



**METRO COUNCIL WORK SESSION  
MEETING SUMMARY  
May 29, 2012**

Metro Council Chamber

**Councilors Present:** Council President Tom Hughes and Councilors Shirley Craddick, Kathryn Harrington, and Barbara Roberts

**Councilors Excused:** Councilors Carlotta Collette, Rex Burkholder, and Carl Hosticka

Council President Tom Hughes convened the Metro Council work session at 2:01 p.m.

**1. ADMINISTRATIVE /CHIEF OPERATING OFFICER COMMUNICATIONS**

Ms. Martha Bennett of Metro noted that Councilor Burkholder's request regarding Air Toxics is scheduled for discussion at the June 12<sup>th</sup> work session. Ms. Bennett will be distributing a memo on this topic prior to the meeting. An op-ed piece ran in the Oregonian regarding Councilor Burkholder's Air Toxics request, Councilors may receive inquiries or comments.

Ms. Bennett reminded the Council that there is no business meeting on Thursday, May 31<sup>st</sup>, and that there is no meeting on July 1<sup>st</sup> or 5<sup>th</sup>. Work session on June 5<sup>th</sup> has been canceled, there will be a retreat instead.

Ms. Bennett introduced Ms. Margot Norton of Metro. Ms. Norton reminded the Council that she distributed a draft of Metro's response to the Tax Supervising and Conservation Commission (TSCC) questions on Friday, May 25<sup>th</sup>. Comments on the response must be given to Ms. Norton by Wednesday, May 30<sup>th</sup> as they must be submitted to TSCC one week prior to the hearing, scheduled for Thursday, June 7<sup>th</sup>.

**2. TUALATIN-VALLEY HIGHWAY CORRIDOR PLANNING**

Councilor Kathryn Harrington introduced the TV Highway Corridor Planning project. This is a locally-driven planning project. The project and policy group last came to work session in January 2012. Since then, the policy group unanimously re-classified the Corridor from a throughway to a major arterial. The project seeks direction from Council as it finalizes solutions. Councilor Harrington introduced Ms. Deena Platman of Metro and Ms. Jeannine Rustad of City of Hillsboro.

Ms. Deena Platman of Metro presented on the TV Highway Corridor Planning project. She outlined the project decision timeline, highlighting the Corridor's re-classification as a regional arterial street.

This classification is particularly important as it will shape how TV Highway relates to the community. Ms. Platman and Ms. Rustad specified that the project team would like to know if the Council feels:

- if anything is missing from the project
- if any components of the project plan should be removed
- if the project is generally focused in the right direction

Ms. Rustad discussed how the project team developed solutions. Modes of transportation, enhanced safety for all users and modes, how this project ties in with Aloha-Reedville in terms of economics and appearances, reducing vehicle miles traveled (VMT), promoting environmental stewardship, and reducing GHGs in accordance with state goals were all considerations in developing solutions. Ms. Rustad overviewed the corridor plan area and focus area plan maps, which include portions of South Hillsboro. She also overviewed the project's decision making timeline; the project is in the draft solutions package stage.

Ms. Rustad emphasized that the arterial classification is particularly important for the priority system currently used in transportation system development. The solutions developed are all positive, but face limited budgets; some may take 20 years to implement. Ms. Rustad highlighted some proposed solutions for each segment of the TV Highway Corridor.

The proposed solutions package is going to the Policy Group on June 18<sup>th</sup>. With the Policy Group's feedback, staff will refine solutions, and then return to the Policy Group in September. The goal is to have a recommended implementation plan and code amendments for local jurisdictions by the end of the calendar year.

**Council Discussion:**

The group discussed a number of issues on TV-Highway including dangerous intersections, congestion, and the pros and cons of grade separation in the TV-Highway Corridor.

Councilors discussed that Metro could have a large role in increasing transit capacity in the TV-Highway area. Rail or bus high capacity transit seems to be missing from the current plan. If residents wish to travel the length of the corridor, rail is a potentially positive investment, but if not, it could be otherwise. There is a large need for north-south service in the Corridor, but there is a need for east-west as well; all around, more frequent service is needed. The Council discussed that while it will be important to connect older neighborhoods to Max lines, when this occurred in Hillsboro, bus service was reduced, decreasing transit accessibility. It was noted that more resources like sidewalks will also increase the attractiveness of existing bus lines. The goal is to reduce infrastructure costs by increasing transit use.

Staff responded that there are ongoing conversations with TriMet and the Oregon Department of Transportation (ODOT), when this project comes to work session next there will be more specificity as to how transit will be included in the project.

The group discussed some differences between the East Metro Connections project and the TV-Highway project, highlighting that the TV Highway Project has set mechanisms for funding through Metro's Regional Transportation Plan (RTP), and partners are accustomed to working together.

Councilors asked that they share with each other what they learn from other Corridor planning projects.

The Council affirmed the direction of the draft solutions package, and concurred with staff that grade separation projects should not be recommended. Signalization could achieve a similar effect as grade separation at a lower cost, and is part of the draft solutions package.

### **3. REGIONAL TRANSPORTATION SAFETY PLAN**

Mr. Tom Kloster of Metro introduced the Regional Transportation Safety Plan (RTSP). The RTSP is inspired by the Oregon Department of Transportation (ODOT)'s Transportation Safety Action Plan (TSAP). While the TSAP focuses on transportation safety statewide, the RTSP focuses on multi-modal transportation safety in the Portland Metro region. Mr. Josh Naramore and Mr. Anthony Butzek of Metro presented on the RTSP.

They posed two questions to Council:

- How should the project team be communicating the Regional Transportation Safety Plan with policy makers?
- Is there support for moving forward with the short term recommendations?

Every four years, Metro goes through the federal certification review. At the last review, Metro was directed to incorporate safety more completely in transportation planning, and has taken steps to do so. There was a regional safety conference in recent years. Mr. Naramore and Mr. Butzek convened a Regional Safety Workgroup in October 2009 to develop the Regional Transportation Safety Plan (RTSP). The Regional Safety Workgroup is composed of local jurisdictional partners, including cities and counties, ODOT, TriMet, the Federal Highway Administration, Portland State University, and private sector safety experts. In developing the outcomes based RTSP, they developed the performance target incorporated into the Regional Transportation Plan (RTP): reduce fatalities and severe injuries by 50% from 2005 levels by 2035.

Mr. Anthony Butzek overviewed the data on safety in the national and regional transportation systems. The RTP performance targets focus on reducing serious crashes, which includes the cost of public safety and medical response.

Overall, fatalities are decreasing nationally; there is a precipitous drop in 2005. No one is able to explain why the drop is so great in 2005, it seems to be a complex combination of factors. VMT is also decreasing; there is a strong correlation between the number of miles driven and the number of roadway fatalities. Oregon is just below the roadway fatalities per capita average, but is higher than Washington and California's rates. It is speculated that this is due to the greater urbanization of California and Washington, and that more urbanized areas tend to have a lower rate. Overall, the

European Union sets the international best practices standards, their roadway fatalities per capita are much lower.

Portland has fewer fatalities and pedestrian fatalities compared to peer cities. Exposure (amount of driving) is an important factor in this rate.

Arterial roadways are host to the majority of all serious crashes, followed by 'collector' streets. Freeways have a low serious crash rate; the serious crash rate on freeway on ramps is higher. Contributing factors to fatal crashes in the region include alcohol and drugs, excessive speed, and aggressive driving. Drugs and alcohol are involved in the majority of fatal crashes. Streets with more lanes have higher crash rates, and the rate increases when there are 6+ lanes. This is consistent with the Highway Safety Manual (HSM). As surface streets become more congested, the number of serious crashes decreases which is likely due to speed. Data on driving while distracted is not included, as the quality of the data is poor and underreported.

Pedestrians are more often seriously injured or killed in crashes in the winter. Two-thirds of serious pedestrian accidents occur on arterials.

Bicyclists see more serious crashes in the summer months than in the winter months. Arterials also see a high rate of serious crashes for bicyclists.

Neighborhoods with more traffic tend to have more crashes. Higher density has a positive correlation with more serious crashes, which reaffirms the exposure theory.

General patterns that emerged from this data are:

- Arterials are the major safety challenge in the region
- Alcohol/Drugs, Speed, and Aggressive Driving are major factors to be addressed
- Higher VMTs = more serious crashes
- Streets with more lanes = higher serious crash rates, particularly for people walking
- Risk for people walking increases most after dark
- Street lighting is important for bicyclists and pedestrians

Mr. Naramore discussed how to take this data and implement it into the RTP.

The short term recommendations from the Regional Safety Workgroup are:

- Convene targeted Workgroup of safety professionals (law enforcement, education, EMS etc.) to address the contributing factors of alcohol and drugs, excessive speed, and aggressive driving.
- Develop arterial safety program to identify high severity crash arterials across the region to address roadway class and arterial safety.

- Develop safe crosswalks on arterials & multi-lane roadways, and crosswalk enforcement actions to address pedestrian crashes.
- Improved pedestrian crossings, including lighting, with focus on multi-lane arterials to address pedestrian crashes.
- Provide protected bike facilities, where feasible, along high volume and/or high speed roadways to address bicycle crashes.

The long term recommendations of the Regional Safety Workgroup are:

- Potential future policy changes
- Developing safety design best practices based on the Highway Safety Manual
- Further research on the linkage between safety, land use and the built environment

The short term recommendations are being moved forward in the Regional Active Transportation Plan and with Federal, state, and local partners. East Metro Connections has also been doing a safety plan, and so has the Southwest Corridor planning project; both have working with the RTSP. The Regional Safety Workgroup's long term recommendations are not being emphasized at this time. In the future, the long term recommendations would like to address the fact that mobility is often emphasized over safety, and to elevate safety during the next update of the RTP.

The Workgroup's short term recommendations will be going to the Joint Policy Advisory Committee on Transportation (JPACT) at the July 12, 2012 meeting.

**Council Discussion:**

Councilors discussed the recommendation to add more streetlights, and concerns regarding carbon emissions and energy production. Staff responded that additions will be very focused to crosswalk areas. It was also noted that the positioning and implementation strategy will also be important, as well as the increasing availability of LED lighting and solar panel lighting.

Councilors expressed that the data gathered to inform the RTSP is very compelling, but would be even more compelling when presented with an explanation of how decision makers will be held accountable to this information in the future. It was suggested that accountability is construed best when dollar amounts are attached to consequences or results. There was discussion of an incentive system that includes both rewards and consequences for improving or worsening performance of transportation system safety; the pros and cons of this system were also discussed.

Councilors commented that having the RTP work group recordings available online has been a useful tool to pass on to others, and suggested that Mr. Naramore and Mr. Butzek record their current presentation and post it to the website. It will help spread the message that the region needs to improve transportation safety and needs to do it together. Councilors noted to be sure to spell out acronyms on the slides if they are posted to the website.

May 29, 2012

Page 6

The group discussed the potential of creating an interactive map for the RTSP data. Staff responded that while this would be an excellent tool, it would be expensive to create.

It was noted that the RTSP team will examine incorporating the 5 bicycle and pedestrian, long and short term recommendations into the Active Transportation Plan. The Workgroup is looking to Metro to be the convener of the safety service professionals. However, the RTSP project is lacking the resources to do this effectively.

Ms. Bennett shared her concerns that she is still not certain about what the federal government is expecting of Metro and the RTSP, and is nervous about the short term, behavioral modification recommendations. Metro has never convened groups of safety service professionals to discuss how to better educate people on driving safely. The pedestrian and bicyclist short term recommendations are physical, concrete recommendations on which Metro can more readily take action.

Council wants a scope, schedule, and budget of the short term recommendations before moving forward. Ms. Bennett feels positively about the concrete, short term recommendations, but not the behavioral modification, short term recommendations. President Hughes feels comfortable with Metro being the convener for the behavioral modification recommendations, but not the implementer. The Council expressed conceptual support for the direction of the short term recommendations, as long as scope, schedule, and budget are addressed, and language is adjusted to 'safety service professionals.'

#### **4. COUNCILOR BRIEFING/COMMUNICATIONTION**

Councilor Craddick noted that next week, June 6<sup>th</sup>, is the final East Metro Connections Steering Committee meeting.

Councilor Roberts noted that she has been working to help put together a Pioneer Cemeteries Citizen's Committee. The responses thus far have been very positive; people are interested in the work and the future of these cemeteries.

#### **ADJUORN**

Seeing no further business, Council President Hughes adjourned the Council work session at 3:55 p.m.

Prepared by,



Jessica Atwater  
Council Office Policy Assistant

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF May 29, 2012**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT NO.</b>
2.0	PPT	5/29/12	Tualatin-Valley Highway Corridor Planning PowerPoint	052912cw-01
2.0	Maps	5/29/12	Tualatin-Valley Highway Corridor Plan Potential Solutions Maps	052912cw-02
3.0	PPT	No date	Regional Transportation Safety Plan PowerPoint	052912cw-03