



Metro | Agenda

Meeting: Metro Council Work Session
Date: Thursday, July 18, 2013
Time: 2 p.m.
Place: Council Chamber

CALL TO ORDER AND ROLL CALL

- | | | |
|---------|--|---|
| 2 PM | 1. ADMINISTRATIVE/ CHIEF OPERATING OFFICER COMMUNICATION | |
| 2:15 PM | 2. DRAFT REGIONAL ACTIVE TRANSPORTATION PLAN (ATP) - <u>INFORMATION / DISCUSSION</u> | Lake McTighe, Metro |
| 2:55 PM | 3. BREAK | |
| 3 PM | 4. WILLAMETTE FALLS LEGACY PROJECT COMMUNITY CONVERSATIONS - <u>INFORMATION / DISCUSSION</u> | Jim Desmond, Metro
Representatives from Walker
Macy and Cogan Owens Cogan |
| 3:40 PM | 5. COUNCIL BRIEFINGS/COMMUNICATION | |

ADJOURN

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Agenda Item No. 2.0

**DRAFT REGIONAL ACTIVE
TRANSPORTATION PLAN (ATP)**

Metro Council Work Session
Thursday, July 18, 2013
Metro, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: July 18, 2013 **TIME:** 2:15 p.m. **LENGTH:** 40 mins

PRESENTATION TITLE: Draft Regional Active Transportation Plan (ATP)

DEPARTMENT: Land Use and Transportation Planning

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

WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: Provide overview of the draft Regional Active Transportation Plan (ATP) in preparation for Council action on MPAC and JPACT recommendations. Provide Council with updated information on stakeholder engagement to address stakeholder questions about the plan. Provide Council with an understanding of how, once work on the ATP is accepted, the plan will be integrated into the Regional Transportation Plan (RTP).
- Outcome: Council provides input on the draft ATP, next steps and upcoming stakeholder engagement.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

A review draft of the Regional Active Transportation Plan has been completed and is available for stakeholder review. Metro, in partnership with jurisdictions, agencies and stakeholders developed the plan to provide the region with a strategy to complete and expand regional pedestrian and bicycle networks integrated with transit. Implementation strategies and identified needs increase competitiveness for active transportation related funding. Implementation of the plan helps achieve transportation goals and targets.

The ATP pedestrian and bicycle networks are comprised of local networks linked together to provide access to regional destinations, including employment centers, natural areas and parks, transit, health care, daily needs and urban centers. Development of the ATP was identified as a follow up activity in the 2035 RTP.

Since the June 25 Council work session, staff has responded to requests from members of Metro's advisory committees and other stakeholders to provide more time to review and comment on the draft ATP. The Metro Council identified additional resources to support the project and new timeline has been developed (see below). Staff has been meeting with stakeholders and refining the draft ATP, and will continue to meet with stakeholders in July and August. The refined ATP will be finalized at the end of August.

In September, MPAC and JPACT will be asked to provide a recommendation to the Metro Council on a resolution accepting the ATP and acknowledging work completed to date on the plan and directing staff to work with jurisdictions, agencies and stakeholders to incorporate network map changes and new functional classifications, recommended policies and implementing actions and suggested design guidelines into the RTP. There appears to be general support for the plan. Staff is addressing stakeholder questions, outlined in the "ATP questions and staff responses."

Stakeholder engagement to date:

ATP Stakeholder Advisory Committee (advisory committee for the project)
Access Recreation
Bicycle Transportation Alliance Project Advisory Committee
Clackamas County Bicycle and Pedestrian Committee
Clackamas County Transportation Advisory Committee
East Multnomah County Transportation Coordinating Committee
Elders in Action Commission (Multnomah County)
Executive Council for Active Transportation
Gresham Transportation Subcommittee
JPACT, MPAC, TPAC, MTAC
Multnomah County Pedestrian and Bicycle Advisory Committee
Oregon Bicycle and Pedestrian Advisory Committee (Oregon Dept. of Transportation)
Portland Bicycle Advisory Committee
Port of Portland
Portland Freight Committee
Portland Pedestrian Advisory Committee
Washington County Coordinating Committee
Washington County Coordinating Committee TAC
Westside Economic Alliance Transportation Committee

Upcoming stakeholder engagement:

Staff has offered to attend Clackamas, Multnomah and Clackamas County Coordinating Committees and/or TACs to answer questions regarding the ATP
Staff will be available to attend city council and/or county board meetings if requested
Jurisdiction and agency staff
Portland Freight Committee
JPACT, MPAC, TPAC, MTAC

Updated Metro committee and Council timeline

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 10 ATP Stakeholder Advisory Committee – *discussion and provide direction to staff on recommendation to Metro Council*
July 11 JPACT – *comments from the chair, update on process and timeline*
July 19 TPAC – *discussion and provide direction to staff on recommendation to Metro Council*
July 17 MTAC - *discussion and provide direction to staff on recommendation to Metro Council*
July 18 Metro Council work session – *discussion and provide direction to staff to refine plan*
August 1 JPACT - *discussion and provide direction to staff on recommendation to Metro Council*
August 14 MPAC - *discussion and provide direction to staff on recommendation to Metro Council*
August 21 MTAC - *recommendation to MPAC on acceptance of work done to date on the*
August 30 TPAC- *recommendation to JPACT on acceptance of work done to date on the ATP, recommendation to Metro Council*
September 11MPAC - *action on acceptance of work done to date on the ATP, recommendation to Metro Council*
September 12 JPACT - *action on acceptance of work done to date on the ATP, recommendation to Metro Council*
September 26 – *Metro Council action on recommendation from MPAC and JPACT*

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
- October - June 2014 - Networks and policies recommended for incorporation into the RTP
- 2018 RTP update – ATP changes to the Regional Transportation Functional Plan considered

QUESTIONS FOR COUNCIL CONSIDERATION

What are the Council's questions and/or concerns about the draft ATP, draft resolution, proposed stakeholder engagement and timeline?

PACKET MATERIALS

- Would legislation be required for Council action? *YES.*
- If yes, is draft legislation attached? *Yes (this has been updated since the June 25 work session)*
- What other materials are you presenting today?
 - *Draft Regional Active Transportation Plan*
 - *Staff response to letters from the Portland Freight Committee and Forest Park Neighborhood Association*
 - *ATP stakeholder questions and staff response*

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ACCEPTING 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, 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. Accepts the Regional Active Transportation Plan, attached to this resolution as Exhibit A, and acknowledges work completed to date.
- 2. Directs staff to work with jurisdictions, agencies and stakeholders to prepare amendments to the Regional Transportation Plan and project list at part of the RTP update in 2014.

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

Tom Hughes, Council President

Approved as to form:

Alison Kean Campbell, Acting Metro Attorney

MAKING A
GREAT
PLACE



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REGIONAL

ACTIVE TRANSPORTATION PLAN

REVIEW DRAFT

JULY 2013

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

Question	Response
1. What does it mean to endorse the plan prior to adoption into the RTP?	In response to concerns from some stakeholders, Metro staff will seek “acceptance and acknowledgement of the work completed to date on the ATP.” Metro staff will not seek endorsement of the plan. Acceptance 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. Acceptance 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 3.3(formerly 1.3.14/ 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. Policy language has been modified to direct Metro to work with stakeholders to “encourage the implementation of bike and ped projects...in areas with minority, low income, youth, elders, disabled and low English proficiency populations.” This action item was proposed by staff to actively address equity in active transportation investments. It is not intended to trump all other priorities, but the intent is to add some actual policy action to addressing incomplete bike/ped/access to transit networks in areas where poor people and other underserved populations live. A similar policy action item, "1.2 (formerly 1.1.2) Prioritize projects that connect people to destinations that serve essential daily needs" stresses the need to prioritize projects that link people to the places they want to go to and increase access for the most people.
5. Is the ATP recommending the removal of auto travel lanes to achieve desired outcomes?	The ATP does not take a position on removing auto lanes. Road diets can be one response to making complete streets, addressing roadway safety, etc. However, there are other ways to elevate safety and increase bike and pedestrian access without removing auto lanes. Language in the plan will be updated to better reflect this.
6. Many of the bicycle and pedestrian routes are also freight routes. Will the ATP reflect the need to balance all modes?	Yes. The ATP will include language acknowledging the need for flexibility, context sensitive design and balancing all modes as projects are designed. The ATP also recommends that other modal plans, such as freight and transit plans, reflect the need to balance with bicycle and pedestrian needs.
7. Stakeholders need more time to look over the network maps. Will there be an opportunity for this?	Yes, Metro has extended the timeline for review and input on the draft plan. Maps, policies and other elements included in the ATP released in June will be labeled draft. Changes may still be made before the networks are finalized and update the existing pedestrian and bicycle maps in the RTP. Very few new routes were added to the pedestrian and bicycle maps. The major changes were in the updated functional classifications, which identify the need for high quality bicycle and pedestrian corridors and districts. Metro staff is very aware of the need to make sure that bicycle and pedestrian routes identified on the ATP are consistent with local priorities and that any questions about routes are answered. The regional networks are a vision that knit local visions together into a comprehensive regional system. Local plans have been referred to in the development of the networks.

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

<p>8. Will the design guidelines be required for projects built with regional flexible funds?</p>	<p>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.</p>
<p>9. How does the ATP relate to the Mobility Corridors work?</p>	<p>Network routes and districts identified in the ATP fall into Mobility Corridors and help address the bicycle and pedestrian needs identified in the Mobility Corridors. One of the bicycle parkway concepts evaluated identified one regional bicycle parkway per mobility corridor. Active transportation project needs identified for the Mobility Corridors were much less specific than the needs identified for other modes. The ATP provides more detail. The Mobility Corridors identify a set of general strategies. The ATP fleshes out several of the strategies that relate to active transportation:</p> <ol style="list-style-type: none"> 1. Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. <i>The new ATP functional classes and design guidelines provide specificity that can help guide investments for more effective outcomes.</i> 2. Identify where essential destinations are in relation to transit stops, housing, jobs, and retail and prioritize pedestrian pathways between these areas. <i>The ATP identifies regional destinations and evaluated access to destinations.</i> 3. Analyze transit stops in relation to bicycle and pedestrian network and build direct, safe, enjoyable bicycle and pedestrian facilities in areas where they do not exist. <i>The ATP preformed this analysis.</i> 4. Refer to TriMet's Pedestrian Network Analysis project for recommended places to focus attention and for replicable analysis methodology. <i>The ATP utilizes the TriMet recommendations.</i> 5. Refer to the RTP Regional Transit Network map for regional bike-transit facility locations where demand is expected to be sufficient to warrant a major bike parking facility. Bikeway connections to these stations should be prioritized. For all other stations, refer to TriMet's bike parking design guidelines. When finances permit, TriMet will implement. <i>This helped guide bicycle parkway route identification.</i> 6. Incentivize high to medium density, mixed-use, pedestrian oriented development in the Central City, Regional Centers, Town Centers, Main Streets, and around HCT station areas. <i>Pedestrian and Bicycle Parkway concepts were developed with this strategy in mind.</i> 7. Analyze regional trail access points in relation to on-street bicycle and pedestrian network and build direct, safe, enjoyable bicycle and pedestrian facilities in areas that do not have these connections. <i>The ATP better integrates the on-street and off-street routes.</i> 8. <i>Identify auto access points along arterials and work with city and property owner to find design solutions to unsafe areas. Bike and ped safety data , crash locations were included in the analysis of the networks.</i> 9. Identify arterials where bicyclists and pedestrians feel unsafe and provide better pedestrian and bicycle facilities along these arterials. <i>The ATP addresses this</i> 10. <i>Identify intersections located on arterials where bicyclists and pedestrians feel unsafe and have high accident rates. Once identified, provide better pedestrian and bicycle crossing protections at these intersections. Routes were identified with this in mind.</i> 1. 11. Identify regional bridges where bicyclists and pedestrians feel unsafe, and provide better pedestrian and bicycle facilities on these regional bridges. <i>Bridge crossings are identified in the ATP and the removal of barriers is addressed in the functional classes and in the design guidelines.</i>
<p>10. Does the ATP require that local jurisdictions add a bunch of new and expensive projects to the RTP and local transportation system plans?</p>	<p>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.</p>

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

<p>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?</p>	<p>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.</p>
<p>12. What works in Portland may not work in other communities in the region. Will the ATP be flexible enough to apply to different types of communities?</p>	<p>Yes. The ATP takes a regional perspective. Communities across the region have unique histories, different land use patterns, and different development patterns. Developing a dense network of low-stress neighborhood greenways for walking and bicycling may work great with a dense grid of quiet streets, but may not work as well in more suburban developments. In some communities where travel distances are greater and street networks or topography prohibit connectivity multi-use paths with a separate right of way, or high quality facilities on the major streets that do provide connectivity may be a better approach. Connecting to transit is very important where travel distances are longer.</p>
<p>13. The ATP seems to focus on large scale “parkways” that may be difficult and/or expensive to build. Will there be other opportunities identified to build out the system, such as removing barriers and completing gaps that leverage existing networks?</p>	<p>Yes. It is important to focus on “quick wins” – projects that may be small but that will “open up” an area and make it easier to walk and bike. However, in some areas there are not a lot of quick wins left and others removing a barrier is the big project that will have a big return on investment because of the latent demand that exists.</p>



Forest Park Neighborhood Association
C/O Neighbors West Northwest
2257 NW Raleigh
Portland, Oregon 97210

June 10, 2013

Lake McTighe, Active Transportation Partnership Project Manager
Metro
600 NE Grand Ave.
Portland, OR 97232

Re: Regional Active Transportation Plan

Dear Ms. McTighe,

Forest Park Neighborhood Association (FPNA) supports development of bike and pedestrian facilities that help reduce auto traffic and increases safe alternative transportation options, and most of the draft Regional Active Transportation Plan (RATP) is carefully considered.

But we believe the effect of new bike and pedestrian facilities in valuable habitat areas is not adequately addressed. We'd like to see the RATP set an example for the region by following the recommendations in the Regional Conservation Strategy (RCS) for conserving natural areas, improving regional habitat connectivity, and restoring ecological processes and functions in natural areas. The RCS, developed by the Intertwine with support from Metro, includes several relevant strategies: "Protect and acquire biodiversity corridors and core habitats," "Consider connectivity in urban and transportation planning," and "Physically remove barriers."¹

Forest Park and the surrounding habitat are among the most important natural features in the region. Metro has identified important wildlife habitat and wildlife corridors in this area. Any transportation facilities in this area must be very carefully evaluated to avoid harm.

Our neighborhood stretches from West Burnside to Cornelius Pass Road, and it includes Forest Park and adjacent rural areas with high value habitat. The draft "Recommended Regional Bicycle Network" presented at the open house on May 23 shows NW Cornell Rd., NW Miller Rd., West Burnside Rd., and the West Side Trail as "Community Bikeways." These roads and trail all pass through wildlife habitat areas.

We are particularly concerned about the infrastructure that bike lanes would require on NW Cornell Road in City of Portland and Multnomah County. This narrow road cuts through the heart of Forest Park, across very steep slopes with significant landslide hazards, very close to Balch Creek. Adding bike lanes would require extensive retaining walls and extensive tree removal, add to landslide risk, and it would be hard to avoid stormwater problems and pollution in the sensitive Balch Creek watershed. Wider pavement and extensive retaining walls would restrict or block wildlife movement, fragment habitat, and increase wildlife killed by traffic.²

¹ *Regional Conservation Strategy for the Greater Portland-Vancouver Region*, The Intertwine, October 2012, pages 85, 86, 87

² The harm to wildlife habitat and connectivity associated with roads, artificial lighting, and noise is well documented in "Wildlife corridors and permeability, A literature review," Metro, April 2010, pages 13-16

Proposed bike lanes along NW Springville Road and NW Skyline Road for the West Side Trail revealed similar issues that are now being carefully studied.

We have not yet studied West Burnside and Miller Roads as closely. Because the land around them is more developed, we believe that they may offer opportunities for Community Bikeways that would serve more people with less harm to natural resources, but we feel that all potential new bike and pedestrian facilities in our neighborhood need additional study to ensure that the bike and pedestrian benefits are carefully weighed against harm to wildlife habitat and connectivity. The goal for these facilities should be to benefit (not harm) natural resources. The RATP hopes to add green infrastructure, but we fear that in this area the result could be a significant loss instead.

More careful study is needed before designating any bike or pedestrian facilities in our neighborhood. Experts on road construction should evaluate the infrastructure required for the facilities and the risk associated with the landslide hazards. Biologists, in consultation with Portland Parks and Recreation, should evaluate the effect this infrastructure would have on the natural resources in the area, including wildlife corridors and water quality.

There are also historic structures to be considered -- Cornell Road passes over bridges, and both Cornell and Burnside pass through tunnels just wide enough for 2 lanes of traffic. Would these be destroyed and replaced with new structures?

Will the West Side Trail and bike lanes along Cornell Road or Burnside Road serve "all ages and all abilities?" These routes are steep and destinations are far apart. The elevation gain is roughly 1000', beyond the capacity of many fit adults, let alone children and the elderly. A bike route along Old Barnes Road and running across the top of the Burnside tunnel might be safer and more accommodating for cyclists of all abilities.

The utility of these proposed facilities should also be evaluated in more detail. The Transportation Analysis Zone (TAZ) for this area is mostly Forest Park and large rural areas, but includes a fringe of urban development. The characteristics of the small urban area in the TAZ appear to have skewed some of the analysis. The road connectivity measure, for example, seems oddly high for an area with very few through roads. The Active Transportation Plan map of Regional Destinations shows no destinations between Portland and Cedar Mill/Bethany except Forest Park. Homes are sparse.

The utility of each route must be weighed against harm to natural resources.

Specific suggestions for RATP Principles and Criteria

RATP Principle 5, "Routes are integrated with nature and facility designs are context sensitive" is nice, but it appears to focus on putting routes into nature and being sensitive to nature after routes are designated. We believe more is needed to conform to Metro's Six Desired Outcomes, which say "Current and future generations enjoy clean air, clean water and healthy ecosystems" and "The region is a leader in minimizing contributions to global warming."

Please consider adding two new Principles for the RATP:

10. Biologists should be consulted to ensure that routes do not fragment core habitat or diminish habitat connectivity.

11. Routes should be designed to minimize risk and impact of natural hazards and climate change to people, fish and wildlife, natural resources, and property.³

Please also consider adding an environmental component to the RATP Evaluation and Prioritization Criteria. For example: "Environment. How well does the active transportation network protect and improve natural resources and minimize the risk of natural hazards and climate change?"

There doesn't appear to have been much neighborhood outreach for this plan. If other neighborhoods have concerns about where bicycle and pedestrian facilities are designated in their area, they may feel this is a Metro plan that is being dictated to them, not developed with local aspirations in mind. You may want to consider adding new Principle about local input.

Conclusion and Next Steps

Because we value bike and pedestrian facilities, we're concerned that designation of routes that can't be built at reasonable cost, and without significant environmental harm, will slow the development of safer, more achievable routes that would provide access to more destinations.

The natural resources in Forest Park and throughout the Tualatin Mountains are of tremendous value to the region, and transportation infrastructure for all modes is challenging.

We hope that you will follow the recommendations and strategies in the RCS, and incorporate protection of core habitats and wildlife connectivity into this transportation plan. We ask that before any bike and pedestrian facilities are recommended in this complex area, that a group that includes transportation planners, road construction experts, biologists, and neighborhood representatives should study the Tualatin Mountains to identify the most effective transportation options that would result in the least harm to the high value natural resources in the area.

Thank you for your consideration.

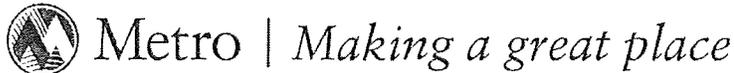
Sincerely,



Jerry Grossnickle
President, Forest Park Neighborhood Association

cc: Metro Council
Commissioner Deborah Kafoury

³ Based on Policy 5-47, Hazard-resilient design, in the draft Portland Comp Plan, page 5-51



July 9, 2013

Jerry Grossnickle
President, Forest Park Neighborhood Association

RE: Comments on the Regional Active Transportation Plan

Dear Jerry:

Thank you for providing comments, on behalf of the Forest Park Neighborhood Association (FPNA), on the draft Regional Active Transportation Plan (ATP). The support and input of communities and neighborhood associations is valued, and the draft ATP has been refined to reflect input from the FPNA.

The ATP provides a strategy to increase walking and bicycling in the region. Providing transportation choices and making it easier for people to drive less has positive impacts for the environment and society. The draft ATP is available for review and further comments from the FPNA would be welcome. The plan can be accessed on Metro's website at www.oregonmetro.gov/activetransport and clicking on the "Active Transportation Plan" link in the green box.

In regards to the specific questions the FPNA raises, I have responded to each one in turn. I would be happy to meet for further discussion.

- *We believe the effect of new bike and pedestrian facilities in valuable habitat areas is not adequately addressed.* No new bicycle routes were added/identified in the area of the Forest Park neighborhood; bicycle routes identified in the ATP are routes that are already in the Regional Transportation Plan (RTP) and local plans. Two existing urban arterials, NW Saltzman and NW Cornell, were identified as pedestrian corridors to be added to the ATP. Consideration of the impact on sensitive habitat areas has been highlighted in the plan. A section on "Environmental Considerations for Trails" lists several resources that should be consulted as trails are planned and developed. Principle #5 was revised to state "routes are integrated with nature and designed in a habitat and environmentally sensitive manner." And, under considerations for design guidelines.
- *We are particularly concerned about the infrastructure that bike lanes would require on NW Cornell Road in the City of Portland and Multnomah County.* The ATP does not identify specific design solutions for individual routes. Design solutions would be determined during project development, which would include community involvement and consideration of impacts to habitat and the environment. Other considerations would include safety and increasing transportation choices and access to destinations. NW Cornell has been identified as a regional bike route in the Regional Transportation Plan (RTP); the ATP designates NW Cornell Road as a Regional Bikeway. The City of Portland identifies NW Cornell to the city limits as a Major City Bikeway. Many of the routes identified in the ATP,

as well as in other plans are often long term visions. Currently there are no projects for this section of Cornell identified in the RTP.

- *We feel that all potential new bike and pedestrian facilities in our neighborhood need additional study to ensure that the bike and pedestrian benefits are carefully weighed against harm to wildlife habitat and connectivity. (Bike routes mentioned: NW Springville Road and NW Skyline Road (part of the Westside Trail) West Burnside and Miller Roads.)* Impacts to habitat, transportation choice, safety, access, etc. are considered as projects are planned and developed. Preventing, minimizing and reducing impacts to habitat is very important and should be considered as projects are developed.
- *More careful study is needed before designating any bike or pedestrian facilities in our neighborhood.* The ATP has not designated any new bicycle routes in the FPNA area. All routes were existing routes in the RTP. One proposed “leg” of the Westside Trail has been eliminated. The identified routes are located on existing roadways that carry vehicle traffic. The ATP pedestrian network extended the West Burnside Road corridor (a frequent transit route) and NW Cornell and NW Saltzman, both urban arterials where traffic volumes and speeds can make walking difficult without sidewalks. Routes provide a vision for the future. How the routes are developed will require study and an understanding of impacts and benefits, including considerations of historic bridges in the area. Alternate routes may be identified.
- *Will the Westside Trail and bike lanes along Cornell Road or Burnside Road serve all ages and abilities?* The ATP recommends that as bicycle and pedestrian facilities are developed that they are developed to make walking and riding bicycles accessible to all ages and abilities. Environmental constraints, such as steep grades and narrow right-of-way may make this challenging or impossible in some cases. In those cases the identified routes should be as comfortable as possible, under the constraints, and parallel alternate routes (which may not be as direct) should be identified.
- *The utility of these proposed facilities should be evaluated in more detail.* Utility is an important consideration. The ATP *Regional Bicycle Network Evaluation* and *Regional Pedestrian Network Analysis* provide initial information on the utility of corridors in the region (e.g. increased access for the most people to the most destinations). More detailed, location specific analysis is needed to guide project funding and implementation. The ATP analysis identified NW Cornell Road and West Burnside Road as high demand bicycle routes in 2010. Adding a trail along Hwy 26 (an identified Bicycle Parkway) could attract many of the bicycle trips from these roadways. The roadway connectivity and density measures for the area are low, which is one reason direct routes such as Cornell and Burnside pop out as key bicycle routes that connect to key destinations (including Forest Park).
- *Please consider adding two new principles to the RTP: Biologists should be consulted to ensure that routes do not fragment core habitat or diminish habitat connectivity. Routes should be designed to minimize risk and impact of natural hazards and climate change to people, fish and wildlife, natural resources, and property.* Principle #5 was expanded to be more specific: “routes are integrated with nature and designed in a habitat and

environmentally sensitive manner.” While the ATP Guiding Principles are meant to be short and high level, the more specific language that you suggest are important considerations that should be part of project development. The Westside Trail project, for example, has included wildlife biologists and habitat specialists that have helped guide the project.

- *Please consider adding an environmental component to the RATP evaluation and prioritization criteria. For example, “Environment: How well does the active transportation network protect and improve natural resources and minimize the risk of natural hazards and climate change.”* The criteria in the ATP (access, safety, equity and increased activity) were identified by the Stakeholder Advisory Committee to evaluate improvements to the regional networks to help identify the preferred regional pedestrian and bicycle routes. This evaluation has already taken place. Projects in the RTP identify if they are in a Goal 5 habitat area or environmental justice area. Increasing bicycle and pedestrian activity and reducing trips made by car (Increased Activity criterion) can help protect and improve natural resources and minimize the risk of natural hazards and climate change.
- *There doesn’t appear to have been much neighborhood outreach for this plan. If other neighborhoods have concerns about where bicycle and pedestrian facilities are designated in their area, they may feel this is a Metro plan that is being dictated to them, not developed with local aspirations in mind. You may want to consider adding a new principle about local input.* Local involvement is a core value of regional planning. While the budget for the ATP did not allow for extensive stakeholder outreach, the ATP is built on local transportation, bicycle and pedestrian plans. There are no routes in the ATP that are not also identified in local plans. The ATP goal is to knit together local visions into a comprehensive regional network. There is always room to make plans better and to better address the needs of individual communities. The purpose of Principle #10 of the ATP Guiding Principles is to recognize the purpose of plans such as the ATP, which is to provide assistance in achieving local aspirations “Implements regional and local land use and transportation goals and plans to achieve regional active transportation modal targets.”

Sincerely,



Lake McTighe,
Senior Transportation Planner
Metro

Cc: Metro Council
Joint Policy Advisory Committee on Transportation
Metro Policy Advisory Committee
Transportation Policy Alternatives Committee
Metro Technical Advisory Committee
ATP Stakeholder Advisory Committee

June 13, 2013

Lake Strongheart McTighe
Metro Active Transportation Project Manager



PORTLAND FREIGHT COMMITTEE

Dear Lake:

On behalf of the Portland Freight Committee (PFC) we want to provide you with some initial comments and questions on the proposed Regional Active Transportation Plan (RATP) – Final Plan Elements that was presented to TPAC at their May 28th meeting.

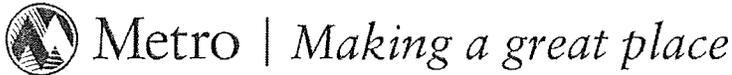
- It is not clear what the term “endorsement” entails in respect to how the RATP will be adopted into the Regional Transportation Plan update and the local Transportation System Plans.
- We haven’t seen an integrated Action Transportation document yet. We need more time to see the RATP in its full context and then an opportunity to ensure it is fully balanced and integrated into the multi-modal RTP.
- We need to understand the impacts the RATP would have to the financially constrained RTP project list and whether freight projects would be replaced with active transportation projects.
- Are the “design guidelines” truly intended to be guidelines, or will they become de facto “design standards”? Would the “design guidelines” supersede locally adopted street design guidelines, such as the adopted “Portland Street Design Guidelines for Trucks and Large Vehicles, the Central City Street Plan, etc.?”
- Principal #5 notes in part that designs should be “context sensitive.” This is an extremely important value moving forward and deserves to be a stand-alone principal.
- The primary filters for design types appear to be based on volume and speed of the roadway. We suggest vehicle classification be added to the mix. For example Metro could have an independent set of design guidelines for roadways within an RSIA and roads adopted as freight routes in local TSP’s.
- Recommended Action #1.2.3 states: “Prioritize pedestrian and bicycle travel on adopted regional pedestrian and bicycle routes.” Many of the proposed regional pedestrian and bicycle routes are also identified as NHI Intermodal Connector Routes in the RTP, as well as Priority and Major Truck Streets in the adopted Portland Freight Master Plan. How will freight mobility and safety be addressed and what policy mechanism will be used to address modal conflicts, particularly within constrained ROW and overlapping modal plans on the same corridor - i.e., North Lombard Street and the St Johns Bridge?
- Recommended Action #1.2.15 states: “Update Regional Flexible Funds policies to include active transportation elements in all funded projects.” Does this imply that all freight projects funded through RFF must also include active transportation elements even under the current 75/25 percent active transportation/freight allocation or on projects where ROW is constrained?

The PFC would appreciate your response to these issues and recommends Metro provide an update on the Regional Active Transportation Plan at one of our upcoming monthly meetings. Please feel free to contact us if you have any questions and we look forward working with Metro in addressing these important issues.

Respectfully yours,

Debra Dunn
PFC Chair

Pia Welch
PFC Vice Chair



July 9, 2013

Debra Dunn
Chair, Portland Freight Committee

Pia Welch
Vice Chair, Portland Freight Committee

RE: Comments on the Regional Active Transportation Plan

Dear Debra and Pia:

Thank you for providing comments, on behalf of the Portland Freight Committee, on the draft Regional Active Transportation Plan (ATP). The input of the PFC is valued. Refinement of the ATP reflects the PFC comments. An effort was made in the ATP to acknowledge the need to balance and integrate freight and active transportation modes. The draft ATP is available for review and further comments from the PFC would be welcome. The plan can be accessed on Metro's website at www.oregonmetro.gov/activetransport and clicking on the "Active Transportation Plan" link in the green box.

In regards to the specific questions the PFC raises, I have responded to each one in turn. I would be happy to meet with the PFC for further discussion.

- *It is not clear what the term "endorsement" entails in respect to how the RATP will be adopted into the Regional Transportation Plan update and the local Transportation System Plans.* Metro staff will seek "acceptance and acknowledgement of the work completed to date on the ATP" from JPACT, MPAC and the Metro Council in September. Once the work completed to date is accepted Metro will work with jurisdictions, agencies and stakeholders, such as the PFC, to amend the ATP into the RTP. Once adopted into the RTP, local plans, as they are updated, must be consistent with the RTP. However, similar to other RTP modal plans for freight and high capacity transit – consistency does not impose requirements on jurisdictions and agencies. Changes to the Regional Transportation Functional Plan (RTFP), the implementing plan of the RTP, will be considered during the 2018 update of the RTP. The RTFP includes requirements for jurisdictions and agencies and is not being impacted by the policies or actions of the ATP at this time.
- *We haven't seen an integrated Action Transportation document yet. We need more time to see the RATP in its full context and then an opportunity to ensure it is fully balanced and integrated into the multi-modal RTP.* The draft ATP is available for review now www.oregonmetro.gov/activetransport. Metro has provided additional resources to the project and has extended the timeline to allow for two months of review time. Further stakeholder comment on the RTP and amendment of the ATP to the RTP will be possible during the update of the RTP. Metro welcomes additional comments from the PFC. Staff will be refining the ATP in August. So comments from the PFC should be provided by the second week of August.

- *We need to understand the impacts the RATP would have to the financially constrained RTP project list and weather freight projects would be replaced with active transportation projects.* The ATP provides a list of projects to build out the regional pedestrian and bicycle networks. Many of the projects are already in the RTP; the ATP identifies where additional projects could be added. The list will be available to jurisdictions and agencies to consider adding to the RTP project list. This will be up to the jurisdictions and agencies.
- *Are the “design guidelines” truly intended to be guidelines, or will they become de facto “design standards”? Would the “design guidelines” supersede locally adopted street design guidelines, such as the adopted “Portland Street Design Guidelines for Trucks and Large Vehicles, the Central City Street Plan, etc.?”* Yes they are intended as guidelines. They do not supersede any existing adopted guidelines. Cities, including Portland, have implemented many of these designs.
- *Principle #5 notes in part that designs should be “context sensitive.” This is an extremely important value moving forward and deserves to be a stand-alone principal.* A stand-alone principal was added to the ATP: Principal 6. Facility designs are context sensitive and seek to balance all transportation modes.
- *The primary filters for design types appear to be based on volume and speed of the roadway. We suggest vehicle classification be added to the mix. For example Metro could have an independent set of design guidelines for roadways within an RSIA and roads adopted as freight routes in local TSP’s.* It is agreed that specific guidelines that address the needs of the different modes in unique contexts, such as an RSIA or where bicycle/pedestrian/transit and freight share the same freight routes would be helpful. We are looking into data sources for the vehicle classification of routes. Policy action item 2.8 was added: “Work with jurisdictions, agencies and stakeholders to identify best practices and successful case studies integrating bicycle, pedestrian and freight facilities, especially within constrained roadways.” And, update of Metro’s Best Practices guides is planned to include freight design guidelines.
- *Recommended Action #1.2.3 states: “Prioritize pedestrian and bicycle travel on adopted regional pedestrian and bicycle routes.” Many of the proposed regional pedestrian and bicycle routes are also identified as NHI Intermodal Connector Routes in the RTP, as well as Priority and Major Truck Streets in the adopted Portland Freight Master Plan. How will freight mobility and safety be addressed and what policy mechanism will be used to address modal conflicts, particularly within constrained ROW and overlapping modal plans on the same corridor - i.e., . North Lombard Street and the St Johns Bridge?* The recommended action (now 2.2) has been reworded: “Work with partners to emphasize the need for safe bicycle and pedestrian facilities on routes with heavy motorized vehicle traffic by prioritizing projects that address pedestrian and bicycle safety on a regular basis. If other policies conflict with the application of this action, seek to 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.”

- *Recommended Action #1.2.15 states: “Update Regional Flexible Funds policies to include active transportation elements in all funded projects.” Does this imply that all freight projects funded through RFF must also include active transportation elements even under the current 75/25 percent active transportation/freight allocation or on projects where ROW is constrained?* This recommended action (now 2.16) has been reworded: “Work with partners, including the Oregon Department of Transportation and TriMet, during the next policy update of the Metropolitan Transportation Improvement Plan (MTIP) to 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.” I don’t believe anyone involved wants to see another “bike vs. freight” discussion which is counterproductive. The MTIP provides a good opportunity to build partnerships in transportation policy and projects. Policy direction outlined in the ATP is proposed to be incorporated into the next MTIP policy update process. No policy changes to MTIP will be automatic. Regional Flexible Funds represent an extremely important funding source for both active transportation and freight; RFF provide nearly 50% of all funding for regional trails/pathways and over 20% of funding for bicycle and pedestrian projects in the region.

Sincerely,



Lake McTighe,
Senior Transportation Planner
Metro

Cc: Metro Council
Joint Policy Advisory Committee on Transportation
Metro Policy Advisory Committee
Transportation Policy Alternatives Committee
Metro Technical Advisory Committee
ATP Stakeholder Advisory Committee

Agenda Item No. 4.0

**WILLAMETTE FALLS LEGACY PROJECT
COMMUNITY CONVERSATIONS**

Metro Council Work Session
Thursday, July 18, 2013
Metro, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: July 18, 2013 **TIME:** 3 p.m. **LENGTH:** 40 min.

PRESENTATION TITLE: Willamette Falls Legacy Project Community Conversations

DEPARTMENT: Sustainability Center

PRESENTER(S): Jim Desmond, x1914 (jim.desmond@oregonmetro.gov), along with project consultants Walker Macy and Cogan Owens Cogan

WORK SESSION PURPOSE & DESIRED OUTCOMES

- **Purpose:** Provide the Metro Council with information regarding the community conversations that are being held throughout the region as part of the Willamette Falls Legacy Project's public engagement process.
- **Outcome:** An opportunity for Councilors to learn more about the Willamette Falls Legacy Project, upcoming community conversations, and provide their suggestions for envisioning the best possible future for the project.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

Conversations are being scheduled with civic, business and community groups to help envision the best possible future of the 23 acres adjacent to Willamette Falls. As significant stakeholders, the Council's input will help shape the Willamette Falls Legacy Project. The conversation will include a brief presentation and a two-way discussion about the Council's vision for the project. The goal is to capture as many perspectives as possible, as work continues to rediscover and redevelop a cultural, scenic and economic treasure.

QUESTIONS FOR COUNCIL CONSIDERATION

- The consultants will provide a brief overview of the public outreach process. Does the process make sense to the Council or do they see any omissions here?
- How does the Council envision the site's future? If the site is to achieve the four values that guide the project, what would it look like in 20 years?
- How does the Council envision the public space along the river to view Willamette Falls?
- What economic opportunities would the Council create on the former Blue Heron site?
- How can we honor the history and culture of the site and the Falls?

PACKET MATERIALS

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

Materials following this page were distributed at the meeting.



Draft Regional Active Transportation Plan ("ATP")

Metro Council

July 18, 2013

Lake Strongheart McTighe

Senior Transportation Planner



Metro | *Making a great place*

Purpose of discussion

1. Purpose and framework of the ATP
2. Getting from a draft plan to adoption into the RTP
 - Stakeholder engagement
 - Acknowledgement resolution
 - Refinement of Draft ATP
 - Project list development
 - Adoption as component of the RTP
3. Brief overview of what is in the ATP

1. Purpose and framework of the ATP



2. From draft to adoption

- **July-August** –refine Draft plan, meet w/stakeholders
- **Mid-August** – revised Draft for review
- **September** – action on acknowledgement resolution
- **Sept – Jan** –further refinement, draft changes to RTP, more stakeholder engagement
- **March 2014** – **final** Draft ATP released for public comment
- **July 2014** RTP adopted, ATP as component

Talking about the value of the ATP

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

Upcoming

- Portland Freight Committee
- Clackamas and Multnomah Coordinating Committee TACs
- EMCTC
- TPAC, MTAC, MPAC and JPACT
- Portland City Club Bicycle Advocacy Committee
- Others to be scheduled

DRAFT Resolution

- Acknowledges work done to date on the Draft ATP and directs staff to provide opportunities for further review and refinements as part of the RTP update
- Plan remains draft until...
- Public comment and adopted as a component of the RTP in 2014

3. ATP overview: what does the Draft ATP provide?

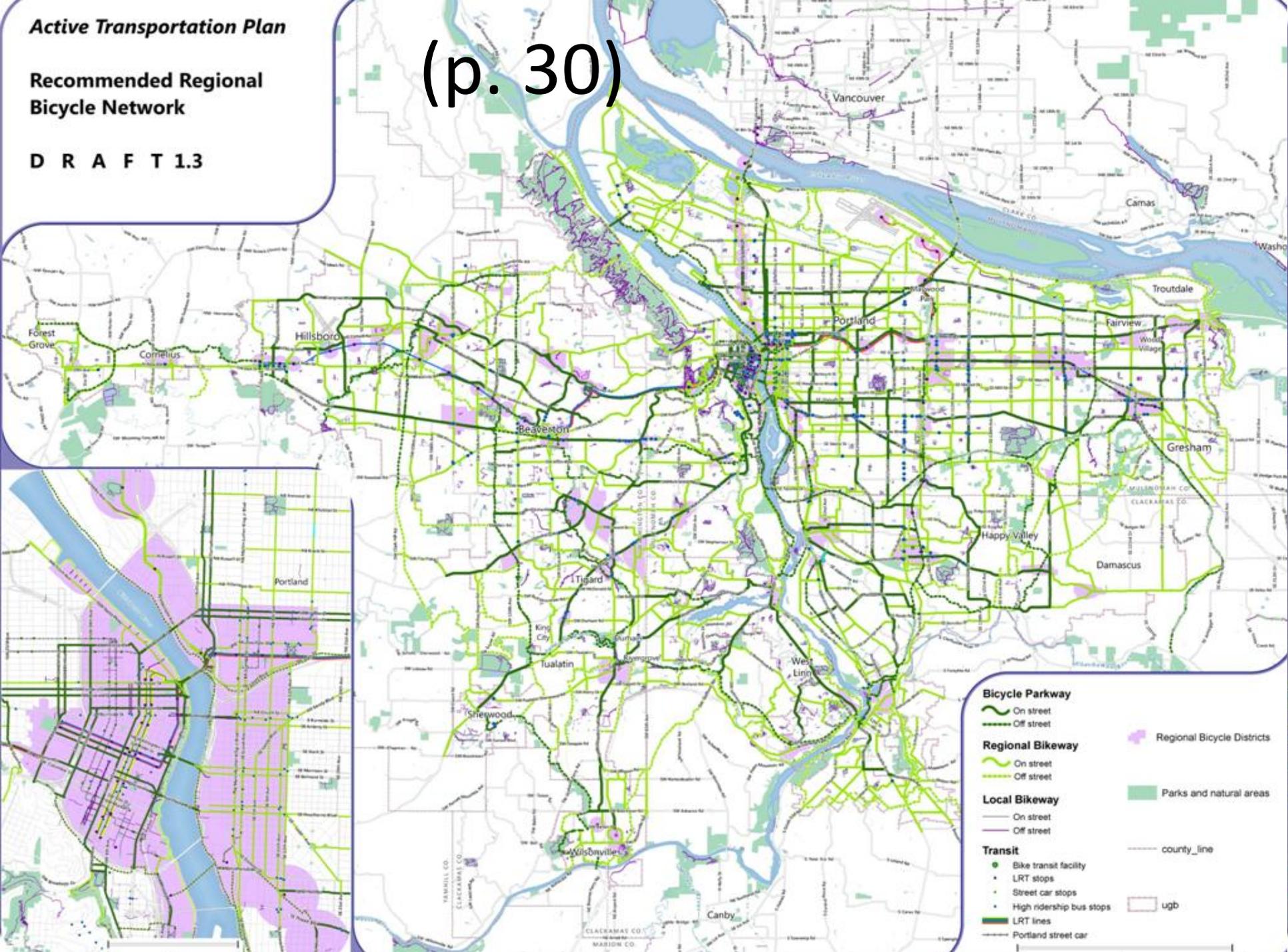
- ✓ **Vision**
- ✓ **Guiding principles**
- ✓ **Updated regional bike and pedestrian networks**
- ✓ **New and updated functional classifications**
- ✓ **Design guidelines**
- ✓ **Policies and implementing actions**
- ✓ **Funding strategies**
- ✓ **Implementation strategies and projects**

Active Transportation Plan

Recommended Regional Bicycle Network

DRAFT 1.3

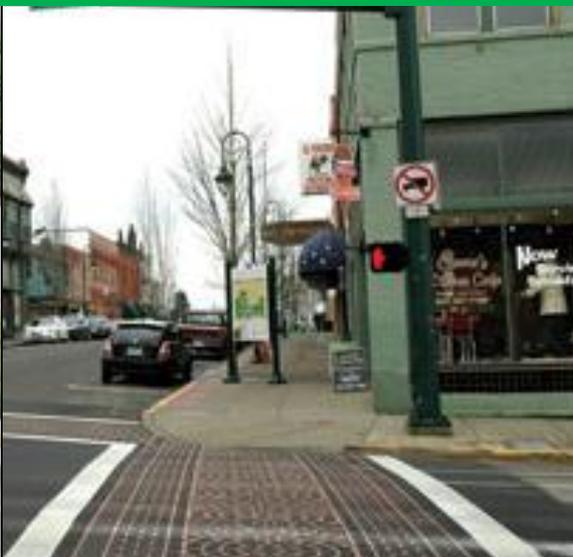
(p. 30)



Regional Bicycle Design Guidelines (p. 40)



Regional Pedestrian Design Guidelines (p.40)



Policies & actions (p.47)

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.

Funding strategy (p.54)

Funding strategy should use multi-pronged approach that:

- Is flexible
- Leverages existing investments
- Coordinates with other projects
- Develops a pipeline of projects
- Is strategic
- Align projects with funding opportunities

Implementation strategies and projects (p. 60)

1. Prioritize all transportation modes together
2. Suburban solutions/urban solutions
3. Increase access for the most people
4. Support projects that support equity
5. Improve access to transit
6. Focus on bike and pedestrian districts
7. Overcome barriers, rivers, highways
8. Support game changing projects

Active transportation 8 to 80+



www.oregonmetro.gov/activetransport

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ACCEPTING THE)	RESOLUTION NO.
ACKNOWLEDGING REGIONAL ACTIVE)	
TRANSPORTATION PLAN TO)	Introduced by Councilor Kathryn Harrington
ACKNOWLEDGE THE WORK COMPLETED)	
TO DATE AND INITIATING FURTHER)	
REVIEW OF THE REGIONAL ACTIVE)	
TRANSPORTATION PLAN PRIOR TO)	
ADOPTION IN AS A COMPONENT OF THE)	
REGIONAL TRANSPORTATION PLAN)	

WHEREAS, the Metro Council, **with the advice and support of the Metro Policy Advisory Committee (“MPAC”) and the Joint Policy Advisory Committee on Transportation (“JPACT”), adopted the 2035 Regional Transportation Plan (“RTP”) in 2010, through adoption of policies in the 2035 Regional Transportation Plan (RTP) by Ordinance No. 10-1241B,** supports the completion of a fully developed regional active transportation network; and

WHEREAS, the RTP **supports the completion of a fully developed regional active transportation network and** 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~~ **region’s work on to develop vibrant, prosperous and sustainable communities with safe and reliable transportation choices, that minimize greenhouse gas emissions and that distribute the benefits and burdens of development equitably in the region** ~~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 **development of** the Regional Active Transportation Plan; and

WHEREAS, Metro worked with **the Executive Council for Active Transportation, Metro’s advisory committees and** a regional Stakeholder Advisory Committee **comprised of staff and representatives from Clackamas, Multnomah and Washington counties, the cities of Cornelius, Fairview, Forest Grove, Gresham, Hillsboro, and Portland, the Oregon Department of Transportation, TriMet, and other stakeholders representing public health, parks and active transportation perspectives** to develop the **Draft ATP;** and

WHEREAS, the Draft ATP ~~which recommends~~ updates **to the RTP** regional pedestrian and bicycle networks, ~~proposes new~~ **and** functional classifications, **and new projects,** design guidelines, policies and implementing actions that will help achieve the region’s Six Desired Outcomes ~~and local and regional transportation plans,~~ **existing RTP** goals, **objectives** and performance targets; and

WHEREAS, the Metro Council, JPACT, MPAC, Metro Technical Advisory Committee (“MTAC”), Transportation Policy Advisory Committee (“TPAC”) and the Stakeholder Advisory

Committee have considered the Draft ATP and recognize that additional review of the draft plan is needed as part of the comprehensive update of the RTP in 2013-14; and

WHEREAS, the **Draft ATP recommended** project list will be -available for cities, counties and agencies to consider incorporating into the RTP **project list as part of the update to the RTP in 2013-2014; and**

~~WHEREAS, local plans are not required to be consistent with the ATP until it is adopted into the RTP;~~

WHEREAS, MPAC and JPACT have accepted the draft plan to formally acknowledge the work completed to date with the understanding that, and requested opportunities be provided for opportunities for further review and refinement of the Draft ATP will be included in the update to the RTP; NOW THEREFORE

BE IT RESOLVED that the Metro Council:

1. ~~Accepts~~ **Acknowledges** the **Draft** Regional Active Transportation Plan, attached to this resolution as Exhibit A, ~~and to formally acknowledge the~~ work completed to date.
2. Directs staff to **provide opportunities for further review and refinement of the plan by work with jurisdictions, agencies local governments, ODOT, TriMet and other stakeholders through the comprehensive update of the Regional Transportation Plan to and** prepare **policy and project amendments for consideration to the Regional Transportation Plan and project list at for final public review as** part of the **Regional Transportation Plan** update in 2014.
3. **Declares that Resolution No. 13-XXXX does not adopt the Draft Regional Active Transportation Plan or direct local plans. The resolution ~~accepts~~ acknowledges the draft plan for final review and refinement as part of the Regional Transportation Plan update in 2014, to be adopted by ordinance as a component of the Regional Transportation Plan following public hearings in 2014.**

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

Tom Hughes, Council President

Approved as to form:

Alison Kean Campbell, Metro Attorney

Regional Active Transportation Plan

DRAFT Policy Recommendations and Follow Up Actions

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

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

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

Actions-Metro actions to Implement Policy

- 1.1 Implement-Support jurisdictions and agencies to implement the regional active transportation network according to the Principles for the Regional Active Transportation Network.
- 1.2 Identify-Work with cities, counties, agencies and jurisdictions to identify and encourage the implementation of projects that connect people to destinations that serve essential daily needs especially in areas where there is a high level of demand for walking, bicycling and transit service.
- ~~1.2.1.3~~ (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.
- 1.6 (New) Work with partners to identify opportunity areas where short trips made by auto can be easily replaced by walking and bicycling.
- 1.7 (New) Work with jurisdictions and agencies to provide bicycle parking and safe crossings at transit stations and stops.

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

Metro Actions ~~actions~~ to Implement Policy

- ~~2.1~~ 2.1 ~~Develop and adopt a complete streets policy into the Regional Transportation Plan. (incorporated into 4.1)~~
- ~~2.2.1~~ 2.2.1 Encourage the use of complete streets checklists for planning and project development. Complete streets is a transportation policy and design approach where streets are planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Complete streets allow for safe travel by those walking, bicycling, driving automobiles, riding public transportation, or delivering goods. The City of Seattle utilizes a complete streets checklist.
- ~~2.3.2~~ 2.3.2 ~~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.
- ~~2.4.2.3~~ 2.4.2.3 ~~(Previously 2.4) Provide~~ Encourage physically separated bicycle facilities, parallel paths or routes on roadways with high traffic speeds and volumes. Physically separated bicycle facilities include standard bicycle lanes, buffered bicycle lanes and raised cycletracks.
- ~~2.5.2.4~~ 2.5.2.4 ~~(Previously 2.5)~~ Encourage and support the use of the Active Transportation Plan design guidelines.
- ~~2.6.2.5~~ 2.6.2.5 ~~(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.
- ~~2.7.2.6~~ 2.7.2.6 ~~(Previously 2.7)~~ Develop design guidelines for transit and bicycle interaction, especially at transit stops and stations and along light rail and streetcar 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 in 2014 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. Work with jurisdictions, agencies and stakeholders on the 2018 update of the Regional Transportation Plan to determine if changes to the Regional Transportation Functional Plan, the implementing plan of the Regional Transportation Plan, are needed to better 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.
- 2.102.13 (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.
- 2.112.14 (Previously 2.11) Coordinate pedestrian, bicycle and transit investments with the Regional Transportation Option program and grants to deliver complete corridors for active travel.
- 2.122.15 (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 polices 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 polices in the next MTIP policy update to reflect policies and recommendations of the Active Transportation Plan and to include active transportation elements into all funded projects or project areas.
- 2.132.17 (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.

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

Metro actions to Implement Policy

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

4. Complete the regional pedestrian and bicycle networks.

Metro actions to Implement Policy

4.1 Work with partners to refine existing Regional Transportation Plan performance measures and targets to better meet active transportation goals and new federal performance measure requirements. Consider developing ~~Develop and adopt~~ and adopting a ‘complete network’ and complete streets policy and performance ~~target~~ target where the regional pedestrian and bicycle networks are completed to match roadway network percentage of completeness, and completeness utilizes level of service measures for pedestrians, transit and bicycles. into the Regional Transportation Plan.

4.1.4.2 (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.

4.2.4.3 (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.

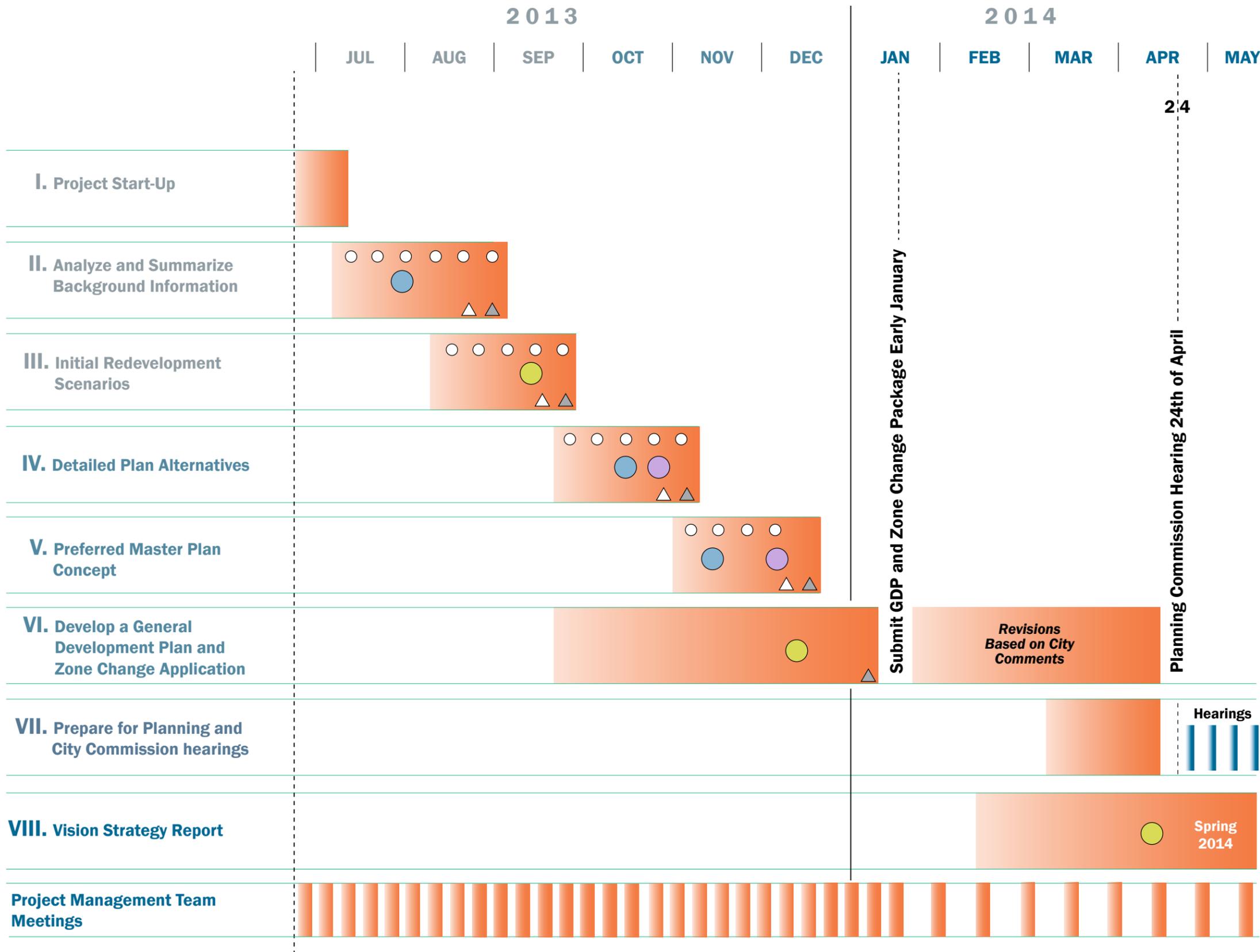
4.4 (previously 2.11) Encourage jurisdictions and agencies to update the 2035 Regional Transportation Plan project list to include the necessary projects to build out the identified regional pedestrian and bicycle networks.

4.5.4.4 (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.



- Community Conversations
- Partners Group
- Community Interactive Event
- Technical Advisory Committee
- City Commission
- Planning Commission

