

# Metro | Agenda

Meeting: Metro Policy Advisory Committee (MPAC)  
Date: Wednesday, June 26, 2013  
Time: 5 to 7 p.m.  
Place: Metro, Council Chamber

---

- |         |     |   |   |
|---------|-----|---|---|
| 5 PM    | 1.  | <b><u>CALL TO ORDER</u></b>   | Loretta Smith, Chair                    |
| 5:02 PM | 2.  | <b><u>SELF INTRODUCTIONS &amp; COMMUNICATIONS</u></b>   | Loretta Smith, Chair                    |
| 5:05 PM | 3.  | <b><u>CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS</u></b>  |   |
| 5:10 PM | 4.  | <b><u>COUNCIL UPDATE</u></b>  |   |
| 5:13 PM | 5.  | <b><u>CONSENT AGENDA</u></b>  |   |
|         | *   | <ul style="list-style-type: none"><li>• Consideration of the MPAC Minutes for June 12, 2013</li><li>• MTAC Member Nomination</li></ul>  |   |
| 5:15 PM | 6.  | Preview of Upcoming MPAC Tours on the Willamette Falls Legacy Project and Cully Park – <b><u>INFORMATION</u></b> <ul style="list-style-type: none"><li>• <b><u>Outcome:</u></b> MPAC members receive information on the schedule and content of upcoming tours.</li></ul>   | John Williams, Metro                    |
| 5:30 PM | 7.  | * Oregon Solutions Network – <b><u>INFORMATION/DISCUSSION</u></b> <ul style="list-style-type: none"><li>• <b><u>Outcome:</u></b> MPAC members receive an overview of the Oregon Solutions Network System and gain an understanding of services provided to assist local jurisdictions in addressing their priorities.</li></ul> | Beverly Stein, Oregon Solutions Network |
| 6:15 PM | 8.  | * Regional Active Transportation Plan – <b><u>INFORMATION/DISCUSSION</u></b> <ul style="list-style-type: none"><li>• <b><u>Outcome:</u></b> MPAC members have an understanding of and provide input on the major elements of the ATP and the proposed process and timeline for accepting the plan.</li></ul>                    | Lake McTighe, Metro                     |
| 6:50 PM | 9.  | <b><u>MPAC MEMBER COMMUNICATION</u></b>   |   |
| 7 PM    | 10. | <b><u>ADJOURN</u></b>   | Loretta Smith, Chair                    |

\* Material included in the packet. For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: [kelsey.newell@oregonmetro.gov](mailto:kelsey.newell@oregonmetro.gov). To check on closure or cancellations during inclement weather please call 503-797-1700.

## **Metro's nondiscrimination notice**

Metro respects civil rights. Metro fully complies with Title VI of the Civil Rights Act of 1964 that bans discrimination on the basis of race, color or national origin. For more information on Metro's civil rights program, or to obtain a Title VI complaint form, visit [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights) or call 503-797-1536. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. All Metro meetings are wheelchair accessible. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1536 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 7 business days in advance of the meeting to accommodate your request. For up-to-date public transportation information, visit TriMet's website at [www.trimet.org](http://www.trimet.org).



## 2013 MPAC Tentative Agendas

As of 6/19/13

*Items in italics are tentative; **bold** denotes required items*

|   |   |
|---|---|
| <p><b><u>MPAC Meeting</u></b><br/>Wednesday, May 22, 2013</p> <ul style="list-style-type: none"> <li>• Community Investment Initiative: Development Ready Communities and schools – Information /Discussion</li> <li>• TriMet - Network Design Criteria and Management policies – Information</li> </ul>  | <p><b><u>MPAC Meeting</u></b><br/>Wednesday, June 12, 2013</p> <ul style="list-style-type: none"> <li>• Legislative Update –Information</li> <li>• TriMet - Network Design Criteria and Management policies – Information</li> <li>• Overview of transit equity – Information</li> </ul>  |
| <p><b><u>MPAC Meeting</u></b><br/>Wednesday, June 26, 2013</p> <ul style="list-style-type: none"> <li>• Preview of Upcoming MPAC Tours on the Willamette Falls Legacy Project and Cully Park</li> <li>• Oregon Solutions Network presentation – Information</li> <li>• Presentation on the final draft of the <b>Regional Active Transportation Plan</b> – Information</li> </ul> | <p><b><u>MPAC Field Trip</u></b><br/>Wednesday, July 10, 2013</p> <ul style="list-style-type: none"> <li>• Willamette Falls Blue Heron site tour</li> </ul>   |
| <p><b><u>MPAC Meeting - Canceled</u></b><br/>Wednesday, July 24, 2013</p>   | <p><b><u>MPAC Meeting</u></b><br/>Wednesday, Aug. 14, 2013</p> <ul style="list-style-type: none"> <li>• <b>Regional Active Transportation Plan</b> – Action</li> <li>• Greater Portland, Inc. Presentation on the Metropolitan Export Initiative – Information</li> <li>• <i>Presentation by Senator Wyden regarding export committee – information</i></li> <li>• Climate Adaptation Presentation (building community resilience to future climate impacts (Kent Snyder – ACSI; Tim Lynch – Multnomah County Office of Sustainability; Kari Lyons-Eubanks – Multnomah County Environmental Health; Vivek Shandas – PSU</li> <li>• <i>Brownfields – presentation by City of Portland, continued MPAC discussion of policy recommendations to advance brownfields remediation in region.</i></li> <li>• <i>Metro Planning &amp; Development grants update</i></li> <li>• <i>Legislative update post session</i></li> </ul> |

|  |   |
|--|---|
| <p><b><u>MPAC Meeting</u></b><br/> Wednesday, Sept. 11, 2013</p> <ul style="list-style-type: none"> <li>• <i>Discuss next steps on brownfields/large site industrial if needed</i></li> <li>• <i>Southwest Corridor Project Steering Committee Recommendation – Information</i></li> <li>• <b>2014 Urban Growth Report and growth management decision</b> – present draft timeline</li> </ul> <p><b>HOLD: Sept. 11 or Sept. 25 for MPAC Cully tour</b></p> | <p><b><u>MPAC Meeting</u></b><br/> Wednesday, Sept. 25, 2013</p> <ul style="list-style-type: none"> <li>• <b>2040 Regional Transportation Plan – Project Solicitation</b></li> </ul> <p><b>HOLD: Sept. 11 or Sept. 25 for MPAC Cully tour</b></p> |
| <p><b><u>MPAC Meeting</u></b><br/> Wednesday, Oct. 9, 2013</p> <ul style="list-style-type: none"> <li>• <i>20-year population and employment forecasts</i></li> <li>• <i>Climate Smart Communities: Phase II Findings–update/discussion</i></li> </ul>   | <p><b><u>MPAC Meeting</u></b><br/> Wednesday, Oct. 23, 2012</p> <ul style="list-style-type: none"> <li>• <i>Topics TBD</i></li> </ul>   |
| <p><b><u>MPAC Meeting</u></b><br/> Wednesday, Nov. 13, 2012</p> <ul style="list-style-type: none"> <li>• <i>Topics TBD</i></li> </ul>  | <p><b><u>MPAC Meeting</u></b><br/> Wednesday, Dec. 11, 2012</p> <ul style="list-style-type: none"> <li>• <i>Climate Smart Communities: Final check-in for 2013 – update/discussion</i></li> </ul>   |

**Parking Lot:**

- Apartments without parking
- Equity Atlas
- Oregon Energy Plan
- Statewide Transportation Strategy
- Metro’s Equity Strategy
- Presentation on health & land use featuring local projects from around the region
- Affordable Housing opportunities, tools and strategies



Metro Policy Advisory Committee  
**June 12, 2013**  
Metro Council Chamber

**MEMBERS PRESENT**

Annette Mattson  
Bill Turlay  
Bob Stacey  
Craig Dirksen  
Craig Prosser  
Denny Doyle  
Doug Neeley  
Jerry Willey  
Loretta Smith, *Chair*  
Maxine Fitzpatrick  
Peter Truax, *2<sup>nd</sup> Vice Chair*  
Sam Chase  
Tim Clark  
Wilda Parks

**AFFILIATION**

David Douglas School Board, Governing Body of School Districts  
City of Vancouver  
Metro Council  
Metro Council  
TriMet  
City of Beaverton, Washington Co. 2<sup>nd</sup> Largest City  
City of Oregon City, Clackamas Co. 2<sup>nd</sup> Largest City  
City of Hillsboro, Washington Co. Largest City  
Multnomah County  
Citizen, Representing Multnomah Co. Citizen  
City of Forest Grove, Washington Co. Other Cities  
Metro Council  
City of Wood Village, Multnomah Co. Other Cities  
Citizen, Representing Clackamas Co. Citizen

**MEMBERS EXCUSED**

Amanda Fritz  
Andy Duyck  
Bob Grover  
Charlie Hales  
Charlynn Newton  
Jody Carson, *1<sup>st</sup> Vice Chair*  
Josh Fuhrer  
Kent Studebaker  
Marilyn McWilliams  
Martha Schrader  
Steve Stuart  
William Wild

**AFFILIATION**

City of Portland  
Washington County  
Citizen, Washington Co. Citizen  
City of Portland  
City of North Plains, City in Washington Co. Outside the UGB  
City of West Linn, Clackamas Co. Other Cities  
Multnomah County, 2<sup>nd</sup> Largest City  
City of Lake Oswego, Clackamas Co. Largest City  
Tualatin Valley Water District, Washington Co. Special Districts  
Clackamas County  
Clark County  
Oak Lodge Sanitary District, Clackamas Co. Special Districts

**ALTERNATES PRESENT**

Carrie MacLaren  
Gretchen Beuhner  
Lise Glancy

**AFFILIATION**

Oregon Dept. of Land Conservation and Development  
City of Tigard, Washington Co. Other Cities  
Port of Portland

**STAFF:** Kelsey Newell, Andy Cotugno, Nikolai Ursin, Alison Kean-Campbell, Ina Zucker, Beth Cohen, John Williams, Robin McArthur, Joe Montanez



## **1. CALL TO ORDER AND DECLARATION OF A QUORUM**

Chair Loretta Smith called the meeting to order at 5:07p.m.

## **2. SELF INTRODUCTIONS & COMMUNICATIONS**

All attendees introduced themselves.

## **3. CITEZEN COMMUNICATION ON NON-AGENDA ITEMS**

Noting that Ms. Robin McArthur will be leaving Metro in the month of June, she was recognized and applauded for the regional impact of her achievements during her tenure at Metro.

## **4. COUNCIL UPDATE**

Councilor Bob Stacey provided an update on the following items:

- With the recent approval from MPAC and JPACT, the Metro Council passed a resolution directing Climate Smart Communities staff to study strategies in the three draft scenarios. This fall, the results will provide more detail for a regional discussion on priorities and tradeoffs to consider in developing a final preferred scenario in 2014;
- JPACT has issued letters of support for two regional transportation projects that are seeking TIGER V federal grant funding - The Canyon Rd Safety and Complete Street Project and the Portland Marine Terminal Freight and Jobs Access Project;
- The Community Investment Initiative is hosting a special event on Monday, June 17. Tom Murphy, Urban Land Institute Fellow and former mayor of Pittsburgh will share his success in building public/private partnerships to leverage economic development. For more information and to RSVP, contact Maria Ellis at (503) 797-1732.

Councilor Bob Stacey provided a legislative update on the following items:

- The May revenue forecast was positive, but not enough to resolve the impasse between Republicans and Democrats over PERS and tax increases, which threatens to push the session into July;
- Land Use
  - SB 845, relating to the Azalea Project, currently in the Senate Rules Committee;
  - SB 462, relating to composting facilities, was amended to prohibit Metro and DEQ to approve composting facilities within 1500 feet of schools in rural residential areas. This bill is awaiting vote in the House;
  - HB 3067, Area 93, passed both chambers and was signed by the Governor last Thursday;
  - HB 2657, relating to local governments industrial land rezoning, passed the House and died in the Senate;
- Transportation
  - Senator Starr is reportedly seeking \$2 million for a study of Westside transportation needs possibly relating to a Westside Corridor project;
  - Connect Oregon is in Ways and Means in two different forms and is under negotiation;

- HB 3316, relating to the TriMet Board, is expected to be the vehicle to require an audit of TriMet by the Secretary of State;
- HB 2453, relating to a mileage based fee for 55MPG or better vehicles, is in Ways and Means and is gaining Republican support;
- HB 2945, creating an Area Commission on Transpiration for rural Clackamas County, is in the House Rules Committee, but is under negotiation;
- Other
  - The Willamette Falls Legacy Project seems to have significant support, but the lottery bond bill, where it would be included, is likely to be acted upon late in the session;
  - HB 2639, relation to Section 8 housing, is sitting in Ways and Means and is expected to move in the next week;
  - SB 246 and SB 253, industrial site readiness, will likely have a work session next Monday in Ways and Means;
  - HB 3030, Brownfields Redevelopment Fund, has a possibility of passing, however, at a much lower funding level.

## 5. **CONSENT AGENDA**

- Consideration of the May 8, 2013 minutes

**MOTION:** Mayor Doug Neeley moved, Mayor Pete Truax seconded, to approve adoption of the May 8, 2013 minutes.

**ACTION:** With all in favor, the motion passed.

- Consideration of the May 22, 2013 minutes

Ms. Annette Mattson recommended the following amendments to the May 22, 2013 minutes:

- Members suggested that social equity factors be added as indicators, specifically relating to concentrated poverty in certain districts. Members stated that one of the goals of this tool needs to be supporting and placing ~~displacing these~~ children equitably across multiple schools districts;
- Members expressed concern with about one smaller jurisdiction in which there are two school districts, but more importantly, no high school. multiple school districts in one jurisdiction. Members stated that ~~This situation~~ could lead to true community ~~divisiveness~~ division;

**MOTION:** Mayor Pete Truax moved, Ms. Annette Mattson seconded, to approve adoption of the May 22, 2013 minutes as amended.

**ACTION:** With all in favor and 3 abstentions (Beuhner, Doyle Prosser), the motion passed.

## 6. **DELIVERING THE REGION'S VISION FOR TRANSIT NOW AND IN THE FUTURE**

Mr. Craig Prosser and Mr. Eric Hesse presented on TriMet's short-term and long-term budget outlook and what that means for how TriMet is planning to deliver the region's vision for transit

service as expressed through the Clime Smart Communities Scenarios project and the Regional Transportation Plan.

Mr. Craig Prosser began by stating that TriMet is being looked upon as a key partner to provide quality transit for the region, but the last few year have been challenging. There have been unavoidable and unsustainable health care costs, freezing of non-representative employee salaries, and the cutting of over 200 positions. Mr. Prosser stated that TriMet is and will be making adjustments to address these issues. A sustainable commercial strategy has been developed to reform the agency's cost structure as well as define a new vision for transit service. He stated that the region must work together to implement the shared vision for transit.

Mr. Eric Hesse began by stating that the main issues being addressed at TriMet is how transit is going to be delivered now and how it will be delivered in the future. TriMet has to be grounded in the long-term budget situation to ultimately deliver more and better service throughout the region. This will be accomplished through focusing on customer service, enhancing fiscal stability, and building on partnerships for transit growth.

Mr. Hesse stated that TriMet wants to extend the reach of service while providing the best pedestrian access possible. Focusing on making the rider experience as convenient and user friendly as possible will be accomplished through comfortable, attractive buses, better waiting areas, and transit tracking platforms, such as smart phone applications. Mr. Hesse stated that there is a need for reinvestment.

Although TriMet's services are well above its peers, there are major issues that need to be addressed in terms of fiscal sustainability – union retirees, medical benefits, and an enhanced state of good repair. Mr. Hesse stated that the biggest fiscal issue is healthcare costs. Over the last decade, the administrative operating costs dedicated to providing health care benefits have doubled. If a major financial restructuring does not occur, over the next 7 years, 50% of TriMet's administrative operating costs will be dedicated solely to medical benefits. If the trend continues, by FY 27, 70% of services will have to be cut. Mr. Hesse stated that even with these projections, TriMet is confident that the agency can move forward positively.

Mr. Hesse also expressed the need for regional partners throughout this process. The Portland-Milwaukie light-rail is an example of public/private partnerships at the local, state and federal level. High capacity bonding will allow for better bus stop development, safer access to transit and enhancement of the region's livable communities. For more information, contact Eric Hesse at [hessee@trimet.org](mailto:hessee@trimet.org).

Member discussion included:

- Members expressed concerns with smaller jurisdictions not being adequately served by TriMet. Mr. Hesse stated that he looks forward to addressing the issue of increased service lines in smaller jurisdictions;
- Mayor Jerry Willey noted his appreciation for TriMet's work in curbing the costs of operation, but ultimately feels that their outlook is optimistic at best. He stated that the economic success of many jurisdictions, depend on the success of TriMet. Mayor Willey then asked what the jurisdictions can do to help in this process. Mr. Prosser stated that jurisdictions can help by contacting state legislators to encourage their support of binding arbitration legislation in dealing with union contracts. Mr. Hesse stated that there are also

some opportunities to look into other services outside of TriMet to provide public transit in the region;

- Members expressed concern with the validity and viability of TriMet's proposals as it relates to the current economic climate. Mr. Craig Prosser stated that there is a large level of services the region is requesting and a conversation needs to take place, focusing on the financial aspects of providing those services;
- Members suggested that TriMet delineate what could actually be funded within the current funding structure to see the dollar amount is actually needed in additional revenue to fund service increases;
- Members asked when citizens will see the costs TriMet will incur to get to the levels predicted in the Climate Smart Communities Scenarios project. It was stated that TriMet may have to go to the Oregon Legislature to meet the funding goals. Mr. Hesse stated that TriMet is currently in the evaluation phase of the project, having just given the numbers to Metro. In October, Metro will have costs of the scenarios project;
- Members asked about partnerships in this process. Mr. Hesse stated that working with local jurisdictions, the federal Department of Transportation, and private partners, those that can be of financial help, will all need to work together to accomplish TriMet's goals.

## **7. OVERVIEW OF TRANSIT EQUITY**

Mr. Johnell Bell, Director of Diversity and Transit Equity at TriMet, gave an overview of Transit Equity and how new Title VI and Environmental Justice (EJ) circulars impact transit planning and operations. Mr. Bell focused on the agency's ridership and demographics; how TriMet implements transit equity policies; new programs that help low-income riders and next steps.

Mr. Bell began by stating that TriMet defines equity as policies that promote equitable distribution of burdens and benefits, while promoting equal access to contracting opportunities and jobs. He also emphasized the importance of engaging transit-dependent groups in the decision making process. He stated that Title VI refers to the Civil Right Act of 1964, noting the non-discrimination of federal financial assistance toward any people group. He stated that the region has become more racially diverse in the last 30 years. It is projected that by 2040, our region will be only 54% white, with the fastest growing population being Latinos. This demographic change is also showing up in the suburbs, which brings up issues from a transit-supportiveness perspective. These communities have historically wanted more transit, but are moving to areas where it is harder to provide. 35% of overall riders earn less than \$20,000/year and minority riders make up 25% of total ridership.

In terms of transit equity, TriMet complies with a number of new federal guidelines relating to Environmental Justice and Title VI. When considering whether to increase or decrease service, TriMet looks at how services align with minority, low-income populations. TriMet communicates closely with the Federal Transit Administration and guidance is provided by the FTA when required. The TriMet board has also directed staff to look at the potential mitigation options to help offset the impact on low-income persons.

Mr. Bell stated that there is a lot of important work that lies ahead. TriMet has partnered with PSU and OTREC to better define "transit-dependent" and to expand the knowledge of transit-dependent riders, particularly focusing on barriers to transit access. Mr. Bell stated that TriMet is also partnered with Metro to develop Title VI and Environmental Justice training, for the region. A Transit Equity Advisory Committee has also been established as a sounding board to TriMet on transit equity issues.

For more information, contact Johnell Bell at [bellj@trimet.org](mailto:bellj@trimet.org).

Member discussion included:

- Members expressed the need to better serve low income populations through better transit service access;
- Members asked about the new federal guidelines TriMet adheres to. Mr. Bell stated that the new guidelines pertain to federal transit funds;
- Members asked how low income populations are affected by transit, specifically in terms of forced migration and gentrification. Mr. Bell stated that how affordable housing connects to regional transit plans is something to be considered in all future decision making. This issue is being addressed by both the Friends of Equity Advisory Committee and the Transit Equity Advisory Committee;
- Members expressed concern about citizens with unsustainable incomes paying full price for access to basic transit needs. It was suggested that a sliding scale of transit fares be created for low income riders. Mr. Bell noted the difficulty of this issue, stating that many different models are being considered to improve the fare system for low income riders;
- Members asked about local jurisdictions assisting low income residents with their transit needs. Mr. Prosser and Mr. Bell both overwhelmingly stated that any help is very much welcome and appreciated; and that pursuing local leadership is a very attractive option;
- Members noted the increased focus on Westside transit needs, but asked when more focus would be placed on the Eastside. Mr. Eric Hesse stated that TriMet has planned to look at this issue next month in collaboration with the East Portland Action Plan;
- Members suggested that fare assistance be bundled together in a package that includes other government assistance programs.

#### **8. MPAC MEMBER COMMUNICATION**

Mayor Doug Neeley encouraged jurisdictions to take a tour of the Willamette Falls facility. He stated that more work has been done on the project and it is worth seeing again, if you have already seen it.

#### **9. ADJOURN**

Chair Smith adjourned the meeting at 6:58 p.m.

Respectfully Submitted,

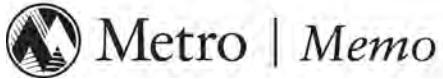


Joe Montanez  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR JUNE 12, 2013**

The following have been included as part of the official public record:

| <b><u>Item</u></b> | <b><u>Doc. Type</u></b> | <b><u>Doc. Date</u></b> | <b><u>Doc. Description</u></b>                              | <b><u>Doc. Number</u></b> |
|--------------------|-------------------------|-------------------------|---|---------------------------|
| 6                  | Handout                 | Summer 2013             | CSC: The Road to 2040 Choices for our Future                | 61213m-01                 |
| 6                  | Handout                 | Spring 2013             | CSC: Timeline for Engaging Cities, Counties and Communities | 61213m-02                 |
| 6                  | Handout                 | Spring 2013             | CSC: Beaverton  | 61213m-03                 |
| 6                  | Handout                 | Spring 2013             | CSC: 82 <sup>nd</sup> Ave. Corridor                         | 61213m-04                 |
| 6                  | Handout                 | Spring 2013             | CSC: Gateway  | 61213m-05                 |
| 6                  | Handout                 | Spring 2013             | CSC: Hillsboro  | 61213m-06                 |
| 6                  | Handout                 | Spring 2013             | CSC: Rockwood   | 61213m-07                 |
| 6                  | Handout                 | Spring 2013             | CSC: Wilsonville  | 61213m-08                 |
| 6                  | Handout                 | Spring 2013             | CSC: Employer-based Commuter Programs                       | 61213m-09                 |
| 6                  | Handout                 | Spring 2013             | CSC: Neighborhood-based Travel Options                      | 61213m-10                 |
| 7                  | Handout                 | N/A                     | Access Transit: Programs                                    | 61213m-11                 |
| 7                  | Handout                 | N/A                     | Access Transit: Partners                                    | 61213m-12                 |
| 7                  | Handout                 | N/A                     | Access Transit: Recipients                                  | 61213m-13                 |



Date: June 5, 2013

To: Metro Policy Advisory Committee

From: John Williams  
Chair, MTAC

Re: MTAC Nominees for MPAC Approval

---

Please see the 2013 nomination for the Metro Technical Advisory Committee in the attached table. As per MPAC bylaws, MPAC may approve or reject any nomination.

Any vacant positions are still pending and will be submitted for MPAC consideration as soon as they are received.

If you have any questions or comments, do not hesitate to contact me.

Thank you.

**METRO TECHNICAL ADVISORY COMMITTEE  
2013 MEMBERS**

|     | <b><i>Position</i></b>  | <b><i>Member</i></b>                  | <b><i>Alternate</i></b>  |
|-----|---|---------------------------------------|--|
| 1.  | <b>Clackamas County Citizen</b>   | <b>Jerry Andersen</b>                 | <b>Susan Nielsen</b>   |
| 2.  | <b>Multnomah County Citizen</b>   | <b>Kay Durtschi</b>                   | <b>Carol Chesarek</b>  |
| 3.  | <b>Washington County Citizen</b>  | <b>Bruce Bartlett</b>                 | <b>Dresden Skees-Gregory</b>   |
| 4.  | <b>Largest City in the Region:<br/>Portland</b>                         | <b>Susan Anderson</b>                 | <b>Joe Zehnder, Tom Armstrong</b>  |
| 5.  | <b>Largest City in Clackamas<br/>County: Lake Oswego</b>                | <b>Denny Egner</b>                    | <b>Beth St. Amand</b>  |
| 6.  | <b>Largest City in Multnomah<br/>County: Gresham</b>                    | <b>Stacy Humphrey</b>                 | <b>Brian Martin</b>  |
| 7.  | <b>Largest City in Washington<br/>County: Hillsboro</b>                 | <b>Colin Cooper</b>                   | <b>Jeannine Rustad</b>   |
| 8.  | <b>2<sup>nd</sup> Largest City in Clackamas<br/>County: Oregon City</b> | <b>Tony Konkol</b>                    | <b>Pete Walter</b>   |
| 9.  | <b>2<sup>nd</sup> Largest City in Washington<br/>County: Beaverton</b>  | <b>Don Mazziotti</b>                  | <b>Barbara Fryer</b>   |
| 10. | <b>Clackamas County: Other Cities</b>                                   | <b>John Sonnen, West Linn</b>         | <b>Michael Walter, Happy Valley</b>  |
| 11. | <b>Multnomah County: Other<br/>Cities</b>                               | <b>Rich Faith, Troutdale</b>          | <b>Bill Peterson, Wood Village</b>   |
| 12. | <b>Washington County: Other<br/>Cities</b>                              | <b>Jon Holan, Forest Grove</b>        | <b>Julia Hajduk, Sherwood;<br/>Chris Neamtzu, Wilsonville;<br/>Aquilla Hurd-Ravich, Tualatin;<br/>Dick Reynolds, Cornelius</b> |
| 13. | <b>City of Vancouver</b>  | <b>Chad Eiken</b>                     | <b>Matt Ransom</b>   |
| 14. | <b>Clackamas County</b>   | <b>Dan Chandler</b>                   | <b>Jennifer Hughes</b>   |
| 15. | <b>Multnomah County</b>   | <b><i>Adam Barber (nominated)</i></b> | <b>Karen Schilling</b>   |
| 16. | <b>Washington County</b>  | <b>Chris Deffebach</b>                | <b>Aisha Willits</b>   |
| 17. | <b>Clark County</b>   | <b>Mike Mabrey</b>                    | <b>Oliver Orjiako</b>  |



|     |   |   |   |
|-----|---|---|---|
| 18. | <b>ODOT</b>   | <b>Lainie Smith</b>                                     | <b>Kirsten Pennington,<br/>Lidwien Rahman</b>   |
| 19. | <b>DLCD</b>   | <b>Jennifer Donnelly</b>                                | <b>Anne Debbaut</b>   |
| 20. | <b>Service Providers: Water and Sewer</b>                 | <b>Kevin Hanway (Water)</b>                             |   |
| 21. | <b>Service Providers: Parks</b>                           | <b>Hal Bergsma</b>                                      |   |
| 22. | <b>Service Providers: School Districts</b>                | <b>Dick Steinbrugge<br/>(Beaverton School District)</b> | <b>Ron Stewart (1<sup>st</sup> alternate:<br/>North Clackamas School District)<br/><br/>Tony Magliano (2<sup>nd</sup> alternate:<br/>Portland Public Schools)</b> |
| 23. | <b>Service Providers: Private Utilities</b>               | <b>Shanna Brownstein<br/>(NW Natural)</b>               | <b>Annette Mattson<br/>(PGE)</b>  |
| 24. | <b>Service Providers: Port of Portland</b>                | <b>Susie Lahsene</b>                                    | <b>Tom Bouillion</b>  |
| 25. | <b>Service Providers: TriMet</b>                          | <b>Eric Hesse</b>                                       | <b>Alan Lehto, Steve Kautz</b>  |
| 26. | <b>Private Economic Development Associations</b>          | <b>Peter Livingston</b>                                 | <b>Jeff Swanson</b>   |
| 27. | <b>Public Economic Development Organizations</b>          | <b>Eric Underwood<br/>(Oregon City)</b>                 | <b>Kristin Retherford<br/>(Wilsonville)</b>   |
| 28. | <b>Land Use Advocacy Organization</b>                     | <b>Mary Kyle McCurdy</b>                                |   |
| 29. | <b>Environmental Advocacy Organization</b>                | <b>Eric Lindstrom</b>                                   | <b>Joanna Malaczynski</b>   |
| 30. | <b>Housing Affordability Organization</b>                 | <b>Ramsay Weit</b>                                      |   |
| 31. | <b>Residential Development</b>                            | <b>Justin Wood</b>                                      | <b>Ryan O'Brien</b>   |
| 32. | <b>Redevelopment / Urban Design</b>                       | <b>Joseph Readdy</b>                                    |   |
| 33. | <b>Commercial / Industrial</b>                            | <i>Vacant</i>   |   |
| 34. | <b>Green Infrastructure, Design, &amp; Sustainability</b> | <b>Mike O'Brien</b>                                     | <b>Kurt Lango</b>   |
| 35. | <b>Public Health &amp; Urban Form</b>                     | <b>Paul Lewis (Clackamas Co.)</b>                       | <b>Jennifer Vines (Washington Co.)<br/>Moriah McSharry McGrath<br/>(Multnomah Co.)</b>  |
|     | <b>Non-voting Chair</b>                                   | <b>John Williams</b>                                    | <b>Robin McArthur</b>   |

# ReDISCOVER Willamette Falls

A 23-acre industrial site along the Willamette River represents Oregonians' best chance to rediscover a cultural and scenic treasure: Willamette Falls. With a dynamic location and notable history, this former paper mill could someday serve as an economic engine, a waterfront destination, a unique habitat, a window into Oregon's past – and a bold step into our future.

To help make the transformation possible, Oregon City is leading a public visioning, master planning and rezoning process. The public will be invited to shape the site in collaboration with Oregon City, Metro, the State of Oregon and Clackamas County.

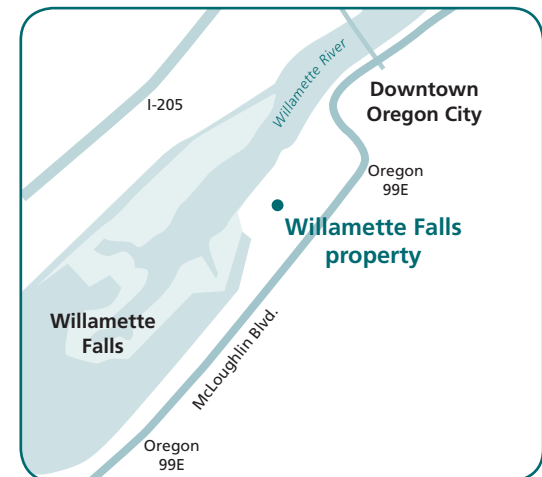
The resulting vision will facilitate rezoning, preparing part of the site for economic redevelopment and part for an outdoor destination. Public partners hope planning will create an opportunity to purchase the portion necessary to let visitors experience the magnificent Falls, offer cultural and historical interpretation, and restore habitat. By eliminating uncertainty, this work will prepare the rest of the site for private investment.

## Willamette Falls: steeped in history

Erupting from the Willamette River between Oregon City and West Linn, Willamette Falls is the largest-volume waterfall in the Pacific Northwest – and second only to Niagara Falls in all of North America. The Falls were an important place for fishing, trading and gathering of tribes for many centuries prior to white settlement.

Since the 1830s, the base of the Falls has been used for industry: a flour mill, a saw mill, a brick operation, a woolen mill and a paper mill. After more than 100 years in paper manufacturing, the site closed in February 2011 when Blue Heron Paper Co. went out of business and laid off 175 employees.

The property was put up for sale under the management of a bankruptcy trustee. With support from state agencies, Metro and Oregon City conducted extensive investigations of the site to assess its opportunities and risks. Through this public collaboration, the partnership gained a clearer understanding of the possibilities for reusing historical structures, options for managing stormwater, the extent of environmental conditions and the significant costs necessary to stabilize the site.



Public partners remain committed to reconnecting Oregonians with Willamette Falls and making the site attractive to private investors who can bring jobs and a dynamic vision to downtown Oregon City.

### Learn more

Contact Oregon City Community Development Director Tony Konkol at 503-496-1562 or [tkonkol@orc.org](mailto:tkonkol@orc.org).

# ReDISCOVER Willamette Falls

If the Willamette Falls Legacy Project moves forward, four shared values will shape the future of the falls.



---

## Public access

Visitors will get a front-row seat to experience the Willamette Falls, the second largest-volume waterfall in North America. Cut off from public use for more than 150 years, the falls are one of the most scenic places along the Willamette River. They also provide an important opportunity for Oregonians to connect with the river, which is isolated from many of the communities along its route.

---

## Cultural interpretation

Future visitors will learn about the rich history of the Oregon City riverfront. Much like Celilo Falls in the Columbia River George, Willamette Falls served as an important cultural site for native tribes. The falls also tell the story of the area's industrial development – John McLoughlin built the Pacific Northwest's first lumber mill here. And, in 1844, Oregon City became the first incorporated city west of the Rocky Mountains. As the birthplace of Oregon, it served as a launching point for thousands of new Oregonians.

---

## Economic redevelopment

The Willamette Falls property will carry on a tradition of economic development along the riverfront, where mills thrived for more than a century. With the closure of Blue Heron Paper Co., Oregon City lost 175 jobs – a blow that must be made right through redevelopment. Returning part of the site to private developers, partners will ensure the transformation supports Oregon City's vision for the future and reinvigorates the downtown as a hub of employment, shopping, business, tourism and housing.

---

## Habitat restoration

Historically, the falls were surrounded by unique plants because of microclimates from the mist. Protecting the site provides an opportunity to reestablish native plant communities, enhancing this ecologically diverse stretch of the Willamette. Many rare plants thrive on river islands, in the Willamette Narrows and along Canemah Bluff. This land is also critical for water quality and wildlife habitat – every fish and lamprey that travels the river passes through or around the falls.



# MPAC Worksheet

**Agenda Item Title:** Oregon Solutions Network

**Presenter:** Beverly Stein, Director, Oregon Solutions

**Contact for this worksheet/presentation:** Beverly Stein, [beverlystein@pdx.edu](mailto:beverlystein@pdx.edu)

## **Purpose/Objective**

Provide information about the resources of the Oregon Solutions Network that are valuable to local jurisdictions.

## **Action Requested/Outcome**

Respond to any questions members may have about the Oregon Solutions Network.

## **What has changed since MPAC last considered this issue/item?**

MPAC has not yet considered this item.

## **What packet material do you plan to include?**

The Oregon Solutions Network handout will be provided in the electronic meeting packet.

# THE OREGON SOLUTIONS NETWORK



The **Oregon Solutions Network** promotes collaborative governance in the State of Oregon by using a cross sector approach to respond to challenges and opportunities that lead to sustainable community and statewide solutions. Governor Kitzhaber signed an executive order in December 2011 establishing the network to link Oregon Solutions, Oregon Consensus, and the Regional Solutions Centers in order to leverage their collective assets and align them all with priorities that are established by Regional Advisory Committees.

## Principles of Collaborative Governance

**Transparency and Accountability:** Decisions take place in the public eye.

**Equity and Inclusiveness:** All interests who are needed and willing contribute to the solution.

**Effectiveness and Efficiency:** Solutions are tested to make sure they make practical sense.

**Responsiveness:** Public concerns are authentically addressed.

**Forum Neutrality:** Different perspectives are welcome; the process itself has no bias.

### **Oregon Consensus**

As the state's designated dispute resolution program, Oregon Consensus (OC) provides a neutral forum to help parties work together to address contentious public policy issues with decisions made through consensus rather than majority rule.

OC is a resource for communities that are experiencing difficulty in agreeing on a solution.



[www.orconsensus.pdx.edu](http://www.orconsensus.pdx.edu)

Contact Laurel Singer:  
[laurels@pdx.edu](mailto:laurels@pdx.edu)

### **Regional Solutions Centers**

Representatives from five state agencies (DEQ, ODOT, OHCS, DLCD, Business Oregon) are co-located in Regional Solutions Centers (RSCs) across the state in six universities and community colleges. The RSC's focus on solving problems and seizing opportunities for locally identified projects that require integration of state agency work and funding. RSC Coordinators staff Regional Advisory committees.



[www.regionalsolutions.oregon.gov](http://www.regionalsolutions.oregon.gov)

Contact Lisa Howard:  
[lisa.howard@state.or.us](mailto:lisa.howard@state.or.us)

### **Oregon Solutions**

Oregon Solutions (OS) is charged with developing sustainable solutions to community-based problems that support economic, environmental, and community objectives and promote prosperity.

OS works across sectors—government, business, and non-profit—to agree how a project will be implemented which is then memorialized in a Declaration of Cooperation.



[www.orsolutions.org](http://www.orsolutions.org)

Contact Beverly Stein:  
[steinbev@pdx.edu](mailto:steinbev@pdx.edu)

# MPAC Worksheet

**Agenda Item Title:** Regional Active Transportation Plan (ATP) Update

**Presenter:** Lake McTighe, Transportation Planning

**Contact for this worksheet/presentation:** [lake.mctighe@oregonmetro.gov](mailto:lake.mctighe@oregonmetro.gov), 503-797-1660

## **Purpose/Objective**

Provide MPAC with information on the Regional Active Transportation Plan (ATP) – what it is, what it will do and not do, and why it is important. Provide MPAC with an overview of comments from MTAC members and staff response to date. Provide an overview of recommended policy updates and actions to implement the policies. Provide MPAC with an understanding of the proposed process and timeline for accepting the ATP and incorporating updated regional pedestrian and bicycle network maps, new functional classifications, design guidelines, policies and implementing actions into the Regional Transportation Plan (RTP).

## **Action Requested/Outcome**

A final document of the ATP will be finished by the end of June. Staff will be seeking a recommendation from MPAC and JPACT in August to accept or endorse the plan.

Staff is proposing meeting with MTAC in July to review the draft plan and the draft resolution of acceptance/endorsement. MTAC will be asked to provide a recommendation to MPAC. Staff will present to MPAC in August on the final plan and seek a recommendation to accept and/or endorse the ATP and to begin working with local partners and other stakeholders to incorporate changes into the RTP.

## **What has changed since MPAC last considered this issue/item?**

Staff presented to MPAC on February 22, 2012, providing an overview of the project, project objectives, timeline and planned stakeholder engagement. Since the February 22 meeting a recommended active transportation network has been identified which update the current regional pedestrian and bicycle maps, new functional classifications and corresponding suggested design guidelines have been developed and identified, and policies and implementing actions that build on current policies and plans have been drafted

## **What packet material do you plan to include?**

- ATP overview fact sheet
- Memo to MPAC with proposed timeline
- Questions on the ATP and staff responses
- Draft ATP recommended policies and implementing actions
- DRAFT resolution endorsing and/or accepting the ATP



# MAKING A GREAT PLACE



[www.oregonmetro.gov](http://www.oregonmetro.gov)

## 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.



Active transportation makes using transit easier – it helps complete the last mile.



Making trips actively keeps people healthy and happy.

#### Learn more:

[www.oregonmetro.gov](http://www.oregonmetro.gov) – search for active transportation

#### Get in touch:

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

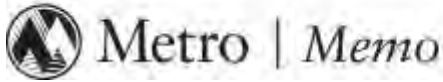
functional classes describe the ideal vision for routes, with the understanding that plans and projects need to be developed in a context sensitive manner and balance all modes. Bicycle parkways are a new functional class intended to provide a direct, connected spine of bikeways linking the region. Pedestrian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





Date: June 17, 2013  
To: Metro Policy Advisory Committee and interested parties  
From: Lake McTighe, Transportation Planner  
Subject: Regional Active Transportation Plan Update

---

## PURPOSE

Provide MPAC with information on the Regional Active Transportation Plan (ATP) – what it is, what it will do and not do, and why it is important. Provide MPAC with an overview of comments from MTAC members and staff response to date. Provide an overview of recommended policy updates and actions to implement the policies. Provide MPAC with an understanding of the proposed process and timeline for accepting the ATP and incorporating updated regional pedestrian and bicycle network maps, new functional classifications, design guidelines, policies and implementing actions 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 MTAC on June 5, 2013. Members of MTAC 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 MTAC 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 of the ATP will be finished by the end of June. Staff will be seeking a recommendation from MPAC and JPACT to accept or endorse the plan to the Metro Council. Staff is proposing meeting with MTAC in July to review the draft plan and the draft resolution of acceptance/endorsement. MTAC will provide a recommendation to MPAC. Staff will present to MPAC in August on the final plan and seek a recommendation to accept and/or endorse the ATP and to begin working with local partners and other stakeholders to incorporate changes into the RTP. Endorsement does not adopt the plan into the RTP, but authorizes staff to begin steps to work with local jurisdictions and stakeholders to make changes to 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*  
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 policies and actions*  
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 - *check in on project timeline and process*  
July 17 MTAC - *asked to provide recommendation to MPAC*  
July 19 TPAC – *asked to provide recommendation to JPACT*  
August 1 JPACT - *recommendation for acceptance and/or endorsement*  
August 6 Metro Council (tentative) – *work session on final plan*  
August 14 MPAC - *recommendation for acceptance and/or 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 – proposed amendments to the Regional Transportation Functional Plan

| 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.

## **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 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.**

*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.

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 draft networks, functional classifications, design guidelines, policies and actions of the draft 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, local plans are not required to be consistent with the ATP until it is adopted into the RTP; 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

Materials following this page were distributed at the meeting.

# A Regional Active Transportation Plan (ATP)

Presentation to MPAC  
June 26, 2013

Lake Strongheart McTighe  
Senior Transportation Planner

[www.oregonmetro.gov/activetransport](http://www.oregonmetro.gov/activetransport)



Metro | *Making a great place*

# **What is the ATP?**

**Vision**

**Plan**

**Policies and Actions**



# 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



# Stakeholder Engagement

- ATP Stakeholder Advisory Committee
  - Public Open House
  - Quarterly Trails Forum
  - Intertwine events
  - TPAC, MTAC, MPAC and JPACT
  - Access Recreation
  - Bicycle Transportation Alliance (BTA) 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



# 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*

# The ATP

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

# VISION



# What is 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



# Regional Bicycle Parkways and Community Bikeways

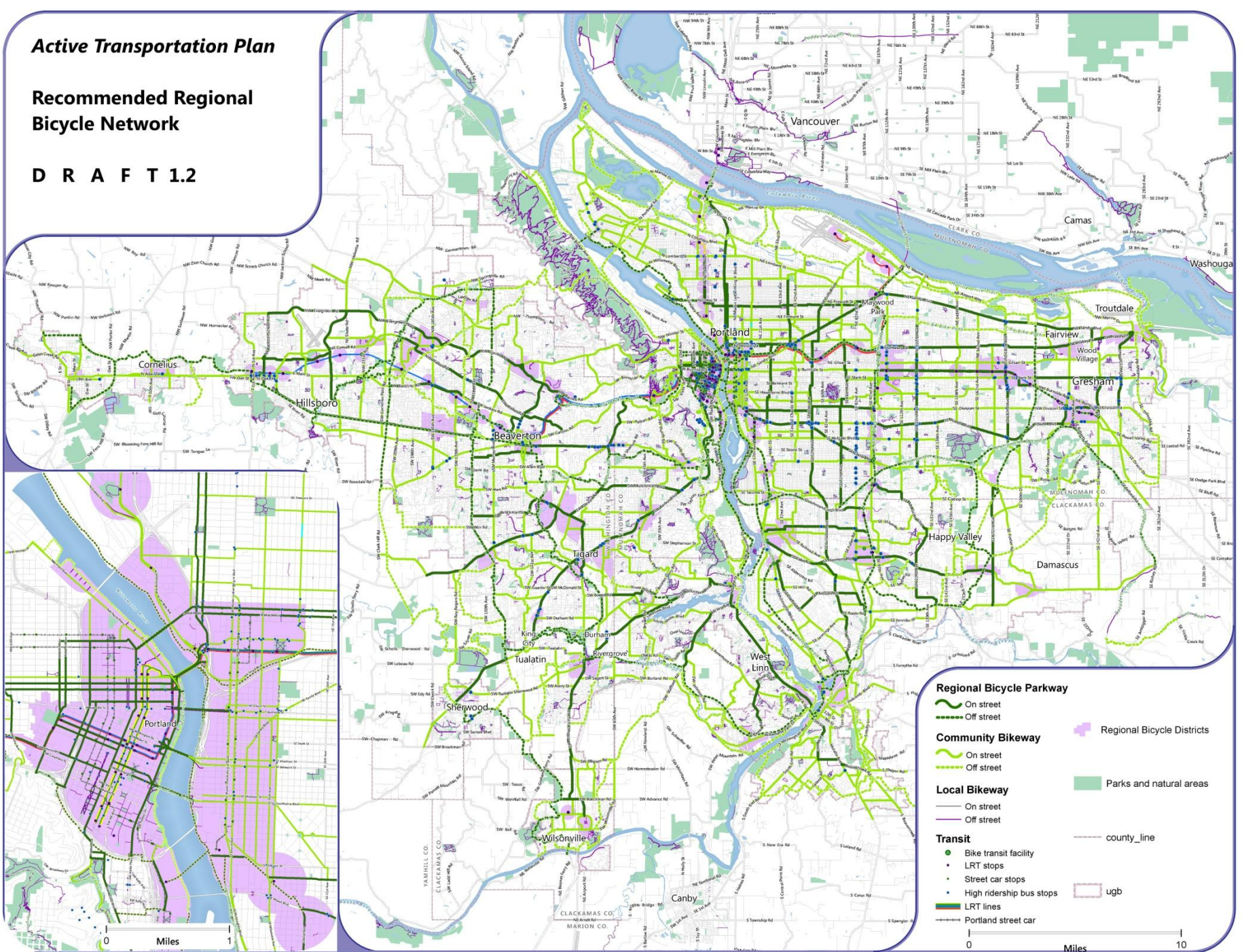




# Active Transportation Plan

## Recommended Regional Bicycle Network

DRAFT 1.2

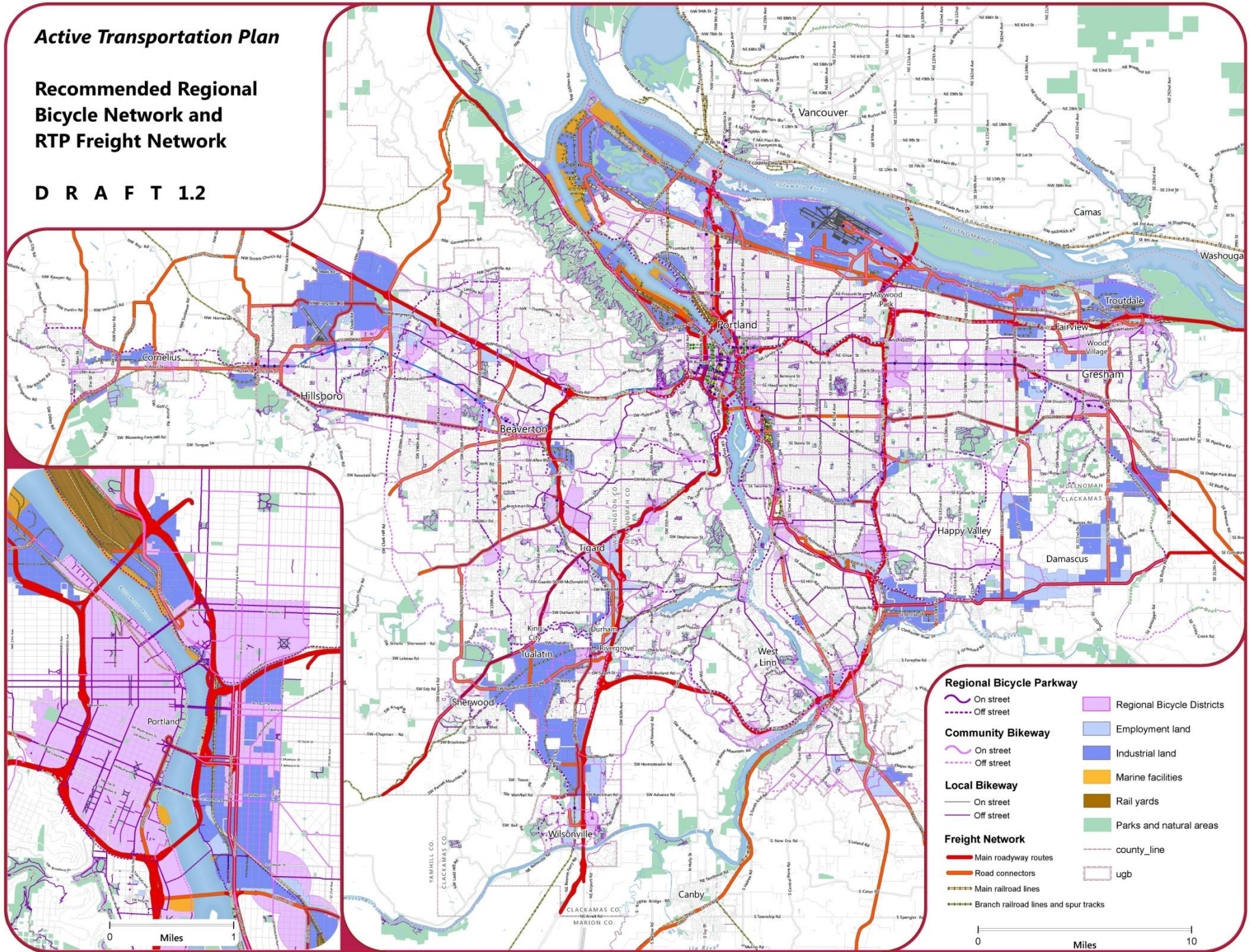




# Active Transportation Plan

## Recommended Regional Bicycle Network and RTP Freight Network

DRAFT 1.2





# Regional Pedestrian Parkways & Community Corridors

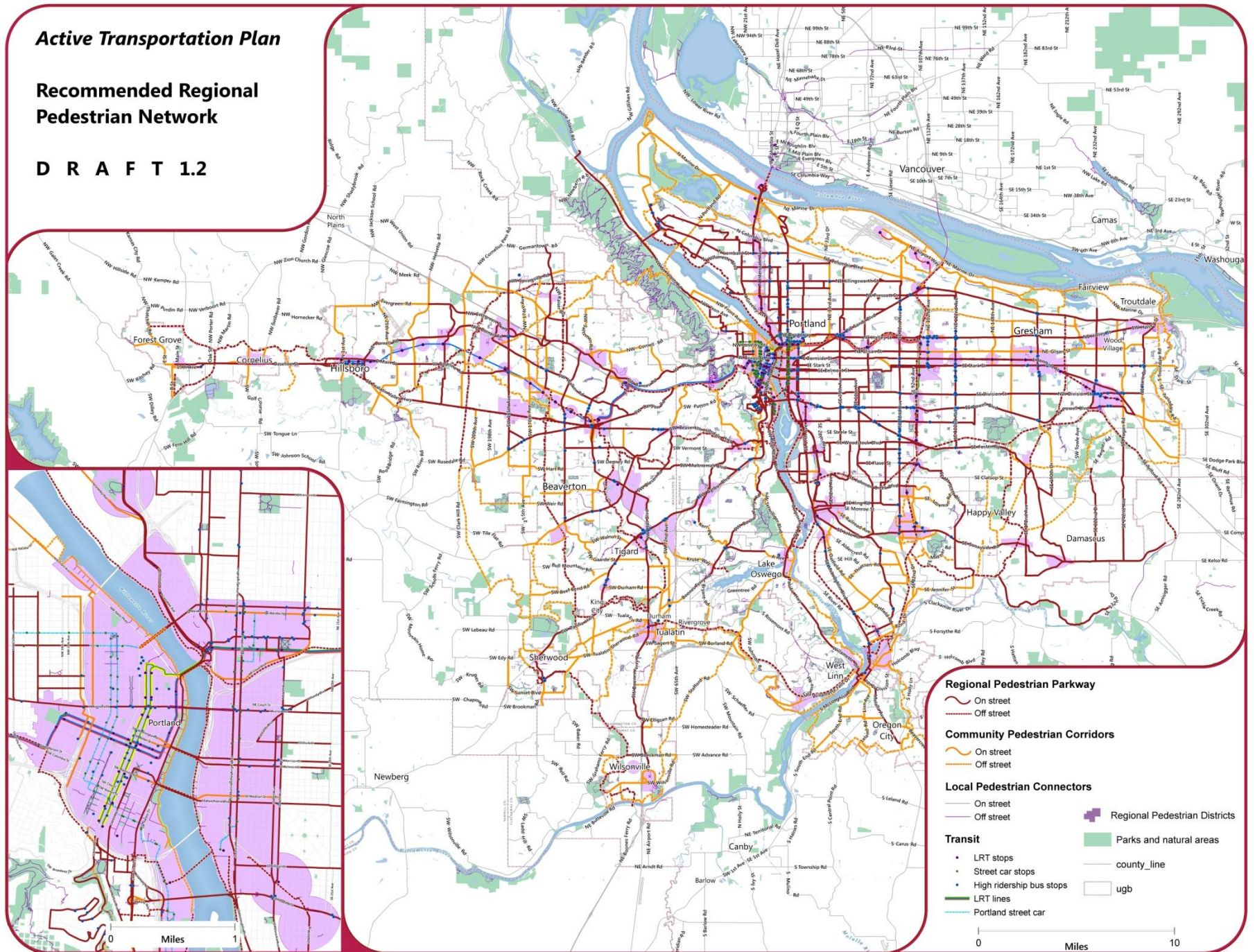




# Active Transportation Plan

## Recommended Regional Pedestrian Network

DRAFT 1.2



# 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.

# 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.

# Next steps

- **Refine plan** -final plan available for review July 1
- **July 17 MTAC** –asked to provide recommendation to MTAC
- **Aug 14 MPAC** – vote to endorse and/or accept work completed on plan to date

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



# Active transportation 8 to 80!



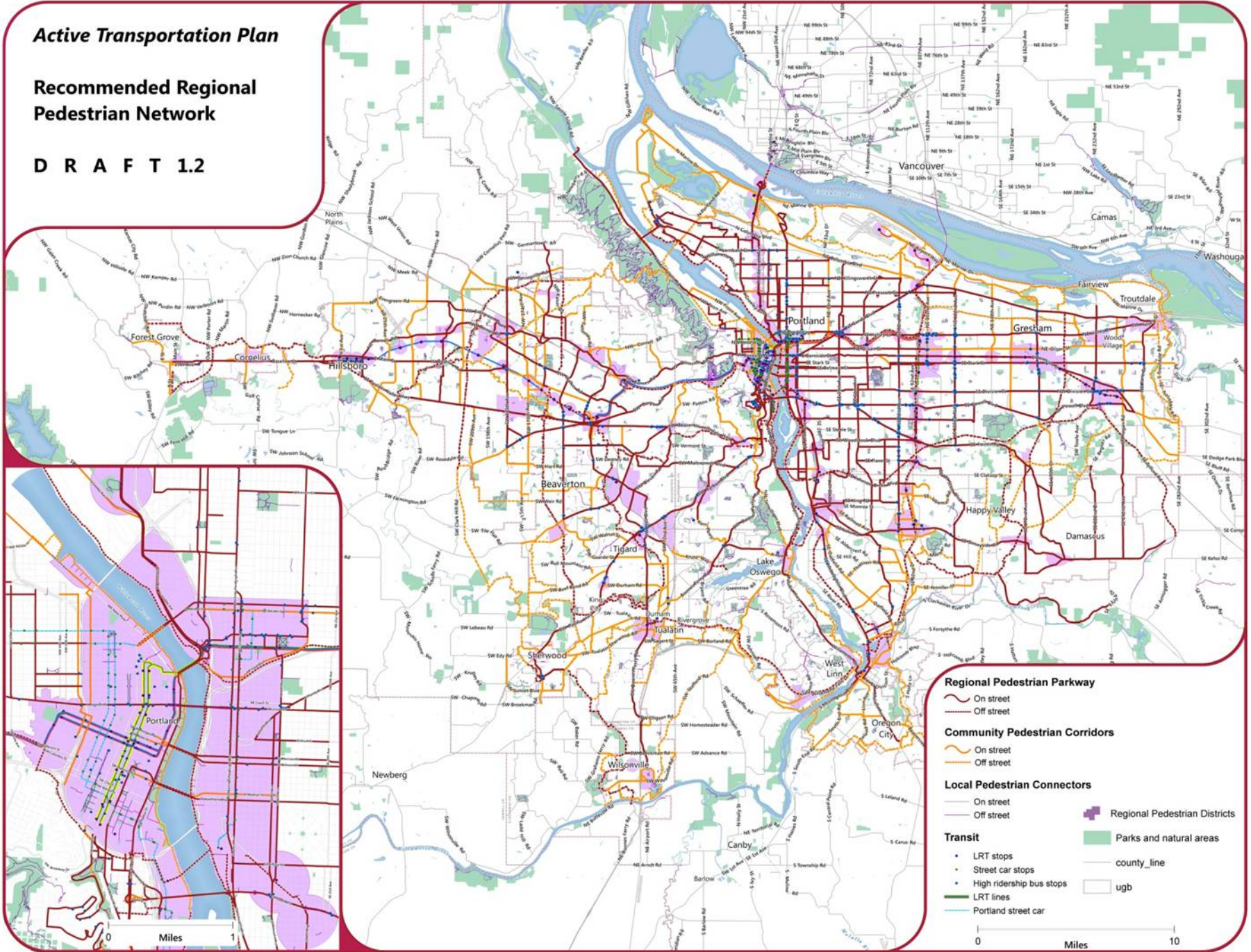
[www.oregonmetro.gov/activetransport](http://www.oregonmetro.gov/activetransport)



# Active Transportation Plan

## Recommended Regional Pedestrian Network

DRAFT 1.2

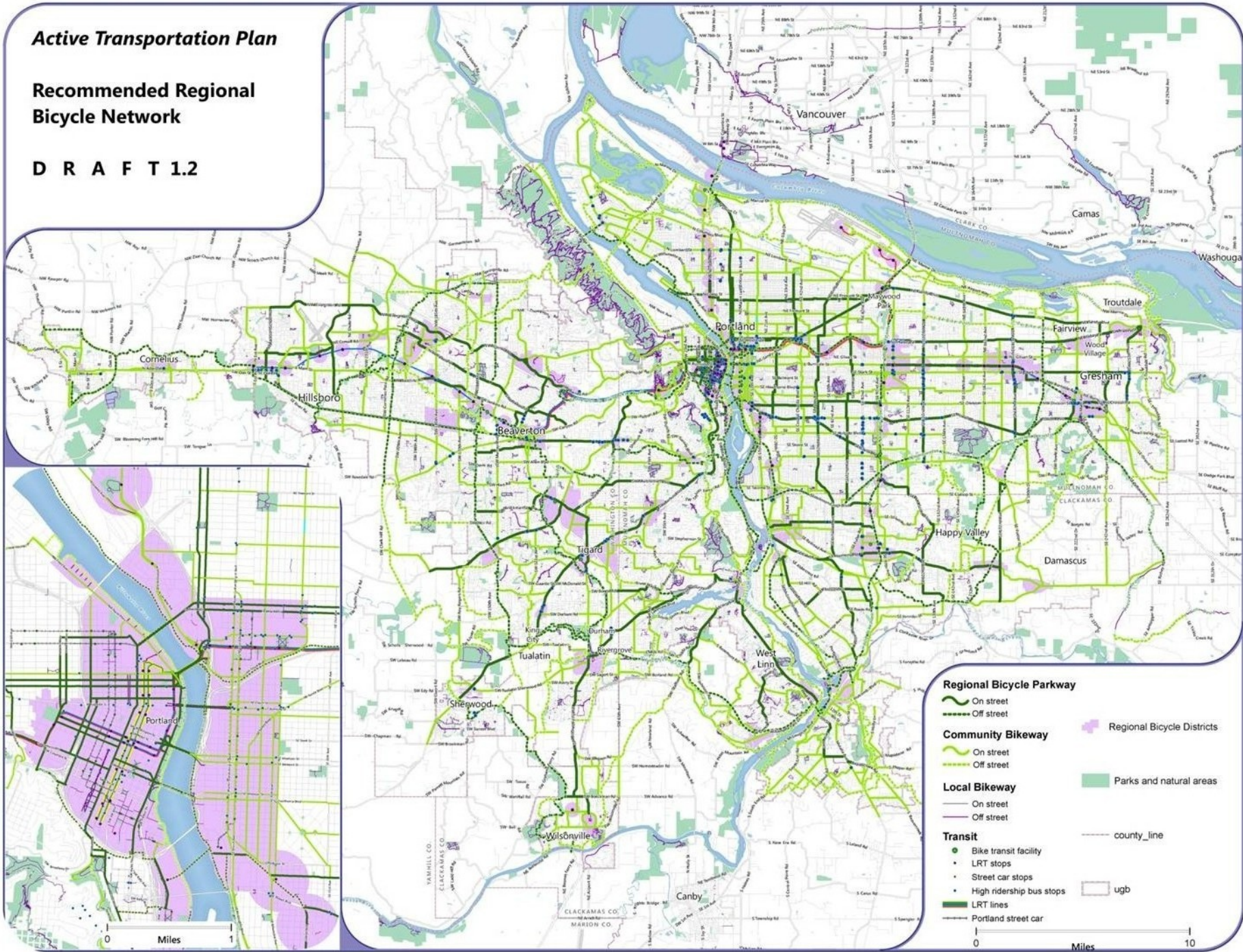




# Active Transportation Plan

## Recommended Regional Bicycle Network

DRAFT 1.2

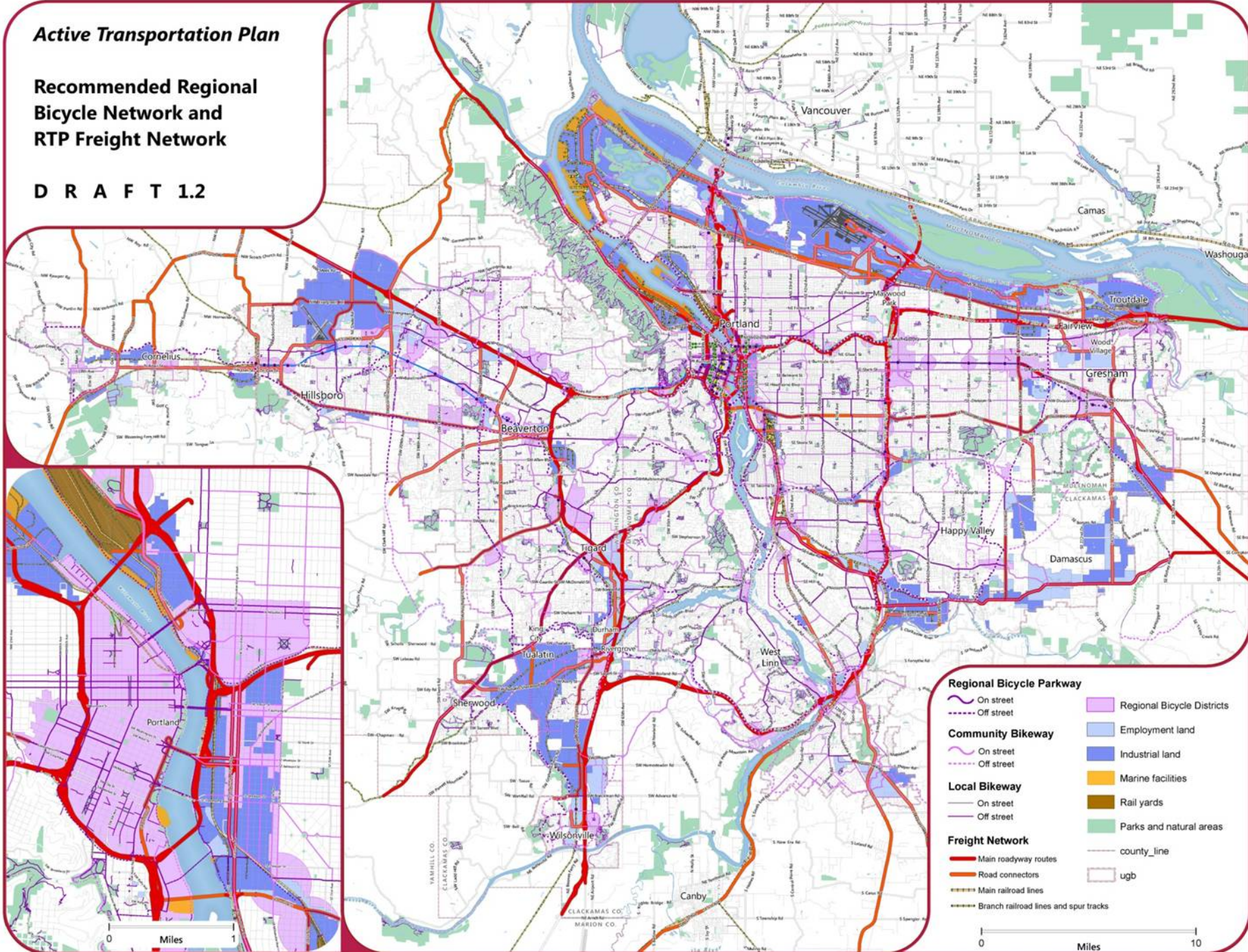




# Active Transportation Plan

## Recommended Regional Bicycle Network and RTP Freight Network

DRAFT 1.2



# 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.

|  |
|--|
| <b>1. Make walking and bicycling the most convenient and enjoyable transportation choices for short trips.</b> |
|--|

~~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.
- ~~1.2.1.3~~ **(previously included in 1.2)** ~~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.
- ~~1.3.1.4~~ **(Previously 1.3)** 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 ~~(Previously 1.4)~~ ~~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**.
- ~~1.4.1.6~~ **(New)** **Work with partners to identify opportunity areas where short trips made by auto can be easily replaced by walking and bicycling.**

|   |
|---|
| <b>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.</b> |
|---|

~~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~~ **(Previously 2.1)** Encourage the use of complete streets checklists for planning and project development.
- ~~2.32.2~~ **(Previously 2.2)** **Work with partners to emphasize the need for safe bicycle and pedestrian facilities on routes with heavy motorized vehicle traffic by prioritizing** ~~Prioritize 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~~ **If other policies conflict with limits** the application of this action, seek to ~~balance the transportation~~ **integrate the** 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~~ **(Previously 2.4)** ~~Provide~~ **Encourage** physically separated bicycle facilities on roadways with high traffic speeds and volumes.
- ~~2.52.4~~ **(Previously 2.5)** Encourage and support the use of the Active Transportation Plan design guidelines.
- ~~2.62.5~~ **(Previously 2.5)** 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~~ **(Previously 2.7)** Develop design guidelines for transit and bicycle interaction, especially at transit stops and stations and along tracks.
- 2.7 (Previously 2.8)** Develop design and operation guidelines for regional trails as transportation facilities.
- 2.8 (New)** **Work with jurisdictions, agencies and stakeholders to identify best practices and successful case studies integrating bicycle, pedestrian and freight facilities, especially within constrained roadways.**
- 2.9 (New)** **Work with jurisdictions, agencies and stakeholders 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.**
- 2.10 (New)** **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.**
- 2.11 (Previously 4.4)** **Work with jurisdictions, agencies and stakeholders to consider adding pedestrian and bicycle projects to the Regional Transportation Plan that will complete the recommended ATP pedestrian and bicycle networks.**
- ~~2.92.12~~ **(Previously 2.9)** 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.

- ~~2.10~~2.13 **(Previously 2.10)** Work with **jurisdictions, agencies and** 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..~~
- ~~2.11~~2.14 **(Previously 2.11)** Coordinate **pedestrian, bicycle and transit investments** with the Regional Transportation Option program and grants to deliver complete corridors for active travel.
- ~~2.12~~2.15 **(Previously 2.12)** Coordinate **pedestrian, bicycle and transit investments** with the Transportation System Management Options program and grants to deliver complete corridors for active travel.
- 2.16 (Previously 2.13) 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.**
- ~~2.13~~2.17 **(New) 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.**

|   |
|---|
| <b>3. Ensure that the regional active transportation network equitably serves all people.</b> |
|---|

**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 and adopting a 'complete network' and complete streets policy and performance 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.**

**4.1.2 (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.**

**4.2.3 (Previously 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.**

**4.5.4 (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:**

**(Previously 5.2) Working with cities, counties, jurisdictions, agencies and partners to identify desirable and practical data to be collected and maintained at a regional level;**

**(Previously 5.3) Develop-developing a regional plan for bicycle count locations to support the regional bicycling modeling tools;**

**(Previously 5.4) and developing a method to count and estimate pedestrian activity to support development of regional pedestrian modeling tools; (new) continue to support and develop Metro's leadership on regional trail counts.**

**5.2 (Previously 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.

- 5.3 **(Previously 5.6) 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 **(Previously 5.7)** 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. Moved to 4.2~~
- 5.5 **(New) 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 **(New) Utilize the data, analysis, findings and recommendations in regional and corridor planning and investment strategies to address climate change and economic development.**



## **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