



Metro | Agenda

Meeting: Metro Council Work Session
Date: Tuesday, June 25, 2013
Time: 2 p.m.
Place: Council Chamber

CALL TO ORDER AND ROLL CALL

- | | | |
|----------------|---|-----------------------|
| 2 PM | 1. ADMINISTRATIVE/ COUNCIL AGENDA FOR
JUNE 27, 2013/ CHIEF OPERATING OFFICER
COMMUNICATION | |
| 2:15 PM | 2. REGIONAL ACTIVE TRANSPORTATION PLAN –
<u>INFORMATION / DISCUSSION</u> | McTighe |
| 2:55 PM | 3. BREAK | |
| 3 PM | 4. PARKS AND NATURAL AREAS LOCAL OPTION
LEVY UPDATE – <u>INFORMATION</u> | Brennan-Hunter |
| 4 PM | 5. COUNCIL BRIEFINGS/COMMUNICATION | |

ADJOURN

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Agenda Item No. 2.0

**REGIONAL ACTIVE
TRANSPORTATION PLAN**

Metro Council Work Session
Tuesday, June 25, 2013
Metro, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: June 25, 2013 **TIME:** 2:15 p.m. **LENGTH:** 40 minutes

PRESENTATION TITLE: Regional Active Transportation Plan

DEPARTMENT: Planning

PRESENTER(S): Lake McTighe, x1660, lake.mctighe@oregonmetro.gov

WORK SESSION PURPOSE & DESIRED OUTCOMES

Purpose: Provide the Council with:

- An overview of the final Regional Active Transportation Plan (ATP) with a focus on proposed policies and implementing actions.
- An overview of comments on the plan to date from TPAC, MTAC, JPACT, MPAC, the public open house and other stakeholder groups.
- The next steps for working with the Council, Metro Advisory Committees and stakeholders to reach acceptance of the plan, eventual adoption into the Regional Active Transportation Plan and future changes to the Regional Transportation Functional Plan.

Outcome: To effectively communicate with partners, stakeholders and constituents, Council understands what the ATP is, what it will do and what it will not do. Council understands how staff is planning to engage with partners and stakeholders to broaden understanding of the ATP.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

A final draft of the Regional ATP will be completed by June 30, 2013. The ATP builds on existing identified pedestrian and bicycle networks and polices 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 have been identified and developed to help implement 2035 Regional Transportation Plan goals, objectives and policies.

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.**

5. **Criteria for evaluating and prioritizing projects – Access, Safety, Equity and Increased Activity.** Criteria were used to identify the proposed networks and evaluate improvements to the networks.
6. **Recommended list of projects.** The list of projects will be available to local jurisdictions to consider incorporating into the RTP project list during the RTP update.
7. **Policy recommendations for inclusion in the RTP and the Regional Transportation Functional Plan.** Changes to the RTFP are proposed to be considered during the 2018 RTP update.
8. **Follow up and implementation activities.** Initial activities that have been identified to begin implementing the ATP.

Since the May 21 Metro Council work session, staff has been working with the ATP Stakeholder Advisory Committee to finalize the ATP. Stakeholders have been providing a substantial amount of feedback on the ATP: an open house took place on May 23, staff presented to TPAC, MTAC, and JPACT, and has provided information to the Washington County Coordinating Committee and the East Multnomah County Transportation Committee. The presentations have generated interest in the ATP as well as requests to provide more time and opportunity to review the ATP before being asked to provide a recommendation on endorsement of the plan.

Staff has been following up on comments and concerns, providing clarification and making changes to the plan as needed (see attached summary of questions and responses). Staff anticipates continued follow up after the plan is finalized and anticipates that modifications to the ATP, past the June 30 finalization date and during the update of the RTP, may be necessary to respond to stakeholder input.

Staff's desire is to be as responsive as possible while also completing a draft of the ATP by the ODOT TGM required deadline of June 30. Staff is working on a strategy to be responsive to partners to reach acceptance of the plan on the work that has been completed to date so that staff can begin to incorporate the ATP into the RTP. A proposed timeline for seeking acceptance of the plan will be developed by the June 25 work session.

Committees and groups that staff has met with during the development of the ATP:

ATP Stakeholder Advisory Committee (advisory committee for the project)

Access Recreation

Bicycle Transportation Alliance Project Advisory Committee

Clackamas County Bicycle and Pedestrian Committee

Clackamas County Transportation Advisory Committee

East Multnomah County Transportation Coordinating Committee

Elders in Action Commission (Multnomah County)

Executive Council for Active Transportation

Gresham Transportation Subcommittee

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

TPAC

Washington County Coordinating Committee

Washington County Coordinating Committee TAC

Westside Economic Alliance Transportation Committee

QUESTIONS FOR COUNCIL CONSIDERATION

1. What are the Council's questions and/or concerns about the implementation steps?

PACKET MATERIALS

- Would legislation be required for Council action? *YES.*
- If yes, is draft legislation attached? *Yes*
- What other materials are you presenting today? *ATP fact sheet, ATP stakeholder questions and answers, ATP policies and actions*

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE) RESOLUTION NO.
REGIONAL ACTIVE TRANSPORTATION)
PLAN TO ACKNOWLEDGE WORK) Introduced by Councilor Kathryn Harrington
COMPLETED TO DATE

WHEREAS, the Metro Council, through adoption of policies in the 2035 Regional Transportation Plan (RTP), supports the completion of a fully developed regional active transportation network; and

WHEREAS, the RTP identifies development of a Regional Active Transportation Plan (ATP) as an implementation activity that is a critical part of the identified strategy to develop the regional active transportation network; and

WHEREAS, planning and implementing a regional active transportation network is a component of the Metro Council's work on climate change and green house gas reduction; and

WHEREAS, the Metro Council adopted Resolution No. 11-4239 (For the Purpose of Supporting Development of a Regional Active Transportation Plan) directing staff to apply for a Transportation Growth Management grant application to the Oregon Department of Transportation to help fund the Regional Active Transportation Plan; and

WHEREAS, Metro worked with a regional Stakeholder Advisory Committee and other stakeholders to develop the ATP, which updates the regional pedestrian and bicycle networks, proposes new functional classifications, design guidelines, policies and implementing actions that will help achieve the region's Six Desired Outcomes, local and regional transportation plans, goals and performance targets; and

WHEREAS, Metro will work with cities, counties, agencies and other stakeholders to incorporate the updated networks, functional classifications, design guidelines, policies and actions of the ATP into the RTP for adoption during the update scheduled for spring of 2014; and

WHEREAS, the ATP recommended project list will be available for cities, counties and agencies to consider incorporating into the RTP project list; and

WHEREAS, until provisions of the ATP are adopted as part of the RTP, they do not create final or binding requirements; NOW THEREFORE

BE IT RESOLVED that the Metro Council:

1. Endorses the Regional Active Transportation Plan, attached to this resolution as Exhibit A, acknowledging the work completed to date.
2. Directs staff to prepare revisions to the Regional Transportation Plan consistent with the recommendations and actions in the ATP to be considered by the Metro Council as part of the RTP update in 2014.

ADOPTED by the Metro Council this X day of August, 2013.

Tom Hughes, Council President

Approved as to form:

Alison Kean Campbell, Acting Metro Attorney

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



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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.

Questions and staff responses regarding the Regional Active Transportation Plan (ATP)

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 pedestrian 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 is 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.

Questions and staff responses regarding the Regional Active Transportation Plan (ATP)

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?	<p>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:</p> <ol style="list-style-type: none">1. Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. <i>The new ATP functional classes and design guidelines provide specificity that can help guide investments for more effective outcomes.</i>2. Identify where essential destinations are in relation to transit stops, housing, jobs, and retail and prioritize pedestrian pathways between these areas. <i>The ATP identifies regional destinations and evaluated access to destinations.</i>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. <i>The ATP preformed this analysis.</i>4. Refer to TriMet's Pedestrian Network Analysis project for recommended places to focus attention and for replicable analysis methodology. <i>The ATP utilizes the TriMet recommendations.</i>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. <i>This helped guide bicycle parkway route identification.</i>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. <i>Pedestrian and Bicycle Parkway concepts were developed with this strategy in mind.</i>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. <i>The ATP better integrates the on-street and off-street routes.</i>8. <i>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.</i>9. Identify arterials where bicyclists and pedestrians feel unsafe and provide better pedestrian and bicycle facilities along these arterials. <i>The ATP addresses this</i>10. <i>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.</i>1. 11. Identify regional bridges where bicyclists and pedestrians feel unsafe, and provide better pedestrian and bicycle facilities on these regional bridges. <i>Bridge crossings are identified in the ATP and the removal of barriers is addressed in the functional classes and in the design guidelines.</i>
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.

Questions and staff responses regarding the Regional Active Transportation Plan (ATP)

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.
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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.
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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 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. 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.
- 1.3 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. .
- 1.4 Include education and encouragement in project scopes to raise awareness, increase safety and increase use of completed networks.

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.
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Actions to Implement Policy

- 2.1 Develop and adopt a complete streets policy into the Regional Transportation Plan.
- 2.2 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.
- 2.4 Provide physically separated bicycle facilities on roadways with high traffic speeds and volumes.
 - 2.5 Encourage and support the use of the Active Transportation Plan design guidelines.
 - 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 practices.
 - 2.7 Develop design guidelines for transit and bicycle interaction, especially at transit stops and stations and along tracks.
 - 2.8 Develop design and operation guidelines for regional trails as transportation facilities.
 - 2.9 Encourage jurisdictions and agencies to update transportation system plans to be consistent with the ATP and to reference or include the regional pedestrian and bicycle network routes.
 - 2.10 Work with stakeholders to develop prioritization and submittal criteria for all projects added to the Regional Transportation Plan project list. .
 - 2.11 Coordinate with the Regional Transportation Option program and grants to deliver complete corridors for active travel.
 - 2.12 Coordinate with the Transportation System Management Options program and grants to deliver complete corridors for active travel.
 - 2.13 Update Regional Flexible Funds policies in the next MTIP policy update to reflect 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.
- 3.2 Encourage, partner and utilize minority-owned, women-owned and emerging small businesses to plan and develop the regional active transportation networks.
- 3.3 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.
- 3.4 Identify and encourage the implementation of pedestrian and bicycle projects that increase safety and access to destinations in areas with 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.

4. Complete pedestrian and bicycle networks

Actions to Implement Policy

- 4.1 Develop and adopt a 'complete network' policy and performance target to match roadway network percentage of completeness into the Regional Transportation Plan.
- 4.2 Develop and adopt a policy in the Regional Transportation Plan and Regional Transportation Functional Plan to complete pedestrian and bicycle networks 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.
- 4.5 (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 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.

Agenda Item No. 4.0

**PARKS AND NATURAL AREAS LOCAL
OPTION LEVY UPDATE**

Metro Council Work Session
Tuesday, June 25, 2013
Metro, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: June 25, 2013	TIME: 3 P.M.	LENGTH: 60 minutes
PRESENTATION TITLE: Parks and Natural Areas Local Option Levy update		
DEPARTMENT: Sustainability Center		
PRESENTER(S): Kathleen Brennan-Hunter, kathleen.brennan-hunter@oregonmetro.gov (x1948)		

WORK SESSION PURPOSE & DESIRED OUTCOMES

- **Purpose:** Staff will present an overview of the implementation approach for the parks and natural areas local option levy. The levy work program and criteria will be covered, as well as highlights of the first year work plan. Staff will answer questions pertaining to the levy in general.
- **Outcome:** Informational presentation only. No council action necessary.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

Voters approved the Parks and Natural Areas Local Option Levy in May 2013. The Parks and Natural Areas Levy resolution passed by the Metro Council in December 2012 provides the core framework for implementation of levy-identified programs and projects. Metro staff is now preparing for implementation and the COO will approve the first year workplan by June 30.

QUESTIONS FOR COUNCIL CONSIDERATION

- N/A

PACKET MATERIALS

- Would legislation be required for Council action ☐ Yes ☒ No
- If yes, is draft legislation attached? ☐ Yes ☐ No
- What other materials are you presenting today? N/A


Materials following this page were distributed at the meeting.



ATP Update



Metro Council Worksession
June 25, 2013



Lake Strongheart McTighe
Senior Transportation Planner

ATP timeline

- June – provide information to Metro Council and advisory committees
- July 1– Final draft document available
- July/August – Input on plan from Metro Council, advisory committees, stakeholders
- August - seek acceptance of plan
- Nov-Spring 2014 – incorporate into the RTP

Timeline has been extended to provide more time for review and input from Metro advisory committees and stakeholders

Stakeholder Engagement

- ATP Stakeholder Advisory Committee
 - Public Open House
 - Quarterly Trails Forum
 - Intertwine events
 - TPAC, MTAC, MPAC and JPACT
 - Access Recreation
 - Bicycle Transportation Alliance Project Advisory Committee
 - Clackamas County Bicycle and Pedestrian Committee
 - Clackamas Transportation Advisory Committee (CTAC)
 - East Multnomah County Transportation Coordinating Committee (EMCTC)
 - Elders in Action Commission (Multnomah County)
 - Executive Council for Active Transportation
 - Gresham Transportation Sub-committee
 - Metro Council
 - Multnomah County Pedestrian and Bicycle Advisory Committee
 - Oregon Bicycle and Pedestrian Advisory Committee (OBPAC)
 - Oregon Active Transportation Summit
 - Portland Bicycle Advisory Committee
 - Portland Freight Advisory Committee
 - Portland Pedestrian Advisory Committee
 - Washington County Coordinating Committee (WCCC)
 - Washington County Coordinating TAC
 - Westside Economic Alliance (WEA) Transportation Committee
- Upcoming**
- Port of Portland
 - Portland Freight Advisory Committee
 - TPAC, MTAC, MPAC and JPACT

The ATP

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

VISION



Why is this important?

- Vibrant active, communities
- Healthy people, lower health care costs
- Save lives, lower costs of crashes
- 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



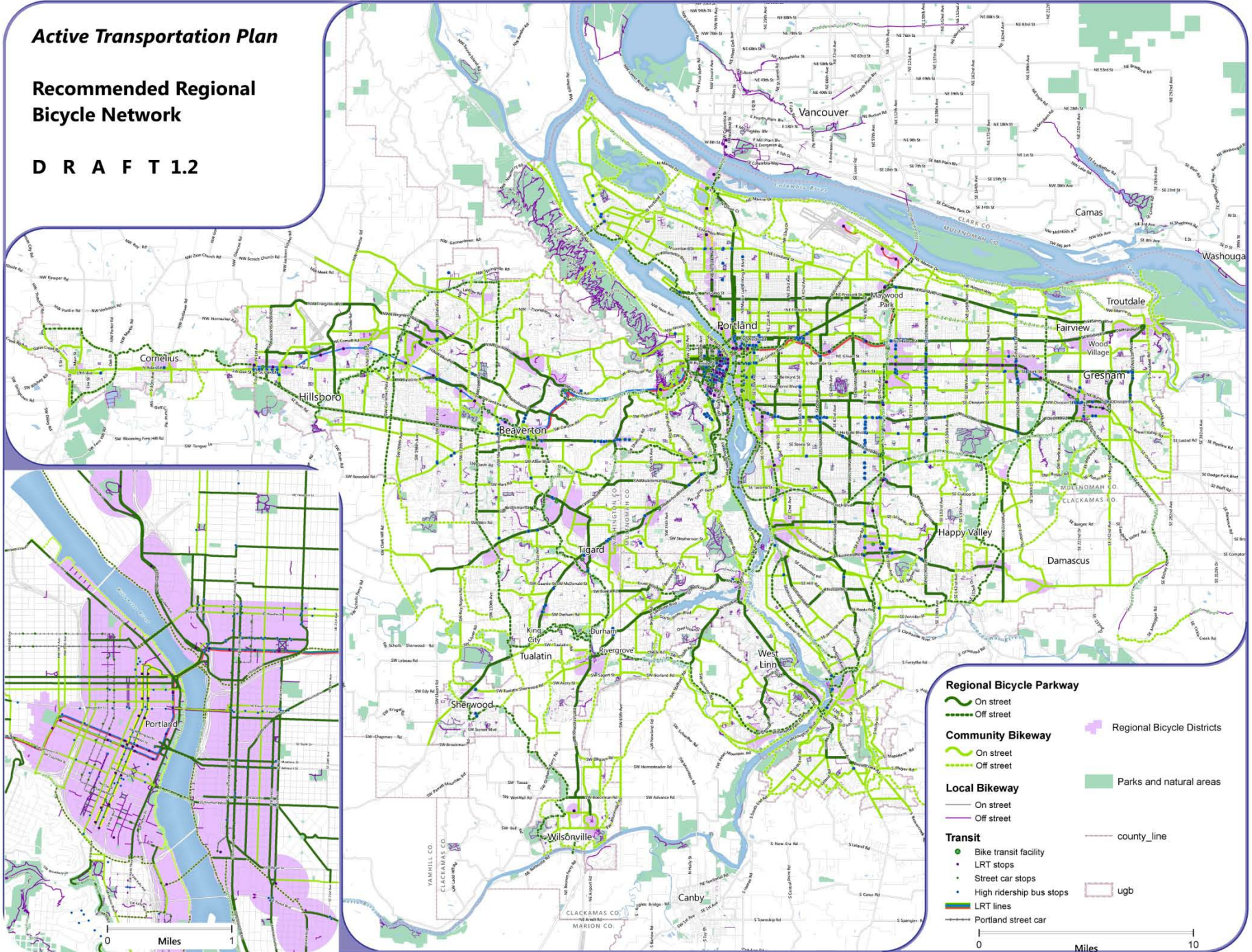
The ATP

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

Active Transportation Plan

Recommended Regional Bicycle Network

DRAFT 1.2



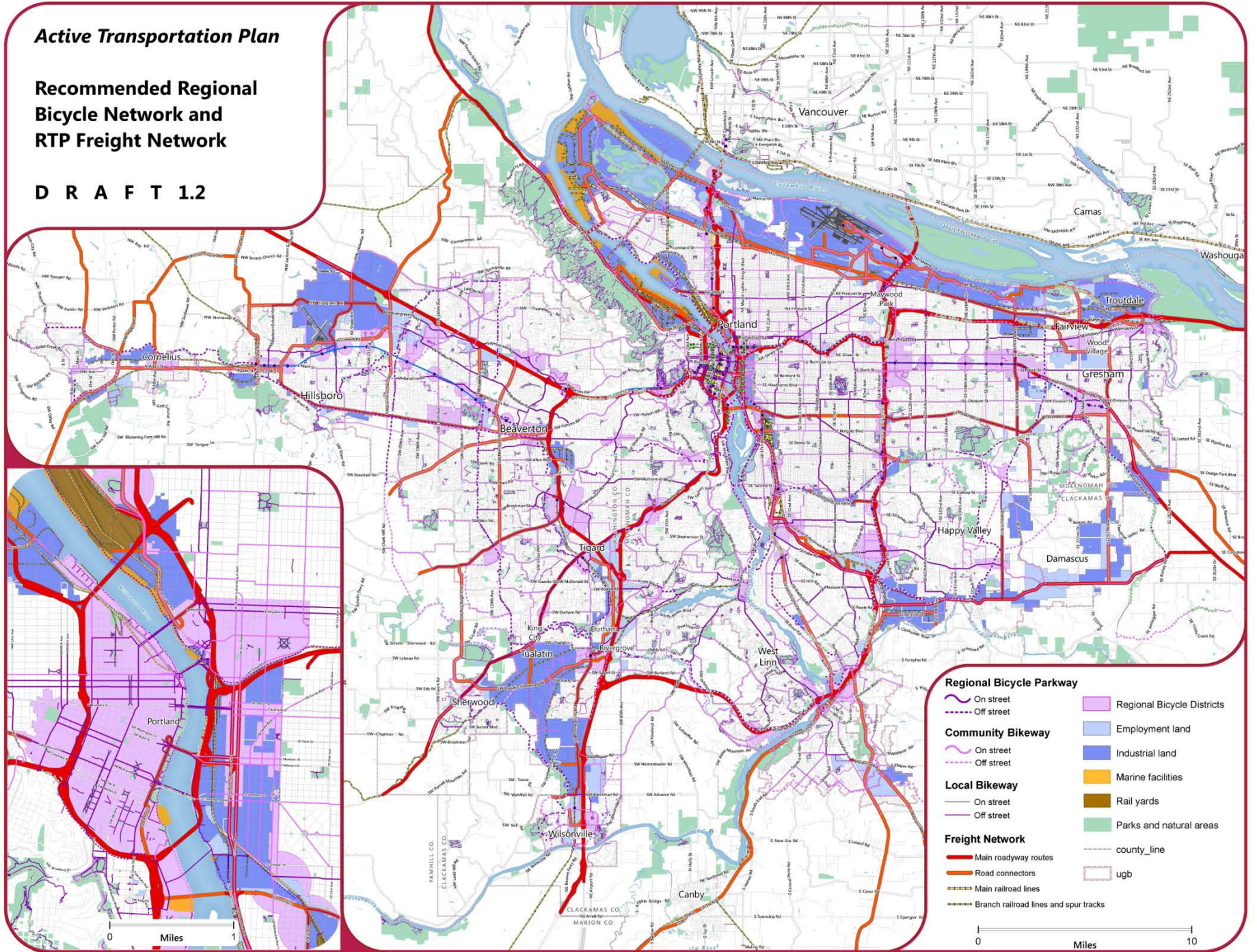
Regional Bicycle Parkways and Community Bikeways



Active Transportation Plan

Recommended Regional Bicycle Network and RTP Freight Network

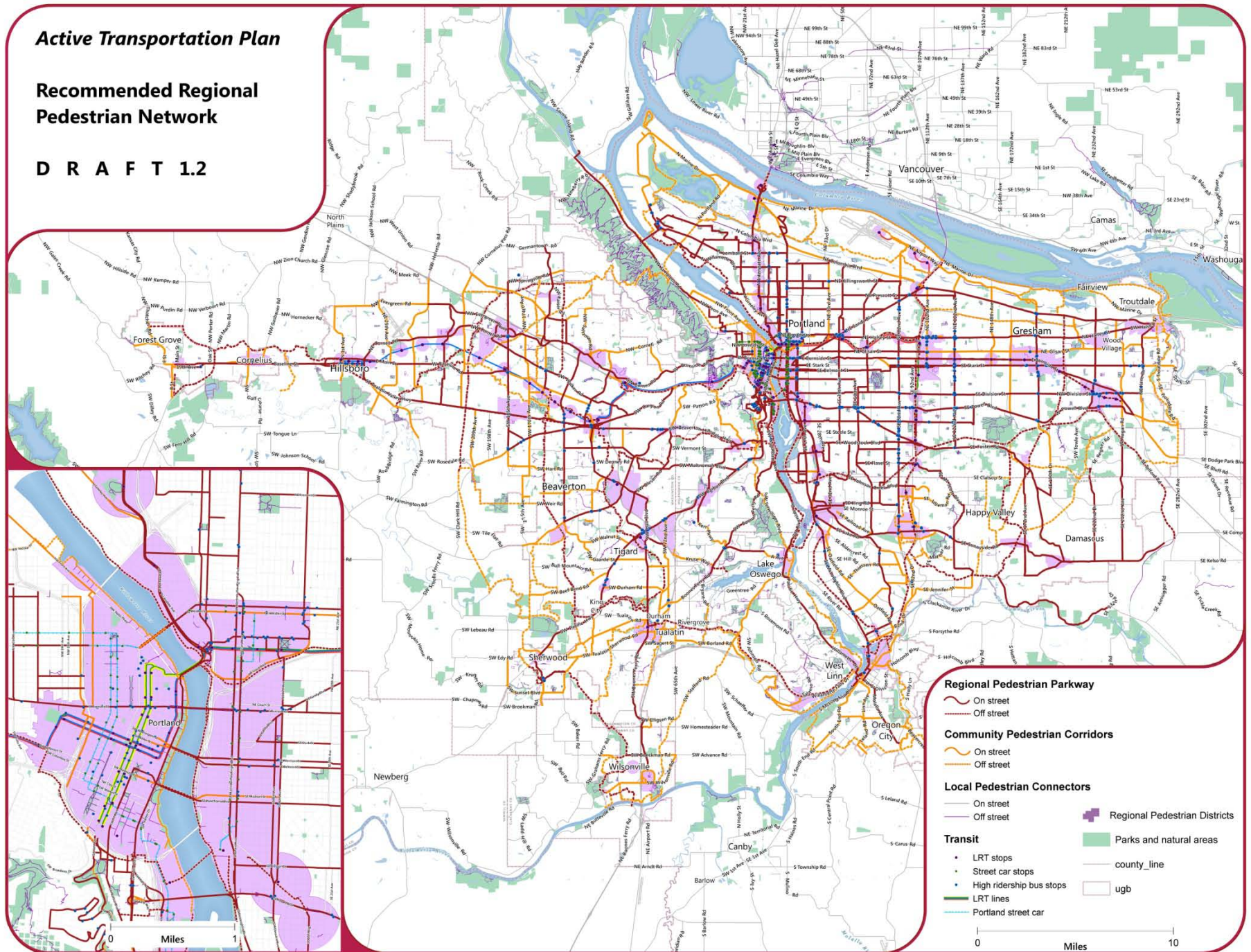
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Active Transportation Plan

Recommended Regional Pedestrian Network

DRAFT 1.2



Regional Pedestrian Parkways & Community Corridors



The ATP

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

Next steps

- **Refine plan** -final plan available for review July 1
- **Address Council questions** - July 16
Council worksession on final plan, integrating it into the RTP and implementation
- **Resolution to endorse and/or accept**

QUESTION: What are the Council's questions and/or concerns about the next steps

Active transportation 8 to 80!



www.oregonmetro.gov/activetransport

Parks and natural areas local option levy

Metro Council work session

June 25, 2013

Kathleen Brennan-Hunter, Natural Areas Program Director

Dan Kromer, Parks and Visitor Services Manager



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Parks and natural areas levy

Overview

**Parks and natural areas
portfolio document**

Citizen advisory panel

Public engagement

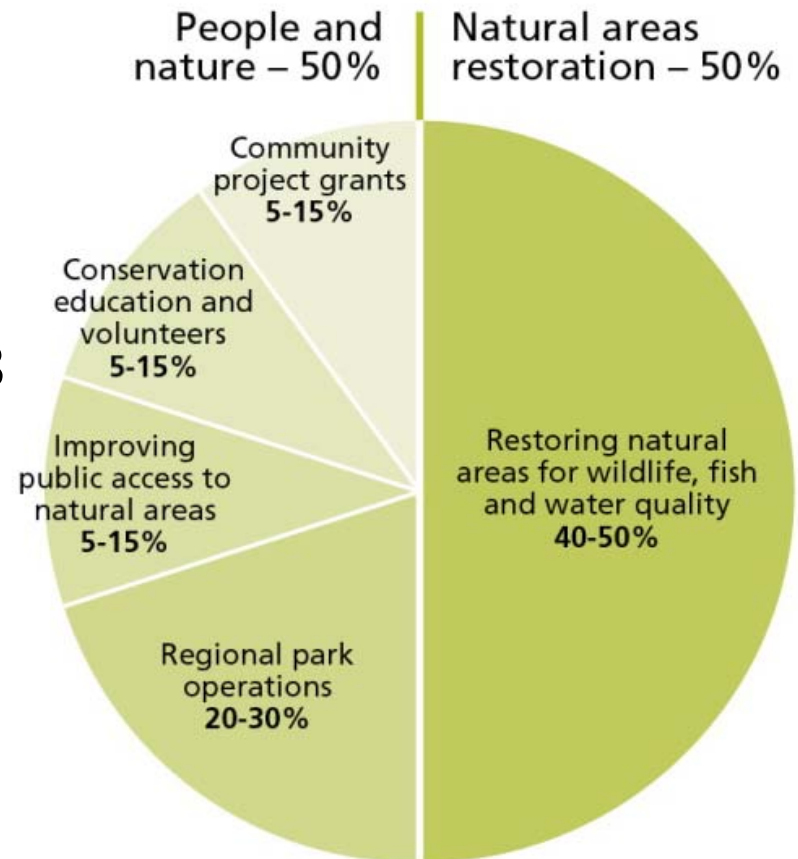
Resolution No. 12-4398

Post-referral efforts

First year work plan

Where levy funds will go

All percentages are approximate





Parks and natural areas levy

Program areas

Restoring natural areas for wildlife, fish, water quality

- Large-scale restoration projects
- Smaller-scale restoration projects
- Natural area maintenance

Improving parks and natural areas for people

- Regional park operations
- Improving natural areas for people

Volunteer program

Conservation education

- Interpretive opportunities for all visitors
- Education and skill-building for youth

Nature in neighborhoods community grants

Parks and natural areas levy

First-year highlights

First-year start up

Criteria and refinement

Years 2-5





Parks and natural areas levy

Restoring natural areas

CRITERIA

- Contributes to protection of watershed health and water quality.
- Supports species/habitats identified in conservation strategies or recovery plans.
- Provides opportunity for successful ecological improvement within levy time constraints.
- In a regionally important location, including potential for enhancing connectivity.
- Potential to engage diverse partners, increase funding, reduce costs and create more sustainable projects.
- Engages diverse communities through volunteer/workforce development; provides education/interpretation opportunities.



Parks and natural areas levy

Restoring natural areas

Large-scale restoration projects

Clear Creek Natural Area: Treat invasive species, plant native seeds and bulbs.

Fernhill Forest oak savanna restoration: Treat invasive species, seed with native grass; oak release.

Smaller-scale restoration projects

Newell Creek Canyon forest restoration: Remove invasive cherry trees, replant with native conifers.

Cooper Mountain Nature Park: Remove excess woody vegetation from canyon. Pile and burn or haul away material.

Natural areas maintenance

Core stewardship: Address basic stewardship on virtually all of Metro's natural areas.

Parks and natural areas levy

Regional park operations

CRITERIA

- Improves sustainability features that increase resource efficiency and facility longevity.
- Replaces or upgrades facilities or amenities that have reached the end of their life expectancy.
- Supports continued high quality customer service.
- Reduces maintenance costs.
- Improves safety and security.
- Responds to regulatory requirements such as ADA compliance.



Parks and natural areas levy

Regional park operations

Regional park operations

Oxbow Regional Park: Design and construct two replacement playgrounds, replace site furnishings, begin communication upgrades.

Mason Hill Park: Install new property fencing and new monument sign; replace site furnishings.

Chinook Landing Marine Park: Install new Ventek machines to improve customer access to parking.



Parks and natural areas levy

Improving parks and natural areas

CRITERIA

- Reduces or eliminates visitors' negative impact on sensitive habitats.
- Addresses safety concerns with current or future site access.
- Includes basic improvements such as trails and signage.
- Not capital intensive; avoids significant increase to ongoing operating costs.
- Provides access for volunteer/environmental education groups.
- Improves access to a natural area with high quality experience.
- Improves opportunities to connect with nature in areas with high concentration of low-income people and people of color who currently have poor access.

Parks and natural areas levy

Improving parks and natural areas

Improving natural areas for people

Gabbert Butte: Provide way-finding signage.

Killin Wetlands: Explore permit issues; public input from neighbors and stakeholders.

Scouter Mountain: Complete Phase II improvements – trail, signage, parking lot finishing touches.





Parks and natural areas levy

Conservation Education

CRITERIA

- Develops conservation-related knowledge, skills and motivation.
- Uses Metro's parks and natural areas as places for learning, exploration and engagement.
- Involves both conservation education and conservation action – the service learning model.
- Emphasizes role of mentors and exposes participants to natural resource professionals.
- Engages diverse and underserved communities.
- Partners with community organizations to provide personal and professional skills development.
- Engages participants over several years.

Parks and natural areas levy

Conservation Education

Interpretive opportunities for all visitors

Create programming partnerships with organizations that serve traditionally underserved communities.

Education and skill-building for youth

Develop partnerships and programs to provide conservation-related mentorship and skill-building opportunities that lead to college and/or career readiness.



Parks and natural areas levy

Volunteer program

Volunteer program

Ramp up, recruit additional volunteer staff.





Parks and natural areas levy

Nature in Neighborhoods community grants

GOALS

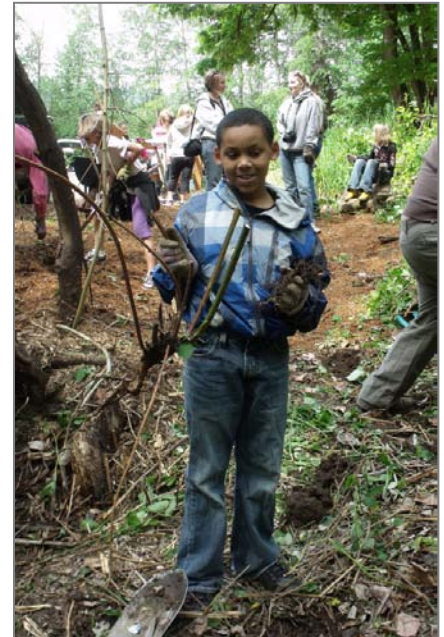
- Connect people to their watershed; teach them about watershed health.
- Preserve and restore fish and wildlife habitat in local communities.
- Support larger conservation initiatives such as the Regional Conservation Strategy or climate change adaptation.
- Support nature education and programs for school-aged children.
- Improve ability of underserved communities to learn about, help restore, experience and connect with nature.
- Implement the Regional Trails Plan.

Parks and natural areas levy

Nature in Neighborhoods community grants

Nature in neighborhoods community grants

Develop work plan for community outreach. Confirm timing of grant cycles, evaluation and selection process. Finalize program application and review process with stakeholder input. Encourage projects that engage low-income communities and communities of color.



Parks and natural areas levy

Public engagement

Inform: Let people know about specific projects, increase awareness about our parks and natural areas.

Consult: Lay groundwork for long-term relationships with neighbors.

Involve: Build understanding/long-term relationships, involve community in planning decisions.

Collaborate: Generate public input and support, lay foundation for successful long-term projects.





Parks and natural areas levy

Program outcomes

- Increase management and **invasive species control**.
- Complete major **restoration projects** on 2,000 acres.
- Continue strong utilization of **MWESB** contractors.
- Enhance service through **improved/replaced park amenities**.
- Increase **opportunities to experience nature**.
- Increase **community engagement** through expanded education, volunteer and community grant programs.
- Increase **opportunities for communities of color** and children from **low income families** to experience the region's parks and natural areas.

Parks and natural areas levy

Accountability and reporting

Annual work plans: Approved by COO.

Quarterly reports: Progress on key outcomes; program costs.

Annual report: Detailed program expenditures and major accomplishments presented to Council and made available to the public.

2006 Natural Areas Program LOCAL SHARE PROGRAM UPDATE

MARCH 2013

Total local share allocation: \$44,000,000

Expended as of March 8, 2013: \$33,064,135

Percentage expended as of March 8, 2013: 75%

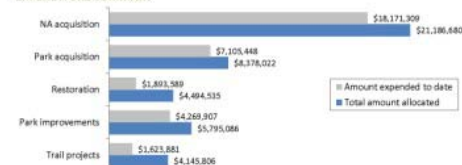
- 86 acquisitions; 665 acres
- 8 trail projects (some not yet complete)
- 38 parks improved

EXPENDITURES BY PROJECT TYPE

Project type	Amount allocated	Expended to date
NA acquisition (605 acres)	\$21,186,680	\$18,171,309
Park acquisition (60 acres)	\$8,378,022	\$7,105,448
Restoration	\$4,494,535	\$1,893,589
Park improvements	\$5,795,086	\$4,269,907
Trail projects	\$4,145,806	\$1,623,881



EXPENDITURE SUMMARY



NATURAL AREA ACQUISITION

Jurisdictions are using their local share funds to acquire natural areas to meet a variety of purposes, including:

- Securing inholdings or expanding existing natural areas. For example, 32 of the sites acquired by the City of Portland are inholdings in four areas - Forest Park, Marquam Nature Park, West Portland Park and Woods Park.
- Securing land for new nature parks in developing areas of our region such as Damascus, Happy Valley, Hillsboro, Oregon City, Bull Mountain and Washington County.

Natural area acquisition

- \$21,186,680 allocated
- \$18,171,309 expended to date
- 72 sites acquired in 13 jurisdictions
- 605 acres acquired to date



Parks and natural areas levy

Ramp up phase

Recruitment: 16 positions in FY 2013/2014 budget; 4-6 hired within first three months.

Procurement: Continue strong utilization of MWESB contractors; look for ways to expand and innovate.

Communications: Expand “It’s Our Nature” brand. Scale public engagement goals and activities to each levy-funded project. Ensure general public is informed and aware of Metro’s work to implement the levy.

Equity/diversity: Be intentional in designing projects and programs to address barriers that prevent underserved communities from using and benefitting from Metro’s parks and natural areas.



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Regional Active Transportation Plan

DRAFT Policy Recommendations and Follow Up Actions

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 to implement the policies have been identified. Unless otherwise noted, Metro is considered the lead agency for the actions, working in partnership with cities and counties, jurisdictions, agencies and stakeholders. The actions may require further engagement and discussion with stakeholders.

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

~~Actions~~ Metro actions to Implement Policy

- 1.1 ~~Implement~~ Support jurisdictions and agencies to implement the regional active transportation network according to the Principles for the Regional Active Transportation Network.
- 1.2 ~~Identify~~ Work with cities, counties, agencies and jurisdictions to 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.
- ~~1.21.3~~ ~~Include~~ Support projects and plans to 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.
- ~~1.31.4~~ Seek opportunities to implement recommendations for pedestrian and bicycle safety improvements identified in the Regional Transportation Safety Plan, including lighting, crossing improvements and protected bicycle facilities.
- 1.5 ~~Include~~ Encourage jurisdictions and agencies to include education and encouragement in capital project scopes to raise awareness, increase safety and increase use of completed networks/projects.
- ~~1.41.6~~ Work with partners to identify opportunity areas where short trips made by auto can be easily replaced by walking and bicycling.

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

Metro Actions ~~actions~~ to Implement Policy

- ~~2.1~~ ~~Develop and adopt a complete streets policy into the Regional Transportation Plan. (incorporated into 4.1)~~
- ~~2.22.1~~ Encourage the use of complete streets checklists for planning and project development.

- ~~2.32.2~~ **Work with partners to emphasize the need for safe bicycle and pedestrian facilities on routes with heavy motorized vehicle traffic by prioritizing** ~~projects for addressing that address pedestrian and bicycle system needs safety on a regular basis. Emphasize the need for safe bicycle and pedestrian facilities on routes with heavy motorized vehicle traffic. If a conflicting policy~~ **Prioritize projects that address pedestrian and bicycle system needs safety on a regular basis. Emphasize the need for safe bicycle and pedestrian facilities on routes with heavy motorized vehicle traffic. If other policies conflict with limits the application of this action, seek to balance the transportation needs of all users while managing the transportation system. In areas where the state and region are actively trying to encourage multi-modal travel, such as multi-modal areas, urban business areas, mixed-use centers, regional boulevards, etc., lead agencies should work to accommodate pedestrian and bicycle solutions when there are conflicting policies. In other areas, seeking solutions such as parallel routes for Bicycle Parkways may be the solution.**
- ~~2.42.3~~ **Provide** ~~Encourage physically separated bicycle facilities on roadways with high traffic speeds and volumes.~~
- ~~2.52.4~~ **Encourage and support the use of the Active Transportation Plan design guidelines.**
- ~~2.62.5~~ **Endorse the use of the NACTO (National Association of City Transportation Officials) Bike Design Guide and Washington County Bike Design Tool Kit, and other similar guidelines, as best design practices.**
- ~~2.72.6~~ **Develop design guidelines for transit and bicycle interaction, especially at transit stops and stations and along tracks.**
- ~~2.82.7~~ **Develop design and operation guidelines for regional trails as transportation facilities.**
- 2.8 Work with cities, counties, agencies and jurisdictions to update the Regional Transportation Plan with the recommended network principles, ATP pedestrian and bicycle networks and map updates, functional classifications, suggested design guidelines, policies and implementing actions.**
- 2.9 Work with cities, counties, agencies and jurisdictions to update the Regional Transportation Functional Plan, the implementing plan of the Regional Transportation Plan, to include requirements that will implement the recommended networks and policies of the ATP.**
- 2.10 (Previously 4.4) Work with cities, counties, agencies and jurisdictions to consider adding pedestrian and bicycle projects to the Regional Transportation Plan that will complete the recommended ATP pedestrian and bicycle networks.**
- ~~2.92.11~~ **Encourage state and local jurisdictions and agencies to update transportation system plans to be consistent with the ATP and to reference or include the regional pedestrian and bicycle network routes.**
- ~~2.102.12~~ **Work with cities, counties, agencies and jurisdictions stakeholders to develop prioritization and submittal criteria promoting implementation of a complete transportation network for to be used in developing the project lists**

of local transportation system plans all projects added to the and the Regional Transportation Plan project list.

~~2.112.13~~ 2.13 Coordinate pedestrian, bicycle and transit investments with the Regional Transportation Option program and grants to deliver complete corridors for active travel.

~~2.122.14~~ 2.14 Coordinate pedestrian, bicycle and transit investments with the Transportation System Management Options program and grants to deliver complete corridors for active travel.

2.15 Update Work with partners, including the Oregon Department of Transportation and TriMet, during the next policy update of the Metropolitan Transportation Improvement Plan (MTIP) consider: implementing recommendations of the ATP through development of the MTIP project list; updating Regional Flexible Funds policies to include active transportation elements in all projects funded with flexible funds; and, using the ATP pedestrian and bicycle network analysis to help guide project selection. Regional Flexible Funds policies in the next MTIP policy update to reflect policies and recommendations of the Active Transportation Plan and to include active transportation elements into all funded projects or project areas.

~~2.132.16~~ 2.16 Identify opportunities to increase knowledge and understanding of the benefits and need for increasing active transportation, including participating in state and local planning, state and local pedestrian and bicycle advisory committees, holding regional forums and workshops, and providing technical assistance.

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

Metro actions to Implement Policy

- 3.1 Develop best practices on engaging underserved communities on active transportation projects.
- 3.2 Encourage, partner and utilize minority-owned, women-owned and emerging small businesses to plan and develop the regional active transportation networks.
- 3.3 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.
- 3.4 ~~Identify~~ Work with cities, counties, agencies and jurisdictions to identify and encourage the implementation of pedestrian and bicycle projects that increase safety and access to destinations in areas with 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.

4. Complete the regional pedestrian and bicycle networks.

Metro actions to Implement Policy

- 4.1 Work with partners to refine existing Regional Transportation Plan performance measures and targets to better meet active transportation goals and new federal performance measure requirements. Consider developing ~~Develop and adopt a~~ adopting a 'complete network' network' and complete streets policy and performance target target where the regional pedestrian and bicycle networks are completed to match roadway network percentage of completeness, and completeness utilizes level of service measures for pedestrians, transit and bicycles. ~~into the Regional Transportation Plan.~~
- ~~4.14.2~~ (Previously 5.8) Further develop the regional Bicycle Comfort Index and Pedestrian Comfort Index to help identify areas in the regional pedestrian and bicycle network that do not provide a comfortable level of service for people of all ages and abilities.
- ~~4.24.3~~ Develop and adopt a policy in the Regional Transportation Plan and Regional Transportation Functional Plan to complete pedestrian and bicycle networks 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.
- ~~4.54.4~~ (Previously 2.5) Complete gaps and overcome barriers in the regional pedestrian and bicycle networks. **(incorporated into 4.1)**

5. Utilize data and analysis to guide transportation investments.

Metro actions to Implement Policy

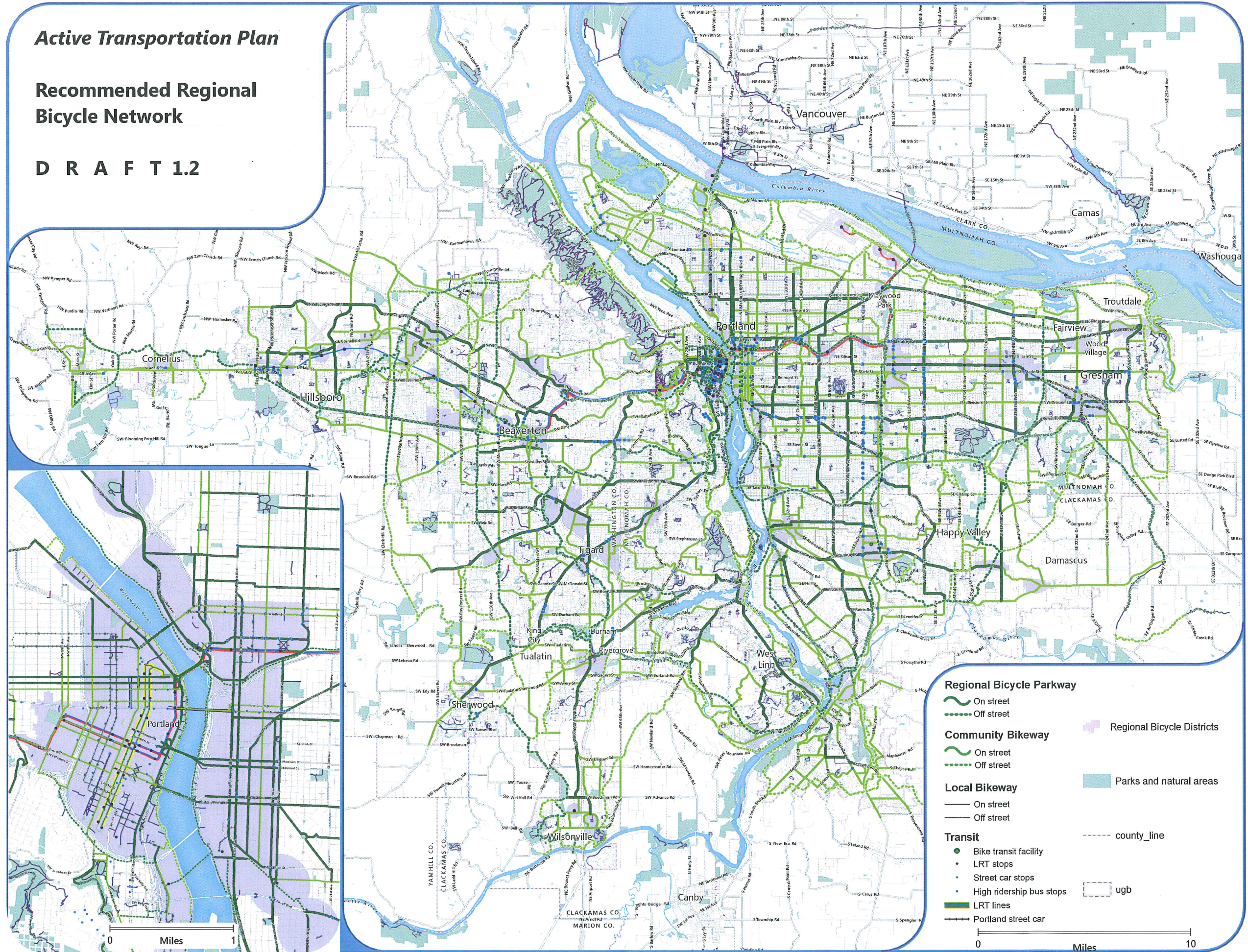
- 5.1 Support the collection and maintenance of regional pedestrian and bicycle data by:
 - ~~Working with cities, counties, jurisdictions, agencies and partners to identify desirable and practical data to be collected and maintained at a regional level;~~
 - ~~Develop developing a regional plan for bicycle count locations to support the regional bicycling modeling tools;~~
 - ~~and dDeveloping a method to count and estimate pedestrian activity to support development of regional pedestrian modeling tools;~~ **continue to support and develop Metro's leadership on regional trail counts.**
- 5.2 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.

- 5.3 ~~Support~~ **Work with partners to support the Oregon Household Activity Survey and to include the survey of pedestrian and bicycle activity, including the relationship between bicycle and transit travel in the region.**
- 5.4 Partner with health organizations to incorporate health outcomes into planning and funding decisions.
- 5.5 ~~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.~~
- 5.5 **Work with cities, counties, agencies and jurisdictions to encourage the use of traffic impact analysis tools in development review that take into account transit and active transportation needs, and consider land use context in all recommendations.**
- 5.6 Utilize the data, analysis, findings and recommendations in regional and corridor planning and investment strategies to address climate change and economic development.

Active Transportation Plan

Recommended Regional Bicycle Network

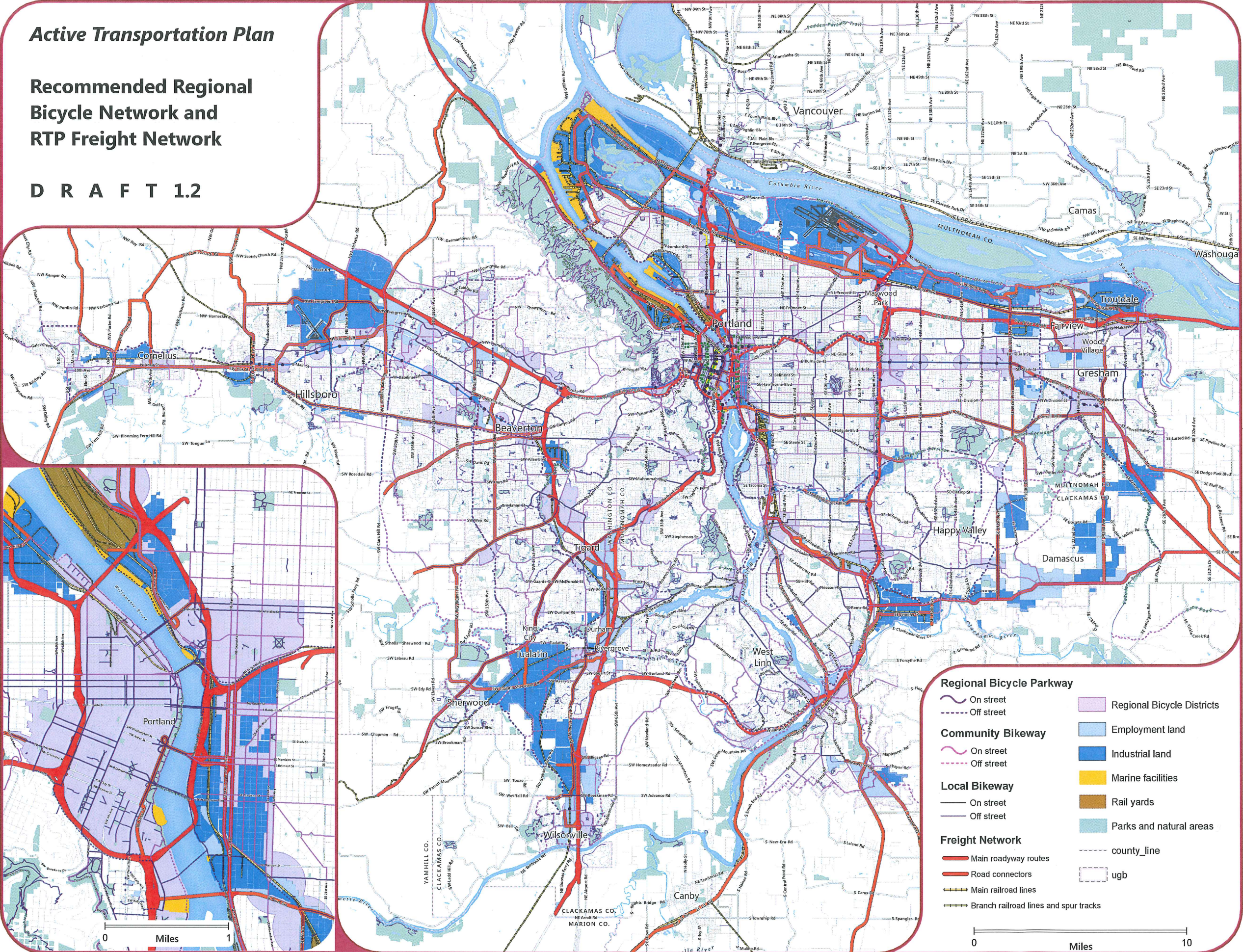
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Active Transportation Plan

Recommended Regional
Bicycle Network and
RTP Freight Network

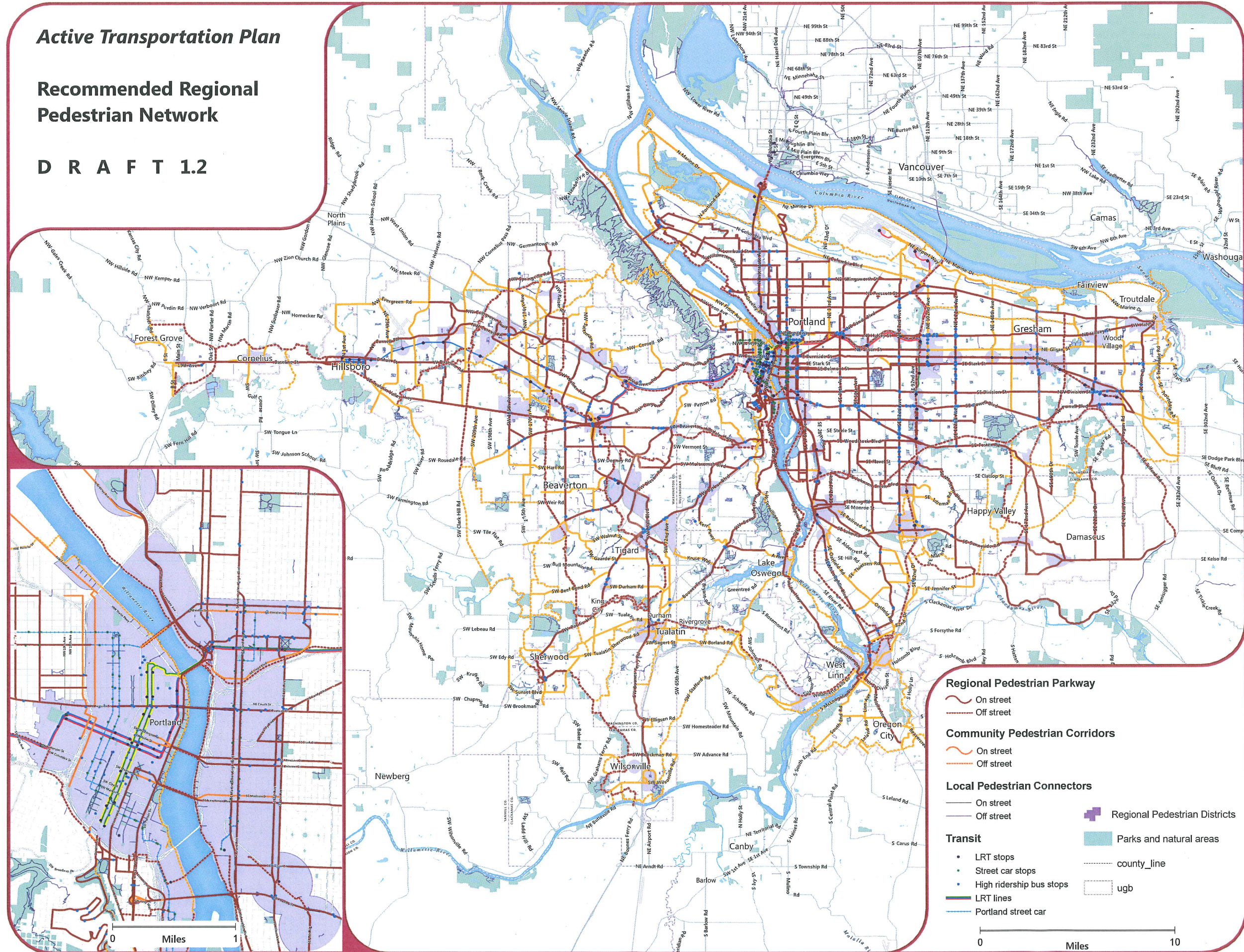
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Active Transportation Plan

Recommended Regional Pedestrian Network

DRAFT 1.2





Regional Active Transportation Plan

DRAFT ENDORSEMENT and/or ACCEPTANCE TIMELINE, as of June 19, 2013

A final document will be finished by the end of June. Staff will be seeking recommendation to endorse and/or accept work completed to date on the plan from MPAC and JPACT to the Metro Council in August.

June 25 Metro Council work session – *update on process and timeline, overview of plan elements*

June 26 MPAC- *update on process and timeline, overview of plan elements*

June 28 TPAC - *update on process and timeline, response to questions and concerns*

July 11 JPACT – *comments from the chair, update on process and timeline*

July 19 TPAC – *asked to provide recommendation to JPACT to endorse and/or accept work done to date on the ATP*

July 16 Metro Council work session – *presentation on final plan and next steps to integrate into RTP and beginning implementation*

July 17 MTAC - *asked to provide recommendation to MPAC to endorse and/or accept work done to date on the ATP*

August 1 JPACT - *action on endorsement and/or acceptance of work done to date on the ATP*

August 14 MPAC - *action on endorsement and/or acceptance of work done to date on the ATP*

August 15 Metro Council – *action on endorsement and/or acceptance on the ATP*

Integration into the RTP will involve refining the plan with stakeholder input and drafting changes/updates to the RTP.

August through September 2013– Refine elements of the ATP based on stakeholder input for incorporation into the RTP

October - June 2014 - Networks and policies recommended for incorporation into the RTP

2018 RTP update – ATP changes to the Regional Transportation Functional Plan considered

METRO EQUITY STRATEGY ADVISORY COMMITTEE

APPOINTMENTS – UPDATED 06/24/13

CARL TALTON, Chair | *Executive Chair, Portland Family of Funds*

BEN DUNCAN | *Health Equity Initiative Program Manager, Multnomah County Health Department & Board Chair, OPAL*

BETTY DOMINGUEZ | *East County Program Director, Home Forward*

DANIEL VÁZQUEZ | *Cultural Inclusion Coordinator, Mayor's Office, City of Beaverton*

JOSEPH BEREZHINSKIY | *Program Director, Slavic Community Center*

JUDI MARTIN | *Hispanic Services Coordinator, Clackamas County Health & Human Services*

JULIA MEIER | *Director, Coalition of Communities of Color*

KIRSTEN KILCHENSTEIN | *Donor Relations Officer, Oregon Community Foundation*

PAM TREECE | *Executive Director, Westside Economic Alliance*

PHILIP WU | *Community Health Initiative, Kaiser Permanente*

REY ESPANA | *Director, Community Development Department, Native American Youth & Family Center*

SHEILA MURTY JOB | *Director Recruitment and Rewards, Legacy Health*

SYDNEY WEBB | *Former City Councilor, City of Tigard*

VIRGINIA NGUYEN | *Director of Diversity & Inclusion, Nike*