

Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, August 1, 2013
Time: 7:30 to 9 a.m.
Place: Metro Regional Center, Council Chamber

- | | | | |
|---------|----|---|---------------------------------|
| 7:30 AM | 1. | CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS | Carlotta Collette, Chair |
| 7:32 AM | 2. | CITIZEN COMMUNICATIONS ON JPACT ITEMS | Carlotta Collette, Chair |
| 7:35 AM | 3. | UPDATES FROM THE CHAIR & COMMITTEE MEMBERS | Jason Tell, ODOT |
| | | <ul style="list-style-type: none">• State Transportation Improvement Program Committee's Enhance Project List | |
| | * | <ul style="list-style-type: none">• Washington, Multnomah and Clackamas Counties' Public Hearings on 2016-18 Regional Flexible Funds Scheduled | Ted Leybold, Metro |
| | | <ul style="list-style-type: none">• Action on 2014 Regional Transportation Plan Work Program Scheduled for September | |
| 7:40 AM | 4. | * CONSIDERATION OF THE MINUTES FOR JULY 11, 2013 | |
| 7:45 AM | 5. | * JPACT and Metro Council Letter to the Environmental Quality Commission in Support of Transportation Control Measures Substitution – <u>APPROVAL REQUESTED</u> | Tom Kloster, Metro |
| 7:55 AM | 6. | * Corridor Bottleneck Operations Study – <u>INFORMATION / DISCUSSION</u> | Rian Windsheimer, ODOT |
| 8:15 AM | 7. | * Draft Regional Active Transportation Plan – <u>INFORMATION / DIRECTION TO STAFF</u> | Lake McTighe, Metro |
| | | <i>Acknowledgement of work completed to date
Scheduled for September 12</i> | |
| 8:45 AM | 8. | MAP-21 Updates: Contingency Fund Proposal for Transportation Alternatives Program Projects – <u>INFORMATION / DIRECTION TO STAFF</u> | Ted Leybold, Metro |
| 9 AM | 9. | ADJOURN | Carlotta Collette, Chair |

Upcoming JPACT meetings:

- **September 12, 2013** – regular JPACT meeting
- **October 10, 2013** – regular JPACT meeting
- **November 14, 2013** – regular JPACT meeting
- **December 12, 2013** – regular JPACT meeting

* Material available electronically.

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

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2013 JPACT Work Program

7/24/13

<p><u>July 11, 2013</u></p> <ul style="list-style-type: none">• Regional Active Transportation Plan Process and Timeline – Comment from the Chair• RFFA Step 1 Region-wide Programs - Information• 2014 RTP update work program – Information/Discussion	<p><u>August 1, 2013</u></p> <ul style="list-style-type: none">• STIP Committee on ODOT Enhance projects – Information• Regional Active Transportation Plan – Information and direction to staff• MAP-21 Update: Metro Administered Transportation Alternative Program Project Delivery Contingency Fund: Proposal – Information• Transportation Control Measure Substitution: Air Quality Compliance Briefing – Action• CBOS Program – Information
<p><u>September 12, 2013</u></p> <ul style="list-style-type: none">• 2014 Regional Transportation Plan Work Program – Action• Local Coordinating Committee RFFA Public Hearings Summaries – Information• Southwest Corridor Plan – report on Steering Committee recommendation – Discussion/Action• Regional Active Transportation Plan – Acknowledgement of work completed to date <p>FYI: League of Oregon Cities Conference, Portland, OR, September 26 - 28</p>	<p><u>October 10, 2013</u></p> <ul style="list-style-type: none">• RFFA projects – Action• Southwest Corridor: Steering Committee Recommendation – Information• Recommendation to Metro Council – Transportation Control Measure Substitution – Action• Presentation by the Oregon Trucking Associations – Information <p>FYI: Rail~Volution, Seattle, WA, October 20-23</p>
<p><u>November 14, 2013</u></p> <ul style="list-style-type: none">• Climate Smart Communities: Phase II findings – Information• Public engagement guide – Action <p>FYI: 2013 Association of Oregon Counties Annual Conference, Eugene, OR, November 18 - 21</p>	<p><u>December 12, 2013</u></p> <ul style="list-style-type: none">• Climate Smart Communities: Phase II findings – Discussion

Parking Lot:

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



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
July 11, 2013
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Jack Burkman
Carlotta Collette, Chair
Shirley Craddick
Nina DeConcini
Denny Doyle
Donna Jordan
Charlie Hales
Kathryn Harrington
Neil McFarlane
Diane McKeel
Roy Rogers
Paul Savas
Steve Stuart
Jason Tell
Don Wagner
Bill Wyatt

AFFILIATION

City of Vancouver
Metro Council
Metro Council
Oregon Department of Environmental Quality
City of Beaverton, representing Cities of Washington Co.
City of Lake Oswego, representing Cities of Clackamas Co.
City of Portland
Metro Council
TriMet
Multnomah County
Washington County
Clackamas County
Clark County
Oregon Department of Transportation, Region 1
Washington State Department of Transportation
Port of Portland

MEMBERS EXCUSED

Shane Bemis
Don Wagner

AFFILIATION

City of Gresham, representing Cities of Multnomah Co.
Washington State DOT

STAFF: Grace Cho, Andy Cotugno, Colin Deverell, Kim Ellis, Mia Hart, Alison Kean Campbell, Suzanne Flynn, Derek Hofbauer, Tom Kloster, Ted Leybold, Lake McTighe, Brian Monberg, Josh Naramore, Kelsey Newell, Ramona Perrault, Deena Platman, Councilor Bob Stacey, Meganne Steele, Randy Tucker, Nikolai Ursin, John Williams, Caleb Winter, Karen Withrow, Ina Zucker.

1. CALL TO ORDER, DECLARATION OF A QUORUM& INTRODUCTIONS

Chair Carlotta Collette declared a quorum and called the meeting to order at 7:31 a.m.

2. CITIZEN COMMUNICATIONS ON JPACT ITEMS

There were none.

3. UPDATES FROM THE CHAIR & COMMITTEE MEMBERS

Chair Collette updated members on the following items:

- Mr. Steve Wheeler is replacing Ms. Robin McArthur as the interim planning director on July 17;
- The Regional Active Transportation Plan (ATP) timeline has been revised to provide more time for review and refinement. The ATP Draft Plan is available for review (www.oregonmetro.gov/activetransport). JPACT will discuss the draft plan at the August 1 meeting. Members will be asked to vote on a recommendation to Metro Council at the September 12 JPACT meeting for a resolution accepting work completed on the plan. Member comments included:
 - Members commented they were hoping for additional time and suggested postponing the recommendation after September, while allowing further time for local communities to comment.
 - Members commented the work of the stakeholder advisory committee should be recognized, as their work leverages local plans and new policies for consideration.
 - Members stated there was confusion surrounding the ATP timeline, specifically surrounding when policies are implemented. Councilor Harrington stated policy and action implementation are related to the 2018 RTP update.
- The Community Investment Initiative Regional Infrastructure Enterprise Draft annual report is available. The report details the four priority areas of the CII Leadership Council: the Regional Infrastructure Enterprise, Development Ready Communities, Transportation Funding, and School Facilities. The next phase will focus on implementation of the Regional Infrastructure Enterprise through with Metro and Port of Portland partnership;
- The Rail~Volution Conference is in Seattle, WA on October 20 – 23, 2013;
- The next JPACT meeting is August 1.

Mr. Randy Tucker of Metro updated members on the following legislative items:

- ConnectOregon V (SB 260) was funded at \$42 million by lottery funds. The bill reflects the existing structure of the program, with the addition of bicycle and pedestrian projects as eligible expenditures.
- Senator Bruce Starr was successful in obtaining \$1.5 million for the Westside transportation study to be conducted by Washington County.
- Efforts to create a Clackamas County Rural ACT (HB 2945) were unsuccessful. Oregon Solutions is discussing how to best provide opportunities for local input in state transportation policy and investments.
- VMT fees, HB 2453, did not pass. ODOT's Office of Innovative Partnerships decided in consultation with the bill's legislative champions that HB 2453 could not pass and opted to support SB 810, Senator Starr's alternative creating a voluntary opt-in pilot program, once that bill was amended to ensure that it would not only consist of low-MPG vehicles.
- HB 3316 passed. The bill was amended to direct the Secretary of State to conduct an audit of TriMet.

- JPACT submitted a letter endorsing the \$5 million request for lottery dollars for the Willamette Falls Legacy Project to support efforts to redevelop the former Blue Heron paper mill. The Legislature approved the request in the same bill that contained ConnectOregon.

Member updates included:

- Mr. Jack Burkman updated members that there is no new transportation package in the state of Washington. The Senate did not act on the 10 cent gas tax and the session expired. There is a low chance that a session will convene this summer. There is no funding or budget for the Columbia River Crossing (CRC) in the state of Washington at this time. A Bi-state coordinating committee is under discussion to determine an alternative solution.
- Mr. Ted Leybold of Metro provided an update on the Transportation Alternatives Program (TA) transition funding. In transition to the Transportation Alternatives program, 12 active transportation projects in the Metro area were awarded funding through ODOT processes under the previous federal fund programs, half of which are funded with Metro TA funding. These projects previously had access to a project delivery contingency fund through ODOT and it is important to maintain a contingency fund for the purpose of ensuring delivery of these 12 projects. A TPAC recommendation on establishing a local TA program contingency fund for the 12 projects will be presented to JPACT August 1 for consideration.
- Mr. Jason Tell stated the State Transportation Improvement Plan (STIP) is being updated, which outlines allocation of federal funding. A new 100% list, narrowed from the 150%, includes a Fix-it project listing and a 2016-2018 STIP Proposed Operations Project listing. The project will be presented and narrowed from the 150% to the 100% list at a July 1 meeting in Region 1. All documents are available on the ODOT website.
- Chair Collette stated JPACT and MPAC members participated in a tour of the Willamette Falls Legacy Project. Mayor Denny Doyle expressed his gratitude for the opportunity and noted it provided a new appreciation of the scope of the challenge.

4. CONSIDERATION OF THE MINUTES FOR JUNE 13, 2013

MOTION: Councilor Katherine Harrington moved and Councilor Donna Jordan seconded to approve the JPACT Minutes from June 13 with one amendment. Ms. Nina DeConcini requested the Transportation Control Measure (TCM) overview state there is no public health impact to the proposed amendment to the Air Quality Maintenance Plan, as the region has not violated carbon monoxide standards since 1984.

RESULT: With all in favor, the motion passed.

5. OVERVIEW OF FEDERAL TRANSPORTATION REGULATIONS AND FUNDING

Mr. Tom Kloster of Metro provided an overview of Federal Transportation Regulations and Funding in preparation of the 2014 Regional Transportation Plan (RTP) update. The US Department of Transportation (USDOT) requires metropolitan regions to maintain and update an RTP every four years. The RTP must cover a rolling 25-year planning horizon and failing to complete an update results in the discontinuation of federal transportation funding. State mandate requires an RTP update through a state Transportation Planning Rule (TPR) and within one year of a federal update. The TPR sets forth regional and local requirements for the RTP, functioning as the Transportation System Plan (TSP) and adopted as a land use action under state framework as a vehicle for

implementing the 2040 plan. The TPR requires cities and counties to adopt a local TSP that is consistent with the regional TSP. Regular RTP updates avoid RTP amendments for individual projects and ensure transportation decisions reflect current conditions related to: economic and population trends, recently adopted corridor plans, new policies and modal plan, and local TSP updates.

The RTP must meet federal clean air standards to evaluate the combined effect of RTP projects on air quality. The RTP must be “financially constrained” and meet a series of Transportation Control Measures (TCMs) that ensure ongoing investment in clean transportation. The Clean Air Act is enforced through Oregon State Implementation Plans (SIP), which is adopted by the Environmental Quality Commission (EQC) and sets forth both state and regional requirements. The strategy of the SIP is to preserve the overall emissions budget to promote economic growth. Portland regional air quality has improved significantly since the 1970s and has had no air quality violations since 1979. Carbon monoxide (CO) emissions continue to be regulated, but have not violated standards since 1979.

Transportation Control Measures (TCMs) are part of the EQC’s state implementation plan for air quality used to ensure Clean Air Act standards are met. The TCMs focus on increased transit service, bicycle facilities, and pedestrian facilities and the region has historically met or exceeded these measures. Due to reduced transit service during the recession, the region is at risk of not meeting the transit TCM under the current tracking method as calculated on a rolling 5-year average. The EQC will evaluate a revised tracking method that better captures long-term commitment to transit service in October.

The Metropolitan Transportation Improvement Program (MTIP) draws projects for federal funding from the RTP “financially constrained list.” The MTIP must be conformed to show compliance with the federal Clean Air Act. Local projects must be adopted into the RTP through a public process, including new projects and changes to existing projects. The overall project list will be subject to an updated regional funding forecast.

Member comments included:

- Councilor Jordan asked if TSP changes in Lake Oswego will be incorporated in the RTP update. Mr. Kloster responded that project plans completed prior to 2014 can be incorporated.
- Members asked clarifying questions in regards to the transit TCM requirement and the region’s current tracking method. Mr. Kloster explained that the region is doing well and meeting all three standards. The region’s commitment to transit is not accurately represented with the current tracking method due to the recession pulling down the five-year average. Mr. Kloster stated the discussion surrounding updating the tracking method can be revisited prior to the RTP update.

6. REGIONAL FLEXIBLE FUND ALLOCATION: STEP 1 REGION-WIDE PROGRAMS

Mr. Ted Leybold of Metro provided an overview on region-wide programs identified for the Regional Flexible Fund Allocation (RFFA) in preparation for the final RFFA decision (Fall 2013) and 2015-18 MTIP adoption (Spring 2014).

Policy direction adopted in December identified the region-wide topics eligible for program allocations, set funding targets, and provided a review of those programs prior to the final funding decision. 2016-2018 region-wide programs include: in-lieu-of-dues MPO support, corridor planning & project development, Transit Oriented Development, Regional Travel Options, and Transportation System Management & Operations.

In-lieu-of-dues MPO support program provides many services to advance the region's transportation system including, regional coordination, regional planning, project development and funding, tools and data management, air quality conformity, and federal grant management and coordination. In-lieu-of-dues leverages TriMet, ODOT and Metro general fund support. The MPO program is required by USDOT and ensures a coordinated transportation system to serve the region through coordination and implementation of federal funding and using enhanced planning tools.

Corridor planning work is the nexus between long range planning and the on-the-ground implementation of investments that advance the six regional outcomes. Examples include high capacity transit plan and future transit development, Portland-Milwaukie light rail, East Metro Connections, Southwest Corridor Plan, and Powell-Division Corridor.

The Transit Oriented Development (TOD) is designed to stimulate investment in communities throughout the region, implement the region's 2040 Growth Concept, and help achieve the region's six desired outcomes. The TOD program invests directly in development projects and land acquisition to ensure planned objectives are realized. TOD is guided by TOD Program Strategic Plan, which established program strategic plan to guide investments. Projects have been implemented along transit corridors across the Portland Metro region.

The Regional Travel Options program (RTO) helps manage the overall demand for transportation infrastructure and services by helping people consider and better understand the choices available to them for travel prior to their embarking on their trip. RTO program elements consist of the 2012-2017 Strategic Plan update, biennial program evaluation and market analysis, \$2.1 million grant program, regional marketing & sponsorship support, transit agency employer/commuter program, and regional policy & partner support. Work was completed on the one-year transition period called for in the new strategic plan. Results include increase flexibility in the grant program, targeted portion of grant funds, broadened measurement criteria, focused support to coordinate regional marketing messaging, outreach, and education, and improved coordinated with RTP, CSC, and local TSP.

The Transportation System Management & Operations (TSMO) program provides investments to maximize the efficient operations of existing transportation infrastructure. The 10-year strategic investment plan for TSMO adopted in 2010 with the RTP provides the policy direction for investment. The TSMO program is linked to the mobility corridor concept and planning. The plan calls for Concept of Operations to advance practices, coordinate data collection & analysis, oversees the sub-allocation of RFFA funds and coordinates contract implementation activities, and enhances regional collaboration and coordination. Program implementation and outcomes consist of improved travel time and safety for all modes of transit, reduced fuel use and vehicle emissions, better traveler information, and performance-based monitoring and decision-making.

Member comments included:

- Members inquired how demographic shifts are taken into account, specifically in relation to aging populations and TOD. Mr. Leybold referred to Ms. Meganne Steele of Metro for information.
- Mr. Leybold stated the final 2016-2018 RFFA adoption is October 2013.

7. 2014 REGIONAL TRANSPORTATION PLAN WORK PROGRAM

Mr. Kloster provided an overview of the 2014 Regional Transportation Plan (RTP) work program. The RTP is a long-range plan that guides regional and local planning. A financially constrained list of projects provides a threshold for federal funding and support the 2040 Growth Concept. The RTP helps achieve vibrant communities with a variety of transportation choices, advancing equity, economic prosperity, clean air and water, and regional climate change leadership. The RTP is required to be updated every four years and the current plan expires September 2014. Failure to update the plan results in a lapse of federal funds.

The majority of funding is split into federal, state, and local funding. Federal requirements include MAP-21, which focuses on expanding environmental justice, reconciling expanded National Highway System, and addressing the new federal direction on performance measurement. State law requires the RTP, local TSPs, and corridor plans to be consistent, which will be reflected in the RTP update in addition to an update of freight functional classifications. Regional initiatives proposed for the 2014 update include the Active Transportation Plan (ATP), Regional Safety Plan recommendations, and a definition of auxiliary lane. The 2018 update will focus on new federal authorization requirements, Climate Smart Communities Scenarios, Oregon Highway Plan mobility policy update, local TSPs, in addition to recommended regional initiatives consisting of updating the regional transportation functional plan, Metro equity strategy, and parking policy.

Metro staff will complete the project solicitation packet, finalize financial assumptions, prepare policy updates, and finish existing conditions “snapshot” September 2013. Fall 2013 will focus on local jurisdictions coordinating committees to update project lists to submit to Metro in response to the solicitation packet. Updated project lists, equity initiative collaboration, and updated policies will be completed end of December 2013. Initial air quality testing and system performance and the RTP draft plan will be release end of March 2014. The final air quality conformity will be completed and the RTP will be adopted July 2014. MPAC, TPAC, and MTAC will continue to be briefed and JPACT will provide a recommendation to Council in August.

Member comments included:

- Members asked for clarification in regards to air quality testing. Mr. Kloster stated Metro uses a transportation model that evaluates road related projects compared to the travel behavior survey. Ms. DeConcini clarified that industrial emissions are a separate calculation and Oregon DEQ relies on Metro’s model for on-road emissions.
- Members expressed their support of discussing the RTP update well in advance of adoption, given timeline and budget constraints. Members commented that consensus on focal issues is important.
- Members asked clarifying questions in regards to the project timeline and when local agencies are able to review policy changes. Mr. Kloster stated the distribution of draft policy

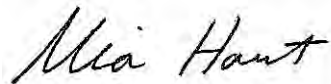
edits is scheduled by September 2013 and the public comment period will occur Spring 2014. Local agencies have the opportunity to review between the draft edits and public comment period.

- Members emphasized the importance of the seamless integration of the recommendations and policies set forth by the RTP in different communities. The intent of the RTP is not to change existing systems, but to knit community systems together.
- Members asked when the additional federal requirements will be assessed within the RTP timeline and when JPACT will have the chance to review these changes. Mr. Kloster stated additional federal requirements will be presented to JPACT with the RTP update September 2013.
- Mr. Tell asked Chair Collette if the RTP work program is approved by JPACT. Chair Collette responded it is not typically an action item for JPACT, but offered to bring the work program back for approval at the August JPACT meeting in the interest of ensuring committee consensus on the project.

8. ADJOURN

Chair Collette adjourned the meeting at 9:04 a.m.

Respectfully Submitted,



Mia Hart

Recording Secretary

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
3.0	Handout	N/A	ODOT Region 1 Fix-It Project Listing Draft	071113t-01
3.0	Handout	7/9/2013	Letter to JPACT and Metro Council	071113t-02
3.0	Report	N/A	Community Investment Initiative 2013 Annual Report Draft	071113t-03
5.0	PowerPoint	N/A	Top 10 Things to Know About the Upcoming RTP Update	071113t-04
6.0	PowerPoint	N/A	RFFA Region-Wide Programs	071113t-05

Upcoming 2016-2018 RFFA Schedule of Meetings

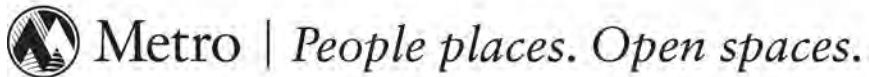
Local processes have begun. There will be countywide opportunities for the public to weigh in on the projects submitted and being considered for 2016-2018 regional flexible funds. The following table shows locations and times of public hearings/open houses as well as final recommended action dates for each county coordinating committee and the City of Portland.

County Coordinating Committee	Date & Time	Location
Clackamas County Recommendation for public comment	Thursday, July 25 th from 7:30-9am	Clackamas County Development Services Building: First Floor Auditorium 150 Beaver Creek Road, Oregon City, OR
Clackamas County Open House	Thursday, August 1 st from 6-8pm.	Clackamas County Development Services Building: First Floor Auditorium 150 Beaver Creek Road, Oregon City, OR
Clackamas County Recommendation to JPACT/Council	Thursday, September 5 th from 7:30-9am	Clackamas County Development Services Building: First Floor Auditorium 150 Beaver Creek Road, Oregon City, OR
East Multnomah County Open House	Monday, July 29 th from 4:30-6pm	Gresham City Hall: Oregon Trail/Springwater Rooms 1333 NW Eastman Parkway Gresham, OR 97030
East Multnomah County Recommendation to JPACT/Council	Monday, September 9 th from 3-5pm	Gresham City Hall: Oregon Trail/Springwater Rooms 1333 NW Eastman Parkway Gresham, OR 97030

Washington County Open House	Tuesday, August 13 th from 5-7pm	Beaverton Library 12375 SW 5th St Beaverton, OR 97005
Washington County Recommendation to JPACT/Council	Monday, September 9 th from 12-1:30pm	Beaverton Library 12375 SW 5th St Beaverton, OR 97005
City of Portland Open House	Thursday, August 15 th from 6-8pm	Portland Building: Auditorium 1120 SW 5th Ave, Portland, OR 97204
City of Portland Recommendation to JPACT/Council	Wednesday, September 4 th or Wednesday, September 11 th	Portland City Hall 1221 SW 4th Ave, Portland, OR

Following the public hearings/open houses, the county coordinating committees and the City of Portland will forward their recommended projects for TPAC, JPACT, and Metro Council consideration this fall. The following meetings are:

- TPAC – September 27, 2013 – Briefing on recommendations, framing of any policy issues for JPACT/Council consideration.
- JPACT – October 10, 2013 – Request for action to recommend projects for adoption/award to Metro Council.
- Metro Council – October 17, 2013 – Metro Council adoption of recommended 2016-2018 regional flexible fund projects.



August 8, 2012

Bill Blosser, Chair
Oregon Environmental Quality Commission
811 SW Sixth Avenue
Portland, OR 97204-1390

Dear Chair Blosser and Members of the Commission:

We are writing in support of the proposed substitution in how the transit component of our transportation control measures (TCMs) is documented. Since late 2011, we have been working with TriMet, the Department of Environmental Quality (DEQ) and Environmental Protection Agency (EPA) to address a flaw in how the transit TCM is calculated.

As originally adopted, increases in transit service in our region are tracked on a rolling five-year average as a way to ensure continued progress toward the 10-year goal of averaging at least one percent growth in transit service per year, as required in the State Implementation Plan (SIP). Because our region has a strong commitment to transit, we easily exceeded this level of service growth for many years, until the dual impact of rapidly rising fuel prices and the Great Recession in 2008 resulted in a brief period of transit service reductions.

Our transit service levels have since rebounded, and we continue to exceed the overall growth in transit set by the TCMs, as required by the SIP. However, the existing calculation method of our transit TCM under-calculates the region's overall 10-year commitment to transit. The proposed substitution before the Commission simply recognizes this broader trend, and uses an overall average as the method of calculation. The new method also a more intuitive way to measure our actual commitment to transit, as it better captures the cumulative air quality benefits that come from the overall amount of bus, streetcar, light rail and commuter rail services that is available on our system.

To date, we have not had to rely on the TCMs to demonstrate air quality conformity, but we continue to see the TCMs as an important reminder of the many benefits of making major investments in transit service and bicycle and pedestrian infrastructure. This includes leveraging the 2040 Growth Concept, our regional strategy for managing growth in the region, and allocating our overall regional emissions budget with economic growth in mind.

As you know, we are currently involved in the Climate Smart Communities project, a collaborative regional effort to meet statewide targets for greenhouse gas emissions. While the TCMs were not adopted with climate change in mind, they nevertheless serve as an important part of the climate scenarios that we are evaluating, as they are core to the no-sprawl land use strategy that is at the heart of the Climate Smart project.

Once the Commission has acted on the proposed TCM substitution this fall, we will be adopting it into our own plans, as it will become the basis for a critical update to the Regional Transportation Plan (RTP) in 2014. The TCM substitution will also be used to conform an updated Metropolitan

Transportation Improvement Program (MTIP) in 2014 that will allocate \$96.6 million in federal flex funds to an array of projects and program that heavily emphasize transit, bicycle and pedestrian improvements, moving our region forward in our effort to further implement the 2040 plan. The TCM substitution will also be the basis for adopting ODOT's "enhance" projects identified for the metropolitan region, as this element of the State Transportation Improvement Program (STIP) must also be conformed.

Thank you for the opportunity to comment, and for your support of our efforts to create a vibrant, healthy, sustainable region.

Sincerely,

Carlotta Collette,
Metro Councilor and JPACT Chair

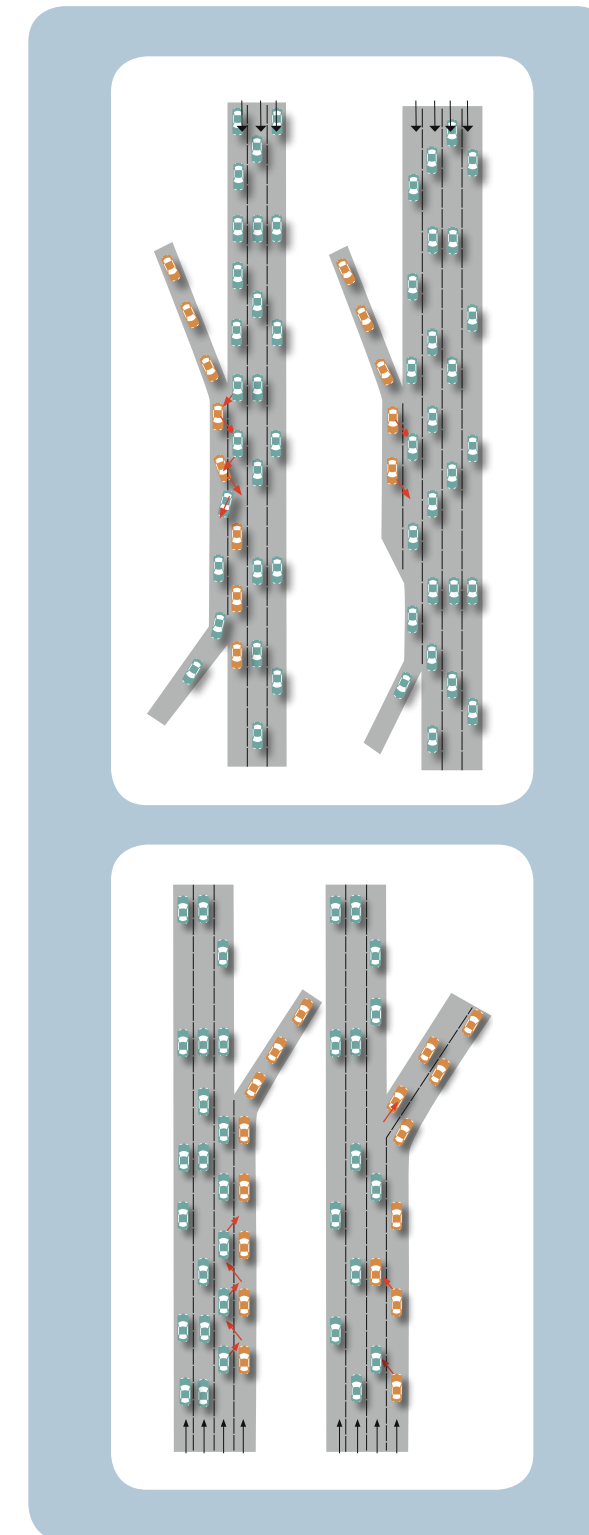
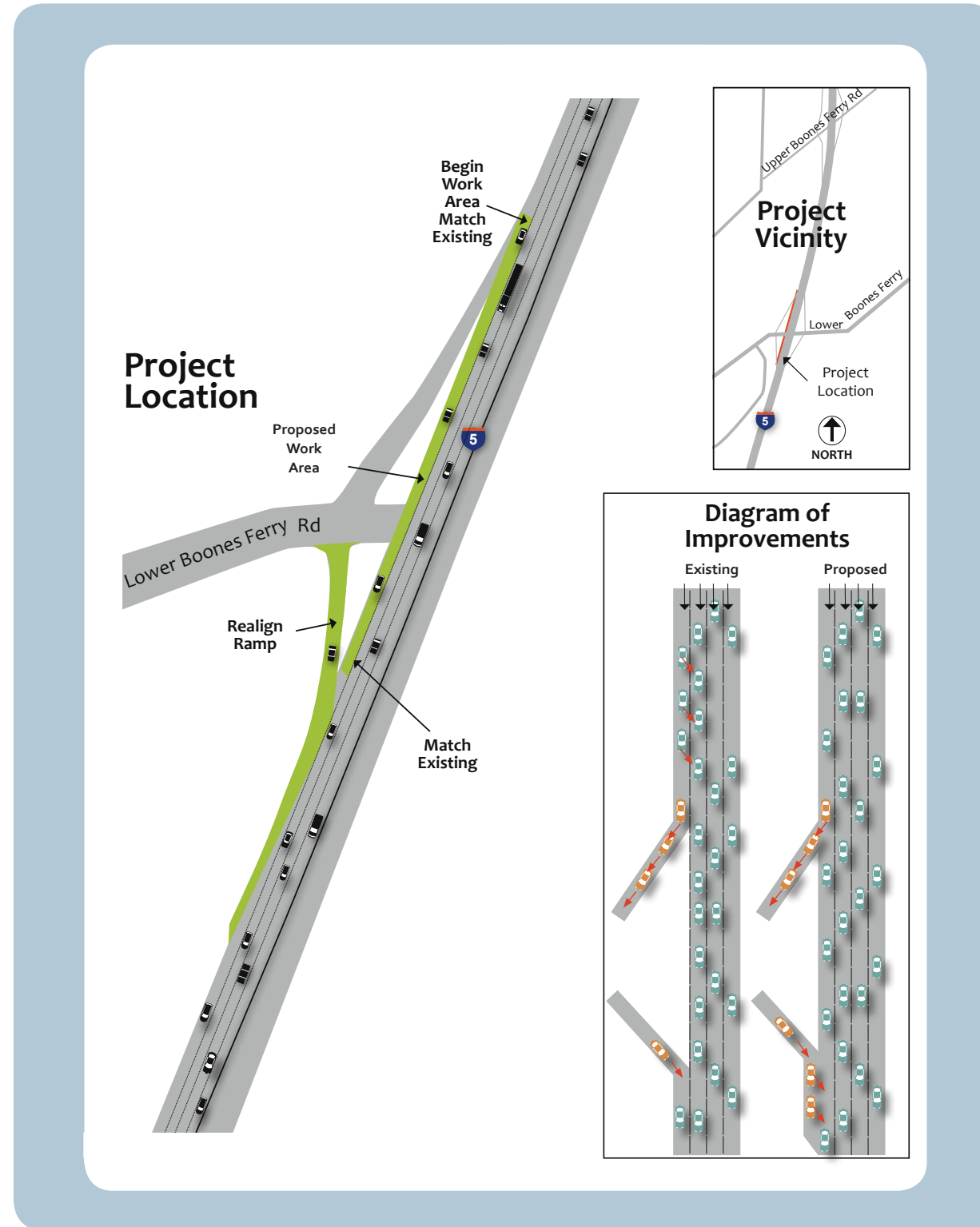
Tom Hughes,
Metro Council President

DRAFT

Project Atlas

Corridor Bottleneck Operations Study - ODOT Region 1

[CLICK HERE FOR FULL REPORT](#)

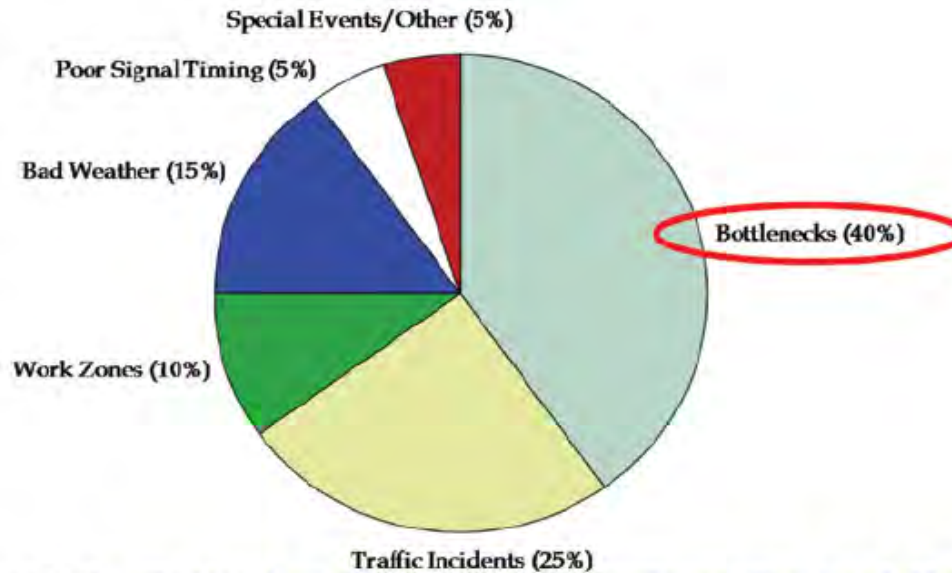




Corridors Bottleneck Operations Study (CBOS)

A Focused Approach to.....

Identifying Low Cost and Highly Effective Solutions to Recurring Bottlenecks in Region 1



Source: FHWA – http://ops.fhwa.dot.gov/congestion_report/congestion_report_05.pdf



Corridors Bottleneck Operations Study (C-BOS)

Recurring bottlenecks **are caused by**

decision points.....

entrances and exit-ramps, merge areas, weave areas or drop lanes

physical constraints.....

curves, underpasses, narrow structures or no shoulders.





Corridors Bottleneck Operations Study (CBOS)

The Goal.....is to improve safety at these recurring bottleneck locations

Historical evaluation of Safety Improvements where auxiliary lanes were built within the last 20 years

Improvement Type	Comparable Improvement	Before	After	Reduction
Short Auxiliary Section	I-205 Southbound at Sunnyside Road Interchange	12	8	32%
Long Auxiliary Section (Across multiple interchanges)	US 26 Eastbound, Cornell Road to OR 217	37	10	73%

Our studies indicate we could achieve at least a 30% or better reduction in crashes at this sites



Corridors Bottleneck Operations Study (C-BOS)

A Comprehensive Analysis and Evaluation of the Recurring Bottlenecks

I-5, I-205, I-84, I-405 and US26

These recurring bottlenecks were defined by:

Influence area

such as, location of interchange and ramps, curve or tunnel

Congestion Duration

how long had it last

Contributing factors

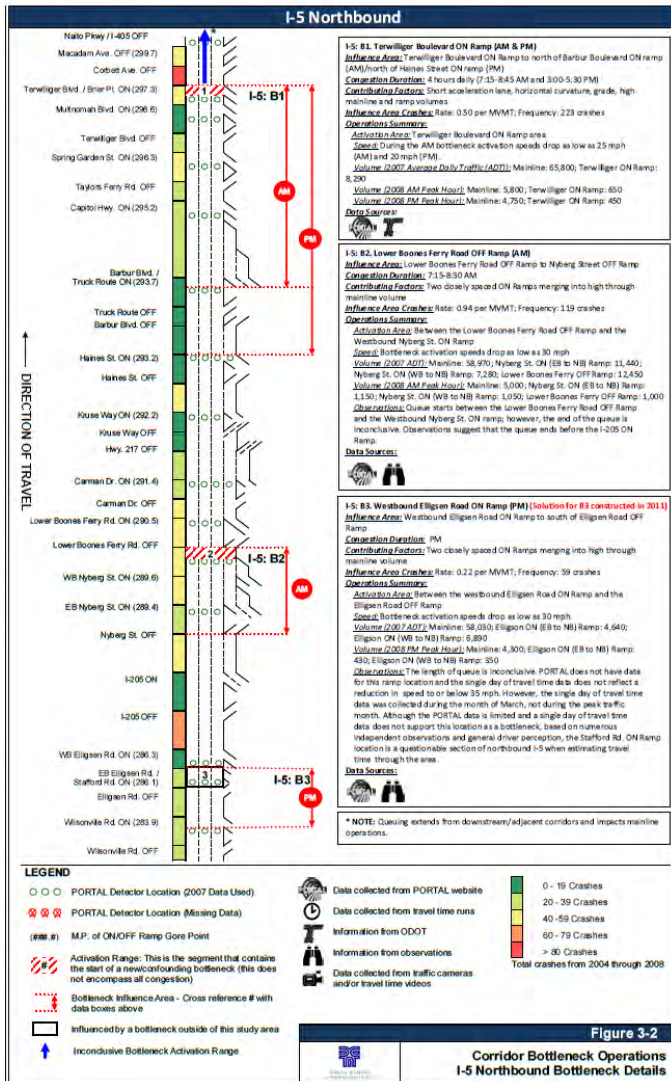
mainline volumes, spacing of interchange and ramps or speed change

Speed

less than 30mph as the indicator of congestion

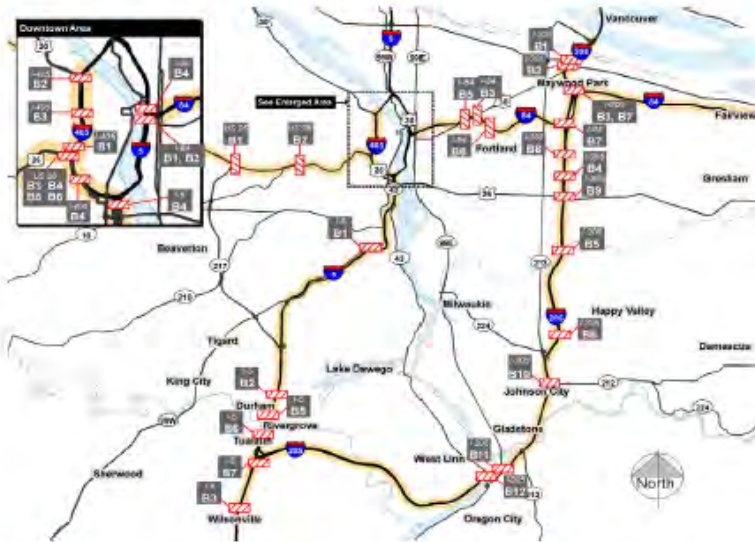
Area crashes

number of crashes Rate per MVMT and frequency



Corridors Bottleneck Operations Study (C-BOS)

Figure 3-12: Regional Recurring Bottleneck Locations



Recurring Bottleneck Location

Over 30 recurring bottleneck locations were indentified by a design panel of experts

Recurring Bottleneck ID	Recurring Bottleneck Locations	Cause		Congestion Speed (MPH)	Congestion Duration (Hours)
		Decision Point	Physical Constraint		
I-5 Bottlenecks					
B1	I-5 NB: Tenwilliger Boulevard Entrance Ramp (AM & PM)	X	X	20	4
B2	I-5 NB: Lower Boones Ferry Road Exit Ramp (AM)	X		30	1.25
B3 *	I-5 NB: Westbound Ellingen Road Entrance Ramp (PM)	X		*	*
B4	I-5 SB: Hood Avenue Exit Ramp (PM)	X		10	2.75
B5	I-5 SB: Carman Drive Lane Drop (PM)	X		10	2.25
B6	I-5 SB: Nyberg Street Exit Ramp (PM)	X		25	2.5
B7 **	I-5 SB: I-205 Entrance Ramp (PM)	X		**	**
I-205 Bottlenecks					
B1	I-205 NB: Sandy Boulevard/Columbia Boulevard Entrance Ramp (PM)	X		20	3
B2	I-205 NB: Columbia Boulevard/Hwy 30 Exit Ramp (PM)	X		35	Inconclusive
B3	I-205 NB: Westbound I-84 Entrance Ramp (PM)	X		5	5.25
B4	I-205 NB: Division Street Entrance Ramp and Hwy 26/Powell Blvd. Entrance Ramp (AM & PM)	X		10	2.75
B5	I-205 NB: Foster Road Exit Ramp (AM & PM)	X		20	4
B6	I-205 NB: Sunnybrook Road Entrance Ramp (PM)	X		30	2.25
B7	I-205 SB: Westbound I-84 Exit Ramp (AM & PM)	X		5	4.25
B8	I-205 SB: Stark/Washington Street Entrance Ramp (PM)	X		10	3.25
B9	I-205 SB: Hwy 26/Division Street/Powell Boulevard Exit Ramp (PM)	X		25	3.25
B10	I-205 SB: 212/224 Entrance Ramp (PM)	X		35	1
B11	I-205 SB: 99E/McLoughlin Boulevard Exit Ramp (AM)	X		20	1.25
B12	I-205 SB: Hwy 43 Entrance Ramp (AM)	X		30	2
I-84 Bottlenecks					
B1	I-84 EB: I-5 SB Entrance Ramp (AM & PM)	X		10	12
B2	I-84 EB: I-5 SB/NB Merge (PM)		X	5	4
B3	I-84 EB: 39th Avenue Entrance Ramp (PM)	X		Inconclusive	Inconclusive
B4	I-84 WB: I-5 Diverge (AM & PM)	X		20	8+
B5	I-84 WB: 33rd Avenue Entrance Ramp (AM)	X		15	4
B6	I-84 WB: Glisan Entrance Ramp (AM)	X		Inconclusive	Inconclusive
B7	I-84 WB: I-205 SB to I-84 WB Ramp	X		Inconclusive	Inconclusive
I-405 Bottlenecks					
B1	I-405 NB: US 26/12th Ave (PM)	X		5	3
B2	I-405 SB: US 30 Entrance Ramp (PM)	X		5	3
B3	I-405 SB: Everett Street Entrance Ramp to US 26 Exit Ramp Weave (PM)	X		5	3
B4	I-405 SB: US 26 Entrance Ramp to Broadway Exit Ramp Weave (PM)	X		5	3
US 26 Bottlenecks					
B1	US 26 EB: Oregon 217 Entrance Ramp (AM)	X		10	3
B2	US 26 EB: Skyline/Scholls Ferry Entrance Ramp (AM & PM)	X		Inconclusive	Inconclusive
B3	US 26 EB: I-405 Positioning/Curves/Tunnel (AM & PM)	X	X	15	8
B4	US 26 EB: Ramp to I-405 SB (AM & PM)	X	X	5	8
B5	US 26 EB: Ramp to I-405 NB (AM & PM)	X	X	5	7
B6	US 26 WB: I-405 Ramps/US 26 merge (PM)	X	X	10	3

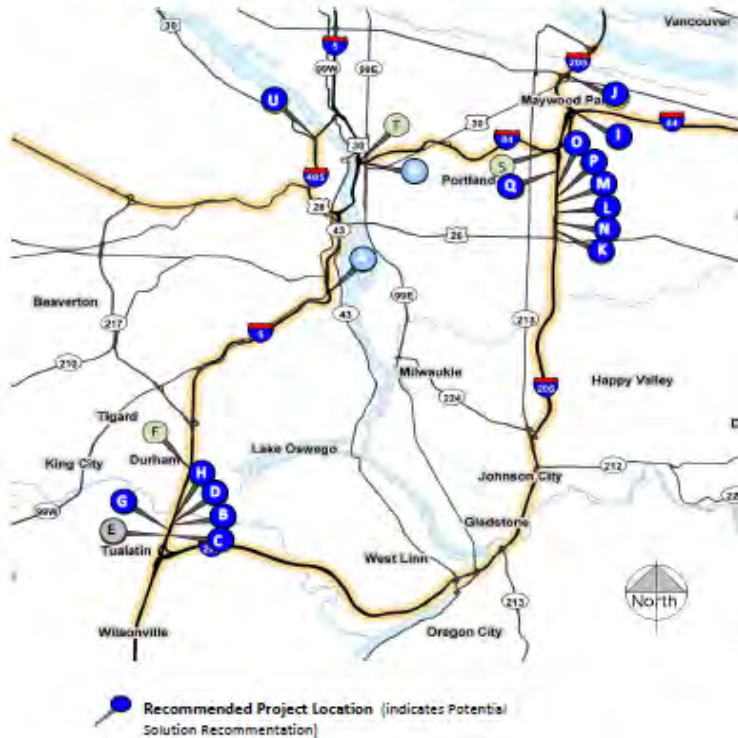
* Construction of NB Auxiliary Lane in 2011

** Construction of SB Auxiliary Lane in 2010



Corridors Bottleneck Operations Study (C-BOS)

Figure 3-13: Potential Regional Projects



Of the recurring bottlenecks identified only about 20 potential solutions were recommended to move forward

Map ID	Bottleneck ID	Potential Solution Identified	Potential Regional Projects	Est. Cost
I-5 Bottlenecks				
	I-5: B1	Further Analysis	I-5 NB: Terwilliger Blvd. Entrance Ramp Extension.	\$30M - \$40M
B	I-5: B2	Yes	I-5 NB: Phase 1 - Lower Boones Ferry Road Exit Ramp Reconfiguration	\$1M - \$2M
C	I-5: B2	Yes	I-5 NB: Phase 2 - Nyberg Rd. Interchange to Lower Boones Ferry Rd. Interchange - Auxiliary Lane Extension	\$11.5M - \$13.5M
D	I-5: B2	Yes	I-5 NB: Phase 3 - Lower Boones Ferry Rd. Interchange to Carman Dr. Interchange - Auxiliary Lane Extension	\$17M - \$21M
E	I-5: B2	Project Phased	This Project is Phased into I-5 NB Projects B, C and D.	\$18M - \$22M
F	I-5: B5	Constructed August 2012	I-5 SB: Phase 1 - Carman Dr Entrance Ramp to Lower Boones Ferry Exit Ramp - Auxiliary Lane	\$1.25M
G	I-5: B6	Yes	I-5 SB: Phase 2 - Lower Boones Ferry Rd. Exit to Lower Boones Ferry Rd. Entrance Auxiliary Lane	\$7.3M - \$8.5M
H	I-5: B6	Yes	I-5 SB: Phase 3 - Lower Boones Ferry Rd. to I-205 Auxiliary Lane Extension	\$10M - \$18M
I-205 Bottlenecks				
I	I-205: B3	Yes	I-205 NB: Phase 1 - I-84 WB Entrance Ramp to Sandy Blvd. Exit Ramp - Auxiliary Lane	\$6.7M
J	I-205: B3	Yes	I-205 NB: Phase 2 - Sandy Blvd. Exit Ramp to Columbia Blvd. Exit Ramp - Auxiliary Lane Extension	\$6.5M
K	I-205: B4	Yes	I-205 NB: Powell Blvd. Entrance Ramp to Division St. Entrance Ramp - Auxiliary Lane Extension and 2-Lane Exit at Washington St.	\$5.5M - \$7.5M
L	I-205: B4	Yes	I-205 NB: Phase 1 - Powell Blvd Entrance Lane to Washington St. Exit Ramp - Auxiliary Lane Extension	\$6.0M - \$6.9M
M	I-205: B4	Yes	I-205 NB: Phase 2 - Washington St. Exit Ramp to Gilson St. Exit Ramp - Auxiliary Lane Extension	\$2.4M - \$2.8M
N	I-205: B4	Yes	I-205 NB: Phase 3 - Gilson St. Exit to I-84 WB Exit Ramp - Auxiliary Lane Extension	\$2.2M - \$2.5M
O	I-205: B4	Yes	I-205 NB: Phase 4 - Division Street Entrance Ramp to Stark St./Washington St. Exit Ramp - Auxiliary Lane Extension w/ 2-lane Exit at Washington Street	\$1.7M - \$2.0M
P	I-205: B4	Yes	I-205 NB: Division St. entrance ramp to I-84 WB Exit Ramp - Auxiliary Lane Extension w/2-lane Exit at Washington St.	\$7.6M - \$8.1M
Q	I-205: B8/B9	Yes	I-205 SB: I-84 EB Entrance ramp to Stark St./Washington St. exit Ramp - Auxiliary Lane	\$7.0M - \$8.5M
I-84 Bottlenecks				
R	I-84: B2	Further Analysis	I-84 EB: Grand Ave. Entrance Ramp Extension	\$4.4M - \$5.2M
S	I-84: B3	Construction 2013	I-84 EB: Halsey St. Exit Ramp to I-205 NB Entrance Ramp - Auxiliary Lane	\$5.9M
T	I-84: B4	Construction 2013	I-84 WB: I-5 NB and I-5 SB Diverge Re-striping	\$0.5M
I-405 Bottlenecks				
U	I-405: B2	Yes	I-405 SB/US30 EB: Entrance Ramp Lane Re-arrangement	\$0.5M - \$1.0M



Corridors Bottleneck Operations Study (C-BOS)

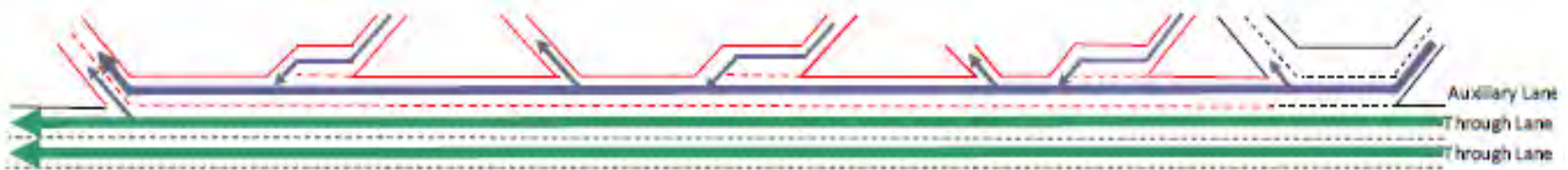
What is the Most Frequent Cause for Recurring Bottlenecks in Region 1?

Inadequate Interchange Spacing.....



Vehicles entering or exiting must merge and weave using the freeway through-lane resulting in congestion and overall slowing of the freeway traffic.

Provide Additional Space



Vehicles entering or exiting can use the auxiliary lane to merge and weave outside of the freeway through-lane improving safety and freeway traffic flow.



Corridors Bottleneck Operations Study (CBOS)

Recently Completed Improvements



I-5 SB auxiliary lane built in 2010

This auxiliary lane is 1.5 miles long from I-205 to Elligsen Rd. This section of I-5 was ranked 125th on the national freight congestion list. The construction cost was approximately \$5.0 million.

I-5 SB exit-ramp to Nyberg Road built in 2010

The improvement widened the southbound Nyberg Road exit-ramp from one lane to two lanes. The ramp widening resulted in significant crash reduction and operational improvement. The construction cost was approximately \$500,000.

I-5 SB: Phase 1 - Carman Dr Entrance Ramp to Lower Boones Ferry Exit Ramp - Auxiliary Lane Completed in 2012

This project extended the current lane drop just south of the Carman Dr. exit-ramp to the Lower Boones Ferry Rd. exit-ramp, where it would become a drop lane. The construction cost was approximately \$1.25 million.



Corridors Bottleneck Operations Study (CBOS)

Improvements Under Construction

I-84 EB: Halsey St. Exit Ramp to I-205 NB Entrance Ramp - Auxiliary Lane

Project Cost:
\$5.9M



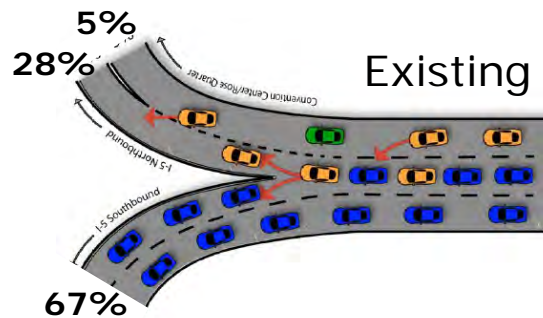


Corridors Bottleneck Operations Study (CBOS)

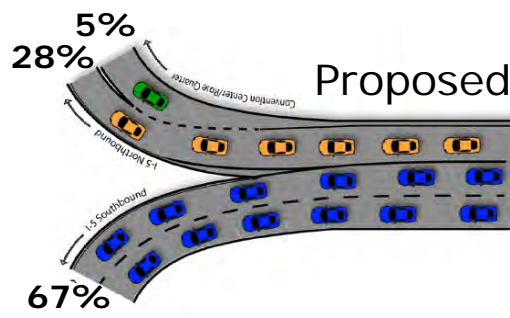
Improvements Under Construction

I-84 WB: I-5 NB and I-5 SB Diverge
Re-striping

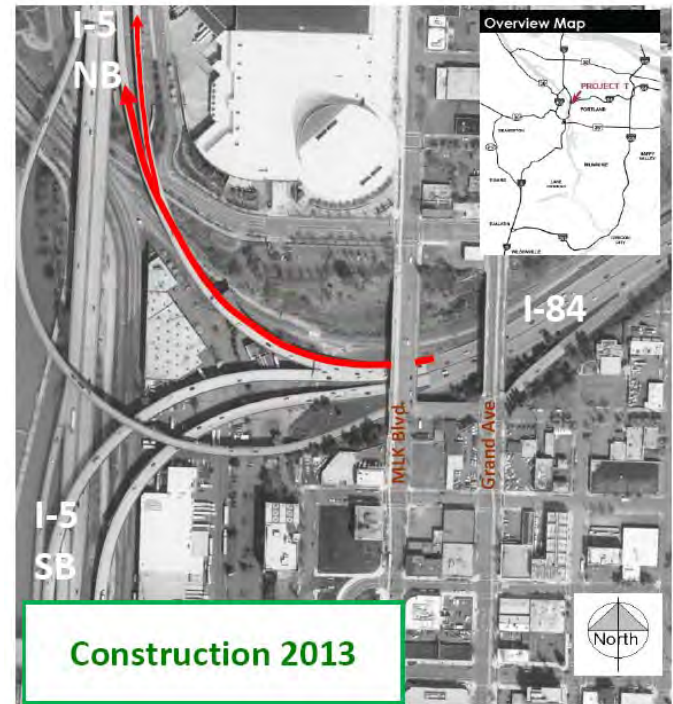
Project Cost:
\$0.5M



Existing



Proposed



I-5 Southbound		51,330 ADT
I-5 Northbound		21,150 ADT
Convention Ctr/ Rose Quarter		3,800 ADT



Corridors Bottleneck Operations Study (CBOS)

We expect similar results from the following
CBOS Projects that have been Submitted to
the STIP Enhance

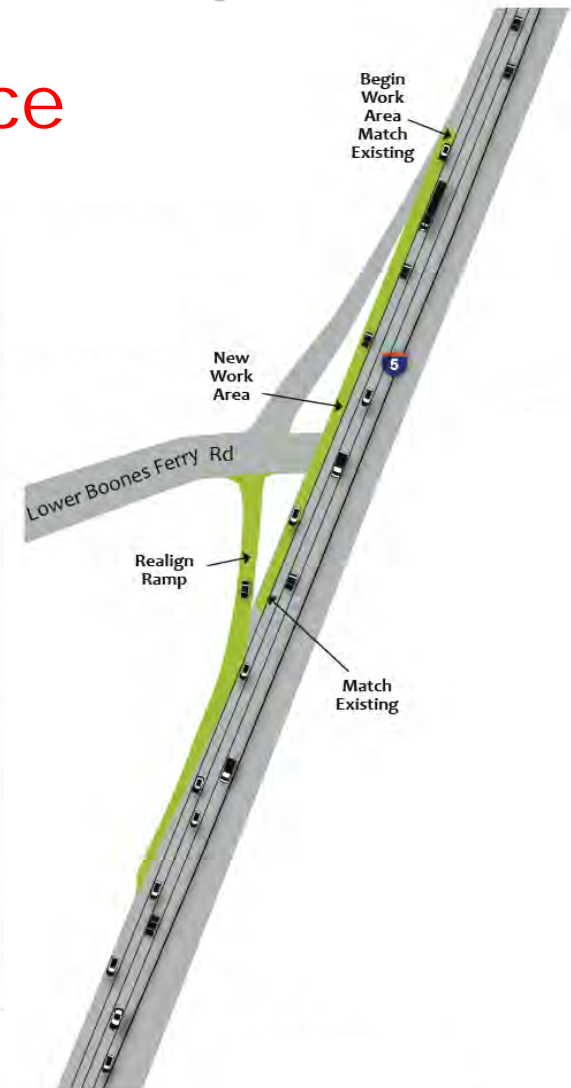
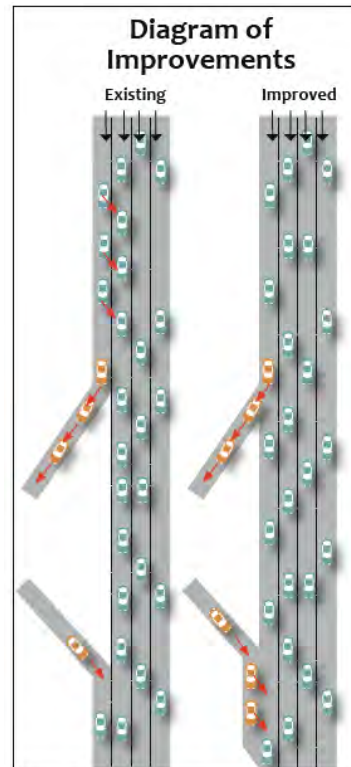


Corridors Bottleneck Operations Study (CBOS)

Submitted for the STIP Enhance
Recommended for the 150% List

I-5 SB: Phase 2 - Lower
Boones Ferry Rd. Exit to
Lower Boones Ferry Rd.
Entrance Auxiliary Lane

Project Cost:
\$7.0 to \$8.5M



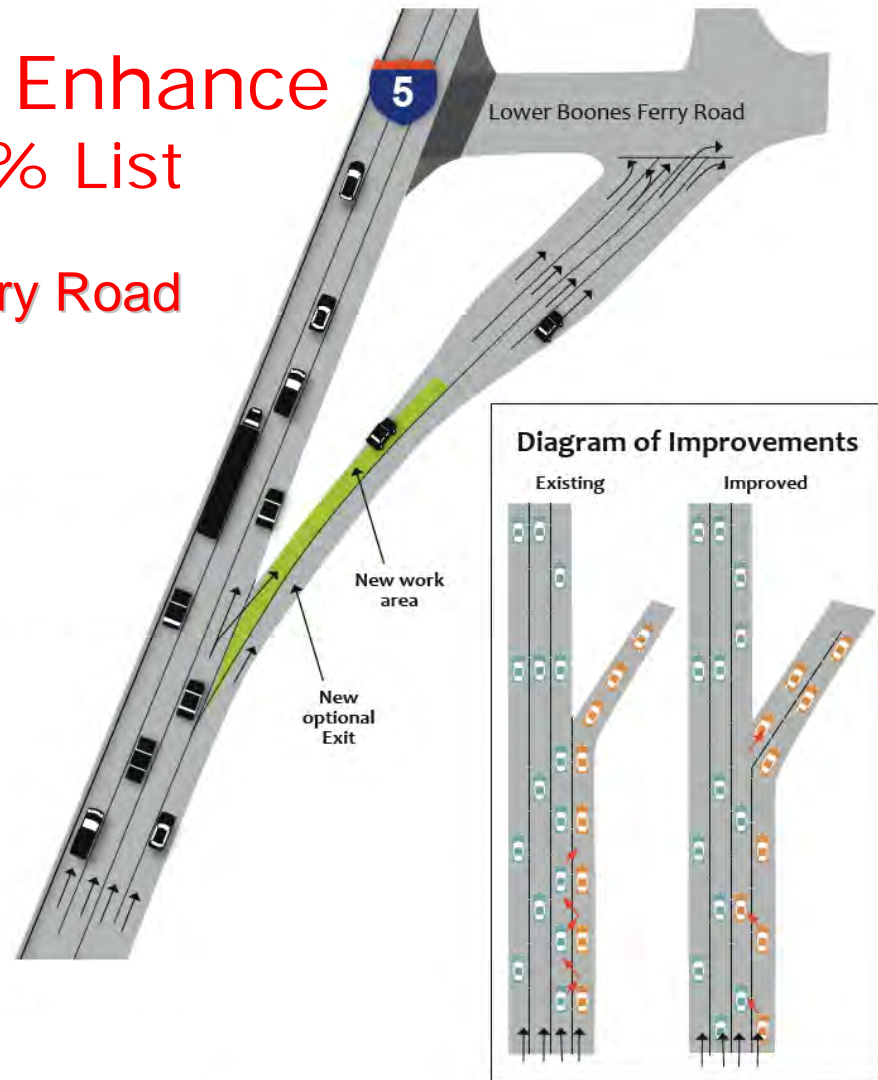


Corridors Bottleneck Operations Study (CBOS)

Submitted for the STIP Enhance
Recommended for the 150% List

I-5 NB: Phase 1 - Lower Boones Ferry Road
Exit Ramp Reconfiguration

Project Cost:
\$1.0 to \$2.0M





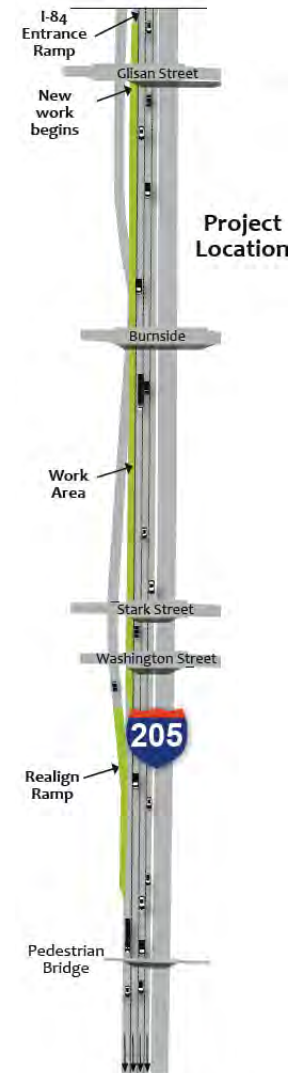
Corridors Bottleneck Operations Study (CBOS)

Submitted to the STIP Enhance
Recommended for the 150% List

I-205 SB: I-84 EB Entrance ramp
to Stark St./Washington St. Exit
Ramp - Auxiliary Lane

Cost:

\$6.0M to \$7.0M





Corridors Bottleneck Operations Study (CBOS)

Questions We Have Heard:

Do these improvements add to the capacity of the freeway?

No.....CBOS improvements do not add capacity to thru capacity to the freeway system. The CBOS improvements are designed to improve operations and safety at localized recurring bottleneck locations. By improving these locations the existing through lanes operated better.

Will these improvements to the freeway just encourage more thru trips?

No.....CBOS improvements are designed to address specific bottleneck areas. They do not attract more thru trips to the freeway system. These improvements do improve safety, and reduce diversion and out of direction travel.



Corridors Bottleneck Operations Study (CBOS)

The CBOS Atlas is available at the
ODOT FTP site.

<ftp.odot.state.or.us/outgoing/cbos2013/>

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 **Metro | Memo**

Date: July 23, 2013
To: Joint Policy Advisory Committee on Transportation and interested parties
From: Lake McTighe, Transportation Planner
Subject: Draft Regional Active Transportation Plan

Background

The development of the Regional Active Transportation Plan (“ATP”) was identified as a follow up implementation activity in the 2035 Regional Transportation Plan (“RTP”), which identified the need for a plan to knit together local plans into a regional vision to develop a complete regional 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.

Review and revisions of Draft ATP

The Draft ATP is available for stakeholders for review and refinement. Staff is seeking comments, questions and input from JPACT and other stakeholders to refine the Draft ATP over the next several months.

Based on input from JPACT and other stakeholders a revised Draft ATP will be available for review in mid-August. In September, staff will be seeking a recommendation from MPAC and JPACT to support a resolution that acknowledges work completed to date on the draft plan and initiates further review and refinement of the draft plan *through the comprehensive update of the RTP*. A draft of the proposed resolution is attached. The resolution provided here has been updated, with track changes from an earlier version provided to Metro’s advisory committees.

What is the purpose of the resolution?

The purpose of the resolution is to formally acknowledge work completed to date on the plan and to direct staff to provide opportunities for further review and refinement by stakeholders through the comprehensive update of the Regional Transportation Plan. The resolution does not adopt the Draft ATP. The plan will remain draft, with opportunity to make changes, until it is adopted as a component of the RTP in July 2014. The resolution, in essence, formalizes the next steps of staff working with stakeholders to incorporate the ATP into the RTP, while allowing for further refinement of the ATP through the update of the RTP.

Timeline

In response stakeholders, Metro has revised the timeline to review and refine the Draft ATP. In addition to meeting with Metro advisory committees, staff is available to meet with other stakeholder groups to provide more detail on the Draft ATP and respond to questions and comments.

- July 17 MTAC - *discussion and input on Draft ATP and next steps*
- July 18 Metro Council work session – *discussion and input on Draft ATP and next steps*
- July 19 TPAC – *discussion and input on Draft ATP and next steps*
- August 1 JPACT - *discussion and input on Draft ATP and next steps*
- August 14 MPAC - *discussion and input on Draft ATP and next steps*
- Mid August: Revised Draft ATP available for review
- August 21 MTAC - *recommendation to MPAC on Draft ATP acknowledgement resolution*
- August 30 TPAC- *recommendation to JPACT on Draft ATP acknowledgement resolution*
- September 11 MPAC - *action on Draft ATP acknowledgement resolution, recommendation to Metro Council*
- September 12 JPACT - *action on Draft ATP acknowledgement resolution, recommendation to Metro Council*
- September 26 – *Metro Council action on recommendation from MPAC and JPACT*
- September 2013 - January 2014 – prepare policy amendments to the RTP; prepare project list for consideration by jurisdictions and agencies for incorporation into the RTP; provide opportunities for further review and refinement of the ATP through the comprehensive update of the RTP.
- February 2014- finalize Draft ATP for public comment
- March 2014 – release Draft ATP as a component of the RTP for public comment
- July 2014 – adopt ATP as a component of the RTP
- 2018 RTP update – ATP changes to the Regional Transportation Functional Plan considered

Materials

- Draft ATP
- Draft acknowledgement resolution
- Revised ATP policies – track changes version
- ATP fact sheet
- Frequently asked questions/comments and staff responses
- Responses to comment letters from the Portland Freight Committee and Forest Park Neighborhood Association

**MAKING A
GREAT
PLACE**



[CLICK HERE FOR FULL REPORT](#)



REGIONAL

ACTIVE TRANSPORTATION PLAN

REVIEW DRAFT

JULY 2013

CLICK HERE FOR APPENDICES 1 - 10

www.oregonmetro.gov

Existing Conditions, Findings and Opportunities Report

Regional Active Transportation Plan

August 28, 2012

**DRAFT 2– Advisory Committees and Metro
Council Review Copy**



Metro | *Making a great place*

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ACKNOWLEDGING)	RESOLUTION NO.
THE WORK COMPLETED TO DATE AND)	
INITIATING FURTHER REVIEW OF THE)	Introduced by Councilor Kathryn Harrington
REGIONAL ACTIVE TRANSPORTATION)	
PLAN PRIOR TO ADOPTION 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 2010by Ordinance No. 10-1241B; 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 region’s work 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; 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 recommends updates to the RTP regional pedestrian and bicycle networks and functional classifications, and new projects, design guidelines, policies and implementing actions that will help achieve the region’s Six Desired Outcomes and 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 project list will be available for cities, counties and agencies to consider incorporating into the RTP as part of the update to the RTP in 2013-2014; and

WHEREAS, MPAC and JPACT have accepted the draft plan to formally acknowledge the work completed to date with the understanding that 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. Acknowledges the Draft Regional Active Transportation Plan, attached to this resolution as Exhibit A, to formally acknowledge the work completed to date.
2. Directs staff to provide opportunities for further review and refinement of the plan by local governments, ODOT, TriMet and other stakeholders through the comprehensive update of the Regional Transportation Plan and prepare policy and project amendments to the Regional Transportation Plan 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 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~~ ~~Develop and adopt a complete streets policy into the Regional Transportation Plan. (incorporated into 4.1)~~
- ~~2.2~~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 ~~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 ~~(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 ~~(Previously 2.5)~~ Encourage and support the use of the Active Transportation Plan design guidelines.
- ~~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 ~~(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~~ 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’-network’ and complete streets policy and performance target-target where the regional pedestrian and bicycle networks are completed to-to match -roadway network percentage of completeness, and completeness utilizes level of service measures for pedestrians, transit and bicycles. -into the Regional Transportation Plan.

~~4.14.2~~ (Previously 5.8) Further develop the regional Bicycle Comfort Index and Pedestrian Comfort Index to help identify areas in the regional pedestrian and bicycle network that do not provide a comfortable level of service for people of all ages and abilities.

~~4.24.3~~ (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.

~~4.54.4~~ (Previously 2.5) Complete gaps and overcome barriers in the regional pedestrian and bicycle networks.(incorporated into 4.1)

5. Utilize data and analysis to guide transportation investments.

-Metro actions to Implement Policy

- 5.1 Support the collection and maintenance of regional pedestrian and bicycle data by:
(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.

MAKING A GREAT PLACE



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

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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:

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

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

What does it not do?

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

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

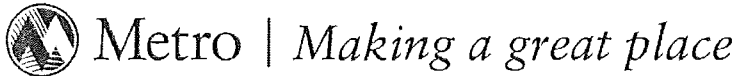
Question	Response
1. What does it mean to endorse the plan prior to adoption into the RTP?	In response to concerns from some stakeholders, Metro staff will seek “acknowledgement of the work completed to date on the ATP.” Metro staff will not seek endorsement of the plan. Acknowledgement does not adopt the plan into the RTP. It does not require local jurisdictions to take any action, nor does it add any new rules or requirements. Acknowledgement 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>



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

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.

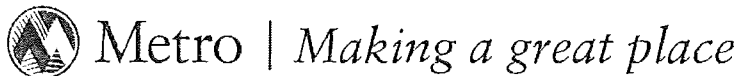
- It is not clear what the term “endorsement” entails in respect to how the RATP will be adopted into the Regional Transportation Plan update and the local Transportation System Plans.
- We haven’t seen an integrated Action Transportation document yet. We need more time to see the RATP in its full context 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

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 RATP: 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



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.

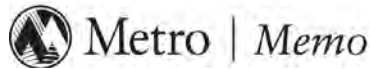
Sincerely,



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



Date: August 1, 2013
To: Joint Policy Advisory Committee on Transportation and Interested Parties
From: Ted Leybold, Metropolitan Transportation Improvement Program Manager
Subject: MAP-21 Updates: Contingency Fund Proposal for Transportation Alternatives Program Projects

Introduction

As the metropolitan planning organization (MPO) for the urban area of the Portland region, Metro receives and distributes different sources of federal transportation funds. Under the new federal funding programs outlined in the federal MAP-21 authorization, several programs were collapsed to create the Transportation Alternatives (TA) program. The TA program establishes metropolitan planning organizations (MPOs) and State Department of Transportation (DOT) to administer the program jointly based on a population share formula. From the formula, Metro expects to administer half of the TA funds available to the region and ODOT will administer the remaining half of TA funds as part of a statewide funding program. The TA funding formula went into effect immediately. A flowchart which outlines the change is attached.

Issue

Eleven local transportation projects selected for funding by ODOT will now be partially funded by Metro due to changes under the federal MAP-21 authorization. When originally selected for funding, these projects had access to ODOT contingency funds to address unexpected costs and ensure timely implementation. Without access to contingency funds, projects could face significant delays, higher administrative costs and possible cancellation and repayment of development costs.

Background

Metro staff formed an ad-hoc working group that developed options to address this issue. TPAC considered the working group options at its June meeting and recommended a preferred proposal for JPACT and Metro Council consideration.

Funding for the contingency would not affect any existing project – it would be limited to Transportation Alternatives Program funds appropriated by Federal Highway Administration above those forecasted to be available when funding allocations were made.

A summary of the proposal is summarized in the table below. The list of affected projects is also attached.

Potential Action

As a new program funding partner, Metro and JPACT should consider establishing a contingency fund, consistent with ODOT administration of the program, to facilitate project delivery for these 11 projects.

JPACT Outcome

Discuss the proposal to establish a contingency fund for the 11 local projects and provide direction to staff on whether to bring legislation to an upcoming meeting to implement the proposal.

Next Steps

Metro staff will continue to bring updates to JPACT and TPAC with updates of the program, if directed to move forward with the recommended proposal.

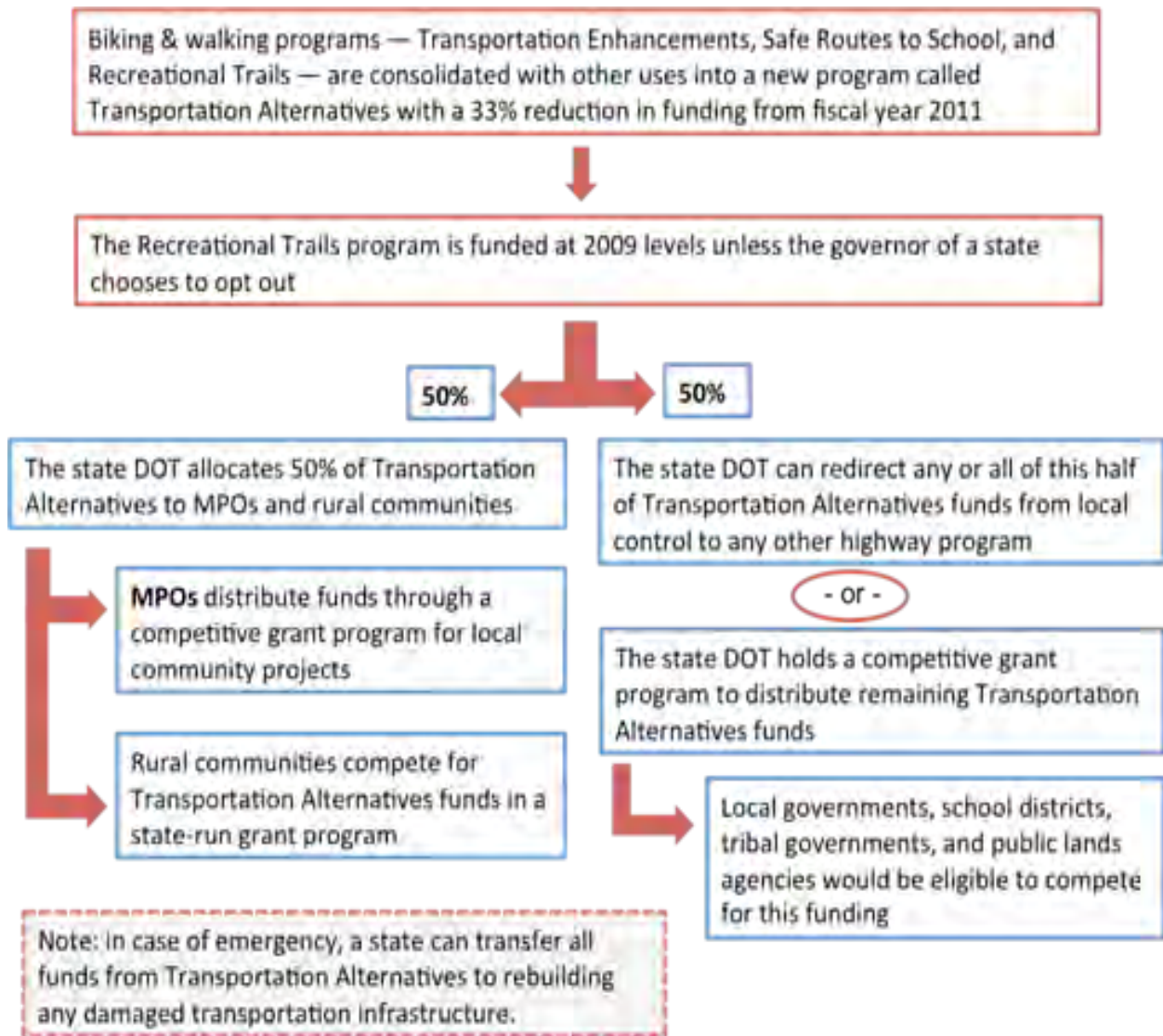
Table: Proposed Project Delivery Reserve Fund Details for TE/TA Transition Projects

Question	Proposal
Which projects are eligible?	All TE/TA transitional projects funded through 2015 within the Metro area. Total of 11 projects.
What activities are eligible to ask for additional funds?	All activities and requests for funds must be consistent for project scope. 1. Unexpected costs accrued during construction; or 2. Shortfall to reach the 110% construction bid minimum deposit; or 3. Shortfall between the lowest construction bid from the 110% deposit. (e.g. lowest construction bid is 113%, 3% over the 110% deposit of the engineers estimate.)
What is the minimum and maximum a project can request?	50% of overrun funds up to max amount of funds available in project delivery fund. (same as ODOT's policy)
Is there a required local match for the cost overrun funds?	Yes. Cost overrun requests must demonstrate a 50-50 split (50% Metro, 50% local) for any requested funds over the existing allocation.
What is the process for asking for additional funds?	Simple application form
When can project sponsors make a request for funds?	Rolling application deadline. Applications will be accepted and considered first-come, first-serve. Initial conversations about project delivery fund request may begin at completion of 95% design.
Who makes the decision?	Metro Planning and Development Department Director.
How will the decision be made?	Metro staff reviews of application request. May consult with ODOT TA Program director and other technical resource staff to help evaluate request prior to recommendation to the Director.
What will be considered in the decision to award additional funds?	Factors to be considered will include, but not limited to: 1. Previous success of being able to deliver federal-aid projects 2. Taken all possible steps to manage costs (e.g. look at reducing scope) 3. Review of project prospectus. 4. For projects requesting funds for bid estimates over 110%, consideration of gap between 110% engineers estimate and lowest construction bid.
How can the application and decision-making process be transparent?	Report out on decisions will happen quarterly at TPAC, and application with criteria will be available on the web.
How should the process be shaped to account for transparency, but also keep projects going?	Decisions by the Planning & Development Director allows for quick decision in collaboration with State TA Program director. Quarterly reporting to TPAC provides transparency.

Projects Impacted by Transition from the Transportation Enhancements (TE) and Safe Routes to Schools (SRTS) funding programs to the Transportation Alternatives (TA) funding program

Project Name	Project Sponsor	Total TE or TAP \$	Project Status
SW Birchwood Road: 87 th – Laurelwood Sidewalk	Beaverton	\$398,000	Going to bid
Springwater Trail: Rugg Road – Dee Street	Clackamas County Parks	\$1,200,000	Gone to bid March 2013
SE 122 nd Avenue and 132 nd Avenue Sidewalk Connections	Clackamas County	\$607,538	Bid not foreseeable in near future
Willamette Greenway Trail: Chimney Park – Pier Park	Metro	\$1,499,000	Gone to bid
SE Holgate and Ramona: 122 nd Avenue – 136 th Avenue Sidewalk	Portland	\$1,351,800	PE in progress
B Street: 23 rd Avenue – Primrose	Forest Grove	\$350,000	Bid date targeted for Dec 2013
NE 172 nd Avenue: Halsey Street to Glisan Street	Gresham	\$169,000	Going to bid summer 2013
SE Lake Road: Where Else Lane to Freeman Road	Milwaukie	\$233,724	Project rolled into 14064
Pedestrian Crossings at Four Schools	Portland	\$455,827	IGA in review
SW Leahy Road and W Stark Street	Washington County	\$411,000	Gone to bid March 2013
Portland-Milwaukie LRT: Kellogg Lake Bridge M/U Path	TriMet & Milwaukie	\$1,000,000	Gone to bid

Flowchart Illustrating MAP-21 Changes to Transportation Enhancements, Safe Routes to Schools, and Recreational Trails Funding Programs to the Transportation Alternatives Program.

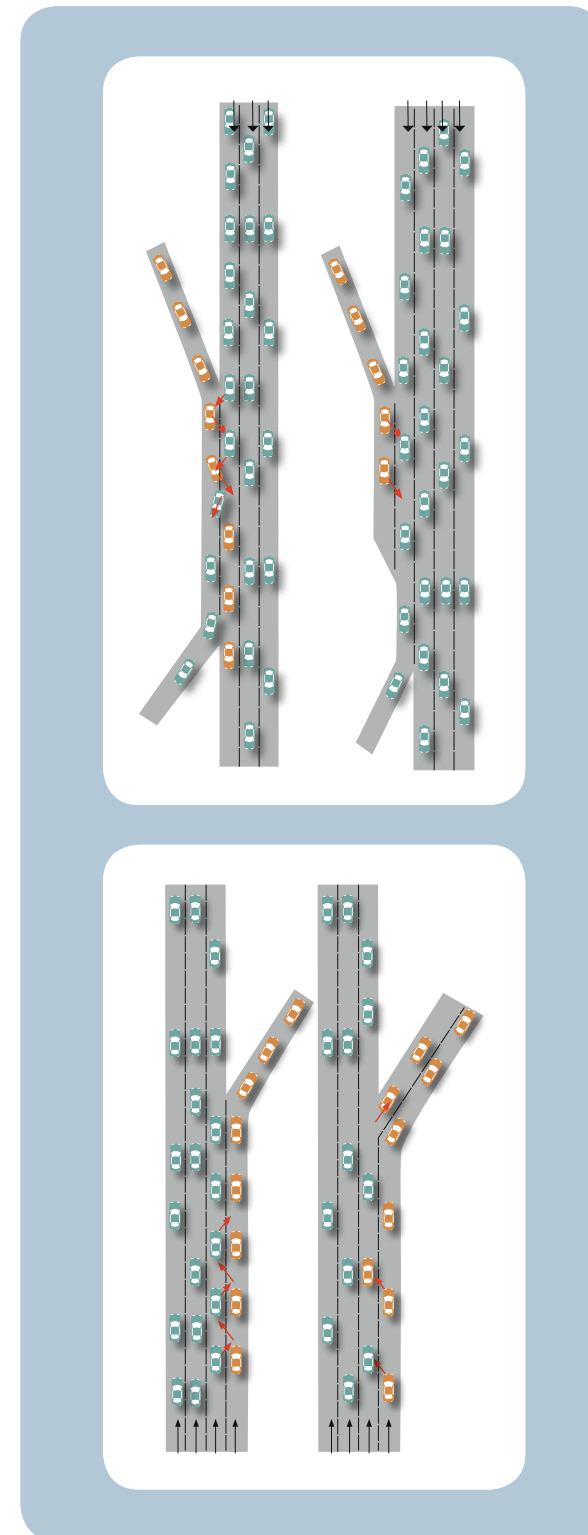
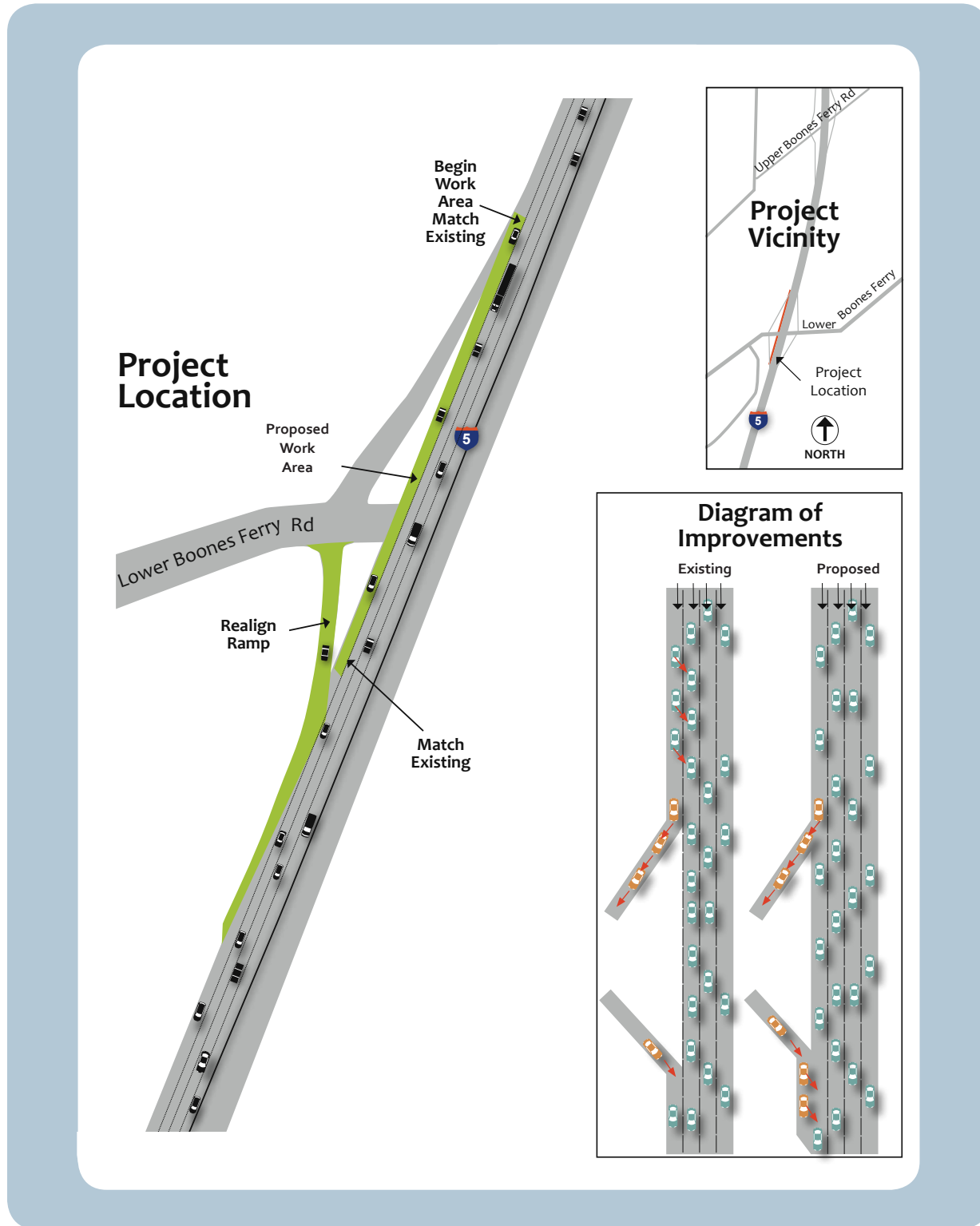


Materials following this page were distributed at the meeting.

Project Atlas

Corridor Bottleneck Operations Study - ODOT Region 1

[CLICK HERE FOR FULL REPORT](#)





Draft Regional Active Transportation Plan ("ATP")

JPACT

August 1, 2013

Lake Strongheart McTighe
Senior Transportation Planner



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Today's discussion

1. Purpose of the ATP
2. Next steps/process
 - Acknowledgement resolution
 - Stakeholder engagement
 - Refinement of Draft ATP
 - Project list development
 - Adoption as component of the RTP
3. Brief overview of what is in the ATP

Purpose of the ATP



Next steps/process

- **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

Acknowledgement 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

Continued engagement to refine 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 – now through Spring 2014**
- County Coordinating Committees & TACs as requested
 - TPAC, MTAC, MPAC and JPACT now and during update of RTP and refinement of ATP
 - Portland Freight Committee
 - Local bike and ped committees as requested
 - Local chambers of commerce as requested
 - RTP workshops – ATP policies will be an element of the workshops
 - ATP workshop/public engagement on maps
 - Others to be scheduled at request of stakeholders

Overview: what does the ATP provide?

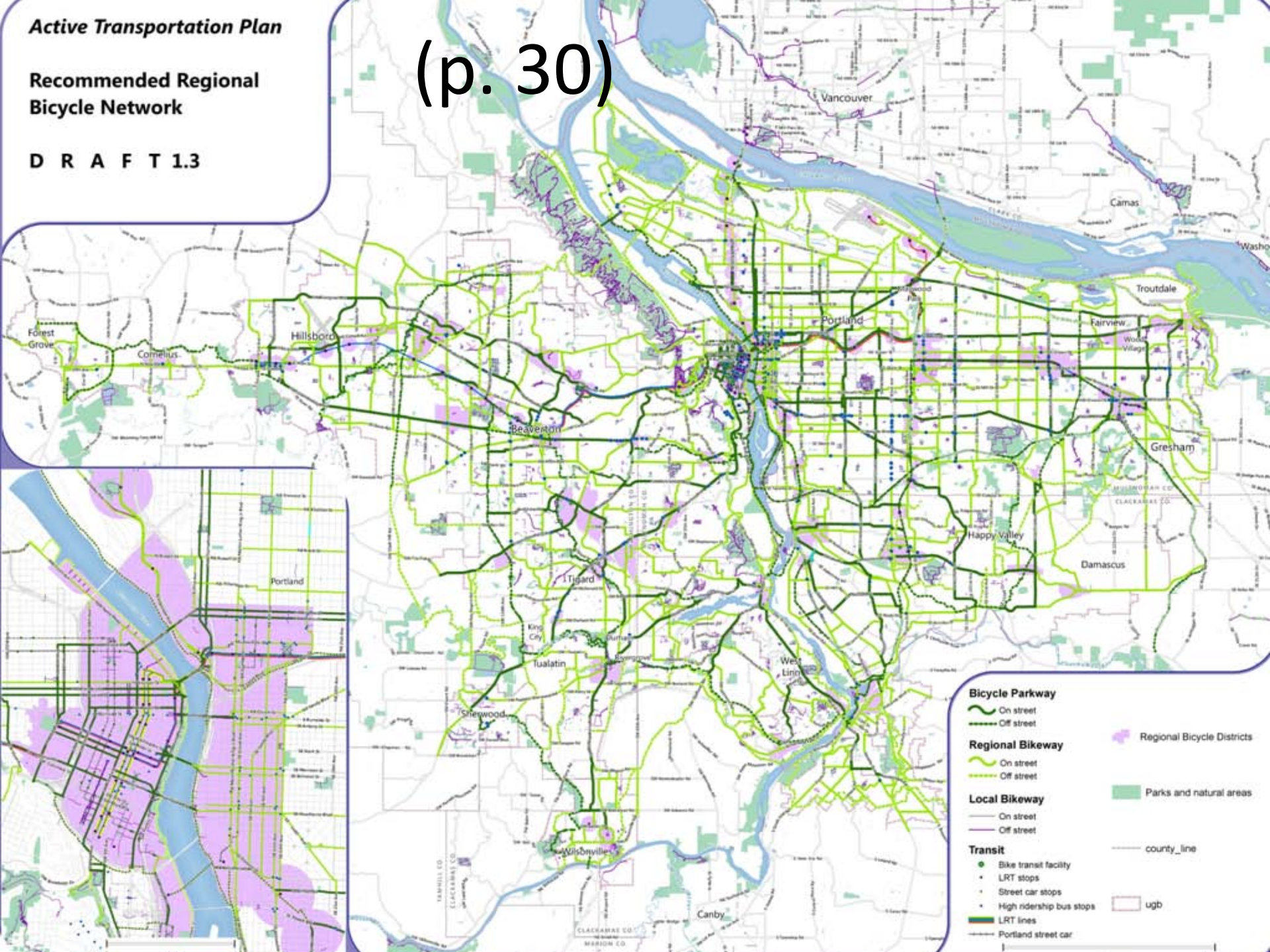
- ✓ **Opportunities and Benefits**
- ✓ **Vision**
- ✓ **Guiding Principles**
- ✓ **Updated regional bike and pedestrian networks**
- ✓ **New and updated functional classifications**
- ✓ **Design guidelines**
- ✓ **Policies and implementing actions**
- ✓ **Funding strategies**
- ✓ **Implementation strategies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

Active Transportation Plan

**Recommended Regional
Bicycle Network**

D R A F T 1.3

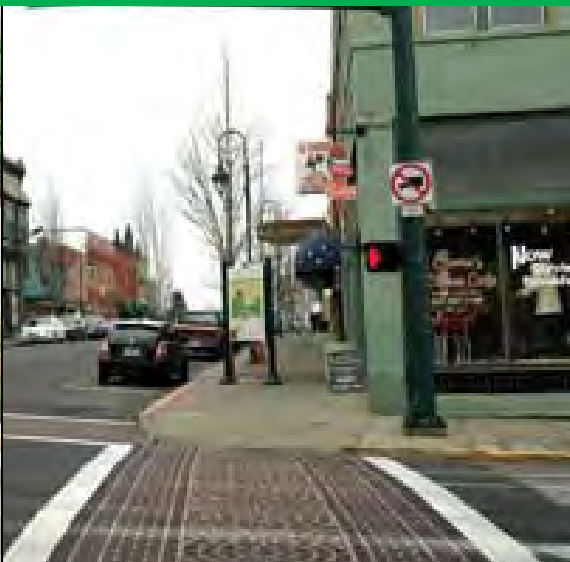
(p. 30)



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 (e.g. rivers, highways)
8. Support game changing projects

Active transportation 8 to 80+



www.oregonmetro.gov/activetransport



MAP-21 Updates:

Contingency Fund Proposal for Transportation Alternatives (TA) Projects

Ted Leybold, Metropolitan Transportation Improvement
Program Manager



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MAP-21 Changes

Biking & walking programs — Transportation Enhancements, Safe Routes to School, and Recreational Trails — are consolidated with other uses into a new program called Transportation Alternatives with a 33% reduction in funding from fiscal year 2011

The Recreational Trails program is funded at 2009 levels unless the governor of a state chooses to opt out

50%

50%

The state DOT allocates 50% of Transportation Alternatives to MPOs and rural communities.

MPOs distribute funds through a competitive grant program for local community projects

Rural communities compete for Transportation Alternatives funds in a state-run grant program

The state DOT can redirect any or all of this half of Transportation Alternatives funds from local control to any other highway program

- OR -

The state DOT holds a competitive grant program to distribute remaining Transportation Alternatives funds

Local governments, school districts, tribal governments, and public lands agencies would be eligible to compete for this funding

Note: In case of emergency, a state can transfer all funds from Transportation Alternatives to rebuilding any damaged transportation infrastructure.

A vertical blue rectangular area on the left side of the slide, featuring a faint, light-colored map of a city street grid and highway network. The map is semi-transparent and serves as a decorative background element.

Why this Matters?

SAFETEA-LU: ODOT solely administered TA predecessor programs. ODOT provides contingency funding to deliver awarded projects.

MAP-21: Split TA program funding and administration between ODOT and Metro. ODOT contingency tool is in limbo for existing projects in Metro area.

Why this Matters?

11 local projects no longer have access to ODOT's contingency fund.

Project Name	Project Sponsor
SW Birchwood Road: 87 th – Laurelwood Sidewalk	Beaverton
Springwater Trail: Rugg Road – Dee Street	Clackamas County Parks
SE 122 nd Avenue and 132 nd Avenue Sidewalk Connections	Clackamas County
Willamette Greenway Trail: Chimney Park – Pier Park	Metro
SE Holgate and Ramona: 122 nd Avenue – 136 th Avenue Sidewalk	Portland
B Street: 23 rd Avenue – Primrose	Forest Grove
NE 172 nd Avenue: Halsey Street to Glisan Street	Gresham
SE Lake Road: Where Else Lane to Freeman Road	Milwaukie
Pedestrian Crossings at Four Schools	Portland
SW Leahy Road and W Stark Street	Washington County
Portland-Milwaukie LRT: Kellogg Lake Bridge M/U Path	TriMet & Milwaukie

Consultation



Contingency Fund Proposal

Ad hoc working group and TPAC recommendation:

Utilize surplus funding allocation to establish a contingency fund for the 11 affected projects.



How will it work?

Question	Proposal
Who administers the program?	Metro
Which projects are eligible?	All TE/TA transitional projects funded through 2015 within the Metro area. Total of 11 projects.
What activities are eligible to ask for additional funds?	All activities and requests for funds must be consistent with project scope. <ol style="list-style-type: none">1. Unexpected costs accrued during construction; or2. Shortfall to reach the 110% construction bid minimum deposit; or3. Shortfall between the lowest construction bid from the 110% deposit.
Who makes the decision?	Metro Planning and Development Department Director.
What will be considered in the decision to award additional funds?	Factors to be considered will include, but not limited to: <ol style="list-style-type: none">1. Previous success of being able to deliver federal-aid projects2. Taken all possible steps to manage costs (e.g. look at reducing scope)3. Review of project prospectus.4. For projects requesting funds for bid estimates over 110%, consideration of gap between 110% engineers estimate and lowest construction bid.

A blue-tinted map of a region, likely in the western United States, showing major roads and geographical features. The map is partially visible on the left side of the slide.

Question

Should we bring legislation to the September JPACT meeting to establish a contingency fund for the 11 local projects to facilitate project delivery?