

REVISED, 6/7/13

Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, June 13, 2013
Time: 7:30 to 9 a.m.
Place: Metro Regional Center, Council Chamber

7:30 AM	1.	CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS	Carlotta Collette, Chair
7:32 AM	2.	CITIZEN COMMUNICATIONS ON JPACT ITEMS	Carlotta Collette, Chair
7:35 AM	3.	UPDATES FROM THE CHAIR & COMMITTEE MEMBERS <ul style="list-style-type: none">• Legislative Update• I-5 Replacement Bridge Update• OMPOC Update• Update on the Climate Smart Communities Scenarios Project Presentation to the Land Conservation & Development Commission (LCDC)• TIGER V Update• Update on "Hole in the Air" Freight Plan Amendments	
7:42 AM	4.	** CONSIDERATION OF THE MINUTES FOR MAY 9, 2013	
7:45 AM	5.	# Transit Funding and the Metropolitan Transportation Improvement Program – <u>INFORMATION</u>	Eric Hesse, TriMet Ted Leybold, Metro
8:20 AM	7.	* Regional Active Transportation Plan – <u>INFORMATION</u>	Lake McTighe, Metro
8:45 AM	8.	Amendment to the Air Quality Maintenance Plan – <u>INFORMATION</u>	Nina DeConcini, DEQ Neil McFarlane, TriMet
9 AM	9.	ADJOURN	Carlotta Collette, Chair

Upcoming JPACT meetings:

- **July 11, 2013** – regular JPACT meeting
- **August 1, 2013** – regular JPACT meeting (*Note, one week early in observance of Eid al Fitr on August 8*)

* Material available electronically.

** Material will be distributed in advance of the meeting.

Material will be provided at the meeting.

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

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2013 JPACT Work Program

6/4/13

<u>May 9, 2013</u> <ul style="list-style-type: none">• 2013-15 UPWP and MPO self-certification – Action requested• 2035 RTP Amendments – Action Requested• Climate Smart Communities: Updated Phase 2 Investment Choices and Evaluation Criteria – Action• Regional Flexible Fund projects – Public Input Process – Information	<u>June 13, 2013</u> <ul style="list-style-type: none">• Regional Active Transportation Plan – Information• 2014 Regional Transportation Plan update – Informational/Discussion• Transit funding and the MTIP Process – Information• Transportation Control Measure Substitution: Air Quality Compliance Briefing – Information
<u>July 11, 2013</u> <ul style="list-style-type: none">• RFFA Step 1 Region-wide Programs - Information• Endorse 2014 RTP update work program – Action Requested• Regional Active Transportation Plan: Final Plan – Action Requested	<u>August 1, 2013</u> <ul style="list-style-type: none">• Recommendation to STIP Committee on ODOT Enhance projects – Action
<u>September 12, 2013</u> <ul style="list-style-type: none">• Local Coordinating Committee RFFA Public Hearings Summaries – Information• Southwest Corridor Plan – report on Steering Committee recommendation – discussion/action	<u>October 10, 2013</u> <ul style="list-style-type: none">• RFFA projects – Action
<u>November 14, 2013</u> <ul style="list-style-type: none">• Climate Smart Communities: Phase II findings – Information	<u>December 12, 2013</u> <ul style="list-style-type: none">• Climate Smart Communities: Phase II findings – Discussion

Parking Lot:

- Regional Indicators briefing
- Hole-in-the Air Rulemaking – Review Comment Letter
- Post 2013 Legislative Session update



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May 31, 2013

Secretary Ray LaHood
US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary LaHood:

As the metropolitan planning organization (MPO) for the Portland, Oregon region, we are pleased to express our **support** for the City of Beaverton's TIGER V application for the Canyon Road Safety and Complete Corridor project.

This project meets the TIGER program requirement of being of significance to a metropolitan region. The Portland metropolitan region has designated seven regional centers outside of the Portland central business district as the priority locations to absorb the majority of the region's expected growth of housing and jobs in dense, mixed-use, transit supportive development. Canyon Road is the major east-west arterial that serves one of these regional centers in the city of Beaverton.

Currently the design of the road is auto oriented and serves as a barrier to pedestrians, transit users, and bicyclists accessing businesses along the corridor and moving between the north and south portions of the center. Due to this barrier effect, reconstruction of the road has been identified as the priority transportation project to achieve successful redevelopment of the center.

The Portland metropolitan region has a track record of coordinating comprehensive planning, transportation investments, land redevelopment, environmental restoration, and addressing equity goals in a manner consistent with TIGER program objectives. The Canyon Road project is an outgrowth of this planning work and will build upon the region's success.

As the Metropolitan Planning Organization for the region, we are prepared make any necessary adjustments to the long-range plan and to program the 2013 TIGER funds in the region's transportation improvement program quickly upon award.

Thank you for your consideration.

Sincerely,

Tom Hughes, President
Metro Council

Carlotta Collette, Metro Councilor
Chair, Joint Policy Advisory Committee on
Transportation

Cc: Senator Ron Wyden
Senator Jeff Merkley
Representative Earl Blumenauer
Representative Suzanne Bonamici
Representative Kurt Schrader
Metro Council
Joint Policy Advisory Committee on Transportation



Metro | *Making a great place*

May 31, 2013

Secretary Ray LaHood
US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary LaHood:

As the metropolitan planning organization (MPO) for the Portland, Oregon region, we are pleased to express our **support** for 2013 TIGER grant funding for the Portland Marine Terminal Freight and Jobs Access project. Our region understands the highly competitive nature of this program and have worked hard to limit the number of applications and to ensure that all applications meet the program criteria.

This project meets the TIGER program requirement of being of significance to a metropolitan region. It provides a significant partnership of multi-modal improvements supporting economic growth at one of the Port of Portland's marine terminals and the surrounding Rivergate industrial area. This area is designated at the highest level of regional significance for employment land in the region and is of significance to the economy of several northwest and mid-west states grain and mineral industries. The outdated and incomplete infrastructure constrains access to the marine terminals and businesses, limiting the potential of this important economic and export center. Our region is one of four metropolitan areas identified by the Brookings Institution as poised for export growth in support of the federal government's goals of doubling U.S. exports, an objective directly supported by this project.

This industrial area is bordered by a residential neighborhood, commercial center and significant natural areas. This area has been designated as economically distressed and has a higher percentage of low-income and persons of color population than our regional average. This project will provide new low-cost travel options connecting the neighborhood to a growing number of family-wage jobs located in the Rivergate industrial area.

As the MPO for the region, we are prepared make any necessary adjustments to the long-range plan and to program the 2013 TIGER funds in the region's transportation improvement program quickly upon award.

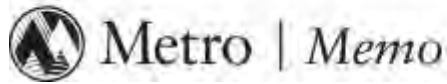
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Sincerely,

Tom Hughes, President
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Chair, Joint Policy Advisory Committee on
Transportation

Cc: Senator Ron Wyden
Senator Jeff Merkley
Representative Earl Blumenauer
Representative Suzanne Bonamici
Representative Kurt Schrader
Metro Council
Joint Policy Advisory Committee on Transportation



Date: June 3, 2013
To: Joint Policy Advisory Committee on Transportation and interested parties
From: Lake McTighe, Transportation Planner
Subject: Regional Active Transportation Plan Update

PURPOSE

Provide members of JPACT with an understanding of what the Regional Active Transportation Plan (ATP) is, what it will do and not do, and why it is important. Review next steps once the plan is finalized for integrating the ATP into the Regional Transportation Plan (RTP).

BACKGROUND

The 2035 Regional Transportation Plan identified the development of the ATP as a follow up implementation activity. The implementation activity identified the need for a plan to coordinate local visions and plans to develop a complete pedestrian and bicycle network integrated with transit. The ATP is intended to better prepare the region to take advantage of funding opportunities for active transportation and to invest strategically and efficiently so that past and ongoing local efforts add up to a comprehensive, connected and complete network to better serve citizens. Metro and partners, including a regional Stakeholder Advisory Committee, have been working on the development of the ATP since January 2012. Identifying tools to help achieve local and regional transportation goals, plans and targets for active transportation is a key focus of the project.

Metro staff met with TPAC on May 31, 2013. Members of TPAC provided helpful feedback on the project. Feedback included requests to have more time to review the proposed pedestrian and bicycle networks, design guidelines and recommended policies and the potential implications for local plans and projects. Metro staff has been following up with TPAC members and others to address concerns and integrate changes into the plan.

PLAN ELEMENTS

A final draft of the Regional ATP will be completed by June 30, 2013. The ATP builds on existing identified pedestrian and bicycle networks, projects and policies with the intention of knitting together the goals and priorities of local jurisdictions to achieve a complete network. The ATP identifies best practice design guidelines that local jurisdictions can choose to utilize. The following elements will be included in the final plan.

1. **Maps of the recommended newly envisioned regional pedestrian and bicycle networks.** These reflect local priorities and a comprehensive regional network. The networks update the existing pedestrian and bicycle networks in the 2035 RTP. Routes were identified using transportation modeling, GIS analysis and stakeholder input. Access to transit (supporting transit) and access to key destinations is emphasized. Staff is working with local jurisdictions and other stakeholders to finalize the networks and routes.
2. **Updated functional classifications for the bicycle networks and new functional classes for the pedestrian networks.** These update the existing functional classifications in the 2035 RTP and are intended to reflect the need for priority corridors (similar to priority roadway and transit corridors) for pedestrian and bicycle travel.
3. **Design guidelines for the regional bicycle and pedestrian networks, for each functional class.** These guidelines are based on accepted best practices. Local jurisdictions

can choose to meet the optional guidelines or to implement projects using minimum requirements. The purpose of the design guidelines is to illustrate the potential, with the understanding that constraints and tradeoffs will be addressed as projects are designed.

4. **Principles for development of the regional active transportation network.** The principles were identified to guide development of projects to result in an active transportation network that will support achieving regional transportation goals.
5. **List of bicycle, pedestrian and trail projects in the RTP that achieve outcomes.** Many projects to complete the plan are already in the RTP. Some new projects will be recommended. Projects are identified that will help increase access and safety, increase safety and access for underserved communities, and increase pedestrian and bicycle activity.
6. **Policies and actions.** Five policies are identified to help implement local and regional visions for walking and bicycling. Actions are suggested steps that will help achieve policy outcomes. Policies would update existing RTP pedestrian and bicycle policies. Actions would be included in Chapter 6 of the RTP – follow up implementation activities to be considered.

PROJECT TIMELINE

A final document will be finished by the end of June. Staff will be seeking recommendation to endorse the plan from MPAC and JPACT to the Metro Council in August. Endorsement does not adopt the plan into the RTP, but authorizes staff to begin steps to work with local jurisdictions and stakeholders to integrate the ATP into the RTP during the regular update of the RTP scheduled for spring 2014. Modifications to the ATP will be possible during the RTP update.

May 23 Public Open House - *Stakeholder input on the plan*

Virtual Open House, through June 14 - www.oregonmetro.gov/activetransport

May 31 TPAC – *overview of plan elements, provide input*

June 5 MTAC - *overview of plan elements, provide input*

June 6 ATP Stakeholder Advisory Committee meeting – *review plan elements*

June 13 JPACT - *overview of plan elements, provide input*

June 25 Metro Council Work session - *overview of plan elements*

June 26 MPAC- *overview of plan elements, provide input*

June 28 TPAC - *final plan overview*

July 19 TPAC – *asked to provide recommendation to JPACT*

July 17 MTAC - *asked to provide recommendation to MPAC*

August 1 JPACT - *recommendation for endorsement*

August 6 Metro Council (tentative) – *presentation on the final plan*

August 14 MPAC - *recommendation for endorsement*

August 15 Metro Council – *request to endorse the plan*

August 2013-June 2014 - Networks and policies recommended for incorporation into the RTP.
2018 RTP update – amendments to the Regional Transportation Functional Plan

ATTACHMENTS

- ATP overview sheet
- Draft ATP policy recommendations and follow up actions
- Draft ATP recommended implementation activities

MAKING A GREAT PLACE



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What is active transportation?

Active transportation is getting where you need to go actively. Walking, riding a bicycle, using a mobility device and accessing public transportation are all active travel.

Active travel has health benefits, helps keep our air and water clean, reduces household transportation costs, creates vibrant communities, relieves congestion, improves mobility for freight and supports economic development.

Stakeholder Advisory Committee

Hal Bergsma, Tualatin Hills Park and Recreation District

Allan Berry, City of Fairview

Todd Borkowitz

Aaron Brown

Brad Choi, City of Hillsboro

Jeff Owen, TriMet

Roger Geller, Portland Bureau of Transportation

Heidi Guenin, Upstream Public Health

Suzanne Hansche, Elders in Action

Katherine Kelly, City of Gresham

Lori Mastrantonio-Meuser, Clackamas County

Kate McQuillan, Multnomah County

Councilor Jose Orozco, City of Cornelius

Shelley Oylear, Washington County

Lidwien Rahman, ODOT

Derek J. Robbins, City of Forest Grove

Stephanie Routh, Oregon Walks

Rob Sadowsky, Bicycle

Transportation Alliance

Allan Schmidt, Portland Parks and Recreation

A Regional Active Transportation Plan (ATP)

What is the ATP?

- **Vision.** A collaborative effort of a regional Stakeholder Advisory Committee and stakeholders that builds on existing networks and successes.
- **Plan.** The plan knits together local projects and routes to achieve a complete and seamless network that makes accessing destinations easy, comfortable and safe.
- **Policies.** A set of policies and actions to help achieve local and regional plans, desired outcomes, goals and targets.

What will the plan do?

- **Update regional bicycle and pedestrian networks maps.** The ATP networks build on the existing pedestrian and bicycle networks in the 2035 Regional Transportation. A few new routes were identified in the planning process. Many routes are already built out. The new networks make use of existing routes and identify corridors where the demand for walking and bicycling currently exist or are anticipated to grow. Access to transit and key destinations is emphasized.
- **Provide a vision for the role active transportation can play in achieving the region's desired outcomes.** Benefits associated with active travel play a role in achieving adopted regional outcomes.
- **Provide new and updated functional classifications for the bicycle and pedestrian networks.** Functional classes clarify how regional active transportation routes function in the broader transportation network. Many active transportation routes are also routes used by freight and transit. Pedestrian and bicycle



Trips made by bicycling have increased over 190% since 1994.



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Learn more:

www.oregonmetro.gov – search for active transportation

Get in touch:

503-797-1660 or
lake.mctighe@oregonmetro.gov

functional classes describe the ideal vision for routes, with the understanding that plans and projects need to be developed in a context sensitive manner and balance all modes. Bicycle parkways are a new functional class intended to provide a direct, connected spine of bikeways linking the region. Pedestrian parkways are a new functional classification and mirror frequent transit routes and connect people to essential destinations.

- **Provide suggested design guidelines.** Guidelines are based on accepted best practices. Local jurisdictions can choose to meet the optional guidelines or to implement projects using minimum requirements. The purpose of the design guidelines is to illustrate the potential, with the understanding that constraints and tradeoffs will be addressed as projects are designed.
- **Identify guiding principles.** Principles to guide development of projects to result in an active transportation network that will support achieving regional transportation goals.
- **Identify bicycle, pedestrian and trail projects in the RTP that achieve outcomes.** Many projects to complete the plan are already in the RTP. Some new projects will be recommended. Projects are identified that will help increase access and safety, increase safety and access for underserved communities, and increase pedestrian and bicycle activity.
- **Build on existing regional policies for walking and bicycling and suggest actions to help implement policies.** Five policies are identified to help implement local and regional visions for walking and bicycling. Actions are suggested steps that will help achieve policy outcomes.

What does it not do?

- Does not require that local jurisdictions build pedestrian or bicycle projects above or beyond minimum requirements.
- Does not add any requirements to the Regional Transportation Functional Plan (the RTFP) the RTP's implementing plan. Updates to the RTFP will be considered in the 2018 update of the RTP.
- Does not change regional funding policies. Follow up ATP actions do recommend exploring changes to regional flexible funds as a tool to implement the plan and could be undertaken in the next MTIP policy update process.
- Does not reallocate current funding.
- Does not require that jurisdictions add new projects to the RTP.



Regional Active Transportation Plan

DRAFT Policy Recommendations and Follow Up Actions

The **five policies** listed below build on existing pedestrian and bicycle policies identified in the 2035 Regional Transportation Plan. These policies are intended to help communities achieve adopted local and regional goals, outcomes, objectives and targets.

Corresponding **actions** have been identified that would implement the policies. The actions are implementation or follow up activities that may require further engagement and discussion on stakeholders.

1. Make walking and bicycling the most convenient and enjoyable transportation choices for short trips.
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Actions to Implement Policy

- 1.1 Implement the regional active transportation network according to the Principles for the Regional Active Transportation Network.
- 1.2 Prioritize projects that connect people to destinations that serve essential daily needs.
- 1.3 Include way finding, street markings and clear connections to make the regional pedestrian and bicycle networks easy to navigate on foot or by bicycle. Provide data in an open format to support third-party mobile application and map development.
- 1.4 Implement recommendations of the Metro State of Safety Report.
- 1.5 Include education and encouragement in project scope to raise awareness and use of projects and networks when completed.

2. Build a well-connected regional network of complete streets and off-street paths that is integrated with transit and prioritize safe, convenient and comfortable pedestrian and bicycle access for all ages and abilities.
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Actions to Implement Policy

- 2.1 Adopt a complete streets policy into the Regional Transportation Plan.
- 2.2 Endorse use of complete streets checklist for planning and project development.
- 2.3 Prioritize pedestrian and bicycle travel on adopted regional pedestrian and bicycle routes.
- 2.4 Provide physically separated bicycle facilities on roadways with high traffic speeds and volumes.
- 2.5 Complete gaps and overcome barriers in the regional pedestrian network.
- 2.6 Encourage and support the use of the Active Transportation Plan design guidelines.

- 2.7 Endorse the use of the NACTO (National Association of City Transportation Officials) Bike Design Guide and Washington County Bike Design Tool Kit as best design standards.
- 2.8 Develop design guidelines for transit and bicycle parkway interaction.
- 2.9 Develop design guidelines for regional trails as transportation facilities.
- 2.10 Update local transportation system plans to include the regional pedestrian and bicycle networks.
- 2.11 Update Regional Transportation Plan project list to include projects to build out the identified pedestrian and bicycle networks.
- 2.12 Develop a proposal for Regional Transportation Plan project prioritization and submittal criteria, including setting modal investment targets based on projects contribution to meeting the non-single occupancy vehicle modal targets.
- 2.13 Coordinate with Regional Transportation Option program and grants to deliver complete corridors for active travel.
- 2.14 Coordinate with Transportation System Management Options program and grants to deliver complete corridors for active travel.
- 2.15 Update Regional Flexible Funds policies to include active transportation elements in all funded projects.

3. Ensure that the regional active transportation network equitably serves all people.

Actions to Implement Policy

- 3.1 Encourage, partner and utilize minority-owned, women-owned and emerging small businesses to plan and develop the regional active transportation networks.
- 3.2 Work with Transportation Management Associations and partner organizations to provide awareness programs and address barriers to active transportation for underserved groups.
- 3.3 Prioritize pedestrian and bicycle access to destinations in areas with above average underserved populations.
- 3.4 Develop best practices on engaging underserved communities on active transportation projects

4. Complete pedestrian and bicycle networks to match roadway network level of completeness.
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Actions to Implement Policy

- 4.1 Adopt a 'complete network' policy into the Regional Transportation Plan.
- 4.2 Adopt policy in the Regional Transportation Plan and Regional Transportation Functional Plan to bring up pedestrian and bicycle networks up to standard through maintenance roadway projects in addition to capital projects.
- 4.3 Include parallel and/or complementary pedestrian and bicycle routes with transit and roadway projects.

5. Utilize data and analysis to guide transportation investments.
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Actions to Implement Policy

- 5.1 Support collection and maintenance of regional pedestrian and bicycle data.
- 5.2 Work with stakeholders and partners to identify desirable and practical data to be collected and maintained at a regional level.
- 5.3 Develop a regional plan for bicycle count locations to support the regional bicycling modeling tools.
- 5.4 Develop method to count and estimate pedestrian activity to support development of regional pedestrian modeling tools.
- 5.5 Collaborate with local, state, and federal partners to develop new and refine existing transportation models and forecasting tools to accurately predict pedestrian and bicycle travel demand generated by capital and programmatic improvements and to model system performances that include bicycling and walking.
- 5.6 Support the Oregon Household Activity Survey to include pedestrian and bicycle activity, including the relationship between bicycle and transit travel in the region.
- 5.7 Partner with health organizations to incorporate health outcomes into planning and funding decisions.
- 5.8 Further develop the regional Bicycle Comfort Index and a Pedestrian Comfort Index to help identify routes that do not meet design guidelines for people of all ages and abilities, and to inform design approaches for new routes and route upgrades.

Regional Active Transportation Plan Implementation Activities

Recommended pedestrian and bicycle network visions, policies and projects that will help the region achieve its six desired outcomes and transportation goals and targets are included in the Regional Active Transportation Plan (ATP). The following implementation activities have been identified to implement the recommendations of the ATP.

A. Incorporation of the ATP policies and projects into the Regional Transportation Plan and the Regional Transportation Functional Plan during the 2014 update and into other regional projects

Included in post-adoption work plan, 2013-2014

1. Local jurisdictions can add recommended projects into the Regional Transportation Plan financially constrained or state project list.
2. Adopt updated pedestrian, bicycle and integrated active transportation maps, concepts, functional classes and design guidelines into the Regional Transportation Plan.
3. Incorporate language and policy changes into the Regional Transportation Plan.
4. Use regional pedestrian and bicycle networks in Climate Smart Communities Scenario C.
5. Integrate regional bicycle and pedestrian parkway projects and design guidelines into SW Corridor plan and utilize project priorities for Powell-Division Transit Project and Community Investment Initiative.
6. Local jurisdictions update TSPs with ATP recommendations.

Additional identified implementation activities not currently in work program

1. *Support local jurisdiction staff to add ATP recommended projects to the RTP and local project lists.*
2. *Communicate with Metro policy advisory committees, local elected officials, decision makers and other stakeholder groups and interested parties on the proposed changes and recommendations in the ATP, and importance of implementing the ATP and benefits of active transportation.*
3. *Further develop performance measures (such as a complete networks policy) for tracking completion and performance of the transportation system to meet active transportation goals.*
4. *Adopt proposed policy/required action changes to the Regional Transportation Functional Plan.*
5. *Work on proposal for RTP project prioritization and submittal criteria, perhaps setting modal investment targets based on projects contribution to meeting the RTP non-sov modal targets.*

B. Communicate, advocate, participate and facilitate the implementation of the ATP with regional partners and through local plans, project lists and activities

Included in post-adoption work plan, 2013-2014

1. (No activities included in current work plan)

Additional identified implementation activities not currently in work program

1. *Support an ongoing regional active transportation forum, building on success of SAC.*
2. *Convene partners and stakeholders periodically to build support and maintain momentum.*

3. *Coordinate and develop partnership with ODOT Active Transportation Program.*
4. *Remain a participating partner in developing the Oregon Active Transportation Summit.*
5. *Participate in development of ODOT Bicycle and Pedestrian Plan.*
6. *Participate in local pedestrian and bicycle advisory committees.*
7. *Participate in local TSP updates to include ATP recommendations.*

C. Support best practices for implementing a regional active transportation network that is available for all ages and abilities and helps achieve desired regional outcomes

Included in post-adoption work plan, 2013-2014

1. (No activities included in current work plan)

Additional identified implementation activities not currently in work program

1. *Work with partners on update of ORS 366.514 Oregon's walking and bicycling bill to require roadway maintenance projects to bring roadways up to design standards for pedestrians and bicyclists.*
2. *Metro resolution supporting and recommending use of NACTO Urban Bikeway Design Guide.*
3. *Develop guidelines for transit and bicycle parkway interaction.*
4. *Develop guidelines for regional trails as transportation facilities.*
5. *Develop parking data collection to support local jurisdictions develop parking management plans and achieve economic development goal (Parking management is a key tool in increasing levels of walking and bicycling).*
6. *Develop and coordinate regional bicycle and pedestrian counting data collection program and support development of pedestrian and bicycling modeling tools.*
7. *Identify resources and partners to maintain and enhance regional bicycle and pedestrian facility data.*
8. *Participate in PORTAL technical advisory committee and coordinate with TRANS PORT.*
9. *Support continuing Metro's role in leading regional trail counting.*

D. Maintain existing levels of funding for active transportation, utilize existing funding effectively and efficiently, and partner on broader efforts to include active transportation in new funding initiatives

Included in post-adoption work plan, 2013-2014

1. Amend the MTIP process to provide for placement of conditions on funding for transportation improvements in the MTIP that require local governments to meet design standards for bicycle and pedestrian improvement and to include bicycle and pedestrian improvements in all roadway projects.

Additional identified implementation activities not currently in work program

1. *Partner with ODOT Active Transportation Program to maintain levels of funding for active transportation programs.*
2. *Develop a "Transit, Bicycle and Pedestrian Funding Guide" for partners.*
3. *Participate and coordinate with Community Investment Initiative to include regional bicycle and pedestrian priority infrastructure in package of improvements.*
4. *Coordinate and support active transportation elements of potential new sources of transportation funding.*

Materials following this page were distributed at the meeting.

Transit Coordination with the Metropolitan Transportation Improvement Program (MTIP)

JPACT

June 13, 2013

The MTIP and Transit

- MTIP Purpose
 - Ensure financial capacity for projects
 - Coordinates project implementation to planning activities and between agencies
 - Provides public transparency of funding process
 - Required to maintain federal funding
- MPOs lead MTIP development
- Transit funding is one of three funding components of the MTIP

Briefing Purpose

- TriMet coordination with JPACT
- Progress update on prior regional flexible funding allocations
- Understand transit funding decision processes
- Prepare to adopt transit funding into the 2015-18 MTIP (Spring 2014)

Outline

1. Transit Investment Priorities (TIP)

- Service Enhancement Plans
- Climate Smart Communities

2. FY14 Budget and Service Plan

- Reliability and Crowding
- Initial Westside Service Enhancement

3. Federal Funding under MAP-21

- Changes and Future Outlook

Transit Investment Priorities (TIP)

- Policy Framework
 - Network Design and Management Criteria
 - Title VI Service Standards and Policies
- Service Planning
 - Service Enhancement Plans
 - Annual Service Plans
- Performance Measures
 - By route, stop and jurisdiction
- Partnerships for Transit Growth
- Shaping Budget Priorities

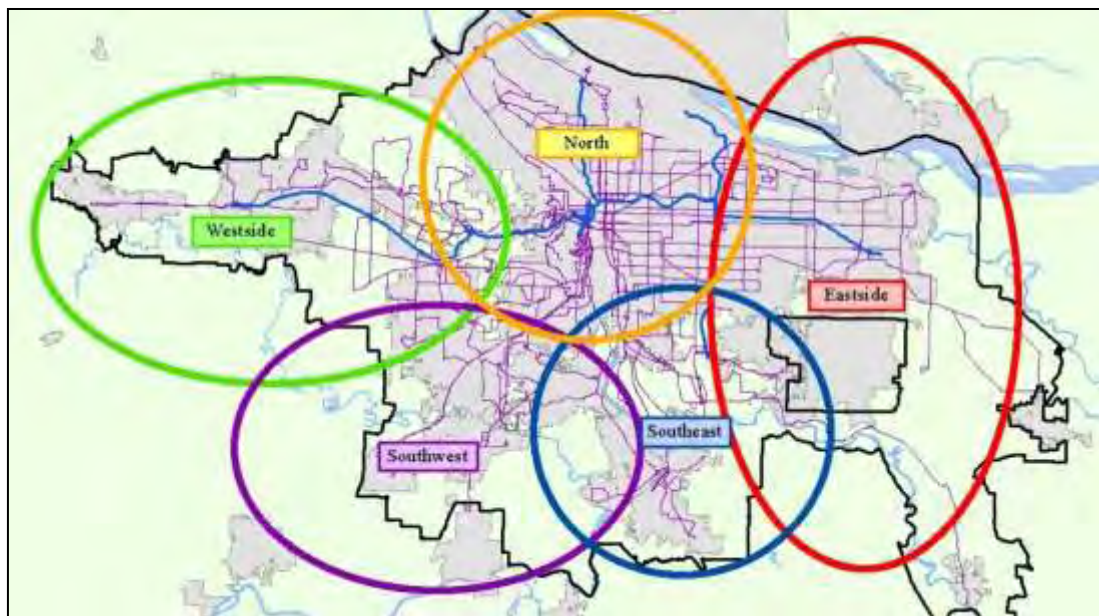
Service Enhancement Plans: A Different Approach

Listening & Learning

- Sub-area plans
- Listening tour
- Survey
- Demographic analysis
- Visions

Plan Identifies

- Near-term low-cost improvements
- Long-term vision for service
- Public/private partnerships for improved operations
- Access to transit needs and pedestrian improvements



Climate Smart Communities

- Initial testing suggests transit performs well
- Outreach to date suggests public support
- Transit growth in Climate Smart scenario will be guided by Service Enhancement Plans



Full Implementation

What It Will Take:

- Reform TriMet's cost structure
- Continued employment growth
- Partnerships for safer streets and transit priority



FY 14 Budget Priorities

Budget reflects two key agency priorities:

- Fiscal Stability
 - Medical Benefits
 - Pension Funding
- Service Reliability
 - Stability for Riders
 - State of Good Repair
 - Service Fixes
 - Reliability and Crowding
 - First Service Enhancements

FY 14 Budget Assumptions

Key revenue and expenditure assumptions:

- Modest growth
- No federal funding surprises
- TriMet's current labor contract proposal is successful
 - July 2012 binding interest arbitration decision is upheld

Priorities

- Adds operators to deal with service hours issue
- Bus replacement purchases increase and accelerate
 - From 40/year planned for FY13-FY16 (160 buses) up to 250
 - FY13 – 70 buses
 - FY14 – 60 buses
 - FY15 – 64 buses
 - FY16 – 60 buses

Federal Funding

- MTIP Regional Flexible Funds
 - Regional Rail Bonds
 - Bus Stop Development
- Portland-Milwaukie LRT
- Bus replacement/Rail rehabilitation
- Urban Area Capital & Transit Enhancements
- Special Needs Transit

MTIP Regional Flexible Funds

Historically, TriMet has received funds for:

- Regional rail bonding (\$6-16M/yr)
- Bus Stop Development Program (\$1.38M-\$788K)
- Employer Outreach (\$400K through RTO)

RFFA Regional Rail Bonds

Capital Grant Receipt bonds sold June 2011
and programmed for:

- \$119.0 million for the PMLR project
- \$13.3 million for WES via bus purchases
- \$6.0 million for SW Corridor project
- \$6.0 million for Lake Oswego
- \$10.1 million for capitalized interest fund
- \$1 million cost of issuance
 - Overall true interest cost was 3.89%
 - Bonds will mature 2016 – 2027

Bus Stop Program Successes

Streamline – Signal Priority Expansion (Gresham)

- Expanded signal priority on Division St (7 signals)

Safe Crossings – Rectangular Rapid Flash Beacons

- Partnered with City of Portland to improve 6 crossings

Sidewalks, Pads & Curb Cuts

- Improved 30+ bus stops

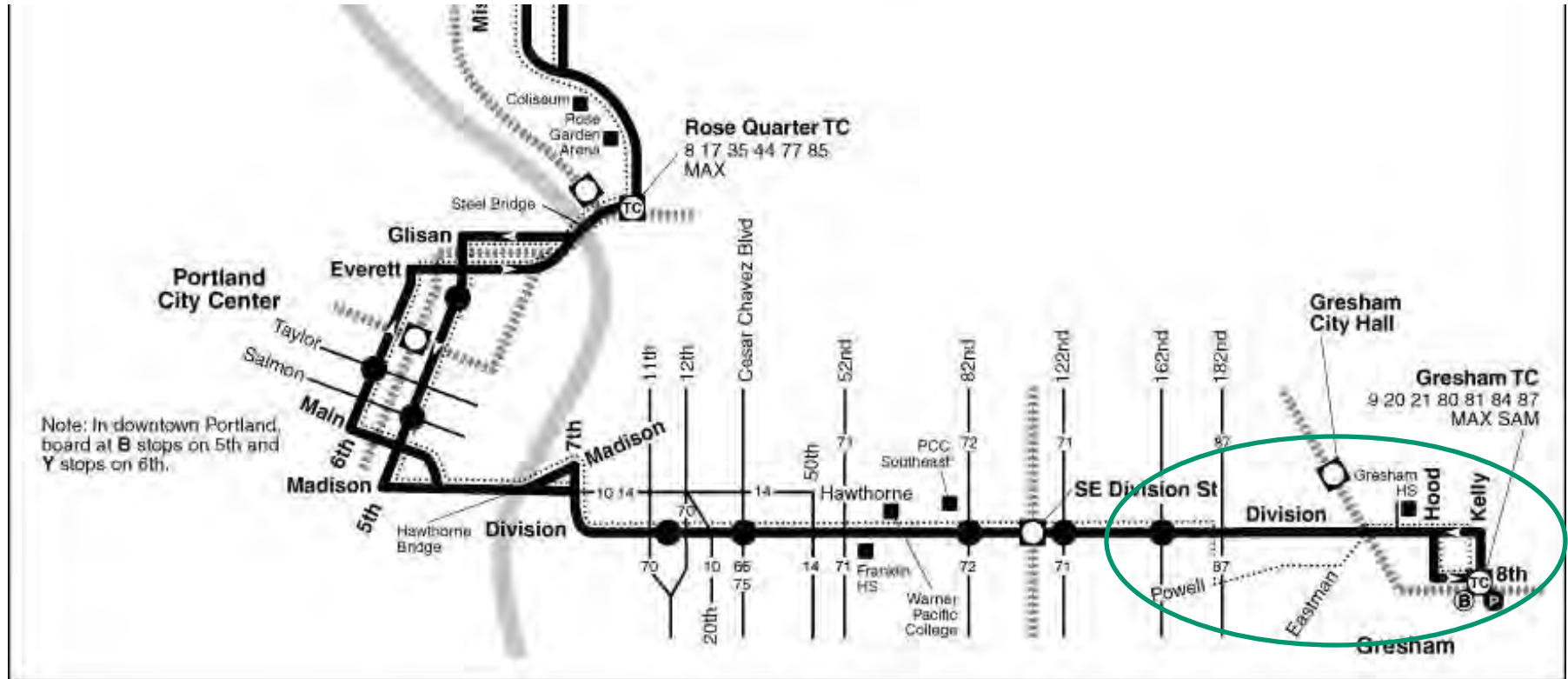
Shelters & Amenities

- Upsized shelters at a number of high ridership stops; installed 10 new shelters; added 36 seating benches.

Solar Lighting Enhancements

- Installed brighter LED light kits at 30 stops.

Signal Priority



Safe Crossings



Pedestrian Access Improvements



High Capacity Shelters & Seating



Solar Lighting - Safety



Partners Needed

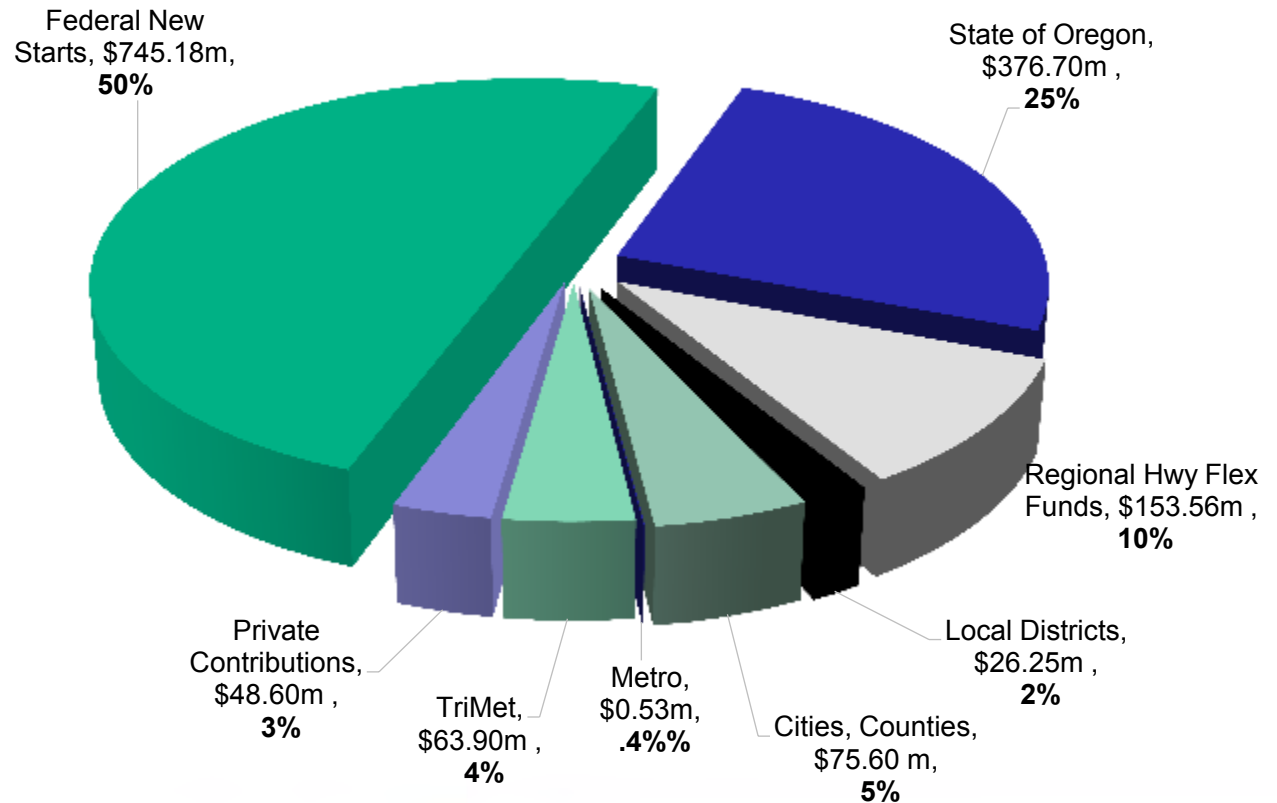
- Bus Stop Development no longer funded by Regional Flexible Funds
 - Moving from programmatic approach to pursuing opportunities with partners
 - Needed improvements often not in TriMet's control
 - Expands safe access to transit and enhances community livability

Portland-Milwaukie LRT funded with local partners

State of Oregon
Metro/region flex funds
City of Portland
Portland Development
Commission
Clackamas County
City of Milwaukie
TriMet

Local property donations:

- Portland
- OHSU
- Willamette Shore
Line
- ZRZ
- PCC
- PSU



Capital Investments

Portland-Milwaukie LRT Project

- On schedule and on budget for Fall 2015 opening (40% complete)
- FFGA signed May 2012
 - \$85M in FY12 of federal New Starts
 - \$94.5M in FY13
 - \$500M in FY14-18
 - \$65.7M in FY19

MAP-21 Funding Impacts

- 5307 Transit formula stable but vulnerable
- 5337 State of Good Repair added \$5.5M
- 5339 Bus formula provided \$2.7M/FY13&14
 - Helping accelerate bus replacements
- JARC eliminated
- New Freedom → 5310 Elderly & Disabled
 - Formula funds for urbanized areas will help offset declining state funds

5337 Funds: State of Good Repair

- Rehabilitate/replace Bus/LRT facilities
- \$16.6M in FY14 from Federal 5337 plus TriMet General Fund monies programmed for:
 - Bus Replacements – \$26.3M (60 buses)
 - Type 2 LRV overhauls – \$3.5M
 - Rail Track, Structures and Signals – \$3.5M
 - Renew the Blue – \$2.5M
 - Steel Bridge fix – \$.5M

5307 Funds: Urban Area

- Capital, planning and JARC activities eligible
- FY14 estimate: \$33.6M
- Programmed for Bus & Rail Preventative Maintenance
- ATI/Enhancements sub-allocation
 - Willamette Shore ROW

Job Access Reverse Commute (JARC)

- Program eliminated in MAP-21, but some funding continues in consolidated program (no room in 5307)
- Transportation to jobs for low-income individuals
- Formerly \$600-750K per year program
- TriMet distributing remaining funds in FY14 and ramping down existing projects using leftover funds
 - Shuttles in Tualatin, Tigard, Swan Island, Clackamas CC

5310 Funds: Elderly & Disabled

- Address mobility needs beyond ADA paratransit services (absorbed New Freedom eligibility)
- FY14 forecast \$1.2 million. Keeps current program funded.
- Coordinated by Special Transportation Fund Advisory Committee through the Coordinated Transportation Plan
 - FY13-15 grants awarded for community services and vehicles (Ride Connection)
 - Guided by the Coordinated Human Services & Public Transportation Plan

Summary

- Operations stable, but vulnerable
- MAP-21 changing federal transit funding support to focus on capital maintenance
- Investments guided by TIP policies, asset management, planning activities and budget process
- Public engagement opportunities provided in programming of projects and budget processes
- Coordinating with MPO staff on proposed programming for 2015-18 MTIP

Questions and Discussion

- Comfortable with programming of federal funds and processes to allocate them to specific projects?
- Any future follow up on specific items desired?
- Questions on progress of current regional flex fund transit projects?

Regional Active Transportation Plan

DRAFT Policy Recommendations and Follow Up Actions

The **five policies** listed below build on existing pedestrian and bicycle policies identified in the 2035 Regional Transportation Plan. These policies are intended to help communities achieve adopted local and regional goals, outcomes, objectives and targets.

Corresponding **actions** have been identified that would implement the policies. The actions are implementation or follow up activities that may require further engagement and discussion with stakeholders.

1. Make walking and bicycling the most convenient and enjoyable transportation choices for short trips.

Actions to Implement Policy

- 1.1 Implement the regional active transportation network according to the Principles for the Regional Active Transportation Network.
- ~~1.2~~ **Prioritize** Identify and encourage the implementation of projects that connect people to destinations that serve essential daily needs **especially in areas where there is a high level of demand for walking, bicycling and transit service.**
- ~~1.3~~ **1.2** Include way finding, street markings and clear connections to make the regional pedestrian and bicycle networks easy to navigate on foot or by bicycle. Provide data in an open format to support third-party mobile application and map development.
- ~~1.4~~ **1.3** ~~Implement~~ **Seek opportunities to implement** recommendations **for pedestrian and bicycle safety improvements identified** of the **Regional Transportation Safety Plan, including lighting, crossing improvements and protected bicycle facilities. Metro State of Safety Report.**
- ~~1.5~~ **1.4** Include education and encouragement in project scopes to raise awareness, **increase safety** and **increase** use of **completed projects and** networks. ~~when completed.~~

2. ~~Build~~ **Develop** a well-connected regional network of complete streets and off-street paths that is integrated with transit and prioritize safe, convenient and comfortable pedestrian and bicycle access for all ages and abilities.

Actions to Implement Policy

- 2.1 ~~Adopt~~ **Develop and adopt** a complete streets policy into the Regional Transportation Plan.
- 2.2 ~~Endorse~~ **Encourage the** use of complete streets checklists for planning and project development.

- 2.3 Prioritize **projects for addressing** pedestrian and bicycle **system needs on a regular basis. Emphasize the need for safe bicycle and pedestrian facilities on routes with heavy motorized vehicle traffic. If a conflicting policy limits the application of this action, seek to balance the transportation needs of all users while managing the transportation system.**~~travel on adopted regional pedestrian and bicycle routes.~~
- 2.4 Provide physically separated bicycle facilities on roadways with high traffic speeds and volumes.
- ~~2.5 Complete gaps and overcome barriers in the regional pedestrian network.~~
- ~~2.6~~2.5 Encourage and support the use of the Active Transportation Plan design guidelines.
- ~~2.7~~2.6 Endorse the use of the NACTO (National Association of City Transportation Officials) Bike Design Guide and Washington County Bike Design Tool Kit as best design ~~standards~~ **practices.**
- ~~2.8~~2.7 Develop design guidelines for transit and bicycle ~~parkway~~ interaction, **especially at transit stops and stations and along tracks.**
- ~~2.9~~2.8 Develop design **and operation** guidelines for regional trails as transportation facilities.
- ~~2.10~~2.9 ~~Update~~ **Encourage jurisdictions and agencies to update local** transportation system plans to **be consistent with the ATP and to reference or** include the regional pedestrian and bicycle ~~networks~~ **network routes.**
- ~~2.11 Update Regional Transportation Plan project list to include projects to build out the identified pedestrian and bicycle networks.~~
- ~~2.12~~2.10 ~~Develop~~ **Work with stakeholders to develop a proposal for prioritization and submittal criteria for all projects added to the** Regional Transportation Plan ~~project project list. prioritization and submittal criteria, including setting modal investment targets based on projects contribution to meeting the non-single occupancy vehicle modal targets.~~
- ~~2.13~~2.11 Coordinate with **the** Regional Transportation Option program and grants to deliver complete corridors for active travel.
- ~~2.14~~2.12 Coordinate with **the** Transportation System Management Options program and grants to deliver complete corridors for active travel.
- ~~2.15~~2.13 Update Regional Flexible Funds polices **in the next MTIP policy update to include reflect active transportation elements in all funded projects policies and recommendations of the Active Transportation Plan and to include active transportation elements into all funded projects or project areas.**

3. Ensure that the regional active transportation network equitably serves all people.

Actions to Implement Policy

- 3.1 Develop best practices on engaging underserved communities on active transportation projects.**

- ~~3.13.2~~ Encourage, partner and utilize minority-owned, women-owned and emerging small businesses to plan and develop the regional active transportation networks.
- ~~3.23.3~~ Work with Transportation Management Associations, **Safe Routes to School programs** and partner organizations to **seek funding to** provide awareness programs and address barriers to active transportation for underserved groups.
- ~~3.33.4~~ **Prioritize-Identify and encourage the implementation of** pedestrian and bicycle **projects that increase safety and** access to destinations in areas with ~~above average underserved populations~~ **minority, low income, youth and elders, disabled and low English proficiency populations, especially in areas where there is a high level of demand for walking, bicycling and transit service.**
- ~~3.4~~ **Develop best practices on engaging underserved communities on active transportation projects**

4. Complete pedestrian and bicycle networks ~~to match roadway network level of completeness.~~

Actions to Implement Policy

- 4.1 ~~Adopt~~ **Develop and adopt** a ‘complete network’ policy **and performance target to match roadway network percentage of completeness** into the Regional Transportation Plan.
- 4.2 ~~Adopt~~ **Develop and adopt** a policy in the Regional Transportation Plan and Regional Transportation Functional Plan to ~~bring up~~ **complete** pedestrian and bicycle networks ~~up to standard~~ through maintenance roadway projects in addition to capital projects.
- 4.3** Include parallel and/or complementary pedestrian and bicycle routes with transit and roadway projects.
- 4.4 (previously 2.11) Encourage jurisdictions and agencies to update the 2035 Regional Transportation Plan project list to include the necessary projects to build out the identified regional pedestrian and bicycle networks.**
- ~~4.34.5~~ **(Previously 2.5) Complete gaps and overcome barriers in the regional pedestrian and bicycle networks.**

5. Utilize data and analysis to guide transportation investments.

Actions to Implement Policy

- 5.1 Support **the** collection and maintenance of regional pedestrian and bicycle data.
- 5.2 Work with ~~stakeholders-jurisdictions,~~ **agencies** and partners to identify desirable and practical data to be collected and maintained at a regional level.
- 5.3 Develop a regional plan for bicycle count locations to support the regional bicycling modeling tools.
- 5.4 Develop **a** method to count and estimate pedestrian activity to support development of regional pedestrian modeling tools.

- 5.5 Collaborate with local, state, and federal partners to develop new and refine existing transportation models and forecasting tools to accurately predict pedestrian and bicycle travel demand generated by capital and programmatic improvements and to model system performances that include bicycling and walking.
- 5.6 Support the Oregon Household Activity Survey to include [the survey of](#) pedestrian and bicycle activity, including the relationship between bicycle and transit travel in the region.
- 5.7 Partner with health organizations to incorporate health outcomes into planning and funding decisions.
- 5.8 Further develop the regional Bicycle Comfort Index and a Pedestrian Comfort Index to help identify routes that do not meet design guidelines for people of all ages and abilities, and to inform design approaches for new routes and route upgrades.

Question	Response
1. What does it mean to endorse the plan prior to adoption into the RTP?	Endorsement does not adopt the plan into the RTP. It does not require local jurisdictions to take any action, nor does it add any new rules or requirements. Endorsement implies recognizing the work completed to date on the plan, the importance and need for the plan and authorizes staff to begin steps to work with jurisdictions, agencies and stakeholders to integrate the ATP into the RTP during the regular update of the RTP scheduled for spring 2014. Metro's advisory committees will have an opportunity to review and comment on the draft resolution endorsing the ATP prior to being asked to take action. Modifications to the ATP will be possible during the RTP update. When the plan is adopted into the RTP in 2014, local plans would need to be consistent with the RTP, as they are now. For example, the routes on regional and local plans would be the same; changes to local plans would occur during regularly scheduled updates. Any "required" actions by local jurisdictions will not be identified until the Regional Transportation Functional Plan is updated, scheduled for the 2018 RTP update. An example of a potential requirement would be that local jurisdictions identify which routes on local bike plans are regional bicycle parkways in their local plans, with the intent of eventually completing the routes as parkways. Changes to the RTP such as this would be developed collaboratively with jurisdictions, agencies and stakeholders.
2. Will the ATP affect how Regional Flexible Funds are allocated?	Policy direction outlined in the ATP is proposed to be incorporated into the next MTIP policy update <u>process</u> . No policy changes to MTIP will be automatic. While Regional Flexible Funds represent approximately 4% of public expenditures on transportation in the region, they provide nearly 50% of all funding for regional trails/pathways and over 20% of funding for bicycle and pedestrian projects.
3. The ATP includes criteria that were used to help determine the preferred pedestrian and bicycle networks. Will the criteria be used in other ways?	The criteria could be considered for helping to prioritize projects or for other purposes, however there are other criteria that should also be considered, such as economic impact, cost, feasibility, etc. The criteria (access, safety, equity, increased activity) were developed by the SAC after a review of criteria from local and state bike and pedestrian plans. The criteria were purposefully limited in number in order to zero in on which routes should be identified as regional bicycle and pedestrian parkways and community bikeways and corridors. The ATP will identify projects that are already in the RTP that will build out the networks identified using the criteria. The ATP will also identify new projects that are not yet listed in the RTP.
4. Policy action item 3.14 (formerly 1.3.14) recommends prioritizing bicycle and pedestrian projects in areas with high underserved populations. Does this make serving underserved populations the highest priority?	No, though it is a very important criteria. This action item was proposed by staff to actively address equity in active transportation investments. It is not intended to trump all other priorities, but the intent is to add some actual policy action to addressing incomplete bike/ped/access to transit networks in areas where poor people and other underserved populations live. A similar policy action item, "1.2 (formerly 1.1.2) Prioritize projects that connect people to destinations that serve essential daily needs" stresses the need to prioritize projects that link people to the places they want to go to and increase access for the most people.

5. Is the ATP recommending the removal of auto travel lanes to achieve desired outcomes?	The ATP does not take a position on removing auto lanes. Road diets can be one response to making complete streets, addressing roadway safety, etc. However, there are other ways to elevate safety and increase bike and ped access without removing auto lanes. Language in the plan will be updated to better reflect this.
6. Many of the bicycle and pedestrian routes are also freight routes. Will the ATP reflect the need to balance all modes.	Yes. The ATP will include language acknowledging the need for flexibility, context sensitive design and balancing all modes as projects are designed. The ATP also recommends that other modal plans, such as freight and transit plans, reflect the need to balance with bicycle and pedestrian needs.
7. Stakeholders need more time to look over the network maps. Will there be an opportunity for this?	Yes. Maps, policies and other elements included in the ATP released in June will be labeled draft. Changes may still be made before the networks are finalized and update the existing pedestrian and bicycle maps in the RTP. Very few new routes were added to the pedestrian and bicycle maps. The major changes were in the updated functional classifications, which identify the need for high quality bicycle and pedestrian corridors and districts. Metro staff are very aware of the need to make sure that bicycle and pedestrian routes identified on the ATP are consistent with local priorities and that any questions about routes are answered. The regional networks are a vision that knit local visions together into a comprehensive regional system. Local plans have been referred to in the development of the networks.
8. Will the design guidelines be required for projects built with regional flexible funds?	A flexible, context sensitive approach will be stressed for the design guidelines in all applications, even if they are <u>eventually</u> used as guidelines for RFF funded projects. Policy direction outlined in the ATP is proposed to be incorporated into the next MTIP policy update process. If, during the policy update process, ATP design guidelines are included in the RFF criteria it is anticipated that they would be treated in the same manner that the Creating Livable Streets guidelines have been used - required for RFF funds, but flexible in how they are implemented, and taking constraints and context (e.g. sensitivity of habitat) into consideration. The design guidelines are just that - guidelines. They are not required standards. They are practices that have been shown to encourage higher levels of walking and bicycling, in this region and across the country. The guidelines are allowed practices under current engineering standards. They are not being proposed to replace the minimum standard requirements that jurisdictions and agencies currently have, rather they are encouraged because they help attain regional and local goals.

9. How does the ATP relate to the Mobility Corridors work?
- Network routes and districts identified in the ATP fall into Mobility Corridors and help address the bicycle and pedestrian needs identified in the Mobility Corridors. One of the bicycle parkway concepts evaluated identified one regional bicycle parkway per mobility corridor. Active transportation project needs identified for the Mobility Corridors were much less specific than the needs identified for other modes. The ATP provides more detail. The Mobility Corridors identify a set of general strategies. The ATP fleshes out several of the strategies that relate to active transportation:
1. Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. The new ATP functional classes and design guidelines provide specificity that can help guide investments for more effective outcomes.
 2. Identify where essential destinations are in relation to transit stops, housing, jobs, and retail and prioritize pedestrian pathways between these areas. The ATP identifies regional destinations and evaluated access to destinations.
 3. Analyze transit stops in relation to bicycle and pedestrian network and build direct, safe, enjoyable bicycle and pedestrian facilities in areas where they do not exist. The ATP performed this analysis.
 4. Refer to TriMet's Pedestrian Network Analysis project for recommended places to focus attention and for replicable analysis methodology. The ATP utilizes the TriMet recommendations.
 5. Refer to the RTP Regional Transit Network map for regional bike-transit facility locations where demand is expected to be sufficient to warrant a major bike parking facility. Bikeway connections to these stations should be prioritized. For all other stations, refer to TriMet's bike parking design guidelines. When finances permit, TriMet will implement. This helped guide bicycle parkway route identification.
 6. Incentivize high to medium density, mixed-use, pedestrian oriented development in the Central City, Regional Centers, Town Centers, Main Streets, and around HCT station areas. Pedestrian and Bicycle Parkway concepts were developed with this strategy in mind.
 7. Analyze regional trail access points in relation to on-street bicycle and pedestrian network and build direct, safe, enjoyable bicycle and pedestrian facilities in areas that do not have these connections. The ATP better integrates the on-street and off-street routes.
 8. Identify auto access points along arterials and work with city and property owner to find design solutions to unsafe areas. Bike and ped safety data, crash locations were included in the analysis of the networks.
 9. Identify arterials where bicyclists and pedestrians feel unsafe and provide better pedestrian and bicycle facilities along these arterials. The ATP addresses this.
 10. Identify intersections located on arterials where bicyclists and pedestrians feel unsafe and have high accident rates. Once identified, provide better pedestrian and bicycle crossing protections at these intersections. Routes were identified with this in mind.
 11. Identify regional bridges where bicyclists and pedestrians feel unsafe, and provide better pedestrian and bicycle facilities on these regional bridges. New bridge crossings are identified in the ATP and the removal of barriers is addressed in the functional classes and in the design guidelines.
10. Does the ATP require that local jurisdictions add a bunch of new and expensive projects to the RTP and local transportation system plans?
- No. Many projects to complete the plan are already in the RTP. However, the RTP does not include all of the projects necessary to build out the pedestrian and bicycle networks. Some new projects will be recommended. It will be up to local agencies to determine if they want to add the projects.

11. Some of the routes seem to go through habitat sensitive areas or along riparian areas. Will the ATP provide direction on avoiding habitat sensitive areas, using habitat sensitive design and minimizing impact on the natural environment and habitat?

Yes. This is very important in the ATP. The ATP identifies and refers to resources, such as the data sets in The Regional Conservation Strategy for the Greater Portland Vancouver Metropolitan Area, Metro's Green Trails Handbook, Title 13, local wetland inventories, local tree cover maps etc. that provide data and guidelines. The design guidelines are being updated to reference the need for context sensitive and habitat sensitive design. One of the Principles for the Active Transportation Network is for the network to be developed in a context sensitive manner. The principle also includes language that routes should be integrated with nature. Connecting people with nature through trails and parks and by greening roadways is an important way to develop stewardship, let people enjoy nature in urban environments and encourage walking and bicycling.

A Regional Active Transportation Plan (ATP)

Presentation to JPACT

June 13, 2013

Lake Strongheart McTighe
Senior Transportation Planner

www.oregonmetro.gov/activetransport



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What is the ATP?

Vision

Plan

Policies and Actions

Why is this important?

- Save lives, lower costs of crashes
- Vibrant active, communities
- Healthy people, lower health care costs
- Attract skilled workforce, attract new businesses
- Support tourism
- Increase access to daily needs
- Support local businesses
- Provide choice – people want it!
- Lower household costs
- Protect the environment
- Aging in place, independent children
- Increase property values
- Reduce congestion, keep freight moving





Access Recreation

Bicycle Transportation Alliance Project Advisory Committee

Clackamas County Bicycle and Pedestrian Committee

Clackamas County Coordinating Committee Technical Advisory Committee

East Multnomah County Transportation Coordinating Committee

East Multnomah County Transportation Coordinating Committee

Elders in Action Commission (Multnomah County)

Executive Council for Active Transportation

Gresham Transportation Sub-committee

Metro Council

MPAC

MTAC

Multnomah County Pedestrian and Bicycle Advisory Committee

Oregon Bicycle and Pedestrian Advisory Committee (Oregon Dept. of Transportation)

Portland Bicycle Advisory Committee

Portland Freight Advisory Committee

Portland Pedestrian Advisory Committee

Stakeholder Advisory Committee

TPAC

Washington County Coordinating Committee

Washington County Coordinating Committee Technical Advisory Committee

Washington County Coordinating TAC

Westside Economic Alliance Transportation Committee

What is the ATP?

- **Vision** for the future that builds on existing networks and successes.
- **Plan**
- **Policies**

VISION



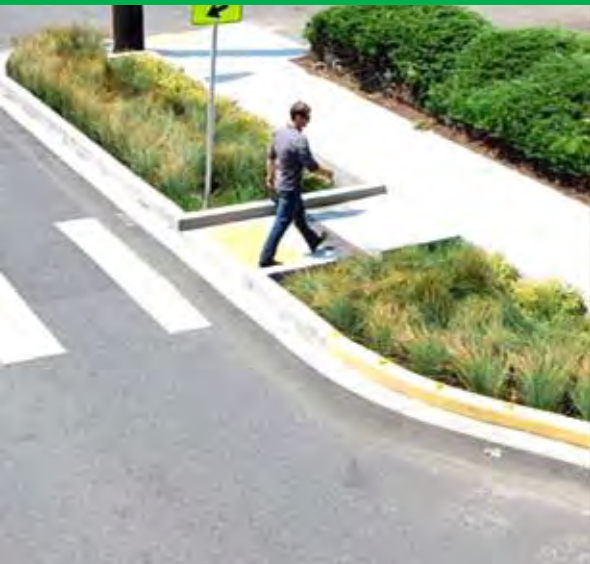
What is the ATP?

- Vision for the future
- **Plan** that knits together local projects and routes to achieve a complete and seamless network that makes accessing destinations easy, comfortable and safe.
- **Policies** and actions

Regional Bicycle Parkways and Community Bikeways



Regional Pedestrian Parkways & Community Corridors



Regional Community Bikeways & Pedestrian Corridors



What is the ATP?

- Vision for the future
- Plan
- **Policies** and actions to help achieve local and regional plans, desired outcomes, goals and targets.

Policies

1. Make walking and bicycling the most convenient and enjoyable transportation choices for short trips.
2. Develop a well-connected regional network of complete streets and off-street paths that is integrated with transit and prioritize safe, convenient and comfortable pedestrian and bicycle access for all ages and abilities.
3. Ensure that the regional active transportation network equitably serves all people.
4. Complete pedestrian and bicycle networks.
5. Utilize data and analysis to guide transportation investments.

What will the ATP not do?

- Require that local jurisdictions build pedestrian or bicycle projects above or beyond minimum requirements already established in local plans.
- Add any requirements to the RTFP at this time – changes could be considered in 2018.
- Change current regional funding policies.
- Reallocate funding.
- Require that jurisdictions add new projects to the RTP.

Timeline

- June – *provide information to Metro Council and advisory committees*
- End of June – *Final draft document available*
- July/August – *Input on plan from Metro Council and advisory committees*
- August-September *seek acceptance of plan*
- Nov-Spring 2014 – *incorporate into the RTP*
- 2018 RTP update- *potential changes to the Regional Transportation Functional Plan*

Active transportation 8 to 80!



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Community Case Study Series

A series of eight case studies to showcase actions that communities in the Portland metropolitan region are already taking to help reduce greenhouse gas emissions from cars and small trucks

May 2013



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