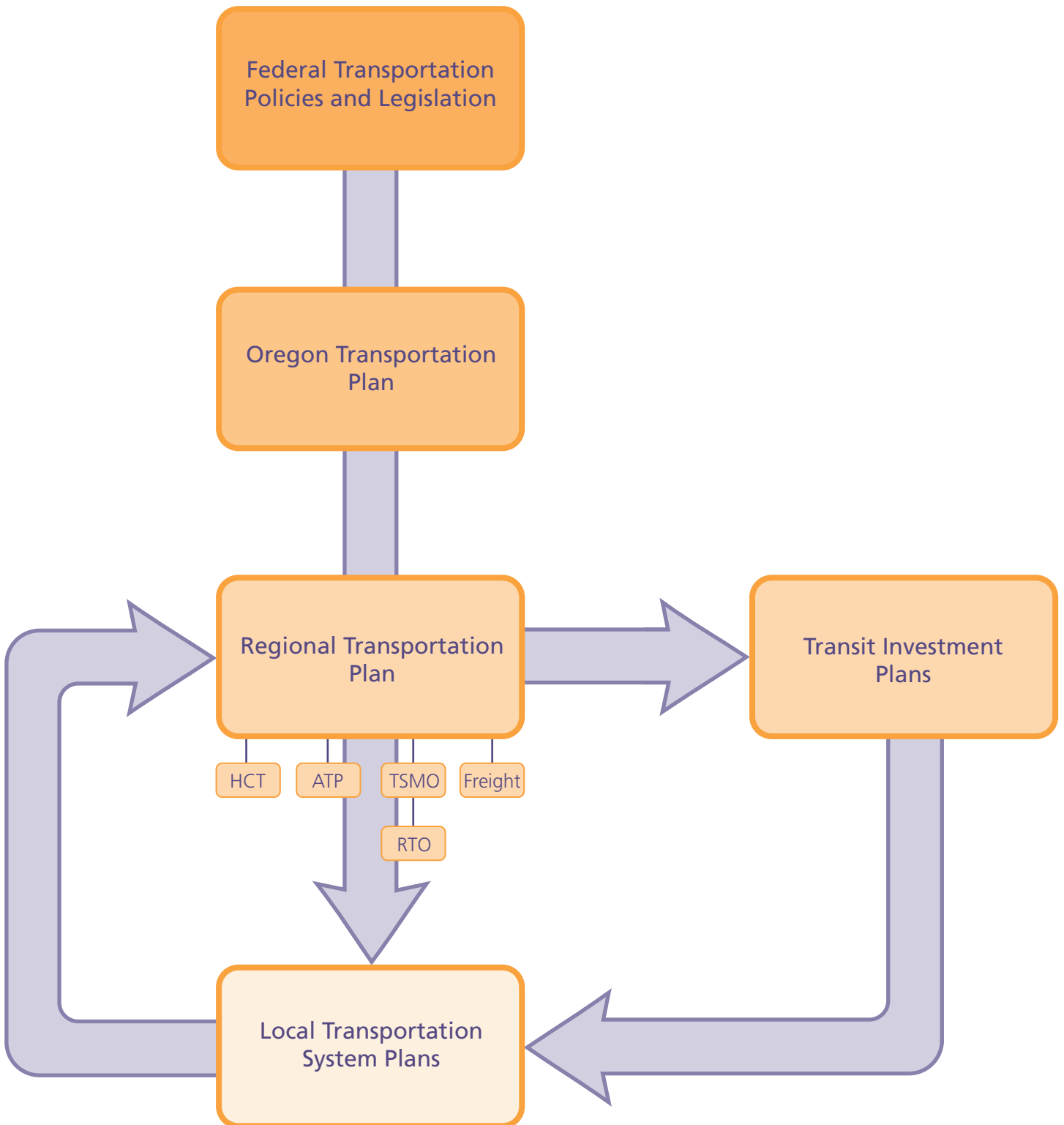
- Clackamas County Coordinating Committee and TAC
- Clackamas County Board of Commissioners
- North Clackamas County Parks and Recreation District and Board
- Clackamas County Planning Commission
- Clackamas County Pedestrian and Bikeway Committee

Regional Active Transportation Plan (ATP) Key Stakeholders

Community and Advocate groups

- Willamette Pedestrian Coalition and Board
- Bicycle Transportation Alliance and Board
- OPAL
- Coalition for a Livable Future
- East Portland Action Plan Committee
- The Intertwine Alliance and Board
- Upstream Public Health
- African American Health Coalition
- Verde
- Latino Network
- Urban League
- Westside Transportation Alliance
- NAYA
- Latino Network
- Northwest Health Foundation
- Black United Fund
- APANO
- Community Cycling Center

Transportation Planning Framework for Regional Active Transportation



An active transportation plan for the region

Draft Project Timeline ~ December 2011

The Active Transportation Plan (ATP) will identify the Principal Active Transportation Network for the region, integrating walking, bicycling and public transportation and creating a seamless, green network. The ATP will develop guiding principles and criteria that include equity, health, safety, economic development and access and are consistent with the region's six desired outcomes to provide a framework for evaluating policies and prioritizing funding and projects in the Regional Transportation Plan and local Transportation System Plans. It will develop active transportation policies that will update existing regional pedestrian, bicycle and transit policies, performance targets and design concepts, and synthesizes policies and priorities from other pedestrian, bicycling and transit plans. And, it will prioritize projects and develop a phased implementation plan and funding strategy that clearly articulates state, regional and local roles and responsibilities.

Regional Active Transportation Action Plan Timeline of Major Tasks																									
Task	2011					2012												2013							
	Jul	Aug	Sep	Oct	Nov	Month 1			Month 6			Month 12			Month 18										
						Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	April	May	Jun	
0 Project Chartering and Scoping	█	█	█	█	█																				
1 Project Management, Stakeholder Involvement and Meeting Coord.						█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█
2 Document Format and Outline						█	█																		
3 Existing Conditions, Data Collection and Analysis						█	█	█	█	█	█	█													
4 Guiding Principles, Criteria and Evaluation Framework									█	█	█														
5 Network Concepts												█	█	█	█	█									
6 Alternative Networks, Modeling and Evaluation																█	█	█	█	█					
7 Select Principal Active Transportation Network and Focus Areas																			█	█	█	█			
8 RTP Network Visions & Maps, Policy Framework and Design Guidelines																█	█	█	█	█	█	█	█		
9 Data Protocols											█	█	█	█	█	█	█	█	█	█	█	█	█	█	
10 Prioritize projects, Phased Implementation Plan and Funding Strategy																█	█	█	█	█	█	█	█	█	
11 Finalize Plan and Amendments																						█	█	█	█
12 Plan and Amendments Prepared for Adoption																								█	█

Project Chartering and Scoping

Establish staff team and Stakeholder Advisory Committee, develop work scope and execute intergovernmental agreement with the Oregon Department of Transportation. The regional work group will include planning and engineering staff from transportation and parks departments of local governments and park providers, TriMet, ODOT, advocacy groups and representatives from health and environmental justice communities. The Executive Council for Active Transportation will serve as leadership group.

1. Project Management, Stakeholder Involvement and Meeting Coordination

Implement a stakeholder involvement process that is inclusive and generates input from a cross-section of stakeholders involved with and impacted by active transportation. Provide jurisdictional partners with frequent opportunities for coordination and input into the planning process. Create an organizational, meeting and decision making structure that has clearly defined roles and responsibilities and enables efficient, clear communication.

2. Document Format and Outline

3. Existing Conditions, Data Collection and Analysis

Provide a thorough and accurate set of baseline information, analysis and data for the development of alternatives.

4. Guiding Principles, Criteria and Evaluation Framework

Develop a set of regionally agreed upon guiding principles and criteria that will be used to: 1) develop a set of network concepts, 2) evaluate those concepts, 3) identify the desired concept, 4) identify alternative networks, 5) evaluate the networks, 6) identify the preferred network, and 7) provide a framework to prioritize regional AT projects and funding.

5. Network Concepts

Develop a set of network concepts that explore both a variety of network structures (e.g. hub and spoke, spiderweb, grid) and approaches (e.g. serve all centers equally, access to transit, filling gaps, etc.). Understand the benefits, challenges and trade-offs of the different concepts associated with each of the concepts.

6. Alternative Networks, Modeling and Evaluation

From Network Concepts, identify alternative networks for evaluation and modeling. Evaluate the alternative networks using the AT Guiding Principles and Criteria, the regional bicycle model and pedestrian network analysis. Identify the recommended Regional Principal Active Transportation Network.

7. Select Principal Active Transportation Network and Focus Areas

Based on the evaluation and modeling of the alternative networks and stakeholder input, select the preferred Regional Principal Active Transportation Network. Identify focus areas for project prioritization and implementation of the ATP.

8. Regional Transportation Plan Network Visions and Maps Amendments, Policy Framework and Design Guidelines

Articulate the distinction between the regional active transportation network, the regional pedestrian, bicycle and transit systems in the 2035 RTP and the local pedestrian and bicycle systems. Provide design guidelines for the Regional Bicycle Parkway and pedestrian equivalent to guide implementation of recommended principal active transportation network and implementation of this network in local transportation system plans. Provide guidelines for project development through regional programs and allocation of funds. Develop a revised RTP policy framework including performance measures and targets, revised RTP Regional Bicycle and Pedestrian Network maps, and clarification of the distinction between the regional Active Transportation Network, the regional pedestrian and bicycle systems in the 2035 RTP, and local pedestrian and bicycle systems.

9. Data Protocols

Develop plans and recommendations for creating and managing robust regional datasets for bicycling and walking use and facilities, in response to Metro's recently completed Multi-Modal Inventory.

10. Prioritize Projects, Phased Implementation Plan and Funding Strategy

Prioritize projects, develop and implementable plan, develop a funding strategy for completing the regional network and describe regional and local roles and responsibilities for implementation.

11. Finalize Plan and Amendments

Develop the final plan document and prepare final proposed policy recommendations and amendments to RTP, RFTP, and UGMFP.

12. Plan and Amendments Prepared for Adoption

The Active Transportation Plan for the Region (ATP), with financing and implementation strategies, and policy recommendations and amendments to the RTP, RFTP, and UGMFP are finalized for adoption.

An active transportation plan for the region

www.oregonmetro.gov/activetransport



A plan for the region

Communities across the country are recognizing that active transportation creates vibrant communities, contributes to economic prosperity, provides low-cost transportation options, keeps the air and water clean, and is fun and healthy!

Metro has started working with partners on the region's first Active Transportation Plan to identify strategies for completing a regional active transportation network. The project will be completed by June, 2013.

The workplan for the project has been finalized and a Stakeholder Advisory Committee has been formed. The Executive Council for Active Transportation will serve as a policy advisory committee.

What will the plan do?

Identify the strategies, priorities and projects to complete a regional seamless, green network of on and off-street pathways connecting the region and integrating walking, biking and public transit.

Develop the guiding principles and criteria including equity, health, safety, economic development and access, to guide priorities and investments.

Update and refine active transportation policies in the Regional Transportation Plan and Regional Transportation Functional Plan.

Prioritize projects and develop a phased implementation plan and funding strategy to complete the network.



What is active transportation?

Active transportation is travel powered by human energy, such as walking and riding a bike. Using public transportation is active travel because most trips involve walking or riding a bike.

Why is this important?

Active transportation supports economic development, reduces household costs and is part of safe and healthy communities, by making it easier to walk, ride a bike and take public transportation for daily trips. Active transportation:

- Promotes vibrant business districts
- Reduces transportation costs
- Supports tourism
- Attracts skilled workers
- Reduces healthcare costs and obesity
- Reduces green house gas emissions
- Reduces crashes
- Increases neighborhood safety
- Supports local businesses
- Provides connections to nature

How can I get involved?

To learn more or get on the project mailing list visit the project webpage or contact Lake McTighe at: lake.mctighe@oregonmetro.gov 503-797-1660

Metro Council President
Tom Hughes

Metro Councilors
Shirley Craddick, District 1
Carlotta Collette, District 2
Carl Hosticka, District 3
Kathryn Harrington, District 4
Rex Burkholder, District 5
Barbara Roberts, District 6

Auditor
Suzanne Flynn



February 8, 2012

Regional Brownfield Scoping Project

Miranda Bateschell, Land Use Planning

PROJECT GOAL: Demonstrate the need for brownfield restoration and redevelopment in our region, and outline a range of solutions and best practices that could be applied in the metro area.

METRO ROLE:

Provide critical information and potential solutions to our local partners to guide local communities and enable policy decisions.

PRODUCTS:

A report:

- Illustrating and estimating the extent of brownfields in the region's 2040 design types
- Outlining potential solutions and next steps for Metro Council consideration and regional discussion

Components of this report will also be available as individual products:

- Brownfield site redevelopment typologies that can be applied to specific properties to estimate potential conditions and opportunities, and to help guide strategic investments.
- District-level brownfield inventories that can be used to inform the scope of brownfields in different design types and redevelopment actions in those study areas, and establishes a model for a future comprehensive regional inventory.

DESIRED OUTCOMES:

- Clarify for policy makers what is known about brownfields in the region and what can be done to improve information about the region's brownfield needs and opportunities.
- Clarify the merits of investing in brownfields and the type of resources and actions needed to effect brownfield redevelopment.
- Enable the Metro Council and the Community Investment Initiative Leadership Council to craft a strategic focus for prioritizing brownfield cleanup - whether an increased regional effort is appropriate, what strategies might be most successful, and how the work would be funded.
- Position local elected leadership with information for use in productive engagement with other stakeholders regarding the opportunity costs for not addressing brownfield needs and making decisions to address those needs.

COUNCIL ROLE

- Outreach to partners
 - If needed, help staff secure participation from integral partner agencies.
 - Lead discussions with other policy makers (including MPAC) on the range of solutions and best practices to help identify the region's preferred alternatives and priorities.
 - Lay the foundation for productive engagement with local elected leadership and the general public in case decisions are made to build a more robust brownfield program.



- Decisions whether or not to pursue legislative changes, additional stakeholder engagement, funding options, or other actions that would support a regional brownfields program.
- Solidify support and encourage a pooling of resources from partner agencies and local jurisdictions to accomplish any confirmed next steps.

GUIDING PRINCIPLES

- Use information that is currently available to inventory brownfield sites (i.e. from DEQ and other local partners).
- This is not a data collection effort to inventory all brownfields, but is targeted to priority redevelopment opportunities.
- Focus on documenting the extent of the problem in terms that illustrate the reasons for action and the opportunity costs of no action.
- Focus on data that can be used to support future engagement efforts and investment decisions.
- Prioritize solutions with greatest impact and that are applicable in this state / region.
- Utilize public and private sector partners to reflect the interest and concerns of different stakeholder groups in our findings and recommendations.

KEY MILESTONES AND DECISIONS TIMELINE

Phase 1: Research	Finalize work scope	Summer 2011
	Setup technical review team and data collection team	Fall 2011
	Select pilot study areas	Fall 2011
	Hire consultant	Fall 2011
	Gather feedback on initial inventory tool and applying estimates in design type areas across the region.	Early 2012
Phase 2: Policy discussion	Discuss brownfield site redevelopment typologies, challenges and needs for brownfields redevelopment: MTAC	Spring 2012
	Present findings related to the estimated extent of brownfields and the regional need for brownfield restoration and redevelopment. Collect comments and priorities from the Metro Council and MPAC on the range of solutions and best practices that could be applied in the metro area.	Late spring 2012
	Final report and recommendations: Metro Council, MPAC, MTAC, CII Leadership Council	July 2012
Potential Phase 3: Future decision-making	A discussion by the Metro Council and regional stakeholders on whether increased regional effort on brownfields is appropriate, what strategies might be most successful, and how the work would be funded.	Summer - Fall 2012
	Pursue funding / prepare and apply for EPA grants , if applicable	
	Legislative agenda, if needed	Winter 2012 - 13

EXTERNAL PARTNERS:

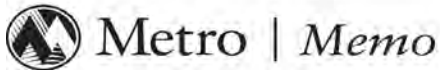
- Technical review team:
 - Lender, developer, business member, State brownfield representative from Business Oregon, DRC staff, land use staff, and staff to the Community Investment Initiative Leadership Council
 - Data collection team: DEQ and brownfield program staff in other government agencies
 - Local Land Use/ Economic Development Staff: in study areas and through MTAC
- Local elected officials and policy-makers: engaged through MPAC and by the Metro Council.
- Engagement with government affairs staff and/or legislators may be needed as part of the evaluation of potential legislative changes to support brownfield redevelopment.
- Partner with the City of Portland's brownfield redevelopment study, which is focused on incremental implementation actions that increase the rate of brownfield redevelopment.

RELATED PROJECTS/PROGRAMS:

- Community Investment Initiative
- Climate Smart Communities scenarios
- Centers & Corridors work program
- Employment & Industrial areas work program
- Southwest Corridor and East Metro Corridor refinement programs
- Opportunity mapping
- Metro equity workgroup

RESOURCES:

- Planning and Development Department:
 - .3 FTE project manager
 - .1 FTE project assistant responsible for DRC coordination
 - .25 FTE limited duration project assistant
 - Materials and Services \$65,000: contract with consultant
- Research Center:
 - Data Resource Center: .5FTE (includes .2 from CIS DRC budget)



Date: February 8, 2012
To: MTAC
From: Ted Reid, Metro Land Use Planning
Re: Parcelization work program

Background and purpose

Parcelization is often mentioned as one of several potential barriers to efficient development in centers, corridors, main streets, station communities, and industrial and employment areas. Small parcel sizes are seen as a limitation on potential uses and a cause of higher development costs (for instance, structured parking may be necessary to make full use of smaller parcels). Metro is undertaking a new project to better understand parcelization and its potential effects. The intent of this project is to:

- Provide evidence about the extent of parcelization (which means defining and measuring it)
- Describe the degree to which such parcelization is an obstacle to desired types of development
- Make suggestions about techniques that could reduce the problems to which parcelization contributes

This work is being completed for Metro by ECONorthwest and will involve a mix of quantitative analyses and case studies. The final product of this work will be a report, which is intended to inform a variety of other local and regional efforts. Metro staff would like to make MTAC members aware of this project and also solicit suggestions for case study areas where parcelization may be posing a challenge or where parcelization challenges have been addressed through actions such as land assembly or reduced parking requirements.

Phase I, Identification of development and parcelization challenges (February – April)

- Use quantitative and qualitative (case studies) analysis to determine where there have been challenges in meeting local and regional goals for the type, density, or rate of development.
- Illustrate the degree to which parcelization may be contributing to the problem.
- Determine what other conditions contribute to underperformance, how parcelization interacts with those conditions, and what combinations of conditions are likely to make parcelization more or less important.

Phase II, Evaluation of potential solutions (April – June)

Work with local jurisdictions, PDC, and the Port of Portland to document:

- Examples of land assembly efforts in a variety of urban contexts including mixed use areas and industrial areas
- Challenges that were encountered
- Conditions that led to success and other lessons learned

Describe best practices for addressing parcelization challenges:

- Land assembly strategies used elsewhere and their applicability in the Portland metro region
- Practices that may reduce parcel size requirements such as lower parking standards, reduced building setbacks, and mechanical parking systems
- Other conditions that may contribute to success

Materials following this page were distributed at the meeting.



The Regional Active Transportation Plan ~ Project Overview



Presentation to MTAC
Feb. 15, 2012



Lake McTighe
Senior Transportation Planner
Regional Transportation Planning



And this is what active transportation looks like in many places



And this...





Our region has made a lot of progress towards providing the infrastructure and programming for getting around ACTIVELY.



Theme 1: Why the timing is right for a Regional Active Transportation Plan




There is momentum



**Communities want more
active transportation**

Agreement on priorities & strategy

A middle-aged man with glasses, wearing a dark suit jacket, a light blue shirt, and a yellow bow tie, is speaking. He has his hands raised in a gesture, with his fingers spread. The background is a textured, olive-green wall.

"We as a region need to be very clear about what we're doing... we need to think about what our strategies are"

Theme 2: When you think about a regional Active Transportation Plan...

Think about a regional HCT system, for
bicycling and walking ~

The Principal Regional Active
Transportation Network

Built on the Principles for Active Transportation

- ✓ Seamless
- ✓ Direct and accessible
- ✓ Safe
- ✓ Intuitive
- ✓ Easy to use
- ✓ Attractive
- ✓ Designed with nature
- ✓ Relieves road system





**Bicycling and walking achieves
local goals and regional
outcomes.**

**Local implementation, regional
impact.**

**When you think about the ATP,
think about....**

Vibrant Communities



Creates 20 minute neighborhoods and vibrant street life, fosters community interaction, keeps eyes on the street, supports local businesses, connects people, creates local identity, uniqueness of place

Equity



Provides transportation options and safe access to essential destinations, lowers household costs, reduces health care costs

Clean air and water



Reduces pollution and green house gas emissions,
keeps water and air clean for future generations

Regional climate change leadership



Reduces drive alone trips, increases the number of people walking and biking, connects destinations to bicycle and walking paths

Transportation choices



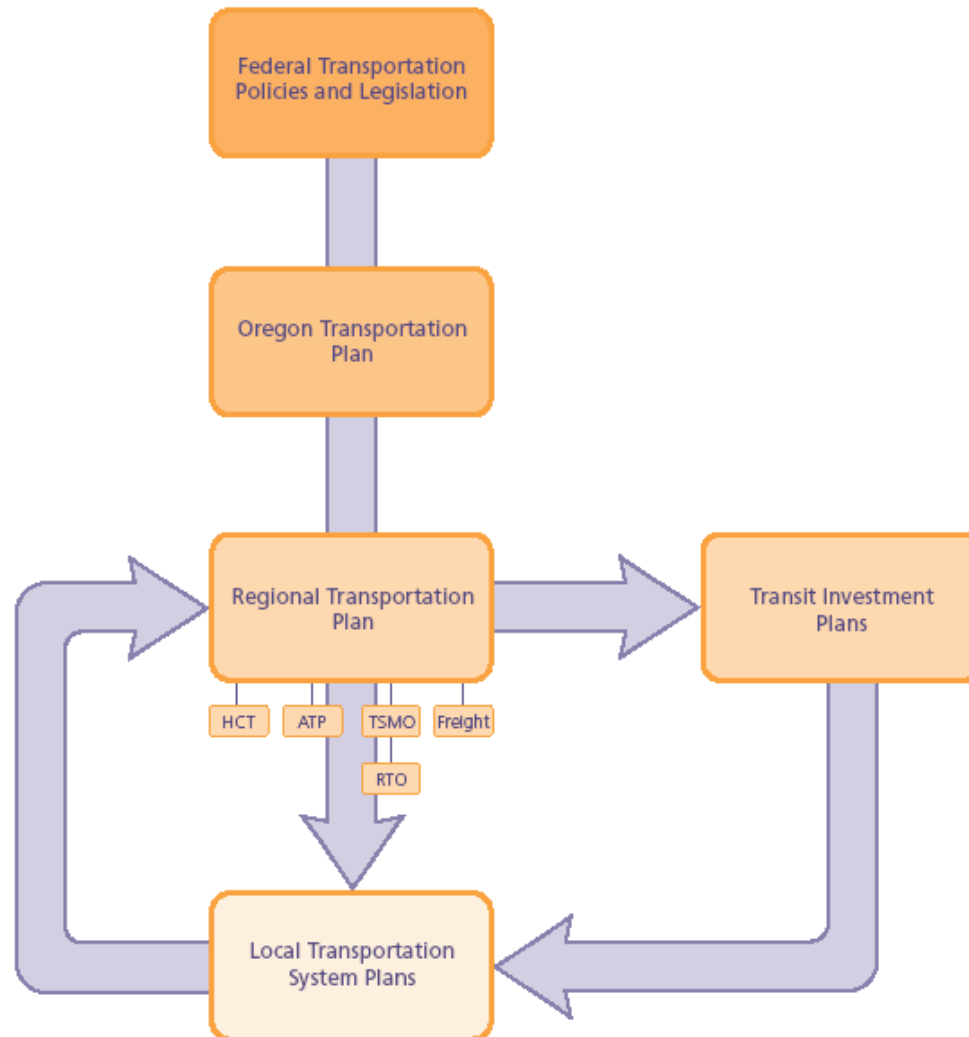
Connects people to where they need to go, provides low cost transportation

Economic prosperity



Attracts workforce, supports tourism, supports local businesses, creates jobs, fosters new businesses, part of brand identity and marketing

Transportation Planning Framework for Regional Active Transportation



Active Transportation Plan: Objectives

January 2012 – June 2013

1. Identify tiered priority projects for the Principal Regional Network
2. Develop guiding principles and criteria to prioritize projects and funding
3. Recommended policies, performance targets & performance measures
4. Agreed upon implementation & funding strategies

Major milestones

PHASE I January - June 2012

Existing Conditions and Framing Choices

PHASE II August 2012-January 2013

Network Concepts and Select Alternative

PHASE III February - June 2013

Identify Priorities/Implementation Plan

Coordination with other Metro projects

- Climate Smart Communities scenarios
- SW Corridor
- East Metro Connections Plan
- Community Investment Strategy
- Metro guidance on TSP updates



**Theme 3: The key to success is
partnership**

The key to success is our partners

- Stakeholder Advisory Committee
- Executive Council for Active Transportation
- Metro's Policy and Technical Advisory Committees
- Trail, Bicycle and Pedestrian Committees and Groups
- Health
- State and local government
- Businesses and business groups
- The public

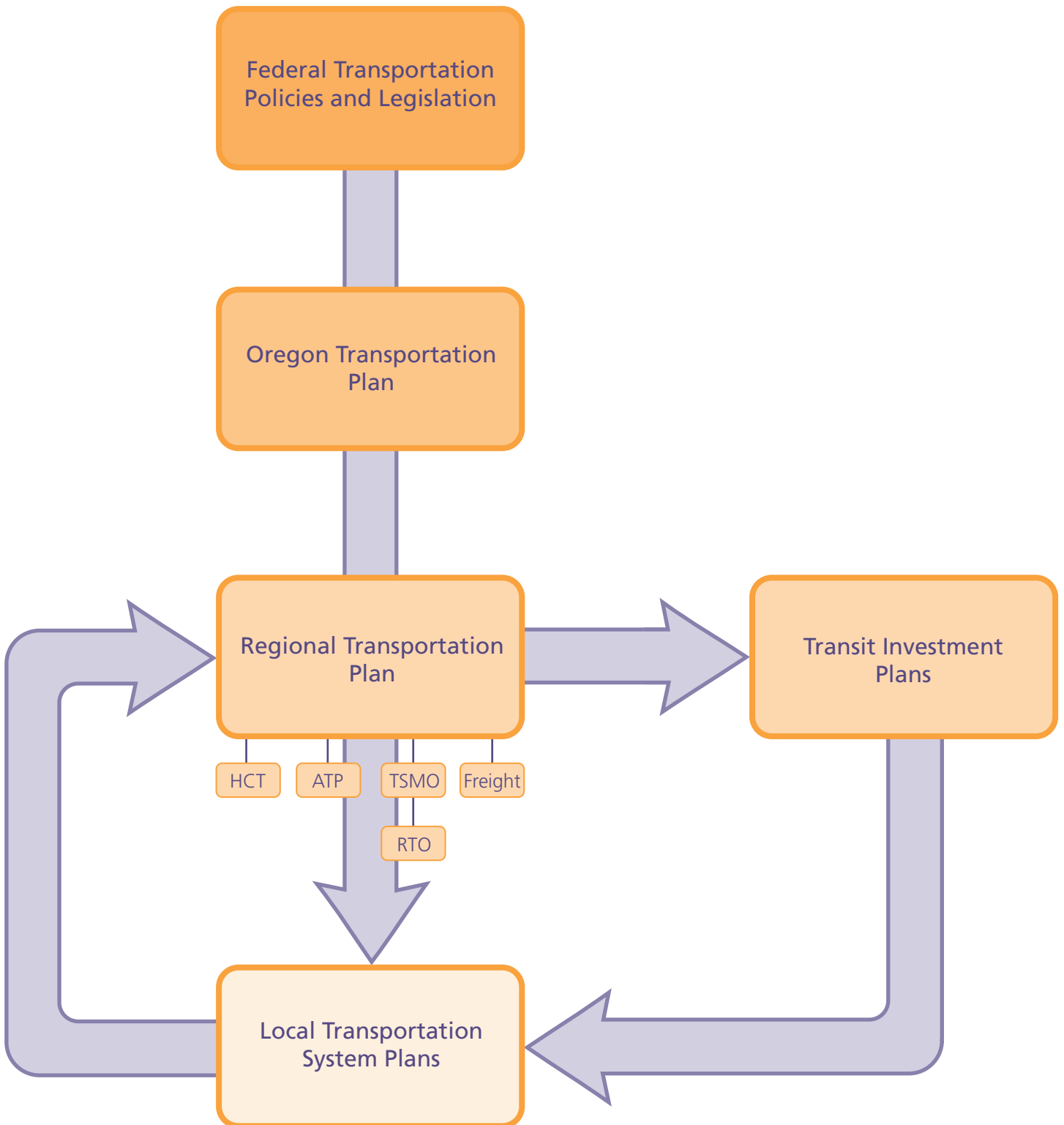
www.oregonmetro.gov/activetransport

- Lists of committee members
- Decision making structure
- Project timeline
- Project Scope of Work
- Fact Sheet
- AT Opt-In Poll Results

www.oregonmetro.gov/activetransport



Transportation Planning Framework for Regional Active Transportation



ADVISORY TEAM

Co-chairs

Wim Wiewel

Gale Castillo

Current Members

Sam Adams

Thomas

Aschenbrener

Rex Burkholder

Jeff Cogen

Denny Doyle

John Fuhrer

Jack Hoffman

Mike Houck

Nichole Maher

Pamela Morgan

Marcus Mundy

Joseph Santos-Lyons

Bill Scott

Steve Stuart

Lynn Valenter

Bill Wyatt

David Wynde

GREATER PORTLAND PULSE

Recommendations and Next Steps for Implementation, Operation, & Funding

MTAC

February 15, 2012



Metro | *Making a great place*

Presentation Overview

1. Background/overview of Greater Portland Pulse (GPP)
2. Provide status report –
 - a) Indicators
 - b) Business/Finance Plan
3. Describe relevancy to programs/projects
4. List next steps

Metro Performance Management Framework

Three types of Measures:

1. **Regional Indicators – Progress toward *regional vision/visions* (Greater Portland Pulse)**
2. Program Measures – Effectiveness and efficiency to ***specific programs***
3. Business/operation measures – Efficiency of ***specific actions***

Spring
2010 to
Fall 2011

GPP Startup, a brief review

Purpose

Process

Products

Spring
2010 to
Fall 2011

Startup, a brief review

Purpose

- To measure results (e.g., Metro Future Vision)

Process

Products

- To evaluate comprehensive systems (but more than Metro)
- To inspire action

Spring
2010 to
Fall 2011

Startup, a brief review

Purpose

Process

Products

- 1 Project Primary
ProjectPartner (PSU IMS)
- 1 Advisory Team
- 1 Equity Panel
- 9 Results Teams (9 topics)
- 100 organizations
- 200 people

 economic opportunity	 education	 healthy people
 safe people	 arts and culture	 civic engagement
 healthy natural environment	 housing and communities	 access and mobility

Spring
2010 to
Fall 2011

Startup, a brief review

Purpose

Process • Indicators

- Products** • Online data
- First report
 - Support Documents
 - Equity Panel
 - Business Plan
 - Funding Plan
 - Transition Components

Classifying Regional Indicators

Developing Regional Indicators

GPP Stops at
“secondary
level”
indicators

1. Outcomes
2. Drivers
3. Indicators
 - a) Primary
 - b) Secondary
 - c) Tertiary

72 total
58 with data
(at present)

The indicators

PROSPERITY

Economy: wage per job, wage distribution, income, unemployment, self-sufficiency, child poverty, land for business, job growth, business loans, government efficiency

HUMAN CAPITAL

Educated people: Head Start access, student achievement, high school graduation, public schooling, sufficient opportunity, adult education levels

Healthy people: obesity and overweight rates, healthy eating, tobacco use, teen birth rates, prenatal care, tooth decay in children, immunization, mental health, health insurance, ER visits, preventive clinical care

Safe people: crime rates, recidivism, arrests, charges, perceived safety, parity, perceived trust

SOCIAL CAPITAL

Arts and culture: school arts specialists, youth participants, funding for arts providers, earned income of arts providers, culturally specific arts events, funding for diverse arts providers, diverse arts providers

Civic engagement: Internet access, library use, volunteering, group participation, charitable giving, voting, activism

NATURAL CAPITAL

Healthy, natural environment: land cover, ecologically healthy waterways, unhealthy air days, protected lands, proximity to nature and parks, proximity to compromised environments, functional ecological corridors, native vertebrate terrestrial species

PHYSICAL CAPITAL

Quality housing and communities: ownership gap, racial segregation, transportation + housing costs, high interest rate loans, homelessness rates, housing cost burden, housing-wage gap

Access and mobility: access (to travel options and nutritious food), travel delay and congestion, vehicle miles traveled, emissions, environmentally friendly travel modes, transportation costs

Online data!

The image shows a screenshot of the Greater Portland Pulse website. At the top right, there are links for "About | Partners | Contact" and a search bar with a "Search" button. The main header features the logo "GREATER PORTLAND PULSE" and the tagline "Measuring Results, Inspiring Action." Below the logo is a navigation menu with "HOME", "ABOUT", "EXPLORE BY TOPIC", "OUR REGION", "DATA STORIES", and "REPORTS". A prominent orange button says "Explore by Topic >". The main content area is a grid of nine icons representing different topics: economic opportunity (computer), education (calculator and pencil), healthy people (apple), safe people (shield with star), arts and culture (record player), civic engagement (ballot), healthy natural environment (plant), housing and communities (house), and access and mobility (train). To the right of the grid, there are three sections: "What We Do" (Greater Portland Pulse gathers data...), "Portland Pulse Report" (Read our new report...), and "Endorse Us" (Show your support for Greater Portland Pulse...). Below the grid, there is a "Latest News >" section with a link to "Endorse the GPP" dated "Mon, July 18, 2011". At the bottom right, the website URL "portlandpulse.org" is displayed in large blue text.

[About](#) | [Partners](#) | [Contact](#)

Search...

Search

GREATER PORTLAND
PULSE

Explore
by Topic >

Measuring Results, Inspiring Action.

HOME

ABOUT

EXPLORE BY TOPIC

OUR REGION

DATA STORIES

REPORTS



economic
opportunity



education



healthy people



safe people



arts and
culture



civic
engagement



healthy natural
environment



housing and
communities



access
and mobility

What We Do

Greater Portland Pulse gathers data and provides a shared set of indicators to track social, environmental, and economic well-being for the Portland region. [\[Read more\]](#)

Portland Pulse Report

Read our new report, "The Path to Economic Prosperity: Equity and the Education Imperative."

Endorse Us

Show your support for Greater Portland Pulse. [Sign on to our list of GPP supporters.](#)

Explore Indicators

The following are a few of the available indicators:

[Population And Age](#)

Latest News >

[Endorse the GPP](#)
Mon, July 18, 2011

portlandpulse.org

Portlandpulse.org

GREATER PORTLAND
PULSE

*Measuring Results,
Inspiring Action*

GREATER PORTLAND
PULSE

Explore
by Topic >

Measuring Results, Inspiring Action.

HOME ABOUT EXPLORE BY TOPIC OUR REGION DATA STORIES REPORTS



economic
opportunity



education



healthy people



safe people



arts and
culture



civic
engagement



healthy natural
environment



housing and
communities



access
and mobility

[About](#) | [Partners](#) | [Contact](#)

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Endorse Us

Show your support for Greater Portland Pulse. [Sign on to our list of GPP supporters.](#)

Explore Indicators

The following are a few of the available indicators:

[Housing Cost Burden](#)

Latest News >

[What does poverty look like in Multnomah County?](#)

Mon, December 19, 2011

Measuring Results, Inspiring Action.

[HOME](#) [ABOUT](#) [EXPLORE BY TOPIC](#) [OUR REGION](#) [DATA STORIES](#) [REPORTS](#)

[Home](#) / [Explore By Topic](#) / Economic Opportunity

Economic Opportunity

Assets and opportunities that foster economic well-being.

Outcomes & Drivers

Average Wage Per Job

Average wage in the Portland MSA as a percentage of the U.S. Metro Average. Average wage per job is defined as total Wage... [\[view\]](#)

Job Growth

Net employment growth by industry and minority-owned businesses. [\[view\]](#)

Self-Sufficiency Wage

Percent of households meeting the Self-Sufficiency Standard as defined by Dr. Diana Pearce of the University of Washington. [\[view\]](#)

Business Loans

Availability and use of Small Business Administration loans. [\[view\]](#)

Land for Business

Months of available industrial and nonindustrial land inventory, separated out by land that is "shovel ready." [\[view\]](#)

Unemployment Rate

The percentage of people in the labor force who are unemployed, by race and education level. People who are jobless, looking... [\[view\]](#)

Child Poverty

Percentage of children living in poverty, by race and ethnicity. [\[view\]](#)

Per Capita Income

Per capita income. [\[view\]](#)

Wage Distribution

Percentage of jobs by wage. [\[view\]](#)

Explore by Topic

Economic Opportunity

[Education](#)

[Healthy People](#)

[Safe People](#)

[Arts and Culture](#)

[Civic Engagement](#)

[Healthy Natural Environment](#)

[Housing and Communities](#)

[Access and Mobility](#)

Measuring Results, Inspiring Action.

[Home](#) / [Explore By Topic](#) / [Access and Mobility](#)

Explore by Topic

[Economic Opportunity](#)

[Education](#)

[Healthy People](#)

[Safe People](#)

[Arts and Culture](#)

[Civic Engagement](#)

[Healthy Natural Environment](#)

[Housing and Communities](#)

[Access and Mobility](#)

Access and Mobility

Real and virtual connections that help us succeed.

Outcomes & Drivers

Access

Access to travel options and nutritious food: Percentage of households within one-quarter mile of high frequency transit... [\[view\]](#)

Transportation Costs

Average cost of transportation as a percentage of income within the greater Portland region. [\[view\]](#)

Vehicle Miles Traveled

Annual vehicle miles traveled (VMT) per person and total daily vehicle miles traveled within the greater Portland region. [\[view\]](#)

Environmentally Friendly Transportation Modes

Percentage of commuters who carpool, walk, bike, or take transit within the greater Portland region. [\[view\]](#)

Transportation Emissions

Tons of transportation-source greenhouse gas (GHG) emissions, carbon monoxide (CO), nitrogen oxide (NOX), volatile organic... [\[view\]](#)

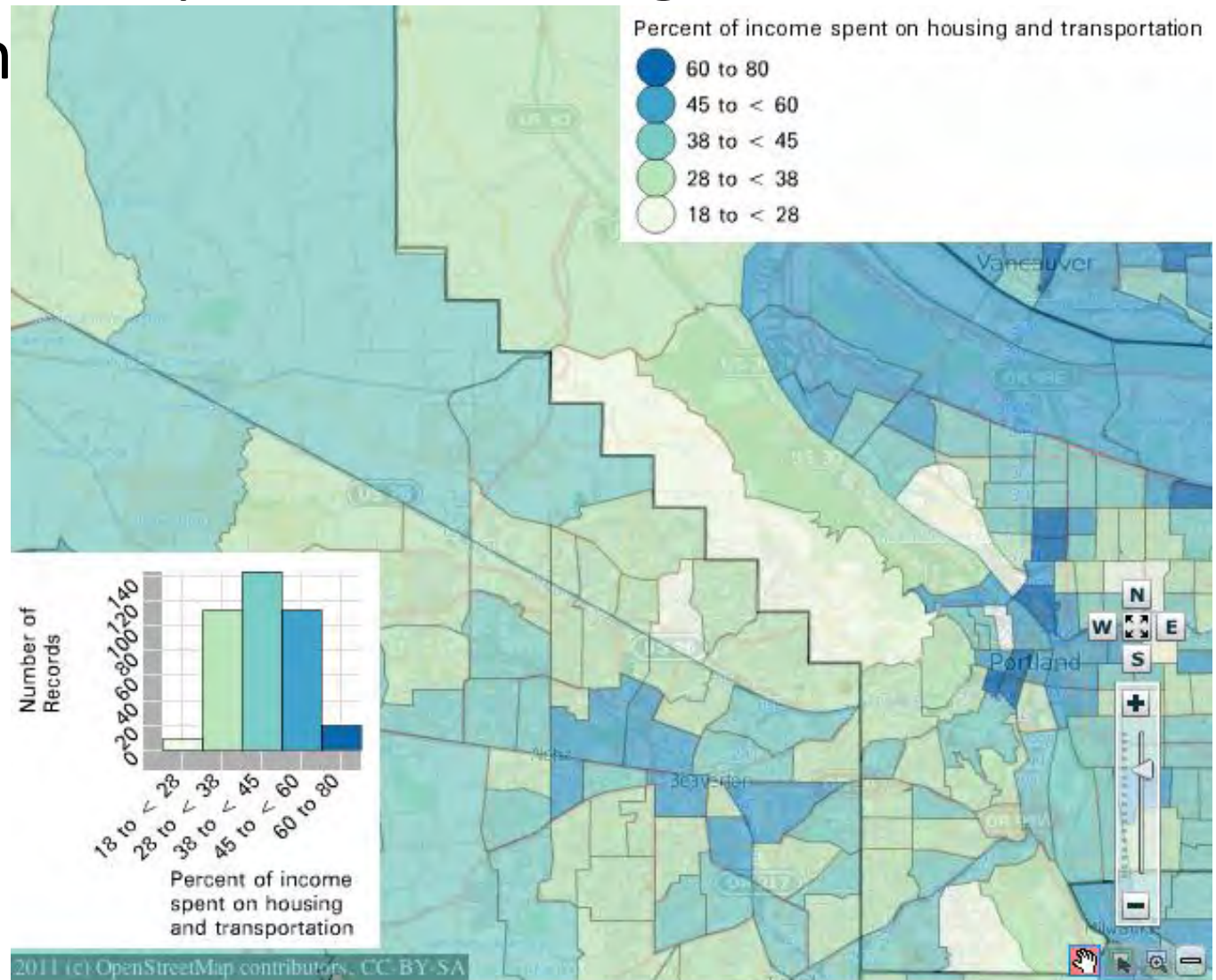
Traffic Fatalities and Injuries

Number of pedestrian, bicyclist, and vehicle occupant fatalities and serious injuries within the greater Portland region. [\[view\]](#)

Travel Delay and Congestion

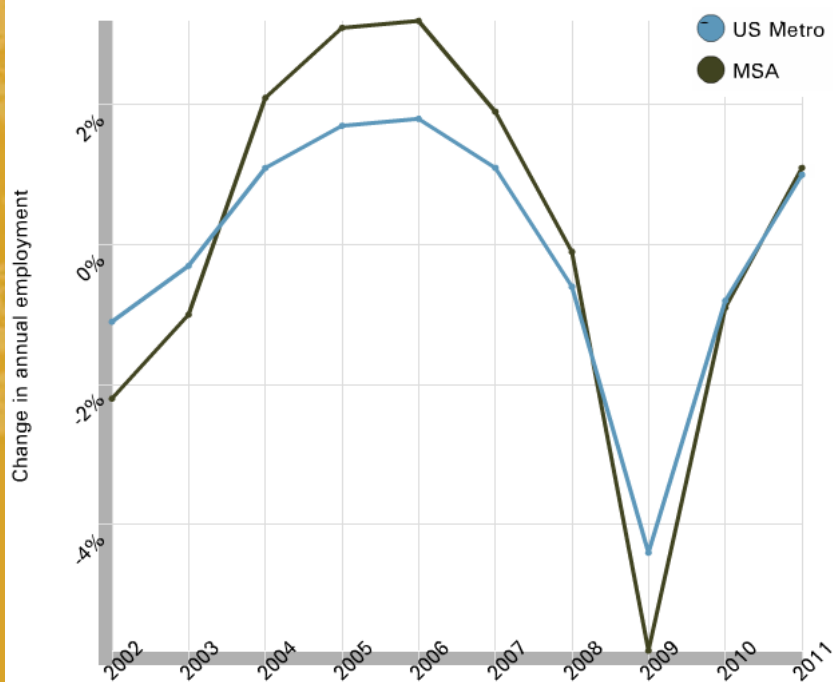
Annual hours of delay per traveler, total hours of delay, and total cost of delay within the greater Portland region. [\[view\]](#)

Percent of Income Spent on Housing and Transportation

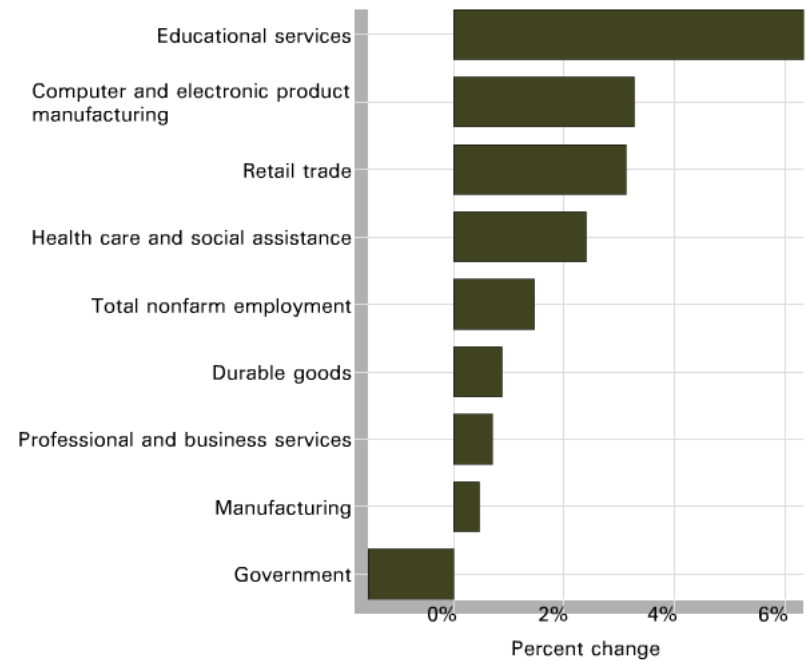


GREATER PORTLAND
PULSE

Change in Employment Total and by Industry

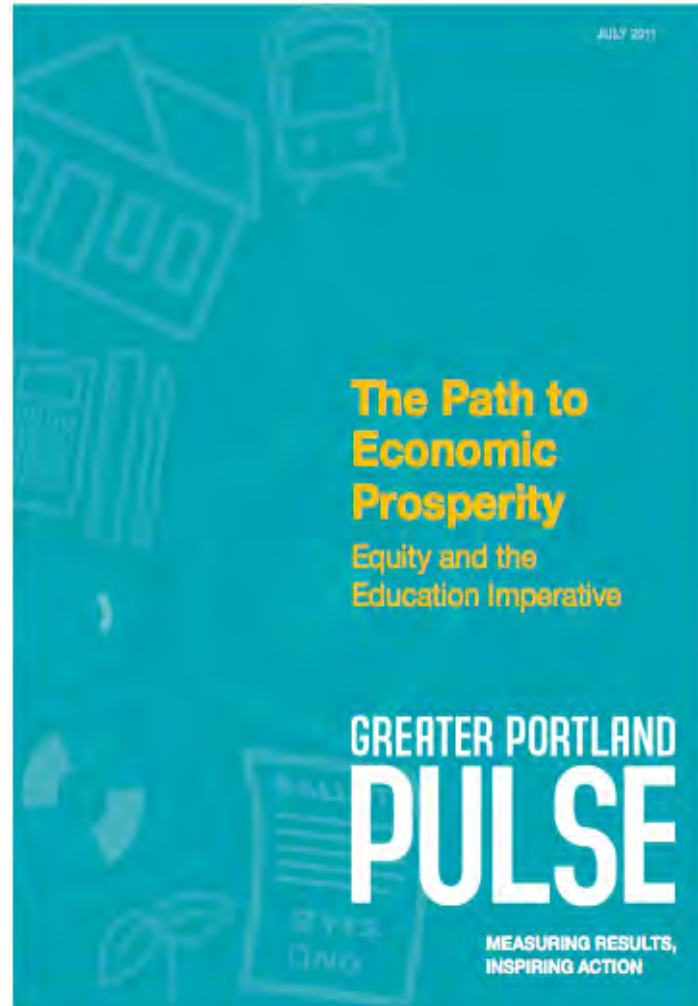


(C) 2012 Open Indicators Consortium Weave



(C) 2012 Open Indicators Consortium Weave

First GPP State of the Region Report



GREATER PORTLAND
PULSE

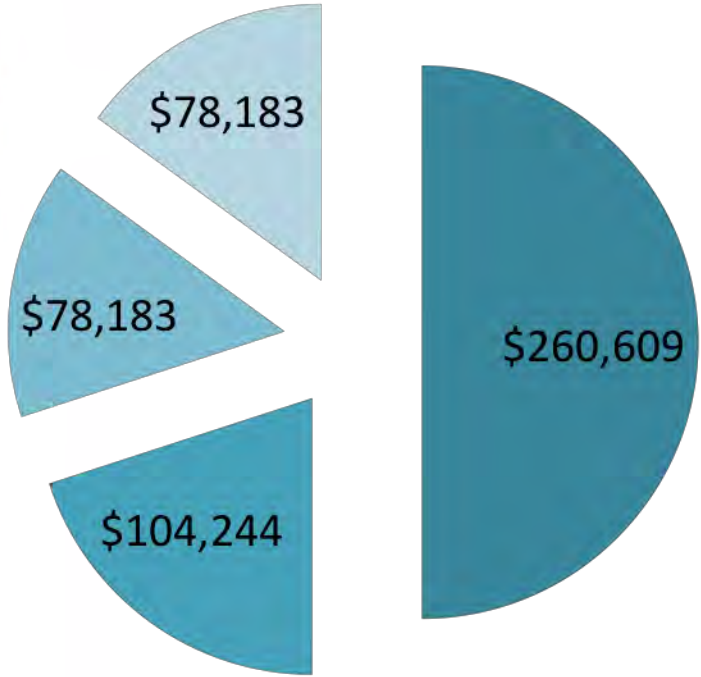
Fall
2011 to
Spring 2012

GPP Status and Transition

- New Home: PSU's Institute of Metropolitan Studies (2/1/12)
 - Training
 - ✓ Data access & display
 - ✓ Program & indicator alignment
 - Funding
 - Partnership agreements
 - New board; staffing
 - Applications

Funding Requirements

Funding targets by Sector



Total Required = \$521,218

- Public Sector
- Private Foundations
- Private Businesses
- Higher Education



GREATER PORTLAND PULSE

*Aligning Programs
and Actions to
Outcomes*

2040: Six desired outcomes



Vibrant communities



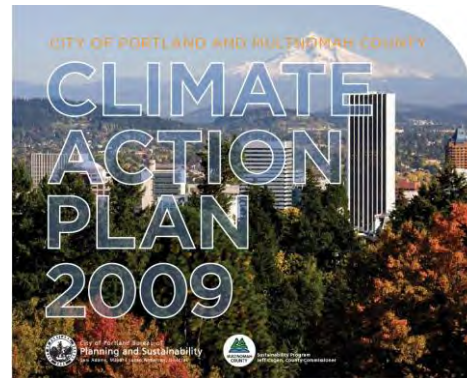
Equity



Economic prosperity



Transportation choices



Climate leadership



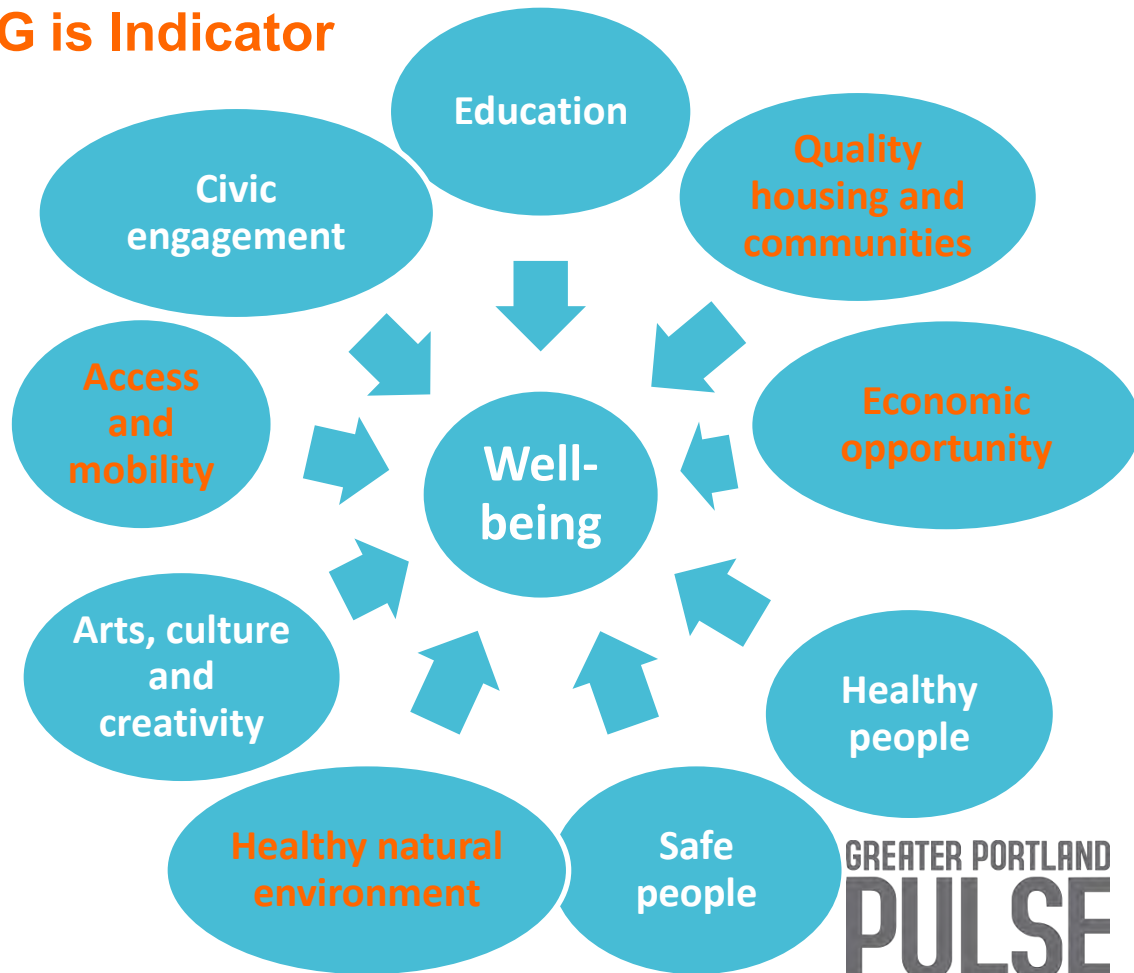
Clean air & water

GPP Indicator/Six Outcomes: Coverage?

- Equity Applies to All
- Climate/GHG is Indicator

Deliverables

- **Outcomes**
- Drivers
- Indicators
- Data



Metro's six outcomes align with GPP

Metro's 6 Outcomes	GPVI's 9 Sectors
Economic Prosperity	Economy, Education
Vibrant Communities	Economy, Arts, Housing, Health, Transportation, Environment, Safety, Civic Engagement
Safe, Reliable Transportation	Housing, Transportation
Climate Change Leadership	Transportation, Housing, Environment, Economy, Civic Engagement
Clean Air and Water	Environment, Transportation, Health
Fairness and Equity	GPVI Equity Panel proposes equity criteria for all indicator categories.

Aligning Programs with GPP & Metro's Six Outcomes

Draft Report Overview:

- Summarized Metro's performance based programs
- Evaluated the GPP against three questions:
 1. Which GPP Indicators ***directly*** support your programs, projects, activities?
 2. Which GPP Indicators ***indirectly*** support your programs, projects, activities?
 3. Are there indicators that should be considered to be added to the GPP?
- ***How do regional/local programs support GPP outcomes?***
- How can the GPP align with program or project-level evaluation criteria

Examples of Existing Metro Regional/External Performance Activities

- Planning – Land Use: 12 state-required land use indicators
- Planning – Transportation: safety, travel delay, mode share, Vehicle Miles Traveled, etc.
- Parks: State of the watershed; bond-measure
- Resource Conservation/Recycling: Four strategic plan goals (To be developed)
- PCPA: comparative data for similar-sized regions/facilities
- Data Resource Center: Spatial, land data

Question 1/2: Relevancy of GPP Indicators to Metro Outcomes

1. Access to travel options/nutritious food
2. Env. friendly transport modes
3. Transportation travel costs; Trans/Housing costs (**equity, economic prosperity, reliable transport**)
4. Vehicle miles traveled
5. Amount of protected lands
6. Job growth (**economic prosperity**)
7. Land cover (**healthy environment**)
8. Travel delay
9. Access to nature & Parks

Question 1/2: Relevancy of GPP Indicators to Metro Outcomes

Others:

- Child Poverty
- Adult Education levels
- Land for business
- Per Capita income/Wage distribution
- Child poverty
- Obesity rates
- Funding for Arts

Question 3: Suggested New Indicators

- 16 new measures across 5 of 6 outcomes
- Examples:
 - Culturally specific organizations engaged by Metro
 - Vacant land developed per pop/emp growth
 - Non-transportation GHG emissions
 - Access to urban plazas

Recommendations

1. Implement proactive approach to measure progress toward each of six regional outcomes and the GPP.
2. Utilize GPP to tell the story (start w/ the Pulse)
3. Include the perspective of other agencies to “tell the story.”
4. Consider or acknowledge issues/indicators that affect outcomes, but are beyond scope (e.g., for Metro safety, education).
5. Develop checklist and training

Guiding Principles

- Evaluate effect of Metro actions on all six outcomes, plus key pulse outcomes
- Communicate information clearly to better understand choices/trade-offs
- Show cause and effect
- Use measures as decision support and communication tools
- Share tools, terms, and methods

Performance Measures Checklist & Training

- Follow Guiding Principles
- Establish project management tools to:
 - Ensure appropriate outcomes are identified in scoping
 - Provide examples/training to align program objectives & criteria with GPP and six regional outcomes
- Use consistent language (see glossary in report)
- Refer to existing performance indicators; leverage previous activities
- Check with Greater Portland Pulse Team
 - (soon to be at PSU)

Next Steps:

- GPP
 - Transition to PSU; program implementation; fundraising
 - New Advisory Board
 - Training
 - Assess and Revisit, as necessary
- Metro
 - Council review
 - MPAC
 - Program integration

MTAC Questions:

- Comments/questions on presentation?
- Suggestions for MPAC?
- How to best integrate principles and practice of measurement into programs?
- Local follow-up on GPP?

WHAT IS GREATER PORTLAND PULSE?

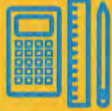
Greater Portland Pulse is a growing partnership between Portland State University, Metro and more than 100 organizations to measure and focus on what is important for everyone in the region. For the first time, anyone can “check the pulse” of the greater Portland region. At **portlandpulse.org**, 72 inter-connected indicators in nine topics reveal how the region is doing economically, socially and environmentally.

AWARENESS, ALIGNMENT, ACTION

Greater Portland Pulse indicators increase our awareness of where we are successful and where we are falling behind. The data focus people, organizations and communities on aligning their actions for a more equitable, prosperous and sustainable future.



economic opportunity



education



healthy people



safe people



arts and culture



civic engagement



healthy natural environment



housing and communities

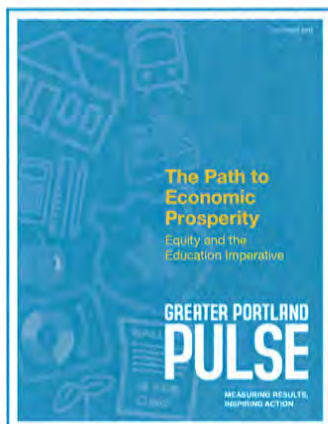


access and mobility

portlandpulse.org

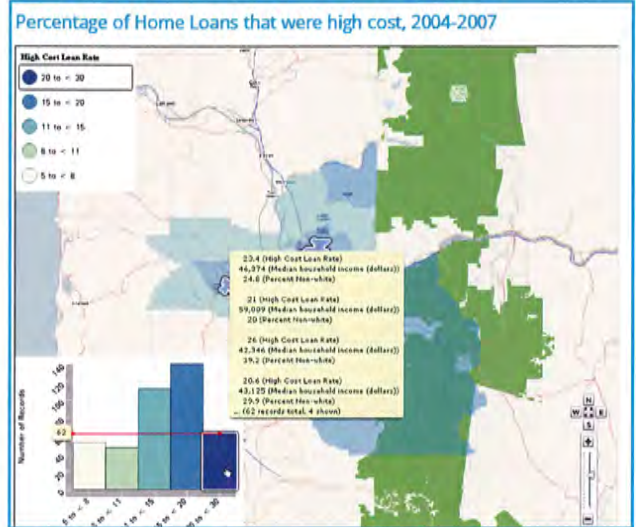
The Path to Economic Prosperity: Equity and the Education Imperative

Based on data and stakeholder dialogues, Greater Portland Pulse's first report highlights equity as an issue that cuts across all topic areas, and education as a critical upstream lever to do something about it. Download the report at **portlandpulse.org**.



Data and maps

At **portlandpulse.org**, you can view and play with the data. For example, you can see the prevalence of high-cost loans, income and race/ethnicity data for each mapped area at a single view.



People involved

At **portlandpulse.org**, see the nearly 200 volunteer experts who helped choose and measure these indicators during the start-up phase of the project.

Contact

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Mike Hoglund

Director, Metro Research Center
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mike.hoglund@oregonmetro.gov

Endorse Greater Portland Pulse!

The next phases of the project will involve keeping the indicators and data current, inspiring coordinated action for better results, tracking progress and educating the public about how their region is doing.

Indicate that you think this work is important! At **portlandpulse.org**, click “Endorse Us.”

Start-up Advisory Team

CO-CHAIRS

Wim Wiewel, President, Portland State University

Gale Castillo, President, Hispanic Metropolitan Chamber

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Bill Wyatt, Executive Director, Port of Portland

David Wynde, Vice President and Manager of Community Relations, U.S. Bank

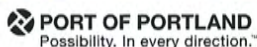
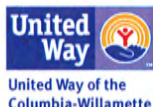


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GREATER PORTLAND PULSE

MEASURING RESULTS,
INSPIRING ACTION

2012 Potential MPAC Topics
Draft Priority List
 (Based on MPAC survey results and discussion)

<u>Topics (Greatest MPAC Interest)</u>	<u>Recommended Format</u>	<u>Leads</u>
Climate Smart Communities	Discussion/Recommendation to Council	Metro
Population and Employment Forecast and Local Growth Distributions	Discussion/Recommendation to Council	Metro
Industrial Lands Large/smaller lots Inventory outside UGB Inventory inside UGB	Presentation/Discussion Presentation/Discussion Tour	Metro Outside speakers Port of Portland/Local governments
Economic Development	Presentation/Discussion	Greater Portland Inc
Urban Unincorporated Areas	Purpose of discussion?	County representatives
Concept Planning	Purpose of discussion?	Metro/Developer/Local governments
Downtown/Main Street Redevelopment/Urban Renewal	Presentation/Discussion Tour	Metro/Outside speakers Local governments
Corridor Redevelopment	Presentation/Discussion Tour	Outside speaker Local governments
Active Transportation/Intertwine Update	Purpose of discussion? Tour	Outside speakers Local governments
Investment Opportunity Mapping (Using variety of data to illustrate investment opportunities)	Presentation/Discussion	Metro
TriMet Rail/Transit Briefings	Purpose of discussion?	TriMet

Note on Tours:

The initial plan is to have a presentation and discussion at one MPAC meeting to provide information and context followed by a tour at a later date. At the next MPAC meeting following the tour, time on the agenda would be reserved for follow-up discussion and comments about the tour.

Other Potential MPAC Topics:

- Affordable Housing/equity
- Brownfield tools, research (final report)
- Community Investment Initiative
- East Metro Connections
- Greater Portland Pulse
- Quarterly MPAC/JPACT discussions

- **Periodic review and comprehensive plan changes**
- **Food cart liquor licenses**
- **Water supply**
- **Discussions with jurisdictions outside Metro region**
- **Designing Healthy Communities (4-hour public television series)**

Guide to using land use codes to achieve redevelopment



Several local governments recently updated their land use codes to encourage revitalization efforts or to make their codes more user-friendly. Some used form-based codes to implement plans, emphasizing building types and development standards over land uses. Others focused on the structure and format of their code to improve accessibility. Below are summaries of code amendments made by the of Hillsboro, Tigard, and Lake Oswego, and Clackamas County.

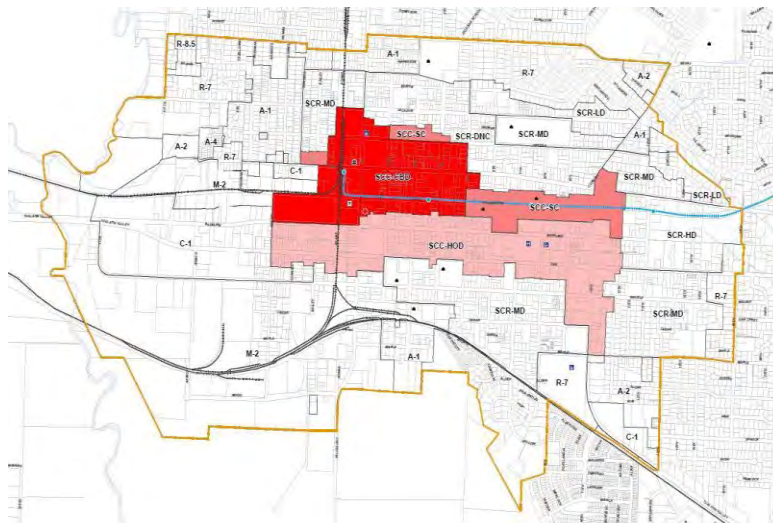
CITY OF HILLSBORO CODE AMENDMENTS

Karla Antonini, downtown project manager, City of Hillsboro

Matthew Arnold, associate principal, SERA Architects

What kind of problems was Hillsboro experiencing with their old codes?

Hillsboro's old downtown code was overly complex, obtuse and in need of clarification. Specifically, a code audit cited issues with the number of zones, a low cap on residential density, minimum parking requirements that hinder development and a lack of focus on the pedestrian experience.



Study Area: Downtown Hillsboro - Station Community Commercial Zones

How does the new code address these problems?

The new downtown code has been simplified from three zones to one Station Community Commercial Zone. A new map-based approach to illustrate the downtown code was implemented to better indicate building maximum and minimum height requirements. These new height requirements helped establish a residential compatibility zone or buffer along the north and southeast boundaries of the downtown zone to address neighbors' concerns about development and maintain historic community designs. Moreover, building articulation requirements were added, minimum residential parking requirements were lowered, and commercial minimum

parking requirements eliminated. The density was increased from 36 dwelling units per acre to 90 dwelling units, a significant increase.

What kind of development is Hillsboro trying to achieve?

The City of Hillsboro wants to encourage high-density development that maintains historic community designs, creates a more pedestrian-friendly environment and supports investment and development.

What are the results so far?

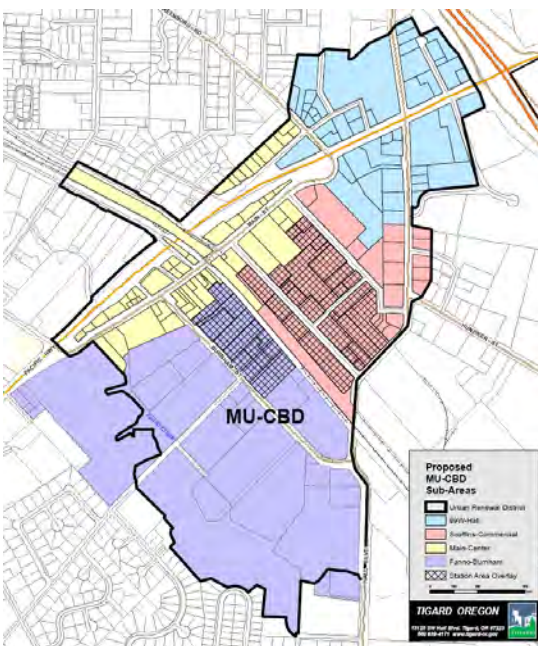
Planners have worked closely with community leaders to explain how code changes reflect residents' views as well as promote a vibrant city center. Code amendments allow for a proposed development of the Metro and city owned site at Fourth and Main streets into a mixed use four-story building with approximately 71 market-rate apartments.

CITY OF TIGARD CODE AMENDMENTS

Sean Farrelly, Redevelopment project manager, City of Tigard

What kind of problems was Tigard experiencing with their old codes?

The old code contained a broad mix of uses in a downtown zone with a limited supply of vacant land as well as existing industrial land uses that are inconsistent with the long-term vision for downtown Tigard.



How does the new code address these problems?

The city seeks to retain the code's flexibility in uses, but to regulate facades and new development standards. These new standards are intended to enhance the pedestrian experience. The Mixed Use-Central Business District zone, adopted in 2010, allows residential, retail and office development and maintains clear objectives on design standards to ensure pedestrian-scale development. Furthermore, form-based code designates sub-areas with distinct development standards such as height and setback requirements.

Downtown Tigard: Mixed Use-Central Business District

What kind of development is Tigard trying to achieve?

The City of Tigard's goal is to transform the downtown urban renewal district into a vibrant, mixed use urban village that draws from the green landscape of Fanno Creek City Park. The city would also like to see more transit-oriented development, a performing arts/cultural center, structured parking and an implemented connectively plan over the next fifty years.

What are the results so far?

For the most part, it is too soon to tell how the new code will affect development. The Knoll at Tigard, a 50-unit senior housing development, employed the as yet unadopted code during its design process.

FULLER ROAD STATION AREA CODE AMENDMENTS

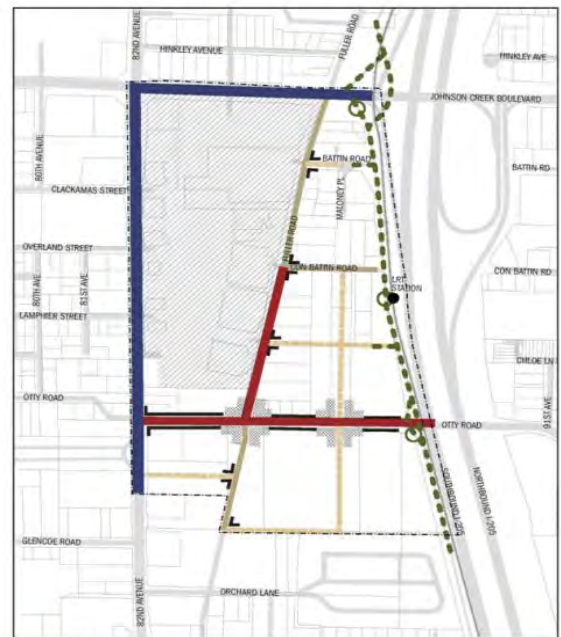
Shari Gilevich, senior planner, Clackamas County

What kind of problems was Clackamas County experiencing with their old codes?

The old zone, Low Traffic Impact Commercial, allowed limited retail development and no residential. Moreover, the minimum development site size of 3 acres was too high and limited potential development. Traffic circulation issues are the primary hindrance to more intensive development due to location near the Johnson Creek Blvd. freeway interchange.

How does the new code address these problems?

The new form-based code establishes a local street designation on Fuller Road to provide more options for travel in the immediate area within the Station Community Boundary. Minimum development site size for new lots was lowered to one-half acre, except that the minimum for attached single family homes is 2,000 square feet per dwelling. Building development and form standards for site frontage, driveway spacing, ground floor height, weather protection, windows and front setbacks are also included in the new code. Residential developments have a minimum of 20 units per acre and mixed use development is allowed but not required to encourage higher density.



Study Area: Fuller Road Station Community Boundary

What kind of development is Clackamas County trying to achieve?

Clackamas County's goal is to introduce transit-oriented development to the area with the catalyst of light right service (MAX Green Line). Ideally, the area would support residential as well as mixed-use developments, encouraging pedestrian-friendly facades and improved local access.

What are the results so far?

There have been no new developments since the new code took effect seven months ago; although, several property owners have inquired about potential uses.

CITY OF LAKE OSWEGO CODE AMENDMENTS

Jessica Numanoglu, senior planner, City of Lake Oswego

What kind of problems was Lake Oswego experiencing with their old codes?

The City of Lake Oswego focused on the structure and format of their Community Development Code rather than substantive issues in the first phase. Clarion Associates performed an audit of the code to determine focus issues. The old code was poorly structured and formatted, lacked clear development review procedures and had a lengthy table of contents with no clear hierarchy.

How does the new code address these problems?

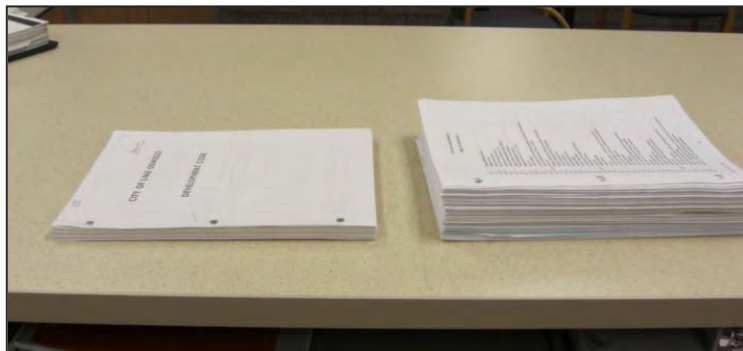
City of Lake Oswego planners consulted with Clarion Associates to consolidate, reorganize, reformat and clarify the code in Phase 1 of a two-part process. Content of the zoning, fence, solar access, and historic codes were integrated into a single document. The code's text was reformatted to improve readability, including the addition of descriptive headers, subsection titles and detailed table of contents before each section. Graphics were also reproduced to improve legibility. Substantive changes to the Community Development Code will be made in Phase 2 of the code amendment process.

What kind of development is Lake Oswego trying to achieve?

Lake Oswego wants a user-friendly land use code that encourages development.

What are the results so far?

The Community Development Code is now clear and follows a logical layout so that potential development is not curtailed by an archaic code format.



New reorganized, consolidated code (left) compared to old code (right)



DRAFT

Date: January 6, 2012
To: MTAC
From: Gerry Uba, Planning and Development Department
Dennis Yee, Research Center
Subject: Meeting Summary (January 4, 2012): Growth Distribution (Population and Employment) Forecast at Local Level

Growth Distribution (Population and Employment Forecast at Local Level)

Metro staff (Gerry Uba and Dennis Yee) presented the outcome of the Growth Distribution (Population and Employment forecast) project they have been working on with local governments' staff. Mr. Uba stated that Metro is required by state law to coordinate population forecasts for planning purposes so that forecasts used by local governments match regional forecast. Metro regularly updates these forecasts upon completion of major growth management actions. The last update was in 2005.

Compared to previous updates, this process has involved more extensive review of data inputs and will seek action from MPAC and Council of the final TAZ distribution of population and employment. The process begun in October 2010 with review and comment on the TAZ forecast approach by the region's planning directors. Planning directors were convened on July 22, 2011 to oversee the review and comment of the buildable land supply and capacity procedures. Mr. Yee presented details of Metro's analytical process, including methods and assumptions used to produce the estimates of current land supply within the Metro urban growth boundary, to be used for the forecast distribution. The distribution will be produced in two batches, midterm and long term distributions, titled Gamma. The TAZ forecast distribution has been posted to Metro's FTP server for local government review (ftp://ftp.oregonmetro.gov/dist/gm/TazAlloc2010/Midterm_review/TAZ_2025/).

The TAZ distribution project is expected to go to Metro Council in Fall 2012 for adoption.

What we discussed

1. The modeling and conclusions of the forecast was impressive; it did not hide from difficult projections
2. Specific information that was taken into account such as size and availability of vacant land and public versus private land raised the integrity of the modeling process
3. Portland's West Hayden Island capacity seems to be missing from land supply/capacity map.

4. Concern that the maps show residential capacity missing in the Gresham's Springwater area
5. How was Beaverton Urban Renewal capacity addressed after the voter's approval of the City Urban Renewal Plan last November?
6. The capacity ceiling assumed for mixed used zones, especially for commercial category. Metro staff response was 250 units/acre
7. Damascus capacity seems low; it should be related to the city's draft Comp Plan
8. Were mode choices / assumptions used in the modeling? Metro staff response was "yes"
9. Projections of single family demand and estimated single family supply/capacity have potential long-term economic and social dislocation effects

What we did with MTAC comments

1. West Hayden Island capacity: The capacity for this area was based on current zoning designations derived from Multnomah County. West Hayden Island, according to assessor records, is owned by the Port of Portland. Various maps today indicate conflicting information for West Hayden Island's future zoning; designating the island as either 1) future environmental resource land, 2) industrial land (parts of which could be RSIA, or 3) rural residential or farm use. Due to conflicting information, we defer to the Portland planning recommendation to assume no (zero) residential and employment capacity for West Hayden Island. We will revisit this assumption during the next update and revision of the TAZ forecast distribution.
2. Gresham's Springwater area residential capacity: Metro staff produced two larger scale maps showing more detailed future zoning information. The city staff confirmed that the residential capacity assumptions were acceptable.
3. Beaverton Urban Renewal capacity: Metro staff contacted City of Beaverton staff to find out if they changed their decision since the successful election. City staff stated that they prefer to delay applying the Urban Renewal stimulator until the next review. This decision was based upon the fact that they still have at least 5 years until they can acquire enough of a base to issue bonds against.
4. Damascus capacity and how it relates to draft city's Comp Plan: In the letter that the City of Damascus Community Development Director sent to Metro in June 2011, the City confirmed that the application of regional residential capacity estimation methodology resulted in numbers that are very close to the City estimates based on the December 2010 Comprehensive Plan.

5. Policy implications of single family potential and projected demand trends and regional single family capacity: See attached proposed research agenda.

If you have comments or questions, please email them to Gerry.uba@oregonmetro.gov

ATTACHMENT: Proposed Research Agenda for Next Regional Growth Distribution Process

(Objective: Understanding how future housing demand matches future residential land supply/capacity)

Following are list of proposed research areas and topics identified through the current growth allocation process that should be systematically addressed prior to the next allocation pending available resources. The research agenda recognizes that allocation processes are based on current data, analytical tools and consensus assumptions. Such assumptions, data, and tools should be reviewed and improved upon prior to each allocation process. For the next process, it is recommended that the following tools (and possibly others) be used to address the concerns in your comment.

- **Residential Stated Preference Study: A Prelude to MetroScope Modeling and Forecasting Refinement**
The Metro Research Center is preparing to conduct a comprehensive research study to analyze residential choices in tenure, housing type and location, and building characteristic preferences. Metro propose conducting a residential stated preference study to research the trade-offs that households consider with respect to economic, transportation, real estate and household attributes. This study will improve upon the estimation of tenure, housing type, location and the building characteristic choices of future residents of the Portland region. The proposed stated preference (SP) study will provide a scientific baseline of the trade-offs being made between housing and transportation by Portland area residents, begin defining the market segments for housing and transportation, and provide valuable data to support re-estimation of MetroScope's residential utility choice equations. Future stated preference surveys will be able to pivot from this scientific research to help determine the rate at which trade-offs and preferences change over time.
- **Sketch Tool Model Development: Prelude to the Next Urban Growth Report**
The current UGR approach is simplistic. It is widely recognized that the region's residential housing market is composed of many market segments which respond to housing demand that is as broad and varied as there are different types of households. The UGR analysis that has been used for the last 15 years lacks the richness in detail of Metro's large-scale econometric models. Metro propose implementing for the next UGR (in 2015) the land use sketch tool component that is now being developed in conjunction with ODOT for greenhouse gas modeling. The land use sketch tool will replace the land use elements of the current UGR methods with a new analytical approach which more accurately differentiates the full range of housing needs in the region.
- **Discrete Choice Model**
Metro is presently developing a database that can inform non-residential redevelopment using data collected from recent building permits and primary data collection efforts. The data collection phase of our residential redevelopment study was completed last year, but modeling is not yet underway. Metro hypothesize that the choice to redevelop is a binomial model. In economics, discrete choice problems involve choices between two or more discrete alternatives, such as redevelopment or not, or choosing between modes of transport for example. More research needs to be performed to determine if this approach will be viable alternative of identifying eligible redevelopment supplies. Variables in the action will depend on the utility the owner obtains from various characteristics of the person, the real estate and market conditions.