



Metro | Agenda

Meeting: Metro Council Work Session
Date: Tuesday, Mar. 11, 2014
Time: 2 p.m.
Place: Council Chamber

CALL TO ORDER AND ROLL CALL

- | | | |
|----------------|---|----------------------------|
| 2 PM | 1. ADMINISTRATIVE/ COUNCIL AGENDA FOR MAR. 13, 2014 / CHIEF OPERATING OFFICER COMMUNICATION | |
| 2:15 PM | 2. 2014 REGIONAL TRANSPORTATION PLAN (RTP) STATUS UPDATE AND OVERVIEW OF CHANGES PROPOSED IN DRAFT RTP - <u>INFORMATION/DISCUSSION</u> | John Mermin, Metro |
| 2:45 PM | 3. BREAK | |
| 2:50 PM | 4. REGIONAL ACTIVE TRANSPORTATION PLAN (ATP) PUBLIC REVIEW DRAFT - <u>INFORMATION/DISCUSSION</u> | Lake McTighe, Metro |
| 3:20PM | 5. METRO ATTORNEY COMMUNICATION | Alison Kean, Metro |
| 3:30 PM | 6. COUNCIL COMMUNICATION | |

ADJOURN

EXECUTIVE SESSION HELD PURSUANT WITH ORS 192.660.2(h). TO CONSULT WITH COUNSEL CONCERNING THE LEGAL RIGHTS AND DUTIES OF A PUBLIC BODY WITH REGARD TO CURRENT LITIGATION OR LITIGATION LIKELY TO BE FILED AND WITH ORS 192.660.2(f). TO CONSIDER INFORMATION OR RECORDS THAT ARE EXEMPT BY LAW FROM PUBLIC INSPECTION.

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Agenda Item No. 2.0

**2014 REGIONAL TRANSPORTATION PLAN (RTP)
STATUS UPDATE AND OVERVIEW OF CHANGES
PROPOSED IN DRAFT RTP**

Metro Council Work Session
Tuesday, Mar. 11, 2014
Metro, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: March 11, 2014 **TIME:** 2:15PM **LENGTH:** 30 Minutes

PRESENTATION TITLE: 2014 Regional Transportation Plan (RTP) status update and overview of changes proposed in draft RTP

DEPARTMENT: Planning

PRESENTER(S): John Mermin, 503-797-1747, john.mermin@oregonmetro.gov

WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: Inform Metro Council of current status and next steps of 2014 RTP update. Provide high level overview of changes proposed in draft RTP
- Outcome: Metro Council understands status and next steps of 2014 RTP update. Metro Council understands the nature of the changes proposed in draft RTP

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

The Regional Transportation Plan compiles and organizes over 1000 regionally significant projects submitted by local jurisdictions and agency partners. These projects are first developed and identified in local plans before being submitted for inclusion in the Regional Transportation Plan. The last Regional Transportation Plan was adopted by the Metro Council in June, 2010 and approved by the USDOT in September 2010. To avoid a “lapse” the plan must be updated and approved by the USDOT by September 2014. If the plan were to lapse, no federally-funded transportation improvements could be obligated which could delay construction of local projects around the region.

The 2014 RTP work program must be scaled to focus on critical policy and project updates needed in the near term, while deferring less urgent or developed issues to the subsequent RTP update. A major focus of the 2014 update will be on meeting state and federal requirements. The primary work product of will be an updated RTP that continues to comply with federal and state requirements, especially the Clean Air Act. Additionally, the update will incorporate recommendations from the Active Transportation Plan (ATP) and Regional Safety Plan, including updated bicycle and pedestrian maps, performance measures and policy guidance. Note -The Active Transportation Plan will also be proposed for adoption as a standalone modal plan by Resolution.

The vast majority of edits to the RTP document are of the technical / house-keeping variety. The policy edits are located primarily within the Chapter 2 bicycling and walking sections. These edits strengthen existing polices and provide additional detail to reflect the Regional Active Transportation and Regional Safety Plans but do not propose dramatic shifts in policy direction.

In June 2013, staff presented the proposed work program for the RTP update to Metro Council. In September 2013 JPACT and the Metro Council approved the work program. Over the last few months, staff has been implementing the work program. Highlights include:

- Hosting a modeling workshop in August with local modeling staff and consultants
- Hosting two workshops in September with participants from TPAC, MTAC and other interested stakeholders to inform their project list update, covering topics including:
 - Demographic/economic/travel trends,

- Proposed active transportation and safety policy edits
- Instructions for the process (Sept-Dec 2013) to update their project list
- Answering questions from local staff as they embark on process to update their project list
- Presenting existing conditions information to JPACT on November 14th and at a Metro Council Work Session on November 19th.
- Local agencies submitting their updated project lists to Metro in early December
- Metro staff has begun coding and modeling RTP projects for system performance
- Presented summary of composition of draft project list to Metro Council, TPAC, JPACT, MTAC, MPAC, Regional Trails forum, and C-4 Metro subcommittee
- Finalized edits to the draft RTP document – including updating the chapters covering existing conditions, policies, revenue, projects, and implementation.
- Shared preview of the public review draft plan at meetings of TPAC (February 28) and MTAC (March 5).

Next Steps

- Metro staff will share a preview of the public review draft plan at meetings of Metro Council work session (March 11), JPACT (March 13) and MPAC (March 26)
- Share system performance / modeling results at a TPAC / MTAC workshop (March 17)
- A 45-day regional public comment period will be held from March 21 to May 5th
- Ask for preliminary approval of plan from regional committees and Metro Council (early May)
- Final air quality modeling and 30-day comment period – May to June.
- Final action by Metro Council July 17, 2014
- The Regional Active Transportation Plan will follow a similar timeline and will also be discussed by the Metro Council at its March 11th work session

QUESTIONS FOR COUNCIL CONSIDERATION


List questions for Council's consideration that will help/guide the Council in providing policy direction.

- Does Metro Council have any questions for staff?

PACKET MATERIALS

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

Memo summarizing overview of changes proposed in draft 2014 RTP

 **Metro | Memo**

Date: February 28, 2014
To: Metro Council
From: John Mermin, 2014 RTP Project manager
Re: Overview of changes proposed in draft 2014 Regional Transportation Plan (RTP)

Purpose

The purpose of this memo is to inform the Metro Council of proposed changes included in the draft 2014 RTP prior to the start of the 45-day public comment period on March 21. A tracked-changes and a clean version of the draft RTP as well as the project list are available to download from Metro's FTP site:

<ftp://ftp.oregonmetro.gov/pub/tran/2014RTP/>.

Background

In 2014, Metro is required to complete a periodic update of the Regional Transportation Plan (RTP) in order to maintain continued compliance with the federal Clean Air Act. The Metro Council and JPACT adopted a work program in September, 2013. Because of the limited available resources and overlap with the Climate Smart Communities project, the 2014 RTP work program was scaled to focus on critical policy and project updates needed in the near term, while deferring less urgent or developed issues to the subsequent RTP update (which will also incorporate Climate Smart recommendations).

The major focus of the 2014 update has been to meet state and federal requirements, and to incorporate recommendations from the Regional Active Transportation Plan (ATP) and Regional Safety Plan. The vast majority of edits to the RTP document are technical / house-keeping. The policy edits are located primarily in the Chapter 2 biking and walking sections. These edits strengthen existing policies and provide additional detail to reflect the Regional Active Transportation and Regional Safety Plans but do not propose any dramatic shifts in policy direction. See **Attachment 1** for an overview of the changes proposed in the draft 2014 RTP.

In addition to edits to the RTP document, the 2014 work program included updating the project list. These updates were limited to projects coming from a local public process such as a transportation system plan or corridor plan. In December 2013, local jurisdictions and partner agencies submitted to Metro new projects as well as changes to existing projects.

Next Steps

On May 6th Metro council will review a summary of public comments received and potential refinements to the RTP. On May 15, the Metro Council will be asked to take action to preliminarily approve the RTP - pending the results of an air quality conformity determination (and a 30-day comment period on the determination). On July 10, Metro Council will have first reading of the 2014 RTP ordinance, with final action scheduled for July 17.

Attachment 1. Overview of Changes proposed in Draft 2014 RTP

Chapter 1 - Changing Times

- Updated existing conditions data and maps covering topics such as road maintenance, safety, public health, rail and marine freight trends, top tier commodities, climate change, job retention and creation, recession recovery, population growth and demographics.

Chapter 2 - Vision

Miscellaneous updates

- **Section 2.5 Regional System Concepts and Policies**
 - Added links to metro webpage to view zoomable version of RTP system maps.
 - Updated use of the terms “system” and “network” for consistency. “System” now consistently refers to sum of the combined modal networks. “Network” refers to each individual modal network, e.g. the bicycle network is part of the transportation system.
 - Updated mobility corridor schematic (Figure 2.3 (formerly 2.8)) showing general location of mobility corridors throughout the region.
 - Added reference to mobility corridor strategies in the Appendix.
 - Updated description of Mobility Corridor Atlas.
 - Updated Arterial and Throughway Network map and System Design map to reflect TV Highway Corridor Plan: TV Hwy now classified as “Major Arterial” instead of “Principal Arterial, and “Regional Street” instead of “Throughway”.

Freight

- **Section 2.5.4 Regional Freight Network Vision**
 - Updated numbers of exports and jobs, and projected volume of trade in region.

Safety

1. **Section 2.3 Goals, Objectives and Targets for a 21st Century Transportation System, and Section 2.3.1 Performance targets**
 - Updated the Safety goal/objective language and performance measure based on the recommendations of the Regional Safety Workgroup to reference “fatal and severe injury crashes” rather than “fatalities and serious injuries”
 - Updated baseline data to reflect 2007 – 2011, the first five years of consistent Metro-wide data.
2. **Section 2.5.1 Regional System Design and Placemaking Concept**
 - Updated Table 2.6 Arterial and Throughway Design Concepts to clarify typical number of planned lanes on major arterials as “up to 4 through lanes with turn lanes” and minor arterials as “2 to 4 through lanes with turn lanes.”
3. **Section 2.5.2 Arterial & Throughway Network Vision**
 - Added text to support Policy 1 - described that medians and access management should be used on streets with 4 lanes or more where feasible. Medians would include openings for turn lanes and access points, as appropriate. Most of the region’s fatal or severe injury crashes occur on roads with 4 or more lanes. Multilane roads have a higher rate of fatal and severe injury crashes, but medians are one of the most effective safety countermeasures, having been demonstrated to reduce injury crashes by 20% - 40%. Access management has also been proven to be an effective countermeasure on multilane arterials.
 - Added text to support Policy 1 - described the need for attention to safety on these facilities, and suggested proven countermeasures including engineering, enforcement, and

education. Also indicated need to develop objective performance measures for region's arterials.

4. **Section 2.5.6 Regional Pedestrian Network Vision**

- Added text to Policy 2, clarifying that a well-connected network of pedestrian facilities includes safe street crossings.
- Added a paragraph to support Policy 2, noting the importance of frequent well-designed pedestrian crossings, particularly on multi-lane arterials.
- Added text to support Policy 4, describing importance of safe crossings at transit stops.

5. **Section 2.5.7 Transportation System Management and Operations (TSMO) Vision:** Added text to support Policy 4, describing improved roadway safety as a benefit of travel behavior changes.

Active Transportation

1. **Section 2.3 Goals, Objectives and Targets for a 21st Century Transportation System**

- Updated Fiscal Stewardship goal language and objective language (Maximize Return on Public Investment) to reflect need to make decisions guided by data and analyses.

2. **Section 2.3.1 Performance Targets**

- Updated the baseline data for the active transportation mode share target. Active transportation performance and findings will be updated based on new modeling results prior to the public comment period which begins March 21.
- Redefined the Basic Infrastructure target to be something that is measurable.

3. **Section 2.5 Regional Concepts and Policies**

- Updated Figure 2.2 (formerly 2.7) Regional Mobility Corridor Concept to reflect that "Parkway" can refer to a Pedestrian Parkway, a Bicycle Parkway or both.

4. **Section 2.5.1 Regional System Design and Placemaking Concept**

- Updated references to Metro's Livable Streets Handbooks to refer to Active Transportation Plan (ATP) design guidance and provided new schedule for revising the handbooks.
- Updated cross sections in Table 2.6 Arterial and Throughway Design Concepts to include bicycle/pedestrian parkways and regional bikeway/regional pedestrian corridor; (*NOTE – this would be completed prior to the public comment period - time permitting*).
- Added reference to recommended design guidance for regional pedestrian and bicycle network facilities.
- Added reference within "designs for stormwater management and natural resource protection" to trails and noted the Regional Conservation Strategy as a resource.

5. **Section 2.5.2 Arterial and Throughway Network Vision**

- Updated text to support Policy 1 – revised definition of "complete streets" to reflect national complete streets coalition definition.
- Updated text to support Policy 1 - added reference to the need to consider traffic speeds, volumes and volume of heavy trucks in pedestrian and bicycle design.

6. **Section 2.5.3 Regional Transit Network Vision**

- Added policy to "Improve pedestrian and bicycle access to transit" to reinforce the need for integration and to be consistent with current RTP bicycle and pedestrian policies.
- Added reference to SMART Master Plan being consistent with policies.
- Added reference to bicycles in Table 2.7 - What Works and Doesn't Work to support Direct Transit Service.

7. **Section 2.5.5 (new section) Regional Active Transportation Network Vision**

- Added a new section describing the integrated pedestrian and bicycle and transit networks. Bicycle and pedestrian network visions are now a subsection of new section.

8. **Section 2.5.5.1 (formerly 2.5.5) Regional Bicycle Network Vision**

- Reordered bicycle policies to match the order of the pedestrian policies.
- Updated regional bicycle network vision and policies to be consistent with the five policies

- recommended in the ATP.
 - Updated functional classifications within the regional bicycle network. Trails are no longer a functional classification but are identified as a facility type. The Bicycle Parkways concept was introduced in the last RTP update. It is the highest functional class. Community Bikeways are eliminated as a functional class and replaced by Regional Bikeways. Bicycle Districts have been added and are the same as the Pedestrian Districts.
 - Updated Figure 2.18 (formerly 2.22) regional bicycle network map with new routes and new functional classifications, based on local partner input within the ATP.
9. **Section 2.5.5.2 (formerly 2.5.6) Regional Pedestrian Network Vision**
- Updated regional pedestrian network vision and policies. Policies are refined to be consistent with the five policies recommended in ATP, e.g. adding language to reflect themes such as “comfort” and “safety”; adding new policy to equitably serve all people.
 - Updated the Regional Pedestrian Network Concept (Figure 2.20 (formerly 2.24)) with a cross section or diagram that better illustrates the regional pedestrian concept (*NOTE – this would be completed prior to public comment period, time permitting*).
 - Updated regional pedestrian network map with added new routes and new functional classifications. The pedestrian network map has functional classifications for the first time: Pedestrian Parkways, Regional Pedestrian Corridors. Pedestrian Districts have not changed.
10. **Throughout Chapter 2**
- Replace the word “amenities” when referring to elements of the pedestrian, bicycle and transit networks (such as bus shelters, benches, crossing elements, lighting) with words such as element or feature, to reflect the importance of these elements for a fully functioning, comfortable and safe pedestrian, bicycle and transit travel environment.
 - Add “multi-use path” to accompany “trails” to reflect interchangeable nature of terms.

Chapter 3 - Investment Strategy

- **Section 3.3 What are the Current Sources of Revenue**
 - Updated sources of revenue.
- **Section 3.4 What’s our Budget?**
 - Updated size of revenue targets
 - Updated description of Columbia River Crossing Funding Assumptions (costs and revenues) based on ODOT staff recommendations.
- **Section 3.5 What Investment Priorities are included in the Federal and State RTP Systems?**
 - Revised tables, figures and supporting text describing composition of projects included in federal and state RTP systems - based on updated draft project list.
 - Deleted tables, figures and supporting text reporting community building vs. mobility corridor projects since Metro did not use that framework for soliciting projects in the 2014 RTP update.

Chapter 4 – Mobility Corridor Strategies (moved to Technical Appendix)

- The mobility corridor strategies chapter has been moved from the draft RTP to the Technical Appendix. Metro is underway with an update to the Mobility Corridor Atlas, which will begin to merge elements of this chapter, including RTP projects into its design. The latest Mobility Corridor Atlas will be released this summer after the adoption of the 2014 RTP. The Atlas is a key component within Metro’s federally required congestion management process. Further description of the evolving Mobility Corridor atlas and the integration of information from chapter four will be included within the RTP Appendix.

Chapter 4 - Performance Evaluation and Monitoring (formerly Chapter 5)

- This chapter is on hold until transportation modeling is completed. This chapter will be updated based on new modeling results prior to the public comment period which begins March 21. Additionally, a TPAC/MTAC workshop will be held at Metro on March 17th (Council Chambers, tentatively 2-4pm) to share results system performance results.

Chapter 5 - Implementation (formerly Chapter 6)

- **Section 5.3.1 Corridor Refinement Planning**
 - Updated table and text describing corridors recommended for refinement planning: removed corridors for which plans have been completed (East Metro Connections Plan and TV Highway Corridor Plan); revised text describing corridor plans underway, but not yet complete (Southwest Corridor plan and Portland Central City Loop)
- **Section 5.3.2 Project Development**
 - Added summaries of recommendations from completed corridor plans - East Metro Connections Plan and TV Highway Corridor Plan.
 - Refined other sections based on recent project development work - Columbia River Crossing project, I-5/99W Connector Study and Sunrise Project.
- **Section 5.4 Congestion Management Process**
 - Updated to reflect current requirements and activities.
- **Section 5.6 Amending the RTP**
 - Updated to clarify what's needed to demonstrate consistency with RTP when making findings for RTP project amendments.
- **Section 5.7.2 Alternative mobility standards**
 - Referenced 2011 Oregon Highway plan and Transportation Planning rule amendments
- **Section 5.7.3 High Capacity Transit System Expansion Policy (SEP) Guidebook**
 - Deleted this section since the guidebook was completed and adopted in 2011.
- **Section 5.7.4 Climate Smart Communities Scenarios Project**
 - Updated to reflect current status of project.
- **Section 5.7.5 Rural Arterial Policy Refinements**
 - Deleted section since the documentation from the Urban Reserves process adequately covers the transportation changes needed in the reserves areas.
- **Section 5.7.6 Greater Portland Pulse**
 - Updated description to reflect current status of project.
- **Section 5.7.7 Community Investment Strategy**
 - Updated to reflect current status of initiative and change of name from Community Investment Initiative (CII) to Regional Infrastructure Supporting our Economy (RISE).
- **Section 5.7.8 Regional Transportation Model Enhancements**
 - Updated to reflect recently completed (and future) model enhancements.
- **Section 5.7.10 Urban and Rural Reserve Planning and Green Corridor Implementation**
 - Updated to reflect outcomes of urban and rural reserves process.
- **Section 5.7.14 Regional Active Transportation Work Program**
 - Updated to reflect completion of Regional Active Transportation Plan and description of the implementation activities funded by the Metro Council.
- **Section 5.7.15 Best Design Practices in Transportation**
 - Updated to reflect updated scope and time frame of proposed activity.
- **Section 5.7.16 High-Speed Rail**
 - Updated to reflect current status of planning activities.
- **Section 5.7.17 Regional Safety Planning Work Program**

- Updated to reflect recommendations of Regional Safety Plan.
- **Section 5.7.18 Congestion Management Program Data Collection and Monitoring**
 - Updated to reflect current activities.
- **Section 5.7.19 Environmental Justice Methodology & Criteria**
 - Deleted section since RTP staff has developed a new methodology to perform an analysis of RTP projects. Investments will be programmatically evaluated to the census geographies of identified Environmental Justice Communities (including people of color, low-income people, elderly, children, people with limited English proficiency.) The programmatic evaluation is assessing whether regional investments would cause a disproportionate burden to or unintentionally discriminated against environmental justice communities.

2014 RTP Project list

The updated draft RTP project list includes approximately 1,200 projects (an increase from the 1,071 projects in the last RTP) including a large variety of types and sizes. The project list includes a large number of relatively inexpensive projects and a handful of large-scale projects. The following summary provides a snapshot of the scale of projects on the draft list:

Throughways (freeways)

- 2 projects greater than \$1B
 - Columbia River Crossing and Hwy 217
- 7 projects from \$100 to \$300M
- 27 projects from \$750K to \$100M

Active Transportation (biking and walking focused projects)

- 55 projects from \$10M to \$80M
- 87 projects from \$5 to \$10M
- 267 projects less than \$5M

Transit

- 3 projects greater than \$1B
 - SW Corridor High Capacity Transit
 - Vancouver light rail
 - Milwaukie light rail
- 7 projects from \$100 to \$400M
- 69 projects from \$325K to \$100M

Freight

- 12 projects from \$25M to \$100M
- 24 projects from \$5 to \$25M
- 17 projects less than \$5M

Transportation System Management & Operations (TSMO)

- 7 projects from \$10M to \$90M
- 23 projects from \$1 to \$10M
- 35 projects less than \$1M

Roads & Bridges

- 5 projects from \$75M to \$265M
- 89 projects from \$20 to \$75M
- 237 projects from \$5 to \$20M
- 212 projects less than \$5M

Agenda Item No. 4.0

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

Metro Council Work Session
Tuesday, Mar. 11, 2014
Metro, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: March 11, 2014 **TIME:** 2:50PM **LENGTH:** 30 minutes

PRESENTATION TITLE: Regional Active Transportation Plan (ATP) Public Review Draft

DEPARTMENT: Planning

PRESENTER(S): Lake McTighe, 503-797-1660, lake.mctighe@oregonmetro.gov

WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: Inform Metro Council of outcomes of regional engagement since October 2013 to review and refine the draft ATP, give a preview of the Public Review Draft of the ATP and outline next steps towards adoption
- Outcome: Metro Council understands refinements to the ATP and next steps moving forward

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

Development of the ATP was identified as an implementation activity in the 2010 adopted Regional Transportation Plan. Metro, with recommendations from local jurisdictions and agencies, secured a grant to support the project.¹ A draft plan was developed with input from a regional advisory committee of twenty people, outreach to stakeholders, a public workshop and a public open house between February 2012 and June 2013. The purpose of the ATP is to provide a vision, plan and policies to support the region in completing, expanding and improving the regional pedestrian and bicycle networks integrated with transit to achieve desired regional outcomes, goals and targets.

Draft ATP developed

The Metro Council passed Resolution No. 13-4454 on September 26, 2013 acknowledging the draft ATP and directing staff to provide opportunities to local governments, ODOT, TriMet and other stakeholders to further review and refine the draft plan through the comprehensive update of the 2014 Regional Transportation Plan (RTP), prior to the ATP being proposed for adoption.

Additionally, the Metro Council identified funding to support further refinement of the ATP and a two year work program of implementation activities. The ATP is a modal plan of the Regional Transportation Plan, as are the HCT, Freight and TSMO plans. Some of the edits and updates to the 2014 Regional Transportation Plan (RTP) are based on the draft ATP, including the bicycle and pedestrian network maps, network concepts, functional classifications and policies.

Regional work group guides review and refinement

As per the acknowledgement resolution, Metro staff convened a regional work group to finalize the ATP. Approximately forty people participated in the work group. A direct invitation to participate was sent to approximately 120 people, including members of the original ATP Stakeholder Advisory Committee, members of TPAC and MTAC, Regional Transportation Plan local contacts, bicycle and pedestrian advocacy groups, freight representatives and other stakeholders.

The work group provided extensive comments and guidance on the ATP verbally at five meetings and in written comments between October 2013 and January 2014. Metro staff reflected additions

¹ Metro received thirty-two letters of support from agencies, non-profit organizations and local jurisdictions to pursue development of the ATP.

and changes made to the ATP in a track changes version of the plan. **The work group participants indicated that the changes were reflective of the groups input and that the plan is ‘moving in the right direction.’** An overview of changes made to the ATP was also presented to TPAC and MTAC; both committees also expressed that the process has been productive and that the refinements have made people more comfortable with the plan.

Additionally, a group of stakeholder organizations interested in equity related to active transportation participated in the review and provided an equity review of the draft ATP.² The Coalition for a Livable Future provided the equity review, indicating that the ATP does a good job of addressing equity and provided specific guidance for strengthening language. The stakeholders have been meeting with local jurisdictions and elected leaders in the region seeking support of the ATP because they see it as a key element of the RTP update and the Climate Smart Communities project. At the request of the stakeholder organizations Metro is providing ATP fact sheets for local jurisdictions.

The majority of the refinements included adding more explanation and examples and clarifying information (the number of pages in the plan increased by approximately 90 pages). A section on existing efforts of local jurisdictions was added, and the section on design guidelines, which had caused the much of the concern, was rewritten. Policies and recommendations were not substantively altered. A memo providing a summary of comments, refinements, additions and changes reflected in the public review draft of the ATP is attached and will be available to the public and at upcoming presentations to JPACT (March 13) and MPAC (March 26).

Many of the projects needed to complete the ATP are included in the 2014 RTP project list. The ATP includes a status list of all regional pedestrian and bicycle routes and districts and associated projects. The status list will be used over time to identify projects that are missing from the RTP.

Public review of the draft ATP and next steps

A draft of the ATP will be available for public review and comment March 21-May 5, providing additional opportunity for input on the draft ATP and changes to the bicycle and pedestrian network maps, network concepts, functional classifications and policies in the 2014 RTP.

Metro staff will respond to additional comments received during the public comment period and provide the Metro Council with an overview of the response and potential changes to the ATP on May 6 and seek Council’s preliminary approval of the plan. The ATP will be proposed for adoption as a standalone modal plan by Resolution at the same time that the 2014 RTP is proposed for adoption by Ordinance July 17, 2014.

Next Steps

- Metro staff will share a preview of the public review draft plan at meetings of Metro Council work session (March 11), JPACT (March 13) and MPAC (March 26)
- Ask for preliminary approval of the ATP from regional committees and Metro Council (early May)
- Final action by Metro Council July 17, 2014
- The ATP follows the timeline of the RTP, which will also be discussed by the Metro Council at its March 11th work session

QUESTIONS FOR COUNCIL CONSIDERATION

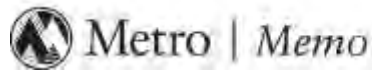
List questions for Council’s consideration that will help/guide the Council in providing policy direction.

- What questions does the Metro Council have on the process, changes made to the draft ATP and next steps?

² Oregon Walks, Bicycle Transportation Alliance, Community Cycling Center, Coalition for a Livable Future, Upstream Public Health, 1,000 Friends of Oregon, Safe Routes to School National Partnership
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PACKET MATERIALS

- Would legislation be required for Council action Yes No
- If yes, is draft legislation attached? Yes No
- What other materials are you presenting today?
 1. Memo summarizing refinement process and overview of changes made to the draft ATP, including summaries of workgroup meetings and written comments.
 2. Links to track changes and clean copy of the public review draft ATP.
 3. Links to ATP bike and ped network map books
 4. Draft ATP adoption Resolution and Exhibit B.



Date: February 28, 2014
To: Metro Council
From: Regional ATP/RTP Work Group and Lake McTighe, Senior Transportation Planner
Subject: Preview of Public Review Draft Regional Active Transportation Plan (ATP), summary of changes made and reflected in the document

Purpose

Provide the Metro Council with an opportunity to preview the Public Review Draft of the Regional Active Transportation Plan (“ATP”) and opportunity to provide any comments to be addressed prior to its release for public comment on March 21. (Please note that Appendix 1, the ATP Network Status List, will be updated prior to the public review with projects submitted to the Regional Transportation Plan by jurisdictions and agencies.)

Overview

This memo includes a summary of comments and edits reflected in the Public Review Draft of the ATP that were provided by a regional work group convened at the request of JPACT and MPAC. The work group was convened to provide input on and finalize the draft ATP prior to the plan being proposed for adoption in July 2014. The Metro Council identified funding to support the effort.

Comments were provided by the work group between October 2013 and February 2014 verbally at five meetings and via written comments. Additionally, suggested edits and comments provided by members of TPAC at the January 31 meeting and MTAC at the February 5 meeting are also reflected in the attached preview Public Review Draft of the ATP. Members of TPAC and MTAC received notice of the preview Public Review Draft of the ATP. Staff is seeking any final comments from members of TPAC and MTAC on the Public Review Draft of the ATP prior to its official release for public comment on March 21.

Attachments

1. List of work group participants.
2. Review and refinement timeline.
3. Summary of edits in the preview edition of the February 2014 Public Review Draft of the ATP.
4. Link to the preview copy of the February 2014 Public Review Draft ATP:
http://library.oregonmetro.gov/files/preview_atp_reviewdraft4_feb2014_web.pdf
5. Link to the [track changes version](#) of the Preview copy of the February 2014 Public Review Draft ATP, showing edits made:

http://library.oregonmetro.gov/files/pereview_atp_reviewdraft4_feb2014_trackchanges_web.pdf

6. Link to the pedestrian map book of the ATP regional pedestrian and bicycle networks:
http://library.oregonmetro.gov/files/1_pedmapbook6_print.pdf
7. Link to the bicycle map books of the ATP regional pedestrian and bicycle networks:
http://library.oregonmetro.gov/files/bikemapbook6_web.pdf
8. Meeting summaries and written comments from the regional work group review and refinement.

Review and refinement of the draft ATP - background

With the recommendation of JPACT and MPAC, the Metro Council passed Resolution No. 13-4454 on September 26, 2013 acknowledging the draft ATP and directing staff to provide opportunities to local governments, ODOT, TriMet and other stakeholders to further review and refine the draft plan through the comprehensive update of the 2014 Regional Transportation Plan (RTP), prior to the ATP being proposed for adoption.

Metro convened the regional work group. Participation in the work group was open to anyone interested. A direct invitation to participate was sent to approximately 120 people, including members of the original ATP Stakeholder Advisory Committee, members of TPAC and MTAC, Regional Transportation Plan local contacts, bicycle and pedestrian advocacy groups, freight representatives and other stakeholders.

Approximately forty people participated in the work group and provided additional input on the ATP in order to develop a final plan that represents the broad range of interests and objectives across the region and that has regional support.

Process

Email updates with meeting notices, meeting materials, meeting summaries and requests for comments were sent to a wide mailing list of approximately 120 people. In addition to the workgroup meetings, Metro staff worked with various staff from local jurisdictions to refine the ATP pedestrian and bicycle maps.

Comments from the work group participants were provided at five meetings held on Oct. 10, Oct. 30, Nov. 14 (two meetings held on this day) and January 16. Comments from the workgroup were reflected in the January 2013 Review Draft 3 of the ATP. At the January 16 work group meeting, participants indicated that the refinements made to the plan to date reflect the input of the group and are on-track. Members of TPAC and MTAC provided input at the January 31 and February 5 meetings and indicated support of changes made to the ATP.

The attached preview of the February 14 Public Review Draft of the ATP reflects the input local jurisdictions and agencies and other stakeholders. The public and other stakeholders will be encouraged to provide comments on the public review copy of the draft ATP during the six weeks of public comment, March 21-May 5. A final ATP will be proposed for adoption by resolution in July 2014.

Regional Active Transportation Plan (ATP) | Review & Refinement Timeline

WorkGroup Review and Refinements

- Oct 10 ATP/RTP WorkGroup** -first meeting/identify process & focus areas
- Oct-Nov ATP/RTP four work group meetings** –focus on specific topics identified at first meeting
- Nov 1 TPAC** – Comments from Chair on WorkGroup process
- Nov 5 Metro Council work session** - Council liaison update to the Council
- Nov 6 MTAC** - Comments from Chair on WorkGroup process
- Nov 17 Metro Council work session** - Update on ATP refinement progress included in RTP update
- Nov 13 MPAC** - Comments from Council liaison on WorkGroup process
- Nov 14 JPACT** - Comments from Chair on WorkGroup process
- Dec 6** – First deadline for ATP map network changes & refinement comments to ATP (same as RTP)

TPAC and MTAC review and feedback on WorkGroup Refinements

- Jan 3 TPAC** – Comments from the chair ATP refinement update
- Jan 7 Metro Council work session** –Council liaison ATP refinement update
- Jan 8 MPAC** – Comments from Council liaison ATP refinement update
- Jan 9 JPACT** – Comments from Chair ATP refinement update
- Jan 15 MTAC**– Comments from the chair, ATP refinement process update
- Jan 16 ATP/RTP WorkGroup** - Recommend WorkGroup ATP refinements/RTP edits
- Jan 23 Workgroup proposed ATP refinements in Review Draft 3 ATP available for review**
- Jan 31 TPAC** –Review of ATP WorkGroup refinements to ATP; feedback from TPAC
- Jan 31 RTP Work group** – Discuss ATP edits to RTP
- Feb 5 MTAC**- Review of ATP WorkGroup refinements to ATP; feedback from MTAC

Preview and overview of public comment draft ATP

- Feb 28** – *Preview of Public review Draft ATP available*
- Feb 28 TPAC**- Announcement- preview of public review of draft ATP/RTP edits available
- March 5 MTAC** – Announcement - preview of public review of draft ATP/RTP edits available
- March 11 Metro Council work session** - Preview of the public review draft ATP
- March 13 JPACT** - Preview of the public review draft ATP/RTP edits
- March 21 – May 5 - Release of draft ATP for public comments, along with RTP**
- March 26 MPAC** - Overview of the public review draft ATP/RTP edits

Recommendation on potential refinements to draft ATP & request for preliminary approval

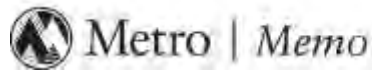
- April 25 TPAC**- Recommendation on potential refinements to ATP from public comments
- May 6 Metro Council work session**- Review of draft ATP per public comments received
- May 7 MTAC**- Recommendation on potential refinements of ATP from public comments
- May 8 JPACT** -Preliminary approval of the draft ATP per public comments received
- May 14 MPAC** - Preliminary approval of the draft ATP per public comments received

ATP proposed for adoption

- June 18 MTAC** – Recommendation to MPAC on ATP resolution
- June 25 MPAC** - Recommendation to Metro Council on ATP resolution
- June 27 TPAC** – Recommendation to JPACT on ATP resolution
- July 10 JPACT** - Approval of ATP resolution/RTP ordinance
- July 10 Metro Council** – First reading of 2014 RTP ordinance
- July 17 Metro Council** –Action on ATP resolution, final action on RTP ordinance

Work group participants

Luke Pelz	Beaverton
Todd Juhasz	Beaverton
Karen Burehig	Clackamas County
Lori Mastrantonio	Clackamas County
Mara Gross	Coalition for a Livable Future
Scotty Ellis	Coalition for a Livable Future
Dan Riordan	Forest Grove
Kelly Clarke	Gresham
Carol Earl	Happy Valley
Brad Choi	Hillsboro/ATP SAC
Jeannine Rustad	Hillsboro/MTAC
Anthony Buczek	Metro
CJ Doxsee	Metro
John Mermin	Metro
Lake McTighe	Metro
Lori Hennings	Metro
Robert Spurlock	Metro
Josh Rice	Milwaukie
Mark Gamba	Milwaukie
Carol Chesarek	MTAC/Forest Park NA
Kate McQuillan	Multnomah County
Jennifer Vines	Multnomah County Public Health/MTAC
Lidwien Rahman	ODOT/SAC
Casey Ogden	Oregon Walks
Phil Healy	Port of Portland/TPAC
Robert Hillier	Portland
Roger Geller	Portland/ATP SAC
Tom Armstrong	Portland/MTAC
Courtney Duke	Portland/TPAC
Cora Potter	Ride Connection/TPAC
Todd Borkowitz	ATP SAC
Kari Schlosshauer	Safe Routes to School National Partnership
Hal Bergsma	THPRD/ATP SAC
Judith Gray	Tigard/TPAC
Jeff Owen	TriMet/ATP SAC
Steve Gaschler	Troutdale
Ben Bryant	Tualatin
Ken Burgstahler	Wash DOT
Steve Szigethy	Washington Co
Shelley Oylear	Washington Co/ATP SAC
Katie Mangle	Wilsonville
Nancy Kraushaar	Wilsonville/TPAC
Scott Sloan	Wood Village
Mary Kyle McCurdy	1,000 Friends of Oregon/MTAC



Summary of edits in Review Draft 3 of the ATP

Provided here is a summary of edits reflected in the preview of the “February 2014 Public Review Draft of the ATP” based on input from the regional workgroup, TPAC and MTAC. Edits were made to the August 2013 Review Draft 2 of the ATP.

The majority of the refinements included adding more explanation and examples and clarifying information (the number of pages in the plan increased by approximately 90 pages). A section on existing efforts of local jurisdictions was added, and the section on design guidelines, which had caused the much of the concern, was rewritten. Policies and recommendations were not substantively altered from Review Draft 2 of the ATP, though more explanation was added. The summary is organized by chapters of the “February 2014 Public Review Draft of the ATP.”

General

Edits for clarity are reflected throughout the document. Images, text boxes and some sections of the document were reorganized or moved to accommodate suggested edits or to improve the narrative of the plan. Track changes affect formatting.

1. Chapter sequence was rearranged; changes are noted in the track changes version in the “document organization” section of the Introduction.
2. Throughout, references to the “2035 Regional Transportation Plan” have been changed to “the 2010 adopted Regional Transportation Plan.”
3. Acknowledgement of regional ATP/RTP work group members added to acknowledgement section.
4. List of cities, counties and other partners added.

Executive Summary

1. Reorganized around vision/ challenges/recommendations.
2. Reference to the region’s adopted six desired outcomes added.
3. More information on funding and other challenges added.
4. Recommendations added.

Introduction

1. Added definition of active transportation.
2. Moved from Executive Summary, why active transportation is important.

3. Refined definition of regional ATP network; added information that routes and districts on the ATP networks are *eligible* for federal funding, but that projects must be on the RTP project list to receive funding.
4. Added section on implementation and future updates of the ATP.
5. Added section on the adoption and updates to the RTP.
6. Added document organization overview of what is included in each part of the ATP.

Chapter 1 Planning Process and Stakeholder Engagement

This was previously chapter 16 in review draft 2.

1. Added more detail on the planning process.
2. Added figure showing general stakeholder engagement timeline.
3. Added information collected at the start of the planning process on project success.
4. Edited key stakeholder descriptions and roles.
5. Added more information on engagement opportunities.
6. Added section on future updates of the ATP.

Chapter 2 Benefits of Active Transportation

1. Edited and added more detail to benefits.
2. Added references to aging in place and schools.
3. Added benefit on high return on investment.
4. Reworded titles to highlight benefit specific to the region.
5. Added new point under “considerations when implementing the ATP network” - low prioritization of pedestrian and bicycle networks”.
6. Added section “Community profiles in active transportation” to highlight what communities are doing. More profiles could be added.

Chapter 3 Policy Context

1. Added a figure showing relationship of ATP in planning framework.
2. Added Climate Smart Communities
3. Added Appendix 5 with list of supporting policies and plans

Chapter 4 ATP Vision for 2035 and Network Guiding Principles (combined chapters 5& 6 from review draft 2)

1. Combined vision and principles in one chapter
2. Edits to vision to include reference to inclusive process.
3. Edits to principle #8 with updated terms for senior, low-English proficiency etc.
4. Section on evaluation criteria moved to next chapter.

Chapter 5 Integrated Active Transportation Network Concept (was chapter 8 in review draft 2)

1. Moved order of chapter to provide concept frame for evaluation and identification of networks in Chapter 6.
2. Added section on ‘the special role of trails.’
3. Added new map showing regional and inter-regional trail network and connections to destinations outside of the UGB.

Chapter 6 Network Evaluation Criteria and Results (was chapter 7 in review draft 2)

1. Moved order of chapter to come right before bike and ped network chapters since it describes how the networks were developed.
2. This chapter has been heavily re-written to provide a better description of the process used to evaluate and identify the recommended regional networks.
3. Added a new section describing the steps in the process.
4. Moved evaluation criteria into this chapter.
5. Edited the findings from the evaluations to link how the findings influenced the development of the recommended networks.

Chapters 7 Recommended Regional Bicycle Network (was chapter9 in review draft 2)

1. Added more detail on how the concept was developed.
2. Added more definition of what is on the regional network and what is not.
3. Clarified information on bicycle districts.
4. Added new map – bicycle functional classifications
5. Added new map –bicycle on-street and off street
6. Added new map showing existing bicycle network and gaps in the regional network.

Chapter 8 Recommended Regional Pedestrian Network (was chapter 10 in review draft 2)

1. Added more detail on how the concept was developed
2. Added more definition of what is on the regional network and what is not.
3. Clarified information on pedestrian network concept.
4. Added more references to access to transit.
5. Added new map – pedestrian functional classification
6. Added new map – on-street and off street
7. New map showing existing network and gaps.

Chapter 9 Design Guidance (was chapter 11 in review draft 2)

This chapter was substantially updated. “Design guidelines” changed to “design guidance” to emphasize that the guidance is just that and not required.

1. Added section on ‘purpose of the ATP design guidance’ with more specificity.

2. Highlighted importance of context in design with a separate section and listed the types of information that should be considered as projects are planned and designed.
3. Added section on universal access concept.
4. Removed connection between functional classification and design guidance.
5. Added language that parkway classifications and districts at the top of the functional classification hierarchy should strive to achieve greater separation from traffic and best practices in design in order to provide a regional spine.
6. Replaced design guideline tables with narrative text that describes the benefit of design approaches. Added images to give a visual example of the guidance.
7. Added section on freight consideration with examples of design that is working for bike, ped and freight.
8. Removed section that describes 'interim' improvements.
9. 'Wildlife habitat and riparian considerations' section reviewed by Metro conservation scientist.
10. Added 'top 10 natural resource considerations for trail planners.'

Chapter 10 Targets and Performance Measures (was chapter 13 in review draft 2)

1. Added more detail on the updated data points for the active transportation mode share target.
2. Reorganized table 2 and added new column on the ATP network modeled data.
3. Added paragraph discussing table 2 which illustrates that region is not meeting active transportation mode share target.
4. Added table 3 and information on non-drive alone modal target.
5. Highlighted that serious and fatal pedestrian and bicycle crash data in table 5 involves autos.
6. Noted that basic infrastructure and access to daily needs targets need data and methodology defined.
7. Added in brief overview of 2010 adopted RTP performance measure results (moved from Executive Summary footnote).
8. Deleted list of system and performance measures from RTP – not needed.

Chapter 11 Trends and Findings to Guide Policies (was chapter 3 in review draft 2, called Findings and Opportunities)

1. Moved order of chapter because the findings provide context for the policies in chapter 12 and the funding and implementation strategies in chapters 13 and 14.
2. Added finding (b) to illustrate that communities across the region differ and require different approaches to implementing the ATP.

Chapter 12 Recommended Policies and Implementation Actions

1. Expanded intro paragraphs describing how policies are incorporated into the RTP.
2. Added definition to each policy to provide more detail on what the policy is proposing.
3. Highlighted access to transit as a priority in policies and actions.

4. Added specificity on Metro's actions. For example if the action says Metro should support local jurisdictions examples of *how and where* Metro could provide support were added.
5. Edits were made to make language more consistent. Words such as consider, encourage and references to partners were made consistent.
6. Action 4.2 word consider replaced with 'work with' since it is a Metro action.
7. Identified implementing actions that are to be taken by Metro and can be more directive, versus implementing actions that require more action on part of local jurisdictions and are suggestions.
8. Added more terms, such as complete streets and Bicycle Comfort Index, to glossary.
9. Policy action item 1.3 moved to Policy 5.
10. Added language to policy action item 1.7 to clarify that this action is about the end of trip experience and filling gaps to get to transit; removed "where applicable".
11. Policy action item 2.2 added 'local'
12. Policy action item 2.3 added description on how and when Metro will work with partners on this action.
13. Cleaned up Policy action item 2.4 which was confusing.
14. Policy action item 2.5 add "and along transit corridors" but be clear that the main intent (as directed by SAC) was to focus on transit stops and along tracks.
15. Deleted policy action item 2.12 'work with jurisdictions, agencies and stakeholders to consider developing criteria for prioritizing RTP projects'; work group advised this is broader than the RTP and should be considered as an implementation for the whole RTP, but is not appropriate in the ATP.
16. Policy action item 4.1 (now 4.2) removed word consider.
17. Added new policy action item 4.3 'work with jurisdictions, agencies and other stakeholders to identify and increase funding for active transportation consistent to achieve desired mode share for walking, bicycling and transit.
18. Policy action item 5.4 remove word explore; add reference to growing awareness of health impacts; add language to focus on providing data.

Chapter 13 Funding the Active Transportation Plan

1. Table 6 (was table 2 on page 93) clarified which RTP was referenced. Updated costs with 2014 RTP costs.
2. Provided additional context in intro paragraph.
3. Added section on Metro's role.
4. Updated point 2 under 'aligning projects with existing funding opportunities' – noted that a policy change would be needed to apply ODOT fix-it funds to adding missing bike and ped facilities for safety. Added information on how state gas tax can be spent.
5. Updated point 7 with more detail on local funding.
6. Rewrote 'cost estimates for the regional active transportation network', updated cost estimates with 2014 RTP numbers.
7. Added text on figure 9 (was fig.7)

Chapter 14 Implementation Strategies and Projects

1. Added intro paragraph on prioritization.
2. Clarified and highlighted the recommended implementation strategy.
3. Provided better organization to clarify message in “recommended strategies ‘to prioritize projects.”
4. Moved part of strategy three to its own strategy, #4.
5. Moved list of project areas into separate section (for ease of understanding prioritization strategies).

Glossary and Appendix

Added new terms to the glossary.

Added two new appendices – a list of relevant plans and policies and a resource list of design guidelines and other tools.

Note: Appendix 1 the ATP Network Status List, will be updated prior to the public review with projects submitted to the Regional Transportation Plan by jurisdictions and agencies.

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TRACK CHANGES

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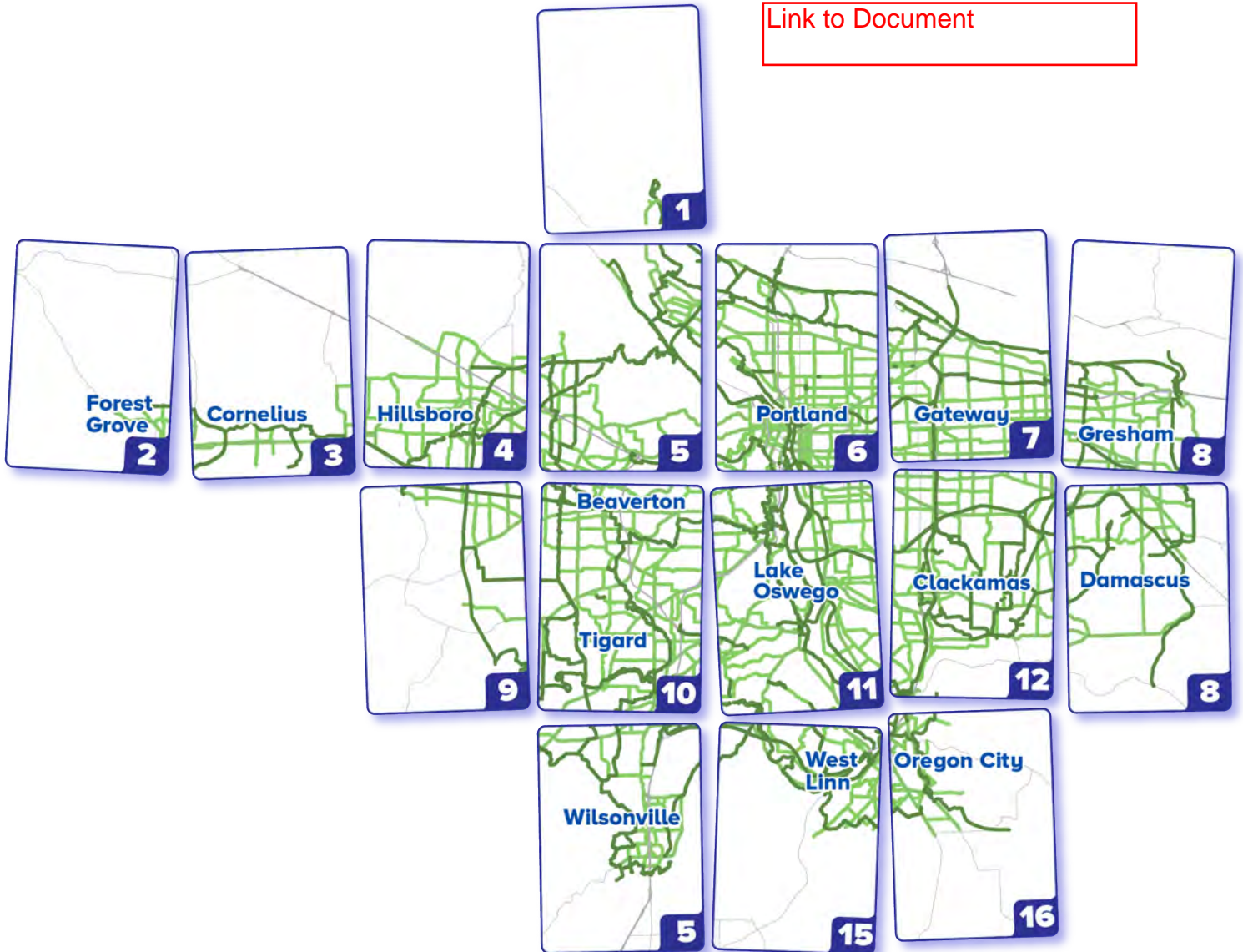
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Bicycle Network MAP BOOK

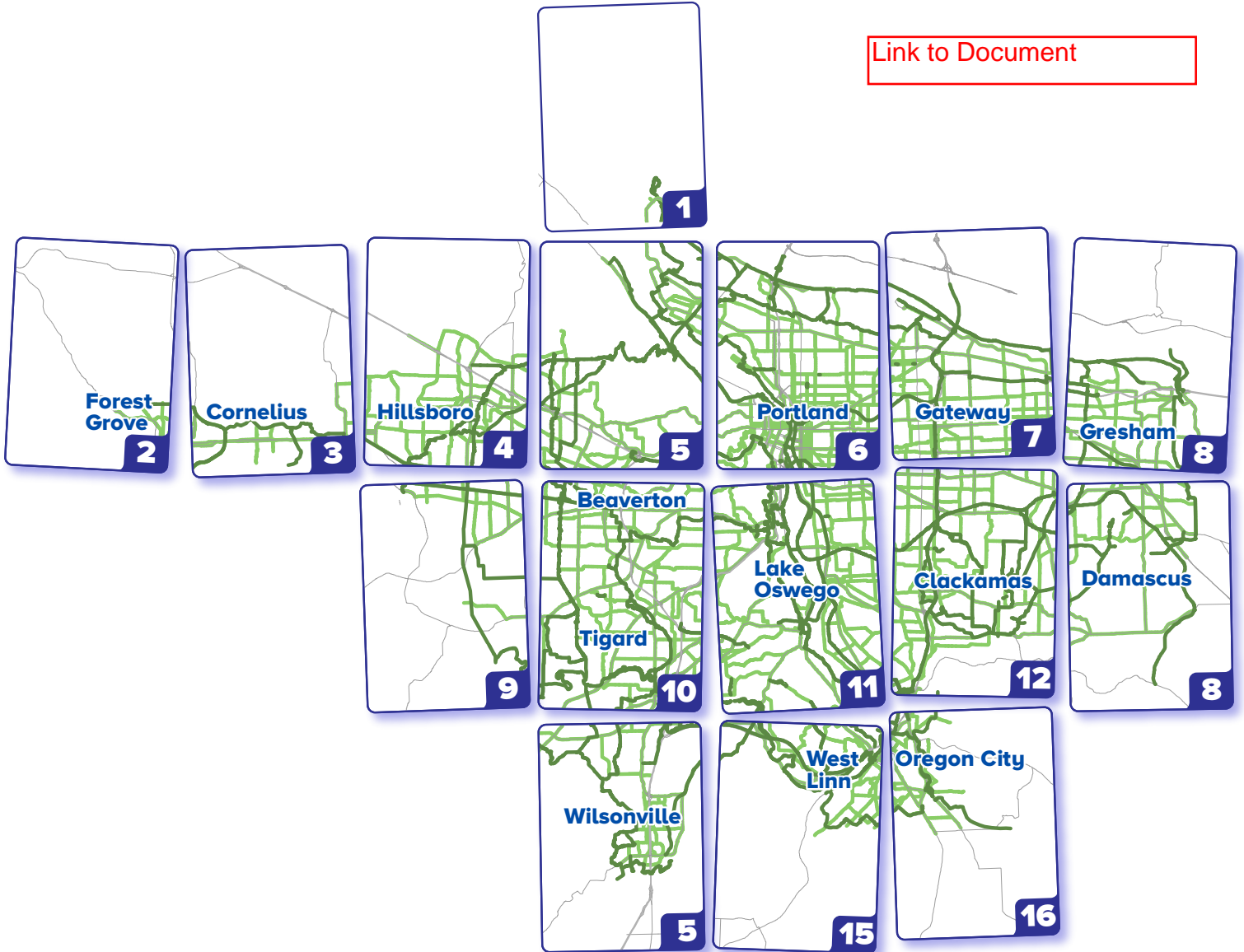
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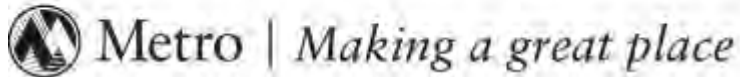


Pedestrian Network MAP BOOK

February 2014
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ATP/RTP WorkGroup | October 10 Meeting Summary

Thirty-seven people participated in the first ATP/RTP WorkGroup meeting at Metro on October 10, 2013. Participants broke into groups to discuss questions on the agenda.

Participants

Anthony Buczek, Metro	Kate McQuillan, Multnomah County
Ben Bryant, Tualatin	Katie Mangle, Wilsonville
Brad Choi, Hillsboro/ATP SAC	Kelly Clarke, Gresham
Carol Chesarek, MTAC/Forest Park NA	Ken Burgstahler, Wash DOT
Carol Earl, Happy Valley	Lake McTighe, Metro
Casey Ogden, Oregon Walks	Lori Mastrantonio, Clackamas County
C.J. Doxsee, Metro	Luke Pelz, Beaverton
Cora Potter, Ride Connection/TPAC	Mark Gamba, Milwaukie
Courtney Duke, Portland/TPAC	Nancy Kraushaar, Wilsonville/TPAC
Dan Riordan, Forest Grove	Phil Healy, Port of Portland/TPAC
Hal Bergsma, THPRD/ATP SAC	Robert Spurlock, Metro
Jeannine Rustad, Hillsboro/MTAC	Roger Geller, Portland/ATP SAC
Jeff Owen, TriMet/ATP SAC	Scott Sloan, Wood Village
Jennifer Vines, Multnomah County Public Health, MTAC	Shelley Oylear, Washington Co/ATP SAC
John Mermin, Metro	Steve Gaschler, Troutdale
Josh Rice, Milwaukie	Steve Szigethy, Washington Co
Judith Gray, Tigard/TPAC	Todd Borkowitz, ATP SAC
Karen Buehrig, Clackamas County	Tom Armstrong, Portland/MTAC

Role of workgroup

Participants provided the following direction on the role of the workgroup.

- Determine how this effort (ATP and update of RTP) fits with local implementation.
- Determine what questions to ask and help guide answers.
- Read and review documents and maps.
- Determine what can be included (in RTP) this time, and what might need to be deferred to next time.
- Communicate to others (elected, other staff, other stakeholders) what is learned from process and provide better understanding of ATP policies, goals, benefits, routes, functional classes and design guidelines.

- Help achieve consensus on updates in the RTP.
- Make sure words are clearly defined and definitions are agreed upon (e.g. recommended, should, etc).

Desired outcomes

Participants discussed what successful outcomes of the meeting and overall efforts of the workgroup would look like.

- Answer questions that need to be answered.
- Consensus on recommended changes in the RTP.
- Realistic look at what is needed to achieve active transportation goals and targets and make sure they are included.
- Everyone understands each other's concerns and questions.
- Articulate the benefits of ATP and why is needed.
- The need for context sensitivity is highlighted.
- Plan addresses need to balance multiple needs of different modes, goals and environment.
- Plan results in more funding for active transportation.
- Establish technical workgroup to provide resources – solve problems.

Purpose/need for the ATP

Why should jurisdictions and agencies care about the plan? How could it benefit local jurisdictions? How will the plan be reflected in local plans? How are local plans reflected in the ATP? Participants provided the following input to these questions. There was a desire to come up with a 30 second elevator speech that describes the ATP and why it is needed.

- Bicycle and pedestrian routes/facilities cross jurisdictional boundaries. Increases connectivity.
- One of several modal plans for the RTP (i.e. Freight, HCT, TSMO); like other modal plans, it takes a closer look at one of the key elements of the transportation system to help achieve RTP goals and targets.
- Should be used to reshape existing RTP projects.
- Builds on the backbone of regional transit; integrates with other modes and increases access to employment via transit, bike and walking.
- Can help provide consistent approach to balancing active transportation and natural area needs.

- Should provide a tool kit for best practices (that have been implemented in our region), especially for jurisdictions that have limited capacity and resources to pursue newer designs.
- Gives jurisdictions ability to work together to increase funding for active transportation; used by leaders to advocate for regional-state-federal funding.
- Can serve as an advocacy document to help jurisdictions “sell” multi-modal.
- Identifies barriers to implementation.
- Encourages change and implementation - carrots vs. sticks.

Topics, areas in the draft ATP and RTP update WorkGroup should focus on

Participants identified initial topics and areas that the workgroup should review and refine in both the draft ATP and updates to the RTP. It was suggested that Chapters 11-15 of the ATP receive the most attention. The suggestion corresponded with topics that the participants identified as important areas to focus on.

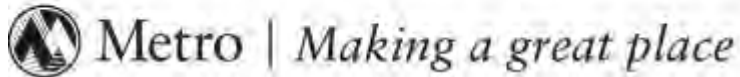
- Design guidelines/network concepts –role of the guidelines and how they should be applied, schematics and illustrations for different situations (limited ROW, built environment, new development). Make sure context sensitivity is allowed/emphasized, identify range of targets for guidelines- need flexibility but still need to aim for highest design; 14’ trails are not possible in many places, may not be desired. Role of developers and caution on what to expect from development. How SDCs can be used. Guidelines seem to prioritize design over connectivity; network maps provide guidance for connectivity but balanced to both connectivity and design needs to be emphasized. Make sure mobility does not come at the price of universal access. Clarify the need/usefulness of a regional pedestrian network vs. a regional bicycle network. Regional pedestrian network concept is not clear.
- Maps/networks. Verification by local jurisdictions. Regional networks should reflect highest local priorities. Include overlay maps that show other roadway classifications for bike and ped networks. Include details on how recommended networks were identified (started with current RTP bike and ped networks, conducted GIS analysis and modeling to identify spine of system, added missing frequent transit routes to pedestrian network, added all urban arterials to pedestrian network, updated trails based on update of Regional Trail map, went through several reviews with SAC, public open house, input from other jurisdictions, review of local bike and ped plans)

- Funding –Do projects need to be on map to receive federal funding? Will design guidelines be required for RFF funds? With flexible funding we should aim for highest/best design but need flexibility. More funding for active transportation.
- Policies. Achieve targets and goals. How will ATP be implemented in local plans.
- Performance measures. How they were identified.
- What this means to local plans. Include one page summary.
- Process. Move process chapter to front. Highlight process how networks were identified. How policies were developed. How guidelines were developed.

Next steps

Participants provided direction on next steps.

- Create focus groups to dive into specific topic areas:
 1. Design Guidelines/Network Concepts (Chapters 9, 10, 11)
 2. Policies/ Modal Targets and Performance Measures (Chapter 12, 13)
 3. Funding/Implementation Strategies/Projects (Chapter 14/15)
- Report back to larger workgroup.
- Participants will review the draft ATP and draft proposed edits to the RTP and come prepared to workgroups with specific suggestions to achieve desired outcomes identified by the workgroup.
- Metro can provide GIS layers of the bike and ped networks to the participants.
- Metro will provide documents (maps, word doc of ATP, excel project list, etc) on ftp site
- It was suggested to provide some sort of work group platform (e.g. BaseCamp, Google Docs). *[note: various options were looked at and none seemed right for this process, either being too complicated for the short timeframe, requiring people to sign up for something new. Staff recommends using an ftp site for sharing large files and using “reply all” on email for sharing questions and comments.*



ATP/RTP WorkGroup | Design Guidelines/Network Concepts Focus Group

The Design Focus Group of the ATP/RTP WorkGroup met on Oct.30 at Metro.

Participants

Brad Choi, Hillsboro/ATP SAC
Casey Ogden, Oregon Walks
C.J. Doxsee, Metro
Robert Hillier, Portland
Jon Holn, Forest Grove
Hal Bergsma, THPRD/ATP SAC
Jeff Owen, TriMet/ATP SAC
John Mermin, Metro
Judith Gray, Tigard/TPAC

Kate McQuillan, Multnomah County
Katie Mangle, Wilsonville
Lake McTighe, Metro
Lori Mastrantonio, Clackamas County
Robert Spurlock, Metro
Roger Geller, Portland/ATP SAC
Shelley Oylear, Washington Co/ATP SAC
Steve Szigethy, Washington Co

Carol Cheserak was not able to attend and provided written comments ahead of the meeting (attached).

Action/follow up actions are italicized.

1. Role of Focus group/overview of materials/how to track changes

Lake McTighe referred the group to the summary notes of the first ATP WG meeting; at the first meeting the WorkGroup identified the role of the workgroup, topics to focus on in the review and refinement and guidance on how to move forward. The focus group did not have any comments to add.

Next, Lake referred the group to the track changes version of Review Draft 2 of the Regional Active Transportation Plan (August 2013). She asked the focus group how they wanted to track NEW changes to the plan. She suggested that the current round of track changes could be accepted in the Word document and that all subsequent changes would then be tracked in a Review Draft 3 document. This would enable changes proposed to current track changes items to be visible. The group discussed the pros and cons of adding to existing track changes or starting a new version. One main concern was that existing track changes would not automatically be “accepted” and that WorkGroup could propose revisions to track changes. Lake stated that yes revisions could be proposed to existing track changes.

The group decided to start a Review Draft 3 document to track ATP Work Group changes and comments. Metro will recommend this approach for the other two focus groups. A suggestion to add a note at the start of the document that clarifies that the WorkGroups edits have not been vetted by the original Stakeholder Advisory Committee will also be incorporated.

Lake then referred to the rest of the materials: handouts of the ATP guidelines under discussion; the ATP bicycle and pedestrian Map Books were not finalized for the meeting - links to the maps were sent out after meeting; handout of the PPT showing existing facilities that illustrate the use of the proposed guidelines in different and sometimes constrained places in the region; memo from FHWA supporting design flexibility. At least one member of the group said they would be unable to access the ftp site. Lake said she could send large files in a different format (such as You Send It).

2. Examples of design guidelines in the region – PPT

Lake went through a PPT giving examples of current regional bikeways and walkways in the region that illustrate application of the ATP guidelines. In some of the cases the widths of facilities were not the same as the recommended widths in the ATP guidelines, providing examples of how buffered bike lanes, wider sidewalks + buffers could be achieved in constrained environments.

Members of the focus group thought the examples were helpful and suggested adding examples to the ATP to illustrate flexibility and how in constrained situations the guidelines are modified to address the constraints and balance modes and desires of the community.

3. Discussion of design guidelines and network concept issues and how to address and/or clarify in the ATP

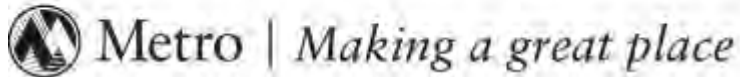
Lake referred to the list of issues listed which had been identified by members of the WorkGroup. Members of the focus group discussed these issues and potential actions.

- 1. Role of the guidelines (e.g. recommended vs. required) and how they will be applied:**
Members expressed that one value of the guidelines is to emphasize continuity between jurisdictions, coordination so high functioning – *this should be emphasized in the plan.* Members felt it was important to *explain in the plan how design the guidelines will be used/applied*, including in constrained situations and relationship to funding. *Clarify if guidelines are for the design of a specific network, for example the RTP has arterial design guidelines.* Members suggested creating a Wordle that highlights which words are used most frequently in the ATP. One member pointed out that some of the design

guidelines will result in slowing down traffic which could lead to congestion. Another member noted that slowing down traffic is often desirable and that slower traffic and sometimes congestion can benefit local businesses and communities.

2. **Need for flexibility while still aiming for highest design:** One member noted that the guidelines use the word “ideal”, the guidelines may not be ideal to everyone. Another member noted that the guidelines are ideal for people walking and bicycling. *Staff will look at clarifying the difference between what’s “ideal for bike/peds” and what’s “ideal for the context” using the term unconstrained as a possible substitution.* Members also noted that examples of best efforts that fall short of the ideal guidelines should not be considered failures, and the wording on page 65 implies this. It might be better to build a mile of standard facilities than half a mile of wider facilities. Using words like interim and last resort gives a negative feeling. *Use of words in the plan will be reviewed.* Another member noted that the words flexibility and guidance are used throughout the design chapter and *offered to re-reading the chapter and identifying those statements that indicated that flexibility. An email was sent to the workgroup.*
3. **Need to emphasize context sensitivity in determining design:** At least one member recommended adding in a separated “call out box that highlights the needs of freight, and designs such as mountable curbs, freight friendly roundabouts, and truck aprons. Providing examples such as Rivergate off of Lombard and the St. John’s area will help to illustrate how modes can be balanced. *Staff will include additional references on page 71, including reference to Regionally Significant Industrial Areas and the need to for freight movement to be prioritized in those areas.* Members suggested using more language that *includes creativity and tradeoffs*
4. **Widths of bikeways and walkways; balancing modes and use of public ROW.** Concern was expressed that in many places the existing road right of way is not wide enough to accommodate the recommended design guidelines and maintain the design for autos, or the ROW is so constrained that even adding in facilities with minimum AASHTO designs would be a challenge. *Examples illustrating how the guidelines can be used in constrained situations will be used.* One member suggested focusing on outcomes (e.g. safety) and describing the guidelines in terms of achieving outcomes. Resistance to losing on-street parking was identified as a barrier to adding bicycle and pedestrian facilities. *Staff will add language around p. 65 referring to constrained ROW.*
5. **Should bikelanes and/or cycletacks be counted as part of the pedestrian buffer area?** Metro staff asked for feedback on using standard bike lanes and/or buffered bike lanes as part of the pedestrian buffer area. Staff from Hillsboro expressed that they thought it should be counted. Staff from Portland stated they had seen some research that supported the approach of using buffered bicycle lanes. *Metro staff will review any studies on the topic.*

6. **14' multi-use path width.** *Clarify whether the recommended width includes the clear or shy zone. Include language on the importance of pull outs on trails/paths that are not as wide. There may need to be a different standard (wider) for bridges on trails because it is a constrained environment.*
7. **Regional pedestrian corridor concept does not make sense.** This issue was not fully discussed. *Staff will work on making the concept make more sense.*
8. **Maps -conceptual corridors vs. actual routes/facilities; how routes were identified.** *Staff will include more detail on how the networks were updated and the fact that they are taken from local plans. Staff will add language that articulates that a planned regional network is needed so that local jurisdictions can plan investments that leverage the investments of other jurisdictions; it is much more beneficial to invest funding into routes that connect to other investments made by other jurisdictions.*
9. **Tying design guidelines to functional classifications.** The group discussed potentially decoupling the design guidelines from the network functional classifications. Some members expressed that having specific design guidelines for routes on the map may be too prescriptive. *Staff will look at ways to organize the design guidelines that emphasizes flexibility while also emphasizing the need for safety and comfort.*
10. **Role of developers and what can reasonably be expected from development.** This topic was not fully discussed. *Staff will seek out input on this topic.*
11. **Connectivity (filling gaps) just as important as design.** The group had a good discussion about whether filling gaps or improving deficient facilities or improving facilities in response to demand should be prioritized. General agreement that filling gaps to complete the network was more important, but in some cases for jurisdictions such as Portland responding to a high level demand by improving existing infrastructure was equally important. Improving safety was agreed to be of high importance no matter whether filling gaps or improving deficiencies. *Staff will emphasize that completing the network (connectivity) and making it safe is a priority. Staff will reference the 5 design principles from Holland.*
12. **Balancing mobility and universal access.** This topic was not discussed at the meeting. *Staff will add reference to universal access to the plan and in the glossary.*
13. **Eligibility for federal funding; use of design guidelines as RFF criteria.** Some members noted that there is fear that the design guidelines will be required for projects seeking regional flexible funds. Staff noted that criteria for the flexible funds are updated each funding cycle and are a policy decision made by the Metro Council and JPACT. For example, the last cycle Metro and JPACT made a policy decision to allocate funding to projects that provided economic opportunity. *Language will be added to the plan explaining that criteria for regional flexible funds are a policy decision made by JPACT and the Metro Council each funding cycle and not set by the ATP.*



ATP/RTP WorkGroup | Funding Focus Group

The Funding Focus Group of the ATP/RTP WorkGroup met on November 13 at Metro.

Participants

Brad Choi, Hillsboro/ATP SAC
Robert Hillier, Portland
Hal Bergsma, THPRD/ATP SAC
Jeff Owen, TriMet/ATP SAC
Kate McQuillan, Multnomah County
Lake McTighe, Metro
Karen Buerhig, Clackamas County
Shelley Oylear, Washington Co/ATP SAC
Steve Szigethy, Washington Co
Kelly Clark, Gresham
Mark Gamba, Milwaukie
Lidwien Rahman, ODOT

Action/follow up actions are italicized.

Introductions, role of focus group, timeline, agreement on tracking changes

Lake McTighe referred the group to the summary notes of the first ATP WG meeting reminding the focus group that at the first meeting the WorkGroup identified the role of the workgroup, topics to focus on in the review and refinement and guidance on how to move forward. The focus group did not have any comments to add.

Next, Lake referred to the *updated* ATP review and refinement timeline (attached). She noted key dates for providing comments for the review and refinement – Dec. 6 and May 5.

Next, Lake referred the group to the track changes version of August 2013 Review Draft 2 of the Regional Active Transportation Plan. She told the group that the Design Focus Group had agreed on an approach to track new changes proposed by the WorkGroup and wanted to know if there were any concerns with this approach: *the current round of track changes in the August 2013 version would be "accepted" in the Word document and that all subsequent changes would then be tracked in a Review Draft 3 document.* This does not mean that current red lined comments and changes in Review Draft 2 cannot be revised – they can. The main comments to this approach was making sure that it was clear where changes were coming from. *Lake will*

add a statement at the start of the document that explains how changes have been made since the draft ATP was released by the Stakeholder Advisory Committee in July 2013.

Review and discuss ATP funding, implementation strategies and projects (chapters 14 &15)

Focus group participants opened up the draft ATP to chapters 14 and 15 of the track changes version of Review Draft 3 and provided comments to help refine those chapters.

1. Table 2 on page 93 –clarify which RTP (current or 2014) the funding refers. *Table will be revised to make it clearer. Update with new 2014 RTP numbers if possible.*
2. Relationship of network policy maps and RTP project list. The group discussed a question that was raised at the first WorkGroup meeting: Do projects need to be on the ATP and RTP maps in order to be added to the RTP project list and receive funding? Short answer is No. There are projects on the RTP state and financially constrained lists that are not identified on the RTP maps and there is no requirement on the RTP project solicitation forms that projects be identified on the maps. *The focus group felt that this should be made clear in the ATP (probably at the start of Ch. 14 and where the project list is defined) while also emphasizing that we (the region) should move in the direction of consistency on maps and project lists, so that projects in the RTP are helping build out the planned networks. Participants also requested that Lake provide information to local jurisdictions on projects that are on the RTP financially constrained and state lists but that are not identified on the ATP and RTP maps.*
3. Regional network definition. Discussion about whether projects need to be on the map led to a broader discussion about what constitutes the “regional” bike and pedestrian network and how this directs funding decisions. Lake handed out the regional system definition from Chapter 2 of the RTP. Currently the regional bike and pedestrian system is defined as whatever is on the bicycle and pedestrian RTP maps. The draft ATP maps will update the current RTP maps. While for the auto network the regional system is generally confined to major roadways and regional centers, the regional bicycle and pedestrian networks can include local streets, especially for bicycling when these streets provide an alternate parallel route to a constrained major roadway where bicycle improvements will be challenging.

A concern was raised that the regional pedestrian corridor concept is challenging because most pedestrian trips are local – most people will not be taking long walking

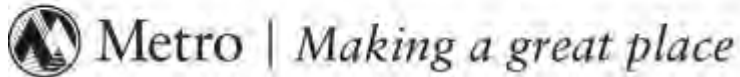
trips along these major streets so should they be prioritized as regional – maybe access to schools along local streets is more important. The group discussed how the regional pedestrian corridors are transit routes and people make regional trips walking to and from transit. Major corridors also have a lot of destinations that people may want to walk to. *Add more detailed definition to the ATP of what the regional system is.*

A question was raised whether trails in natural areas should be part of the regional transportation system? *Some trails in the ATP connect to and through natural areas. And connecting to parks and natural areas was included as a regional destination.*

A question was raised about the potential redundancy in the regional network when you have parallel on-street and trail routes (e.g. trail Smith and Bybee Lakes and parallel path along roadway). *The routes provide different types of travel experience for different users.*

More language will be added to chapter 14 referencing the RTP regional system definition.

4. *Add more information on funding sources, such as CMAQ, etc.) and what they can be spent on to the funding opportunities section on page 90.*
5. *p. 90, #2. Add that state gas tax only goes to ROW, clarify what \$\$ can go to ROW and non ROW. Add reference to the STIP. Clarify that fix-it program current policy would need to be changed to be considered for funding roadway maintenance that includes adding missing facilities, such as sidewalks, and improving safety.*
6. *P. 90-22, add more examples of how and where funding is currently being spent.*
7. *p. 92 #7 mention that some SDCs and urban renewal funds are used for recreational facilities and parks and trails (Eastbank Esplanade example)*
8. *p. 110, Project list. Don't call project list, rename to "Network Segments" or "gaps and deficiencies, and solutions" or Network Status or something that is more descriptive.*



ATP/RTP WorkGroup | Policy Focus Group

The Policy Focus Group of the ATP/RTP WorkGroup met on November 13 at Metro.

Participants

Robert Hillier, Portland
Hal Bergsma, THPRD/ATP SAC
Jeff Owen, TriMet/ATP SAC
Kate McQuillan, Multnomah County
Lake McTighe, Metro
Karen Buerhig, Clackamas County

Shelley Oylear, Washington Co/ATP SAC
Kelly Clark, Gresham
Mark Gamba, Milwaukie
Lidwien Rahman, ODOT
Jeanne Rustad, Hillsboro
Mary Kyle McCurdy, 1000 Friends of Oregon

Action/follow up actions are italicized.

Introductions, role of focus group, timeline, agreement on tracking changes

Lake McTighe referred the group to the summary notes of the first ATP WG meeting reminding the focus group that at the first meeting the WorkGroup identified the role of the workgroup, topics to focus on in the review and refinement and guidance on how to move forward. The focus group did not have any comments to add.

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Staff will provide a memo describing proposed option(s) for how the ATP can be adopted, either by resolution or ordinance, and either combined or separately with the RTP for the ATP/RTP Workgroup to discuss.

Review and discuss ATP policies, modal targets and performance measures (Chapters 12 &13)

Focus group participants opened up the draft ATP to chapters 12 and 13 of the track changes version of Review Draft 3 and provided comments to help refine those chapters.

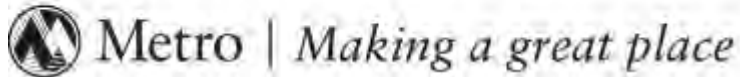
1. In policies and implementing actions use words like consider and encourage more consistently; however in some cases the softening of language goes too far, especially where Metro is taking the action (specific recommendations are provided below). *Staff will provided recommended revisions for review.*
2. Identify implementing actions that are to be taken by Metro and can be more directive, versus implementing actions that require more action on part of local jurisdictions and are suggestions.
3. *Add explanatory paragraph to each policy to provide more detail on what the policy is proposing.*
4. *Call out access to transit as a priority and priority destination in relevant implementing actions, especially in Policy 1.*
5. *Add more term, such as complete streets, Bicycle Comfort Index, to glossary.*
6. *Policy action item 1.1 give examples of how Metro could provide support(e.g. technical support); separate out the encouragement of the use of the design guidelines into separate action.*
7. *Policy action item 1.3 move reference to open source data to Policy 5.*
8. *Policy action item 1.7 clarify that this action is about the end of trip experience; add another action about filling gaps to get to transit; remove “where applicable”.*
9. *Policy action item 2.2 add ‘local’*

10. *Policy action item 2.3 describe how and when Metro will work with partners on this action.*
11. *Policy action item 2.4 is confusing. Too many different guidelines mentioned. Focus on ATP guidelines that reference these guidelines and use action to encourage local jurisdictions to adopt flexibility as in FHWA guidelines.*
12. *Policy action item 2.5 add “and along transit corridors” but be clear that the main intent (as directed by SAC) was to focus on transit stops and along tracks.*
13. *Policy action item 2.12 is broader than the RTP and should be considered as an implementation for the whole RTP, but is not appropriate in the ATP. Use of word “consider” too soft. (Another felt it was not too soft). Staff will look into adding it as an implementation item in the RTP and removing from the ATP.*
14. *Policy action item 4.1 remove word consider; make consistent with performance measures chapter.*
15. *Policy action item 4.2 add “work with partners to..”; define or add to glossary, pedestrian comfort and bicycle comfort index.*
16. *Policy action item 4.3 should be roadway maintenance.*
17. *Policy action item 5.4 remove word explore; add reference to growing awareness of health impacts; add language to focus on providing data.*
18. *Active Transportation mode share table, p. 83. Rearrange order of columns, put target in the middle, clarify which RTP network (the one adopted in 2010) add in ATP network evaluation mode share results. Add explanatory paragraph with information on why targets are not being reached (i.e. other policy levers such as pricing were not included in the ATP modeling). Look into TSP updates that are meeting the targets. Define what the tripling of the modeled mode share means. Update table with 2014 RTP data if possible. Include more information on the data being used.*
19. *P. 83-84 Add non-SOV targets. Add results of modeling from 2014 RTP*

20. Crashes table p. 84. Confirm and note that all bike and ped crashes include an auto.

21. The group did not discuss the other performance measures. *Staff will look at convening a performance measures group.*

DRAFT



ATP/RTP WorkGroup | January 16 Meeting Summary

The ATP/RTP WorkGroup met at Metro on January 16, 2014 to discuss edits made to Review Draft 3 of the ATP.

Participants

Anthony Buczek, Metro	Mary Kyle McCurdy, 1,000 Friends
Brad Choi, Hillsboro/ATP SAC	Robe Sadowsky, BTA
Carol Earl, Happy Valley	Gerik \Kransky, BTA
Casey Ogden, Oregon Walks	Lidwien Rahman, ODOT
C.J. Doxsee, Metro	Michelle Miller, Sherwood
Hal Bergsma, THPRD/ATP SAC	Todd Juhaz, Beaverton
Jeff Owen, TriMet/ATP SAC	Katie Mangle, Wilsonville
John Mermin, Metro	Kelly Clarke, Gresham
Judith Gray, Tigard/TPAC	Lake McTighe, Metro
Kate McQuillan, Multnomah County	Lori Mastrantonio, Clackamas County
Kari Schlosshauer, Safe Routes to School National Partnershhip	Mark Gamba, Milwaukie
Bob Hillier, Portland, PBOT	Robert Spurlock, Metro
Joanna Valencia, Multnomah County/TPAC	Roger Geller, Portland/ATP SAC
Ramsey Weit, Community Housing Fund/MTAC	Steve Szigethy, Washington Co

After members of the workgroup introduced themselves, Lake McTighe reviewed the **role of the work group** that had been identified by the work group at the October 10 meeting, and asked if there was any comments; there were not.

- Determine how this effort (ATP and update of RTP) fits with local implementation.
- Determine what questions to ask and help guide answers.
- Read and review documents and maps.
- Determine what can be included (in RTP) this time, and what might need to be deferred to next time.
- Communicate to others (elected, other staff, other stakeholders) what is learned from process and provide better understanding of ATP policies, goals, benefits, routes, functional classes and design guidelines.
- Help achieve consensus on updates in the RTP.

- Make sure words are clearly defined and definitions are agreed upon (e.g. recommended, should, etc).

She reviewed the **desired outcomes** that the group had identified and asked for comments; there were none.

- Answer questions that need to be answered.
- Consensus on recommended changes in the RTP.
- Realistic look at what is needed to achieve active transportation goals and targets.
- Everyone understands each other's concerns and questions
- Articulate the benefits of ATP and why it is needed.
- The need for context sensitivity is highlighted.
- Plan addresses need to balance multiple needs of different modes, goals and environment.
- Plan results in more funding for active transportation.
- Establish technical workgroup to provide resources – solve problems.

She reviewed the **meeting purpose**:

1. Review, discuss and understand edits in Review Draft 3 of the Regional Active Transportation Plan.
2. Review and discuss memo from work group to Metro Council and Metro's advisory committees summarizing edits and status of the Draft Review 3 of the ATP.

She reviewed the **desired outcomes of the meeting** and asked if there were other desired outcomes; there were not:

1. Edits are understood, process is understood
2. Provide direction to Metro staff:
 - Are we on the right track?
 - Are edits reflecting input from the work group?
 - Is the level of detail in the memo right?

Lake McTighe then gave a brief overview of the **ATP refinement timeline**:

- **Next week** – finalize memo

- **Jan 31** – TPAC feedback on changes
- **Jan 31** – TPAC work group on ATP RTP edits
- **Feb 5** – MTAC feedback on changes
- **Jan -Feb** – Incorporate additional edits
- **Feb-March** – Preview public review draft w/TPAC, MTAC, MPAC and JPACT
- **March 21** – draft ATP/RTP released for public review
- **April-May** – Potential refinements based on comments
- **June** – seek approval from MPAC and JPACT
- **July 17** – Action on ATP

The workgroup then **walked through the track changes version of Review Draft 3** and provided comments. The workgroup made it through most of the edits, but did not discuss all of the edits in the plan. Lake requested that work group members review the draft edits and provide additional comments via email by the following Wednesday, January 22. Additional comments were submitted by Portland, Multnomah County and Gresham and are attached.

Comments from the January 16 meeting and the additional written comments are reflected in Review Draft 3.

Summary of Comments

Participants in the work group referred to the TRACK CHANGES version of Review Draft 3.

- Lake pointed out that information was added to the ATP in Chapter 1 on the adoption process; the ATP will be proposed for adoption by resolution. Updates to the RTP - network maps, functional classifications, updated performance measure data points, policies (bike and ped policies in the RTP are not replaced wholesale with the ATP policies, rather they are updated to reflect the intent of the ATP policies), and implementing actions will be adopted through the RTP.
- In memo describing proposed approach to adoption describe how and when the Regional Transportation Functional Plan may be updated. Local TSPs must be consistent with the RTFP so any changes in the RTFP will have an impact on TSPs. Changes to the RTFP will be looked at in the 2018 RTP update.

- The adoption approach is different for the ATP than it is for the HCT, freight and TSMO plans. Describe why a different approach is being taken. Does this approach make the ATP less meaningful? Lake thinks not, and will provide more information on this.
- Members suggested making the recommendations clearer and stating them up front in the Executive Summary.
- P 7 Add THPRD and NCPRD to list of partners.
- P 12 – active transportation is already an option. Make it a better option
- P 15, blue call out box – sidewalks on one or both sides? Do not use word only
- Change opportunities to recommendations. Clarify what the core recommendations are. Call out that more funding is needed.
- P. 21 – rewrite role of transit. walking and bicycling support. Clarify the plan is not about transit (*this was addressed in the intro in the definition of active transportation*)
- Like the community profiles
- P 40 – list chapters for elements that are included in the RTP
- P 50 last bullet – do not use word impacted, too negative.
- P 55 leave reference to the Existing Conditions report
- P 56 policies – add climate change project
- P 69 reference ch 15 implementation strategies
- P 71 remove reference to driving; emphasize that people are multi-modal
- P 82 add reference to wayfinding and branding so you know you are on a parkway; add concept images
- If possible describe where pictures are
- P 100 purpose of guidelines – add “encourage best practices”. Move last parts of paragraphs of #5 & 6 to footnote
- P 102 add direct links to documents, Add new ADA guidelines as a document, Add an Appendix resource guide, Separate out trail guidelines
- P 13 cite ongoing studies of cycle tracks; add intro sentence “as with all transportation projects”; add intro sentence “there will be impacts...some of the elements typically considered”... do not want to provide a comprehensive list, but want to give examples; add property impacts, remove available ROW
- P 106 – separation...add why it is helpful and safer for people driving
- P 107, arterial traffic calming, add for high volume/low speed of raised intersections
- P116 – picture not a good example
- P 121 clean up wildlife habitat and riparian terminology



December 18, 2013

Lake Strongheart McTighe
Project Manager
Active Transportation
Metro
600 NE Grand Avenue
Portland, OR 97232-2736
lake.mctighe@oregonmetro.gov

Re: Input on Safe Routes to School as part of the ATP/RTP WorkGroup process

Dear Lake,

On behalf of the Safe Routes to School National Partnership, we would like to thank Metro for this opportunity to provide input to the current draft of the Active Transportation Plan (ATP) through the ATP/RTP WorkGroup process. The Safe Routes to School National Partnership, together with America Walks, is working in coalition to improve the ability for all children and people to walk and engage in active transportation, with a focus on issues of social equity, Safe Routes to School, and the walkability of business districts. We find that there is incredible support, as well as leadership, in these areas across the region.

Inclusion of Safe Routes to School in the ATP can be a model at the regional level of the importance of Safe Routes to School programs, which have been demonstrated here and in other regions across the country to improve mobility and traffic safety, help reduce short car trips, reduce greenhouse gas emissions and improve health and safety. Unfortunately, support of these programs and related active transportation infrastructure improvements has not been fully realized at the regional level, and has also suffered setbacks in Federal funding in recent years. We believe that including significant wording showing the importance and support of Safe Routes to School at a regional level will be a positive step in ensuring this region's next generation can have access to active transportation through Safe Routes to School.

We strongly support the vision of the Regional Active Transportation Plan and will be strong proponents to help propel its implementation. From the current draft, we have numerous comments related to Safe Routes to School, transportation equity and the walkability of centers and districts, and hope that they will be strongly considered.

Overall, we respectfully suggest:

- Strengthening the language in the ATP as well as the RTP in order to ensure its efficacy. For example, using "must" instead of "should" and "ensure" instead of "consider/support/increase" (as appropriate).
- Honing in on the implementation strategy. We want to ensure that this plan helps clarify your next steps to begin rapidly and robustly implementing the vision. We pose the question that this plan may not have a strong enough implementation strategy to set Metro in motion for a robust effort to complete the Active Transportation network.

We respectfully suggest the following specific recommendations to the current draft:

p. 9

Land use, pricing policies, education and encouragement programs, and other strategies ...

p. 11

Suggest specifying amount by which funding has decreased over the past 5-10 years.

p. 12

Under “Better integrate transit, walking and bicycle networks” bullet:

Region wide, nearly 85% of all Every transit trips start as a includes active transportation at some point (walking, or bicycling or use of a mobility device). trip.

p. 20

Under “There are numerous economic, social, health and environmental benefits of active transportation.” ...

Though walking and biking networks are incomplete, they already provide a substantial return on investment.

Every point greater than 70 on Walk Score (the website rating the walkability of any address in America) results in increased rent of 90 cents per square foot for commercial property, and a rise in value of \$20 per square foot for residential property. Part of what’s fueling this trend is the well-documented preference of the Millennial Generation to live in walkable neighborhoods along with growing interest from older generations in active lifestyles. (source: http://www.everybodywalk.org/media_assets/WalkingAsAWayOfLife1_Final.pdf)

p. 23

Under “Investing in the active transportation network increases access to destinations” bullet:

Within a safe and protected 1 mile walk of transit, parks, schools, food, civic...

p. 26

Under “Potential for more walking and bicycling crashes” bullet:

Studies show that in most cases more people walking and bicycling in greater numbers can lowers crash rates and makes the system safer for all...

Suggest including reference to at least one study.

p. 39

8. Increases Ensures access to regional destinations for low income, minority ... youth ... populations.

p. 61

Under “Pedestrian Districts”

A Pedestrian District is an area with a concentration of transit, commercial, cultural, institutional, educational and/or recreational...

p. 63

Under “Regional Pedestrian Corridors”

These routes are also expected to see a high level of pedestrian activity, such as through school pedestrian traffic, though not as high as the Parkways.

p. 71

Adding missing pedestrian and bicycle facilities to roadways can impact other transportation modes, including transit and freight. When properly implemented, pedestrian and bicycle facilities have a positive impact because they remove single-occupant vehicles from the roadway, thus freeing up space for freight and transit. Instances where the implementation of bike and pedestrian facilities have negative impacts due to space restrictions should be minimized.

p. 77

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

1.6 Work with partners to identify opportunity areas ... support the development of projects and programs, such as Drive Less Save More, Safe Routes to School and Bike Share ...

Suggest including a new point:

1.8 Prioritize making all town centers and business districts walkable, as places that people need to go for commerce, choose to visit for tourism, and can access services and social interaction.

p. 78

2.1 Encourage the use of complete streets checklists for planning and project development.

We respectfully suggest Metro considers adding language following this sentence that would require these checklists be used prior to receiving funding from Metro.

2.3 Work with jurisdictions, agencies and stakeholders to emphasize the need for and facilitate the implementation of infrastructure that facilitates safe and comfortable walking and bicycling, such as physically separated pedestrian and bicycle facilities, landscaped and buffered pedestrian routes, improved crossings, lighting and other safety features, especially on roadways with high traffic speeds, volumes, or heavy truck traffic. Physically separated bicycle facilities include standard bicycle lanes buffered bicycle lanes and cycletracks. Physically separated pedestrian facilities include sidewalks and separated pathways.

p. 79

2.10 Work with jurisdictions, agencies and stakeholders to consider adding add pedestrian ...

p. 80

3.2 ... to provide awareness programs and address physical barriers ...

We respectfully suggest adding a new action point that would recognize transportation, as the second highest household expense for the average American, is a social justice issue:

3.4 Prioritize building out the active transportation networks to 100% connectivity, providing a new world of transportation options for all people.

4.1 *We respectfully suggest the second sentence in this action becomes an own point: Consider developing and work on adopting a 'complete network' and complete streets policy and performance target where the regional pedestrian and bicycle networks are completed to match roadway network percentage of completeness.*

4.3 Work with stakeholders to explore developing a policy ...

We respectfully suggest adding a new action point that would raise the profile of the need for AT projects and allow the regional pedestrian and bicycle networks to be completed in a timely manner:

4.4 Fund active transportation projects at a level consistent with desired modal share for active transportation, as identified in the RTP.

p. 81

5.3 Work with partners to support the Oregon Household Activity Survey and to include the survey of pedestrian and bicycle activity, including travel to school activity and the relationship between bicycle and transit travel in the region.

5.4 Partner with health organizations to explore measuring and possibly incorporating health outcomes, such as including Health Impact Analysis and levels of physical activity into regional plans.

p. 89

Chapter 14: Funding the Active Transportation Network

We respectfully suggest including language at the beginning of this chapter that will help make the case for the need for funding and the dire condition funding is currently in. Possible language could include the following (and apologies that we could not provide all of the figures for these percentages):

Over the past 5-10 years, Metro's expenditure on active transportation projects has been an average of \$XX per year, which accounts for a total of XX% of Metro's **total** expenditure on transportation projects for all modes. Current mode share for active transportation in the region, including walking, bicycling, and transit, is 16.2% (Metro's 2011 Travel Activity Survey). The projected goal in the RTP in 2035 for this mode share is triple that, or XX%. In order for the region to meet this and other goals, funding for active transportation projects from the entire transportation budget must at a minimum match the *current* mode share, and Metro should work towards funding projects at a share that matches the RTP goals for active transportation in 2035.

p. 90

Under bullet point 2.

The Fix-it program is focused on maintaining the existing infrastructure and safety. Non-infrastructure funding, including transportation education programs such as Safe Routes to School, is allocated through ODOT's Transportation Safety Division.

p.91

Under bullet point 3.

Suggest changing description of Connect Oregon funds to past tense, as V has now been awarded. Suggest including a note about the large number and cost of bike/ped projects requesting funds in round V, which was well over available funding, as this is a clear indication of demand. [http://www.oregon.gov/ODOT/COMM/Pages/nr13120301.aspx]

p.93

Comment: 3.2 bil is estimated for completing the AT networks; 1.2 bil is programmed. Include information on how much is available/ historically spent?

The cost of all AT projects is relatively small compared with other types of transportation project costs such as bridges. When AT projects are invested in today, they can be completed at a lower cost today, which will help lower costs and free up funding for other transportation projects in the future.

p.95 & 96

Suggest including a statement on p. 95 that references Table 3, which is a powerful argument for increasing funding, yet it does not appear to be referenced in the text of this chapter. Initial suggested language for this chapter should be reiterated and strengthened here:

At the current rate of funding for stand-alone bicycle and pedestrian projects, approximately \$10 million/year, it is estimated to take approximately 150 years to complete and expand the regional pedestrian and bicycle network. Current mode share for active transportation in the region, including walking, bicycling, and transit, is XX%. The projected goal in the RTP in 2035 for this mode share is XX%, a threefold increase. In order for the region to meet this and other goals, funding percentages for active transportation projects must at a minimum match the current mode share, and Metro should work towards funding projects at a share that matches the RTP goals for active transportation in 2035. If current funding rate were tripled to \$30 million/year, the planned regional pedestrian and bicycle parkway networks would be upgraded, expanded, and completed within 50 years.

p. 98

Suggest striking this entire paragraph. Focusing investments strategically to get the highest return on investment is important. However, in many ways the region has not yet reached a decision place of which walking and bicycling projects to prioritize; if the goal is to increase opportunities to walk, bicycle and take transit, completing of the networks is needed.

The overall recommended approach of the ATP is that completion of the entire regional pedestrian and bicycle networks, so that they are connected and safe, should be a highthe highest priority and key focus of transportation improvements in the region. Focusing investments strategically to get the highest return on investment is important.

p. 99

Suggest using a US example at footer 86.

p. 109

8. Include education programs, encouragement programs and initiatives such as Bike Share and Safe Routes to School programs.

9. ... Support high priority impact projects ...

Appendix 4: Glossary of Selected Terms

Suggest including definition of Safe Routes to School, for example:

Safe Routes to School is a catalyst for the creation of safe, healthy and livable communities—urban, suburban

and rural—throughout the United States. Parents, school districts, local governments, police and community partners work together to ensure the safety of children on the trip to and from school. Safe Routes to School programs ensure that children of all abilities, income levels and cultures have traffic safety skills and regularly choose to walk and bicycle to school and in daily life. Safe Routes to School policies ensure that schools are sited near the children and parents they serve and that routes are safe for walking and bicycling. These shifts result in communities with less traffic congestion and air pollution as well as more physically active children and families.

In conclusion, we strongly support Metro's efforts to plan for a healthy, active and climate-friendly region through the creation of a Regional Active Transportation Plan that will augment and complement the goals of the Regional Transportation Plan, and we thank you for the opportunity to provide input. We also hope you will agree with us that active transportation projects and funding are incomplete without investment in Safe Routes to School as part of the active transportation network. We look forward to Metro's continued leadership to propel investments around the region that will drastically increase the number and diversity of people that have safe and convenient access to walking, bicycling, transit, and active transportation networks.

We look forward to continuing to work with you as the ATP moves forward toward adoption and implementation. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read 'K. Schlosshauer', with a long horizontal flourish extending to the right.

Kari Schlosshauer
Pacific Northwest Regional Policy Manager
Safe Routes to School National Partnership



Memorandum

To: Lake McTighe, Active Transportation Project Manager, Metro
From: Steve Szigethy, Senior Planner
Date: November 1, 2013
Re: Suggestions for Regional Active Transportation Plan Chapter 11

Lake, thank you for hosting a very productive work group on Wednesday. Below are some suggestions for Chapter 11 – Design Guidelines in the draft Regional Active Transportation Plan, based on those discussions and some additional considerations from Washington County’s perspective.

How the design guidelines will be used [This new section could appear somewhere on page 64 or 65]

The design guidelines in the ATP are intended to be used as a resource by local jurisdictions when they scope, design, construct, maintain and/or operate pedestrian and bicycle facilities, and when they create pedestrian and bicycle network concepts and project lists in transportation system plans. While local jurisdictions are strongly encouraged to meet these guidelines, they are not requirements. Federal or regional funds for a particular project will not be conditioned on meeting the guidelines. Metro will use the guidelines when reviewing local transportation actions in two primary contexts:

- When reviewing applications or nominations for MTIP or other funds, Metro may ask or condition local jurisdictions to *evaluate the feasibility* of building a facility using ATP design guidelines. Metro will not withhold or delay funds if the local jurisdiction finds that it is not practicable to meet the design guidelines.
- When reviewing local transportation plans or other transportation actions that require Metro review, Metro may provide suggestions that relate to the ATP design guidelines. This role may be codified in a 2018 update to the RTFP, in which the Pedestrian System Design and Bicycle System Design sections may be modified to require local jurisdictions to *acknowledge* ATP design standards when developing system elements and project lists.

Designing in constrained locations [This could take the place of or be blended with the *Interim pedestrian and bicycle facility improvements* subsection.]

The ATP recognizes that many, if not most, pedestrian and bicycle projects will occur in constrained environments with finite right-of-way and surrounded by buildings, structures, yards, parking areas, trees, vegetation and other features typical of a developed area. In addition, jurisdictions typically want to make the most of limited available funds, balancing optimal design with longer project extents and connectivity.

For these reasons, it may not be feasible or even desirable in some cases to construct a facility with maximized pedestrian or bicycle facility dimensions. Similarly, reallocation of roadway space may be very practical and desirable in certain circumstances and not so in other places – particularly areas with poor roadway connectivity and high vehicle volumes compared to capacity.



In constrained contexts, local jurisdictions are encouraged to evaluate the feasibility of implementing the ATP design guidelines and to consider trade-offs among modes, but ultimately to design facilities in a context-sensitive fashion that meets community goals, adheres to local design standards, and provides the best compromise for all users.

Freight and transit operational considerations [This could be one of two new subsections that would split the existing *Overlapping needs: wildlife habitat and freight* section. The other section could be called Wildlife habitat considerations.]

As shown in Figures __ and __, many of the recommended regional pedestrian and bicycle network elements overlap with freight routes and transit routes. When designing pedestrian and bicycle facilities on these routes, local jurisdictions must facilitate safe and reasonably efficient vehicle operations for freight trucks and transit vehicles along with safe and comfortable pedestrian and bicycle travel. Factors to consider include lane widths, paved area widths, buffering between large vehicles and people walking and cycling, visibility through these buffers, turning radii for large vehicles, horizontal and vertical clearance, and over-dimensional freight.

The region has several good examples where active transportation can be safely and comfortably accommodated along routes designated for freight movement and transit:

- N Marine Drive, Portland: 5-lane roadway, bike lanes, sidewalk on north side, multi-use path on south side
- Cornell Road in Orenco Station, Hillsboro: 4-lane roadway with median and trees, bike lanes, sidewalks with wide planter strips
- St Johns truck aprons / mountable curbs / pillows at intersections

From: [Luke Pelz](#)
To: [Lake McTighe](#)
Subject: RE: ATP Focus Group: Funding/Implementation Strategies & Projects
Date: Monday, December 02, 2013 12:19:54 PM
Attachments: [image004.png](#)

Hi Lake,

I'm following up on a few items:

- ATP Comments: I've reviewed the latest draft of the ATP and the workgroup summaries. I believe you are moving in the right direction to address the issues that have been raised by Margaret and other staff thus far. We have no additional recommended modifications to the ATP language at this time. We will have a formal letter of comment from city officials prior to May.
- Networks: I've completed a cursory review of the bike and pedestrian network and all looks good. If I find any discrepancies with Beaverton's TSP I'll let you know.
- We are waiting to hear back from the Mayor's Office regarding an ATP update to Council. At this point we are thinking that Councilor Harrington may want to provide an ATP update to the Beaverton City Council during her next visit. It would also be beneficial if you could attend to possibly answer some of the more technical questions. You both may wish to present however I'll leave that to you and Councilor Harrington. We will coordinate more on the details once I hear back from the Mayor's staff.

Regards,

Luke Pelz, AICP

Associate Transportation Planner | Community and Economic Development Department
City of Beaverton | PO Box 4755 | Beaverton OR 97076-4755
p: 503.526.2466 | f: 503.526.3720 | www.beavertonoregon.gov



From: Lake McTighe [mailto:Lake.McTighe@oregonmetro.gov]
Sent: Wednesday, November 13, 2013 1:54 PM
To: Luke Pelz
Subject: RE: ATP Focus Group: Funding/Implementation Strategies & Projects

Thanks Luke.

Please submit any comments or letters no later than Dec. 6, though if it is possible to get them to me earlier that would be great!

From: Lake McTighe
To: "[Carol L. Chesarek](#)"
Subject: RE: comments on the ATP, including Ch 9, 10, 11
Date: Monday, December 16, 2013 3:21:00 PM

Hi Carol,

Please see below!

Lake Strongheart McTighe
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From: Carol L. Chesarek [mailto:chesarek4nature@earthlink.net]
Sent: Wednesday, October 30, 2013 7:47 AM
To: Lake McTighe
Subject: comments on the ATP, including Ch 9, 10, 11

Hi Lake,

I won't be able to attend today's ATP workgroup meeting, but I wanted to get my detailed comments on the document to you. These are for Review Draft 2.

Most (but not all) of these comments refer to material in Chapters 9, 10, and 11. I'm not sure how you'll want to use or respond to them, but thought I should get them to you before today's meeting.

Thanks for adding the references to the Regional Conservation Strategy, I appreciate your response to my previous comments.

p. 41, next to last bullet. What is a "diagonal route" ? It isn't defined here, it isn't obvious what it means, and the term isn't in the glossary. [\[Lake McTighe\] added explanation](#)

p. 44. Reference to "North Washington suburbs." Washington State? Washington County?
From the context (a list of areas within the Portland metropolitan region) I assume the

reference is to northern Washington county, but it would be nice to have a note in parenthesis to clarify this. **[Lake McTighe]** Added the word County

p. 48, 1st line of text. Missing an "of," as in "network of off-street..." **[Lake McTighe]** fixed

p. 60. The Pedestrian map still shows a Pedestrian Parkway on NW Kaiser Road from the county line to Germantown Road. This section of Pedestrian Parkway that extends beyond Washington County (North Bethany) and the UGB into rural Multnomah County (in a Rural Reserve) needs to be removed, and Project P13 description should replace "Germantown" with "county line" or "UGB." This pedestrian parkway is not on any Multnomah County plan, and Washington County should not be planning projects in Mult Co. **[Lake McTighe]** Corrected – see earlier email

p. 67 & 68. Functional Class Definitions and Preferred Design Guildelines. Please add "topographical and environmental constraints" to the list of context considerations for doing adaptive design. **[Lake McTighe]** added. This whole chapter has been overhauled based on input from the WorkGroup; I have worked in all of your suggestions for wording though they will not always be in the original areas due to reorganization. I added this suggestion to a new bulleted list under the heading Importance of context in design”

p. 71. 1st & 2nd lines. "(Where) there are significant physical constraints, such as steep slopes, landslide hazards, or regionally significant lands or riparian areas..." Please replace "regionally significant lands" (what are these?) with "regionally significant natural features" (which were defined for the Urban and Rural Reserves process, check with Tim O'Brien for info). A reference to "high value natural resource lands" identified in the Regional Conservation Strategy (Jonathan Soll would be a good reference for this approach) would also be acceptable. **[Lake McTighe]** updated and used high quality land and riparian areas to be consistent with the RCS

p. 71, next to last sentence. Consider replacing "Sensitive" with "High value." **[Lake McTighe]** replaced

p. 71. last sentence, 1st bullet. "Design should be used to enhance watershed and ecosystem health and mitigate and reduce impacts." Please remove "Sensitive" (which is a repeated word from the previous sentence, and which while well intended has no real meaning here), and add "wildlife crossings," after ecosystem health. **[Lake McTighe]** done

p. 72. next to last sentence, 2nd paragraph. "Wildlife crossing treatments can be considered at key animal routes or culverts." Please consider changing this to read "Wildlife crossing treatments should be considered at key wildlife crossings or riparian corridors." Lori Hennings is Metro's expert on wildlife crossings, you could consult with her about appropriate wording. "Can" is much weaker than "should." Riparian corridors are important regardless of whether there is an existing culvert or bridge or other structure. **[Lake McTighe]** incorporated changes, used word should. This is in the section called "Wildlife, habitat and riparian considerations"

p. 72, resource list. Consider adding to the resource list one of Metro's Wildlife Crossings booklets ("Wildlife crossings: Providing safe passage for urban wildlife" or the more recent "Wildlife corridors and permeability, A literature review"). Lori Hennings is the author. The booklet isn't available online due to Federal restrictions, but free copies are available on request. See <http://www.oregonmetro.gov/index.cfm/go/by.web/id=38104> for information. **[Lake McTighe]** Added

Also, in your Sept 11 RTP policy and map changes memo, Attachment 1, page 7 (ATP Recommended Changes to Ch. 2). 4th paragraph, 7th line. "pedestrian and bicycle crossings can include improved crossings for wildlife." Change to "pedestrian and bicycle projects can

include" -- ped and bike crossings should not be the only projects where wildlife crossings are considered. I haven't seen the Metro Green Streets booklet on stormwater and stream crossings, but the online description doesn't mention wildlife crossings so you might want to add a reference to the Wildlife Crossings booklet here too. [\[Lake McTighe\] changed and added the wildlife crossings book](#)

Please let me know if you have questions.

Thanks!

Carol

From: Lake McTighe
To: [Lori Hennings](#)
Cc: [Jonathan Soll](#); [Robert Spurlock](#); [John Williams](#); [Elaine Stewart](#)
Subject: RE: ATP wildlife, habitat and riparian considerations
Date: Friday, December 20, 2013 1:18:00 PM

Lori I incorporated all of your comments.

Thanks again for the feedback and happy holidays to you!

Lake Strongheart McTighe
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From: Lori Hennings
Sent: Friday, December 20, 2013 12:29 PM
To: Lake McTighe
Cc: Jonathan Soll; Robert Spurlock; John Williams; Elaine Stewart
Subject: RE: ATP wildlife, habitat and riparian considerations


Lake,


Thank you so much for inviting our comments. Mine are attached. We will have a semi-final draft of "top 10 natural resource considerations" in January, finalized by February (still has to go through internal review). I attached the draft that went out for external review as an FYI.






Lori Hennings
Senior Natural Resource Scientist




Metro
600 NE Grand Ave



Wildlife, habitat and riparian considerations

As with all transportation projects, impacts to wildlife, habitat and the environment need to be considered when planning, designing and implementing bicycling and pedestrian facilities. Trails especially can intersect with areas of high quality  and riparian areas.





Bicycle and pedestrian projects can sometimes provide opportunities to benefit wildlife, habitat, and water quality, by replacing a culvert, adding a wildlife crossing or providing new vegetation. These types of opportunities should be looked for and included in projects when possible 

Where there are significant physical  of environmental constraints, such as steep slopes, landslide hazards, or high value  natural resource lands and/or riparian areas, identifying alternative routes  be appropriate. The maps included in this chapter illustrate the location of high quality  and the regional active transportation networks. High value habitats and resources, such as wetlands , should be avoided as much as possible.

Active transportation and impacts to wildlife must be carefully balanced  the impacts can be mitigated with design treatments. For example, pervious pavement can be used to reduce water runoff. Wildlife crossing treatment  can be considered at key animal routes or at culverts. In other instances avoiding the habitat  altogether is necessary.

Resources for planning and developing environmentally sensitive and habitat friendly trails and other pedestrian and bicycle projects should be utilized throughout the planning process. Additionally  experts such as conservation scientists, biologists and ecologists should be consulted early on in the planning process to identify  ways in which trail development can also provide opportunities for restoration, enhancing watershed and ecosystem health, or wildlife crossings and to ensure that high quality lands and riparian areas are protected.

Resources for planning and developing environmentally sensitive and habitat friendly trails

-  Green Trails: Guidelines for environmentally friendly trails. Metro.
-  Planning Trails with Wildlife in Mind: A handbook for trail planners. Colorado State Parks.
-  For regional data, Regional Conservation Strategy for the Greater Portland Vancouver Metropolitan Area. Intertwine and Metro. 
- For local planning, resources such as Title 13, local wetland inventories, and local tree cover maps are useful.

The following two maps show areas with high quality land and riparian areas that intersect with the recommended regional pedestrian and bicycle networks.

Hi Lake,

In reviewing the draft Regional Active Transportation Plan, we found that the document generally does a good job of addressing equity. We appreciate the attention and focus on the needs of underserved populations and other equity considerations.

We drafted up edits to strengthen and clarify some language, and to increase consistency through the document. These edits are based on our own expertise and on documents that have been fundamental in shaping the transportation equity discussion: North American Sustainable Transportation Council's STARS Health Equity Assessment Tool, Multnomah County's Action Plan for an Age-Friendly Portland, Urban League's Racial Equity Strategy Guide, and Upstream Public Health's Transportation Health Equity Principles.

The edits are attached (as well as a map that we reference in the edits). If you have any questions, please feel free to contact either myself or Mara Gross. Thank you for taking our comments and proposed edits into consideration.

Best,

Scotty Ellis




Scotty Ellis, Outreach Coordinator
503.294.2889 • scotty@clfuture.org
[Coalition for a Livable Future](http://CoalitionforaLivableFuture.org)

A major research and education project, the [Regional Equity Atlas](#) promotes widespread opportunity for a stronger, healthier, and more sustainable region.

ATP Proposed Edits – Coalition for a Livable Future

- **Page 7 – “Investing in active transportation shapes our region in ways we all care about:”**
 - Insert a new bullet – “It increases access to jobs.” [Added](#)
- **Page 9 – “The region’s planned pedestrian and bicycle networks have major gaps. These gaps impact safety and discourage people from choosing to walk, ride a bike or take transit. Many people would like to walk and ride bicycles more for transportation, but feel unsafe doing so. The fears are justified; serious pedestrian and bicycle crashes account for 20% of all serious crashes in the region. Pedestrian and bicycle crash rates are higher than their share of trips.”**
 - Insert at the end of the paragraph– “According to Transportation for America’s report, Dangerous by Design, children, older adults, and racial and ethnic minorities experience disproportionately high fatality rates from pedestrian crashes.” [Added](#)
 - **Citation:** Transportation for America. (2011). Dangerous by Design. Available at: <http://www.aarp.org/content/dam/aarp/livable-communities/learn/transportation/dangerous-by-design-2011-aarp.pdf>
- **Page 11 – “Opportunities to expand active transportation”**
 - Insert new bullet – “Increase opportunities to access local and essential resources for areas and populations that have experienced historical underinvestment.” [Added with this additional text: Completing pedestrian, transit and bicycle networks and connecting them to essential destinations in areas with higher concentrations of environmental justice and underserved communities and where less investment has occurred in the past will help complete the regional active transportation network and help reduce driving.](#)
- **Page 18 – Chapter 2. Benefits of Active Transportation**
 - Insert new bullet – “**Investing in the active transportation network supports active aging and aging in place.** Research shows that after the age of 55, less than five percent of Americans will change residences. This means thousands of older adults throughout our region are aging in place. As our older populations cease to drive, accessible active transportation alternatives become essential in supporting these individuals in accessing resources, facilitating social connections, and staying active.” [Added](#)
 - **Citation:** Frey, William H. (2007), “Mapping the Growth of Older America: Seniors and Boomers in the Early 21st Century.” The Brookings Institution, Washington, D.C.

- **Page 19 – Chapter 2. Benefits of Active Transportation**

- Image insertion – Inclusion of Equity Atlas map showing higher obesity rates in areas where the bicycle and pedestrian networks are less complete (see attached  image).

Comment [LSM1]: Do you have a higher resolution image? The detail is lost/hard to read.

- **Page 21 – Chapter 2. Benefits of Active Transportation**

- Edit first bullet – “Investing in the active transportation network increases access to destinations. New connections in the regional pedestrian network would substantially increase the number of people that are within a safe and protected 1 mile walk of transit, jobs, parks, food, civic, health, and retail locations. The recommend regional bicycle network contains 60% greater network mileage than the current network. The increased network density and connectivity will put more people in the region within access of destinations. Improving the pedestrian and bicycle networks to allow for convenient biking and walking access to transit increases access to destinations.”

Added

- **Page 22 – Chapter 2. Benefits of Active Transportation**

- Typo in first bullet – “Investing in the active transportation network supports tourism, jobs and industry in the region. Providing active transportation infrastructure has been identified as a crucial element to attracting a skilled and quality workforce to the region. In Portland, 68% of businesses involved in the SmartTrips Business program said that promoting biking and walking helped them market their business. A study of several different communities in the region, both urban and suburban, ~~found that~~ found that while car drivers spend more at supermarkets and restaurants than the other transport modes, walkers, bikers, and public transport users visit the locations more frequently, and thus, over the space of a month, spend more. And, the region benefits from \$89 million a year in bicycle related tourism.” Fixed

- Edit last bullet – “Investing in the active transportation network increases transportation choices. Completion of the recommended regional pedestrian and bicycle networks would increase transportation choices, including the choice of taking transit, walking, and biking for transportation for many more people in the region. Seventy-five percent of respondents to an Opt-In poll indicated that more dedicated bicycle lanes would encourage bicycle riding for transportation on a more frequent basis.” Change made

- **Page 23 – “Are there negative impacts associated with active transportation?”**

- Insert new bullet – “**Increase in pedestrian and bicycle networks may be counter to community priorities.** In order to insure that the implementation of new sidewalks or bicycle facilities is in alignment with community priorities, impacted communities

should be engaged from the early stages of planning, with real opportunities to influence decision-making.” Added with this text (heading has been changed to “Challenges”): ncrease in pedestrian and bicycle networks may not be a community’s highest priority. In order to insure that the implementation of new sidewalks or bicycle facilities are in alignment with community priorities, impacted communities should be engaged from the early stages of planning, with real opportunities to influence decision-making.

- **Page 28 – Chapter 3: Findings and Opportunities**

- Edit finding “f”– “People with disabilities rely on transit and walking more than people without disabilities. Nearly 7% of the population reports having a disability that affects their ability to travel. People with disabilities particularly rely on transit for travel. Access to transit for individuals with mobility impairments is hindered by incomplete pedestrian and curb cut networks.” Added with slight change in wording.

- **Page 35 – Chapter 5: Vision for 2035**

- Edit vision: “In 2035, convenient and safe access to active transportation has helped create and maintain vibrant communities in the region. Connected and safe pedestrian, bicycle and transit networks provide transportation choices throughout the region. People of all ages, abilities, income levels and backgrounds can walk and bike easily and safely for many of their daily needs and the walking and bicycling environment is welcoming to them. A majority of the short trips in the region are made by bicycling and walking. Children enjoy independence walking and biking to school and elders are aging in place and can get around easily without a car. Active transportation contributes significantly to the region’s economic prosperity. Household transportation costs are lowered, roadways are less congested and freight experiences less delay. People enjoy clean air and water, and **are healthier and happier** because they **were meaningfully involved in active transportation decisions that affect them and can** incorporate physical activity into their daily routines ~~they are healthier and happier.~~”

Added with this text: In 2035, people across the region have been meaningfully involved to create a transportation system that meets their needs. Convenient and safe access to active transportation has helped create and maintain vibrant communities in the region. Connected and safe pedestrian, bicycle and transit networks provide transportation choices throughout the region. People of all ages, abilities, income levels and backgrounds can walk and bike easily and safely for many of their daily needs and the walking and bicycling environment is welcoming to them. A majority of the short trips in the region are made by bicycling and walking. Children enjoy independence walking and biking to school and elders are aging in place and can get around easily without a car. Active transportation contributes significantly to the region’s

economic prosperity. Household transportation costs are lowered, roadways are less congested and freight experiences less delay. People enjoy clean air and water and are healthier and happier because they incorporate physical activity into their daily routines.

- **Page 71 – Chapter 12: Policy Recommendations**

- Edits to Policy 1.2: “Work with jurisdictions, agencies and stakeholders to identify and encourage the implementation of projects that connect people to destinations that serve essential daily needs, including schools, jobs, parks and nature, transit, services and urban centers, especially in areas **that support underserved communities and** where there is a high level of demand for walking, bicycling and transit service.”
Added with slight change in wording order
- Edits to Policy 2 title: “Policy 2. Develop a well-connected regional network of complete streets and off- street paths integrated with transit and nature, and prioritizing safe, convenient, **accessible**, and comfortable pedestrian and bicycle access for all ages and abilities.” added

- **Page 77 – Chapter 13: Modal Targets and Performance Measures**

- Insert additional proposed performance measure – “Increase in sidewalk density in areas with above regional average percent communities of color, populations in poverty, seniors, and youth.”
- Insert additional proposed performance measure – “Increase in % of bicycle network in areas with above regional average percent communities of color, populations in poverty, seniors, and youth.”

We are working on the performance measures. Need to work with staff on this to determine how it will be measured.

- **General Comments**

- The following terms are inconsistently used throughout the document. Will use these terms, unless others are recommended:
 - Seniors ~~vs. elders/elderly~~
 - People of color ~~vs. minority communities of color~~
 - ~~Low English proficiency vs. non-English speaking~~ limited English proficiency
 - ~~Children vs.~~ youth

- Low income
- Persons with disabilities
- Edit the definition of Underserved Communities to include : Changes made
 - “*Underserved communities – Populations that have historically experienced a lack of consideration in the planning and decision making process. It describes communities of concern **in addition to those** that are ~~not specifically called out~~ **defined** in the federal definition of Environmental Justice. These populations are **elderly-seniors**, persons with disabilities, **youth children**, **communities of color**, **low-income communities**, and any other population of people whose needs may not have been full met in the planning process.

From: RAHMAN Lidwien [<mailto:Lidwien.RAHMAN@odot.state.or.us>]
Sent: Friday, October 04, 2013 3:15 PM
To: Lake McTighe
Subject: RE: First meeting: Regional Workgroup: Active Transportation Plan/RTP

Here are some quick comments on Review Draft 2:

Page 16:

I think the description of the regional versus local network still needs some more work, and will be a good topic for the Work Group to discuss. We should be clear whether the regional networks (which include bicycle and pedestrian districts in 2040 mixed use centers) include all of the local networks, or only what is on the network maps, and specifically whether local network improvements not on the regional network are eligible for regional funding. In the future, the Regional Transportation Functional Plan should be amended to give clear direction that local systems must be consistent with the regional system, i.e. they cannot be less than the regional system, but they can have more local elements.

Page 17:

Last sentence “,,, knitting these plans together in a way that will support...”

Page 18: How does the ATP move forward? This might be a good place to clarify what will be adopted into the RTP itself by ordinance, and what will be adopted by resolution as a stand-alone modal plan.

Page 25: “Road diets typically reduce the number of lanes from an even number...”

Page 40: Regional Bicycle Network Evaluation: “Various potential improvements...” (same comment for Regional Pedestrian Network Evaluation on page 42). “... the impact of additional projects and improvements listed (not “programmed” – the RTP does not program funds) in the 2035 RTP project list.” By the way, did the evaluation include all 2035 RTP bike/ped projects or only those on the regional bike/ped networks?

Page 42: “Top pedestrian districts in terms of increased access to the most people...”

Page 43: “... Hillsboro, which h scores low in the increased access metric...” same in next bullet. There is a difference between absolute accessibility and increased access. Note 51 – delete the word “yet”.

Page 48, How were the routes identified? “...approximately 150 miles of roadways were added rather than identified? I think what you are trying to say is 225 miles of new routes were added, of which 150 added miles on roadways and 70 miles of new trails; correct?”

Page 61: Pedestrian Districts. Modify the statement that Pedestrian Districts are those *currently* identified on the 2035 RTP Ped Network Map to clarify that we added a bunch of Station Communities along the Portland Milwaukie and Portland Clackamas LRT lines.

Page 65: delete or modify the last sentence about interim improvements being a last resort and not a default approach. In my opinion, the next step for the R ATP is not construction, but system level decisions on the ultimate preferred = planned facilities in local TSPs – which may be a separated bikeway or sidewalk, or a parallel neighborhood bikeway, or a trail. The TSPs should have an implementation plan, which may include interim facilities, and a funding strategy. The TSPs should make a determination of whether it is more important to fill gaps in the “basic” network or to upgrade existing facilities to the ultimate design. An additional consideration for whether to go with an interim or ultimate design is how old the roadway is and how long it has been since it was (re)constructed. For example, many of the

arterials in Washington County are new with sidewalks and bikelanes. The County is not likely to tear those up anytime soon to add buffered bikelanes. It would be good to add a few sentences about the interim approach including ROW dedication or setbacks for the ultimate facility as part of development and plan amendment review.

Page 77: I recommend adding more meat to the statement “Metro actions to implement policy”, i.e. that local jurisdictions will not be expected to implement these actions. Now that you have drafted the subset of policies to go into the RTP itself, you should explain in Chapter 12 how the R ATP Policies and Actions relate to the RTP Policies and Actions (including the distinction between RTP adoption by Ordinance versus R ATP adoption by Resolution). Action 1.6: the definition of short trips should be part of the policy, not buried in one of the actions.

Page 83-86: Note that there are two different sets of regional targets relative to active transportation: the mode split targets in Table 2.3 and the non-SOV targets in Table 2.5. The difference is that Table 2.5 includes carpool/shared ride as well as bike/ped/transit, and sets absolute targets rather than % increase . You should add a discussion of the non-SOV mode split targets to this chapter.

Page 89: “. . . and over 20% of all funding for other regional pedestrian and bicycle projects.”

Page 90: I would delete “Bicycle and Pedestrian District development” from the list of examples appropriate for large federal funding opportunities. Regarding the ODOT Fix It funds –filling in missing sidewalks and bikelanes is not currently considered eligible for Fix It funding. Clarify that this would require a change in policy and practice.

Page 92 top line: “Metro and THPRD have (not “has”) passed bond measures...”.

Page 92, Local Sources: delete “include” before SDCs, and correct spelling of “identified”. “The development community improvements in the form of/through conditions of approval, right-of-way dedication, and frontage improvements...”

Page 95 – stand-alone versus multimodal projects: maybe add a sentence about the need for different funding and implementation strategies between urban and urbanizing areas – retrofitting existing streets in a built up setting requires a different approach from urbanizing areas where new local roads are being built as part of new subdivisions and arterials are being upgraded from rural to urban multi-modal cross-sections. Also, add a sentence about not knowing the value of bike/ped improvements provided by developers through frontage improvements.

Page 98: Overall recommended approach: clarify what you mean by “completion” – filling gaps, or building to the preferred design standard?

Page 99, bullet # 3: the bullet gives priority to places that *increase* access for the most people and *increase* levels of walking. The first three bulleted list seems to be of areas with high levels of bicycling, i.e. not with the greatest increase but with the greatest absolute number. I like having the lists in this section but the connection between the strategy and the lists should be a little more clear. Footnote 86 – it seems silly to add such a specific footnote. Hundreds of suburbs in Germany, Holland, and Scandinavia are routinely being built for all modes.

Page 112, MPAC: delete “and thus the ATP”. The current strategy is not to adopt the ATP as a land use action, i.e. by ordinance.

Lidwien

Design Guidelines comments
Hillsboro (Jeannine Rustad)

For Lake

Design guidelines ✓

- Needs to be clear that context sensitivity is paramount – whether it's environmental constraints or the built environment
- Should not be tied to funding – if all else equal between two applications, may be weighed in decision.
- If region determines guidelines should be criteria for RFF funds – context sensitivity needs to be somehow factored in to the process. It can't be a simple "yes/no" whether or how many guidelines are met.
- I liked the suggestion of having examples of how guidelines could be modified given different scenarios.

General comments

- Caution and explanation is needed when suggestion "road diets" (page 71 of redlined version). This is not a popular subject/mechanism in Washington County, and for good reason. Washington County does not have the grid network of Portland, nor the benefit of 405/205 as alternate routes. Road networks are constrained by stream corridors and wetlands.
- Page 52 (track-changed version) – mentions that "*bus stops with high ridership could also be considered as potential Bicycle Districts.*" Do they mean to say that the bus stops and surrounding/supporting land uses should be designated, not just the bus stop? Are these areas better designated under the local bikeway systems (p.56)?
- ✓ Importance of freight – need to prioritize freight on designated freight routes and look for alternative roads in those areas for bikes/peds, especially where there is constraints due to built environment or environmentally sensitive features. Page 70- should be clear that additional work referenced here be completed before conflicting areas are incorporated in the plan.

e.g. TV Hwy

Multnomah County comments for Regional Active Transportation Plan Review Draft 3

January 21, 2014

Notes prepared by Kate McQuillan, Transportation Planner

General Comments:

- I'd recommend really clarifying what you want to be the key take-away messages and products from the ATP. Knowing that would really help refine the whole document. I think, generally speaking, there is redundant information throughout various sections and combined with the previous Plan documents (which could simply be referred to). However it is difficult to recommend which sections to thin out without knowing the key points of the plan.
- Possibly merge Chapters 4 and 5? (ATP Vision and Guiding Principles). Generally speaking, there are a lot of chapters. The sheer # of chapters make the long document appear even longer than it is.
- Swap Chapters 6 & 7 (or merge into one chapter). Chapter 7 introduces the concept of the networks where as Chapter 6 gets into the results and criteria.
- Changes to Chapter 10 (Design Guidance) are great. Thank you! I like how the Chapter is now organized by facility vs. the previous matrix. Although I would like to echo a comment from the 1/16/14 Working Group meeting to strengthen the language in this chapter that the Parkway classifications at the top of the hierarchy should strive to achieve greater separation and best practices than the 'lesser' classifications.

(Comments are organized by page # from the track changes version of Review Draft 3)

Page 7 – When recognizing the cities/counties/partners, is it possible to include logos? The page seems bare.

Pages 10-20 (Executive Summary) – Needs a little more tweaking.

- Use the Exec Summary to tell a story and to entice the reader to keep reading to find out more. Also keep very condense (maybe 2-3 pages)
- I don't recommend swapping Intro with Exec Summary as discussed in the 1/16/14 Working Group meeting.
- Omit the first paragraph (better suited for the Introduction)
- Move the italicized text for the "Vision" before the Region's adopted six desired outcomes. Omit the graphic/call out of six outcomes.
- Omit the "Values" subsection (better suited for the Introduction)
- Italicize the key points in the Challenges similar to Opportunities
- Each bullet point under the Opportunities could probably be shortened and condensed a little bit
- Wrap up the Exec Summary by relating back to the key take-away messages of the ATP (the Implementation Strategies?)

Page 21 – For first paragraph of Introduction, I prefer the first paragraph of current Executive Summary (page 10) that begins with "The need for an ATP...". I like that background and historical information.

Page 21 – Graphically call out the definition of "active transportation". Aesthetically it could help break up the page and it would also be easier for readers to refer back to if needed. Example of a good call out graphic is page 43 ("Health Connection").

Page 21 – After the introductory paragraph with the history, reiterate the key take away messages of the ATP (ATP is a plan, a set of policies, and a vision, etc).

Page 24 – The subsection, “The ATP Network Defined” – move before the chapter descriptions. As is, it gets lost. Also, in this subsection, define and clarify what the network concept is. The subsection just starts discussing the networks without any sort of introduction as being a key outcome and product of the ATP. The network concept loses its significance.

Page 25 – Prior to concept that local networks are to be consistent with the regional network (second paragraph in), clearly state that the ATP network will be adopted into the Regional Transportation Plan as policy. Thus, local networks will need to be consistent. This critical relationship is lost with current language.

Page 26 – I love the concept of having Community Profiles. Would they make more sense in another location in the document? Maybe a separate chapter after Design Guidance or as a separate appendix?

Page 41 – The subsection “Implementation of the ATP” seems oddly placed. I think it could be omitted entirely since there is an entire chapter devoted to implementation. Also, there is a discrepancy in the messaging with this subsection vs. the implementation chapter. This subsection states that “local jurisdictions and agencies are primarily responsible for implementing the pedestrian and bicycle networks”; whereas Chapter 15 (page 166) states, “Implementation strategies outlined below are intended to be implemented by Metro” and some of the strategies get at implementing the networks. The two statements are contradictory. There is general confusion through the document on the ATP hopes to achieve and how it will happen.

Page 55 – Chapter 3 – I think it would be appropriate to have Metro’s “Six Desired Outcomes” here (instead of Exec Summary)

Page 64 – The process for evaluating and choosing the preferred bicycle and pedestrian networks is confusing (even for me who sat on the SAC). In general, I think the process for choosing a network concept and then evaluating the magnitude of impacts when improving the networks needs to be much more transparent.

- What happened to evaluating network concept? Didn’t we look at grid vs spiderweb vs radial? If that wasn’t a fruitful exercise, then how did we end up with the network we did? Was the existing RTP network assumed to be the foundation? I thought I read elsewhere in the plan that there was a desire for a regional bicycle parkway every two miles – where that did come from? Who decided that?
- The whole process could greatly benefit from graphic representation / flow chart. I’ve heard this feedback from my senior staff and managers as well.
- This is also why it would make sense to swap Chapter 6 and 7, as Chapter 7 does provide a little more information on the networks before jumping into the evaluation of them.

Page 64 – Flush out the analysis reports a little more. I.e., what was the intent of the reports, their general outcomes and findings, the process for them, etc.

Page 65 – Just prior to the bullet points, I’d recommend a subtitle as an introduction and for easier scanning.

Pages 65 – 67 – Could the sub-bullet points (the geographic areas) be reformatted for easier reading? Like a table? The long lists of bullet points become difficult to follow and read.

Page 71 – In the introduction of Chapter 7, which introduces the concept of the ATP network, add some language similar to the Introduction chapter which directly relates ATP network to future policies to build out the ATP vision.

Page 77 - Really highlight that the ATP creates a new bicycle functional classification system. This is a major highlight and product of the ATP. Refer to the following section (page 81) which describes the functional classes further.

Pages 78 – 79 – First paragraph in the subsection of “Regional Bicycle Network Concept” - I think you could omit the first paragraph entirely and begin with the paragraph, “Three separate bicycle network concepts were developed...”. I’d recommend changing the subtitle to “Network Concept Development” and move before previous subsection (titled “Updating the regional bicycle network map”). Also, a few sentences in “Updating the regional bicycle network map” about developing the bicycle networks could be omitted for being redundant.

Page 89 – (Like the comment for page 77) Really highlight that the ATP creates a new pedestrian functional classification system. This is a major outcome of the ATP.

Page 90 – In the subsection, “Regional pedestrian network concept” there is no mention of how the concept was developed. How was it? The previous sections on the bicycle network discuss network evaluation and the evaluation analysis reports. What about the pedestrian network analysis?? Also, similar to comments for pages 78-79, I’d recommend putting this subsection prior to the previous subsection (titled, “Updating the pedestrian network map”).

Page 100 – I’d like to reiterate a statement heard at the 1/16/14 Working Group meeting about making “Encourage best practices” as the #1 purpose of the ATP design guidance.

Page 103 – In the first bullet point, change “anticipated level of bicycle and pedestrian activity” to “planned level of ...”. It would not only be consistent with a bullet point further down but the word “planned” gets at the desired activity assumed in policies and current functional classification (where are “anticipated” is a little too ambiguous).

Page 108 and 111 – Building upon an idea heard at the 1/16/14 Working Group meeting, I’d recommend adding under “Design elements for all regional bicycle/pedestrian routes and bicycle/pedestrian districts” a public outreach and marketing campaign so that the public learns (a) the significance of the regional parkways and (b) how to find them. (I believe the example brought up was Copenhagen invested in a massive marketing campaign to be sure the public knew about the regional bike superhighways)

Page 122 – In the call out titled, “Top 10 Natural Resource Considerations for Trails”, I’d recommend changing the language in point #1 to say, “Engage natural resource experts/professionals...” instead of consultants.

Page 123 – Is there a preview of this map (overlying the Regional Conservation Strategy with the ATP networks)?

Page 125 – Is the last word of the 2nd paragraph supposed to be “RTP” instead of “ATP”?

Page 133 / Chapter 12 – I’m not a fan of the Chapter title. The title is confusing and doesn’t say what the chapter is about. Maybe call it, “Policy Findings”?

Page 141 – 1st and 3rd paragraphs – Clarify in the language how the ATP policies update the RTP. Be very explicit. Are the ATP policies to be directly adopted into the RTP? Or will the RTP policies be independently edited to reflect the ‘spirit and intent’ of the ATP policies?

Page 153 – Confusing organization with the funding chapter. I think the subtitle halfway down the page (“Aligning projects with existing funding opportunities”) is confusing and not correct. Maybe retitle the subsection, “Existing funding opportunities”.

Page 155 – Item #6 – Not sure if it is appropriate to mention a regional active transportation fund without any other details or discussion. Perhaps you could vaguely mention the possibility of creating new funds in the future; Otherwise is too presumptive. May not sit well politically.

Page 156 – What is a “need rate”?

Page 157 – Subtitle doesn’t seem accurate. Maybe rename it as “Cost assumptions”?

Page 157 – Last paragraph, clarify where the \$ figures are coming from. I think it means numbers taken directly from the RTP project list but it is not clear. Also clarify where the planning level estimates come from. I think you get at it with footnotes for Table 6 on page 159, but that information could be referenced on page 157 to avoid confusion.

Page 160, Footnote #127- Does this also reference Appendix 2? Need to clarify.

Page 161 – First sentence in second paragraph – Would it be possible to bold this statement or even repeat it in a call out? It is a significant finding.

Page 162 – Second paragraph – Could you clarify if the ATP maintenance costs are portions of the overall street maintenance costs, or are they in addition to existing street maintenance costs?

Page 162 – The title for Table 7 – Add the word “Existing”. Without the clarification, the difference between Tables 7 and 8 are confusing.

Page 163 – Alter the subtitle, “ATP network status – completed, gaps, and deficiencies”. Perhaps, “Current ATP network conditions”?

Page 165 – I don’t agree with the statement that, “... the region has not yet prioritized regional bicycle and pedestrian projects” (2nd paragraph). The RTP project list is our regional priorities, and the ATP has and will continue to inform the RTP project list. Plus the ATP also establishes the network with the highest classifications which creates a policy framework of priorities, and there are policy statements and implementation strategies that prioritize filling of gaps, completing networks where there will be greatest impact, completing networks with most underserved communities, etc. All of those combined get at regional priorities. Arguably the remaining pieces of deciding what specific projects to prioritize for others when funding comes along should stay at the local (sub-regional) level as they’d take into account all the other factors just mentioned.

Page 165 – Last sentence of second paragraph – I’d change the wording of, “may be desirable” to “may help”. The phrase “desirable” sounds like a value judgment where as “may help” would change the tone to say further prioritization could be a useful tool.

Page 166 – Very first sentence – Edit to say, “To the greatest extent possible and when feasible, facilities should follow best design practices (see Chapter 10 Design Guidance or Appendix XYZ for list of design resources).”

Page 166 – See comment for Page 41 re: who implements what in the ATP.

Page 166 – 167 – The language leading into the bulleted strategies on what the evaluation actually evaluated is confusing. For the last paragraph on Page 166, after “The ATP evaluated improvements to the regional networks...” ... Evaluated what specifically though? I think you’re trying to say evaluated the magnitude of impacts / benefits of a complete network? It is not clear what exactly is being evaluated and for what purpose.

Page 167 – I’d re-add the word “Recommended” to the subtitle

Page 168 – 169 – Is there a better way to format instead of the very long bullet lists? The bullet lists distract from the very critical section of recommended implementation strategies. Can they be condensed into a table at the end of the section (or in an Appendix and then referenced)?

Page 169 – Would it be possible to refer to a map? There are many questions about the extents of the projects. For example, when I see the “Hogan Rd, East Multnomah County” area listed on the bulleted list, I wonder what the end points are- does it include NE 238th Drive or not? I have a lot of those questions throughout the bulleted lists so referencing a database or map that would have that information would be helpful.

Page 170 – 173 – Format to mirror the bicycle list (whichever format is chosen). As is, the pedestrian bullet points begin with Trails, where as the bicycle bullet points begin with Areas.

From: Lake McTighe
To: ["Geller, Roger"](#)
Cc: [Hillier, Robert](#); [Bower, Dan](#)
Subject: RE: Suggested edits to ATP Draft Plan
Date: Tuesday, January 21, 2014 4:00:00 PM

Roger,

Thanks again for your comments. All of your suggestions have been incorporated into Review Draft 3, except for your recommendation to remove Table 2 from page 126. There needs to be more discussion around this. I agree with your assessment, however this is the baseline data that Metro is currently using to measure progress towards achieving the target. I've added some caveat language for now. I am going to put together a discussion of the performance targets and measures – this will be a topic. See the suggested text below. Let me know if you have some suggestions for how to frame the analysis that you did projecting mode shares for Portland.

And, on your comment on page 165, I added a sentence to the gap filling priority to get at your point: Areas where a high demand for walking and bicycling and transit use exist should be prioritized first. In instances where pedestrian and bicycle levels and demand exceed the capacity of an existing facility and impact safety, deficient facilities should be considered gaps and prioritized.

See below for specific responses to some of your suggestions.

Thanks again,
Lake

From: Geller, Roger [mailto:Roger.Geller@portlandoregon.gov]
Sent: Thursday, January 16, 2014 4:33 PM
To: Lake McTighe
Cc: Hillier, Robert; Bower, Dan
Subject: Suggested edits to ATP Draft Plan

Lake,

Thanks for running a very good, effective meeting today. I agree: it is a really good group that is working well together. As I mentioned to you, you are very close with a really nice plan that seems to have universal agreement (at least among people showing up). Nice work!

Below are some specific comments I have for the draft plan. They range from the grammatical ("add a question mark") to the substantive.

p.12: replace "...active transportation as a ~~real~~ transportation option..." with, "...active transportation as a more frequently used transportation option..."
It already is "real."

p.17: "...23 more Powell Boulevards to accommodate the increase in auto traffic generated by Portland residents alone."

p. 21 Definition of Active Transportation. Do not include transit in the definition, as that muddies the waters. If this is an Active Transportation Plan and we define transit as active

transportation, then shouldn't this plan also include transit planning? I like the definition we previously used that defined active transportation as walking, bicycling and accessing transit by those modes.

[Lake McTighe] I've replaced the definition with this: Active transportation is human-powered transportation that engages people in healthy physical activity while they travel from place to place. Walking, the use of strollers, wheelchairs and mobility devices, skateboarding, bicycling and rollerblading are included active transportation.

Walkable and bikeable communities are places where it is easy and comfortable to make an active trip. Streets are connected and integrated with walking and biking trails and paths; safe crossings of busy streets, directional signs making it easy to navigate, and a pleasant environment with places to go and things to do, including access to nature all contribute to places where active transportation thrives.

Active transportation supports public transportation because most trips on public transportation include walking or bicycling. The ATP focuses on increasing pedestrian and bicycle access to transit, making it safer and more comfortable and supporting transit ridership by improving conditions for walking and bicycling near transit stops and stations. The ATP does not plan new or different transit routes; include funding recommendations for building or operating transit or identify deficiencies and recommend transit frequency improvement areas or routes.

For brevity, the terms active transportation and "bicycling and walking" will be used throughout this report and are intended to include all active modes. Throughout the document the terms active transportation, walking and bicycling will be used for brevity.

p. 44: "Research shows that after the age of 55, ~~less~~ fewer than five percent..." [I believe "fewer" the more grammatically correct word because you're referring to something countable,](#) but I'm not entirely sure.

p. 50: Change "...in alignment with community priorities, ~~impacted~~ communities should..." to "in alignment with community priorities, communities being considered for active transportation improvements should..." "Impacted" has a negative connotation ("The community is going to be impacted by the toxic plume of chlorine gas should the tanker car overturn.")

p. 63: Based on today's conversation, perhaps change title of Chapter 6 to "Identifying Recommended ATP Networks and Prioritizing Implementation" with a subtitle: "Criteria used to identify recommended classifications and for evaluating implementation priorities." I know this is clunky but this chapter is describing two different things: 1) how the ATP classifications in the plan were identified and how their implementation is to be prioritized. There seemed to be confusion over this at the meeting today.

p. 63: Similar to above, change "...were used to evaluate the ~~impact~~ of improvements to the ATP..." to "...were used to evaluate the effect of improvements to the ATP..."

p. 63: Add question mark to end of last bullet point.

p. 77: Word out of place in the first sentence? "...linking every center in the region and many regional destinations *including provide* access..."

p.77: Place parenthetical "(a 19% increase)" after "were added".

p. 81: Amend: "A bicycle district is an area with a concentration of transit, commercial, cultural, educational, institutional and/or recreational destinations where bicycle travel is intended to be

attractive, comfortable and safe.”

p. 99: In fourth paragraph word should be “designing” not “deigning.”

p. 100: Add a purpose statement to section under “Purpose of the ATP design guidance”:
“Provide guidance to encourage construction of the highest quality facilities that create safe, comfortable and attractive conditions for bicycling and walking.”

p. 101: Simplify statements 5 and 6 by having them be one sentence long (first sentence).
Include rest of statements as footnotes.

p. 102: Include NACTO Urban Street Design Guide

p. 103: Caption under photo is too extensive and bring up the topic of research. In general I think it would be useful to identify that right of way designs that include active transportation should respond to emerging research. The two citations I mentioned for current, ongoing research into cycle tracks are:

“Cycle Track Planning and Design Information” Best official information I have about it is a Task Order Proposal Request from FHWA (TOPR Number 6501-13020, released 7/31/13). Study has since been assigned to a contractor

Green Lane Project assessment of cycle tracks. Chris Monsere and Jennifer Dill are leading this effort. I’ll see if I can get a specific reference.

[Lake McTighe] Added this information to the universal access section and slimmed down caption. Let me know if you find exact reference. I added a hyperlink to the green lane project webpage

p. 106: Under “Separation and protection from traffic”: “...because they are physically separated the bikeway can may be narrower than a buffered bike lane.”
In that vein, a two-way cycle track on one-side of the street may be the most efficient use of limited space if the design challenges can be met, though I don’t know if you want to get into that level of detail.

p. 115: Eliminate the paragraph beginning with “Even in constrained contexts...”
That paragraph has the potential to undermine the design guidance that has preceded it throughout the document. It is the statement that “Ultimately, facilities should be designed in a ...fashion that...adheres to local design standards...” If the local design standards follow AASHTO, then all that would be required is a four-foot bike lane. I think there are sections in the document elsewhere that do a good job discussing context sensitive design. No need for this potentially damaging paragraph.

p. 116: Add reference to the *Designing for Truck Movements...* guide elsewhere in the document. As I mentioned above, it’d be better to include some reference about adhering to known guidance and emerging best practices and up-to-date research in roadway design, or something like that. Things are constantly changing...

p. 126: I think including the figures shown in Table 2 are premature. These figures for the 2035 modeled mode shares are based on a barely-tested, brand new model that is based on exactly one study about bicycling behavior. This is in contrast to the reams of studies and analyses conducted to produce models for driving behavior (which are also proving to be wrong, as we’ve seen reported in the press, recently).

[Lake McTighe] Modeled transportation data suggests that the 2010 adopted Regional Transportation Plan is not meeting the Active Transportation target. Table 2 illustrates that based on modeled transportation data the region is not meeting the mode share targets for

walking, bicycling or transit in 2035. Mode share for bicycling increases slightly on the ATP recommended network, walking remains the same and transit decreases slightly.

Current policies and investments may not be aggressive enough to reach the active transportation target. Additionally, modeled data should be taken as only one piece of data. Incorporating pedestrian and bicycle modes into transportation models is still evolving; as models become more sophisticated and better at reflecting pedestrian and bicycle behavior modeled mode share results may change. Recent analysis conducted by the City of Portland demonstrated that some areas of Portland have the potential to achieve bicycle and pedestrian mode shares that achieve regional targets.

p. 165: I wonder about the prioritization of funding strategies. Would it be better to add a facility where none exists today if that facility is in a remote, lightly-populated part of the region that does not have a lot of destinations nearby? Or, would it be better to improve an existing, below-standard bicycle facility in a densely-populated part of the region where trip distances are generally short? The first facility might result in 200 additional daily trips and the second might result in 2000 additional daily trips. At the very least, I would make those two funding strategies co-equal so they could enter an evaluation on an equal footing.

[Lake McTighe] I added this sentence to the first priority of filling gaps: Areas where a high demand for walking and bicycling and transit use already exist should be prioritized first.

Again Lake, thanks for all your work on this. I look forward to the upcoming final rounds.

Best,

Roger

Roger Geller

Bicycle Coordinator / City of Portland, Oregon

503 823 7671 (w) / 503 823 7609 (f)

[Active Transportation](#)

[NACTO](#)

From: Lake McTighe
To: "[Hillier, Robert](#)"; [Geller, Roger](#)
Cc: [Bower, Dan](#); [Pearce, Art](#); [Duke, Courtney](#)
Subject: RE: Suggested edits to ATP Draft Plan
Date: Tuesday, January 21, 2014 3:59:00 PM

Hi Bob,

I moved reference to the "Designing for Truck..." document to the list of resources and provided a hyper link to it. Adding hyperlinks to the other documents as well.

- [Designing for Truck Movements and Other Large Vehicles in Portland](#) (adopted October 8, 2008) provides specific guidelines for maintaining access and mobility in the design of intersections and roadways. This resource includes a helpful section on design considerations in different urban environments. Also included are design considerations for pedestrian, bicycle and transit in freight districts. A checklist of basic engineering and development review considerations to assist roadway designers are applicable both in and outside Portland.

And, looking for better photos!

Thanks again.

Lake Strongheart McTighe

Project Manager

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From: Hillier, Robert [mailto:Robert.Hillier@portlandoregon.gov]
Sent: Friday, January 17, 2014 10:37 AM
To: Geller, Roger; Lake McTighe
Cc: Bower, Dan; Pearce, Art; Duke, Courtney
Subject: RE: Suggested edits to ATP Draft Plan

Suggestions:

Page 116: The section addressing freight and transit considerations was previously requested by several ATP Work Group members to include language for addressing the needs of freight movement under the Design Guideline chapter. Portland's "Designing for Truck..." document does identify context sensitive design in different urban environments and provides the "design for" and "accommodate" approach for addressing freight movement in those environments. The document also includes a checklist of basic engineering and development review considerations to assist roadway designers that was prepared by PBOT traffic engineering staff (aka "Lewis's Brain") that are applicable both in and outside Portland. While I agree that things are constantly changing, there are still many fundamental design principles the Designing for Truck document provides and would suggest keeping it in this chapter of the ATP as a resource guide.

Page 116: I would replace the photo of N. Interstate Ave with a better example of how to accommodate bikes/peds on a designated freight route - i.e., the multi-use path on N. Lombard Street in Rivergate.

General: Include direct links to the various design documents that are referenced in the ATP.

Bob Hillier
Freight Planning Coordinator
City of Portland Bureau of Transportation
1120 SW 5th Avenue, Suite 800
Portland, Oregon 97204
Phone: 503 823-7567
E-Mail: Robert.hillier@portlandoregon.gov

From: Geller, Roger
Sent: Thursday, January 16, 2014 4:33 PM
To: Lake McTighe
Cc: Hillier, Robert; Bower, Dan
Subject: Suggested edits to ATP Draft Plan

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From: Lake McTighe
To: ["Owen, Jeffrey"](#)
Cc: [Hesse, Eric](#)
Subject: RE: ATP draft 3 comments
Date: Tuesday, January 21, 2014 12:28:00 PM

Jeff,

Thank you again from your comments. I made all of the changes that you suggested. Thank you especially for providing suggested text – really helpful.

See comments below on your questions.

Lake

From: Owen, Jeffrey [mailto:OwenJ@TriMet.org]
Sent: Tuesday, January 21, 2014 11:31 AM
To: Lake McTighe
Cc: Hesse, Eric
Subject: ATP draft 3 comments

Hi Lake,

Review draft 3 is looking great! We are getting close.

Just a few minor comments to review draft 3 of the ATP, based on the track changes page numbers handed out at last meeting on the 16th. Let me know if any of these don't make sense.

- Page 32 of Intro: Suggest replacing photo from inside Bike and Ride with outside shot attached showing exterior – more context.
- Page 32 of Intro: Wilsonville Bike and Walk Map: you could perhaps also plug that effort was funded through a partnership between Metro Regional Travel Options (1/2) and City of Wilsonville (1/2).
- 1-42: photo caption; slight change of language: “the Ice Age Tonquin Trail running alongside SW Boeckman Road in Wilsonville connecting to Graham Oaks Nature Park.”
- 3-57: Photo of woman loading bike on MAX: Suggest making the current photo smaller, and adding in a photo of large bike parking plus bike lockers, attached.
- 8-82: Comment LSM67: If you are looking for more bike and ride text, perhaps also add after Hillsboro mention something to this effect, or take a small piece of the following: “In addition to existing bike and ride facilities at Beaverton TC, Sunset TC, and Gresham TC, TriMet is working in partnership with city and county jurisdictions to apply for funding to build additional bike and rides, with current planning focusing on enhanced bike parking facilities in areas such as Gateway TC in East Portland,

Orenco/NW 231 Ave in Hillsboro, Beaverton Creek in Beaverton, Goose Hollow in Portland, and Park Ave and Tacoma stations as part of the Portland-Milwaukie light rail line.”

- 10-116: Under heading “Freight and transit operation considerations”: a map is referenced showing regional bike/ped routes with transit routes: Does this map exist already, and if so, can you share with me?

[Lake McTighe] There is not a map that shows overlap with bus routes, though this would be good to have and I will work on making one. I revised text to clarify: As shown in the following two maps, many of the recommended regional pedestrian and bicycle routes overlap with freight routes. When designing pedestrian and bicycle facilities on these routes, local jurisdictions must facilitate safe and reasonably efficient vehicle operations for freight trucks along with safe and comfortable pedestrian and bicycle travel. Transit buses can encounter come of the same needs as freight trucks and share many of the same routes. Key factors for efficient and safe freight and bus movements on are lane widths, buffering between large vehicles and people walking and cycling, visibility through these buffers, turning radii, horizontal and vertical clearance and over-dimensional freight. In some instances it may be preferable to identify an alternate, parallel route for bicycle travel.

- 10-99: Note 84 refers to updating the “Best Practices in Transportation” to reflect “guidelines for transit and bicycle interaction” – Is this a document that currently exists, or just referencing a hopeful document in the near future?**[Lake McTighe] referencing a hopeful document. I edited to make clearer.**

[Lake McTighe] Updates to the Best Design Practices in Transportation handbooks will add information on low-volume bicycle boulevards, alternate designs for high volume arterial streets (e.g. cycle tracks) and regional trails. The handbooks will add information on and address guidelines for transit and bicycle interaction, such as transit stops and stations and along light rail and streetcar routes, and include best practices and successful case studies integrating bicycle, pedestrian and freight facilities, especially within constrained roadways.

- 13-151: Please also add onto caption: “And WES Commuter Rail Service”. (WES project is what paid for the bike lockers – accessing commuter rail)
- 13-145: Under Policy 1, item 1.6: small typo: “especially thoe that connect to transit”

Thanks,

Jeff Owen
Active Transportation Planner, TriMet
owenj@trimet.org | 503-962-5854
trimet.org/bike | trimet.org/walk

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE) RESOLUTION NO. XX-XXXX
REGIONAL ACTIVE TRANSPORTATION)
PLAN) Introduced by XXXXXXXXX
)

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”), acknowledged work completed to date on the Draft Regional Active Transportation Plan (“ATP”) in September, 2013 through resolution No. 13-4454; and

WHEREAS, Resolution No. 13-4454 directed Metro to provide opportunities for further review and refinement of the ATP by local governments, the Oregon Department of Transportation (“ODOT”), TriMet and other stakeholders through the comprehensive update of the Regional Transportation Plan and to prepare amendments the Regional Transportation Plan for final public review as part of the Regional Transportation Plan update in 2014; and

WHEREAS, Metro sought input to further refine the Draft ATP from the public, the Metro Council, JPACT, MPAC, Transportation Policy Advisory Committee (“TPAC”) and Metro Technical Advisory Committee (“MTAC”), and a regional work group comprised of staff and representatives from Clackamas, Multnomah and Washington counties, the cities of Cornelius, Beaverton, Fairview, Forest Grove, Gresham, Happy Valley, Hillsboro, Milwaukie, Portland, Sherwood, Tigard, Troutdale, Tualatin, Wilsonville, ODOT, TriMet, Tualatin Hills Park and Recreation District, Safe Routes to School National Partnership, 1,000 Friends of Oregon, the Bicycle Transportation Alliance, Oregon Walks, and other stakeholders (“regional partners”); and

WHEREAS, Metro refined the Draft ATP to reflect input from regional partners; and

WHEREAS, Metro sought additional comments from regional partners and the public during the public review comment period, March 21 to May 5; and

WHEREAS, Metro responded to comments received during the public review comment period and made changes to the public review draft ATP, which are reflected in the final ATP attached to this resolution as Exhibit A; and

WHEREAS, development of an ATP for the region was identified as an implementation activity in the 2010 adopted Regional Transportation Plan (“RTP”); 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 ATP provides a vision, policies and plans to support local jurisdictions and regional partners in achieving regional and local goals, performance targets and aspirations; and

WHEREAS, the ATP recommends updates to the RTP regional pedestrian and bicycle concepts, networks, functional classifications, and policies that will help achieve the region's Six Desired Outcomes and existing RTP goals, objectives and performance targets; and

WHEREAS, the public and regional partners provided input and guidance on updates to the RTP; and

WHEREAS, recommended updates to the RTP are included in the 2014 RTP update, recommended for adoption by Ordinance No. 14-XXXX; and

WHEREAS, jurisdictions and agencies submitted pedestrian and bicycle projects to the 2014 RTP that help complete the regional pedestrian and bicycle networks and programs identified in the ATP; and

WHEREAS, the Metro Council dedicated funding through June, 2015 for the Regional Active Transportation work program, attached to this resolution as Exhibit B, to support implementation of the ATP; and

WHEREAS, JPACT and MPAC recommend adoption of the ATP; NOW THEREFORE

BE IT RESOLVED that the Metro Council adopts the Regional Active Transportation Plan ("ATP") substantially in accordance with Exhibit A to serve as guidance for development and completion of the regional pedestrian and bicycle network concepts, networks and policies as identified in the 2014 Regional Transportation Plan; and

BE IT FURTHER RESOLVED, that the Metro Council directs Metro staff to implement the 2014-15 regional active transportation work program and begin implementation of the ATP in accordance with Exhibit B.

BE IT FURTHER RESOLVED, that this resolution is non-binding regional policy.

ADOPTED by the Metro Council this 17 day of July, 2014.

Tom Hughes, Council President

Approved as to form:

Alison Kean Campbell, Metro Attorney

Regional Active Transportation Work Program

The following activities have been identified for the Metro Regional Active Transportation Program work plan, intended to support implementation of the Regional Active Transportation Plan (“ATP”) and the efforts of jurisdictions and agencies to achieve active transportation goals, performance targets and aspirations.

A. Incorporation of the ATP networks and policies into the Regional Transportation Plan (“RTP”) and the Regional Transportation Functional Plan (“RTFP”) during the 2014 and 2018 updates, and into other regional projects
--

Implementation activities proposed for FY 2013-14 and COMPLETED:

1. *Local jurisdictions can add recommended pedestrian and bicycle projects into the Regional Transportation Plan financially constrained or state project list.*
2. *Adopt updated pedestrian and bicycle concepts, network maps, functional classifications and policies into the 2014 Regional Transportation Plan (“RTP”).*
3. *Use ATP regional pedestrian and bicycle networks in Climate Smart Communities Scenario C.*

Implementation activities proposed for FY 2013-14 UNDERWAY:

1. *Integrate ATP guidance into SW Corridor Plan, Powell-Division Transit Project and Rise (formerly Community Investment Initiative).*
2. *Local jurisdictions update Transportation System Plans (“TSP”) to be consistent with the 2014 RTP and utilize the ATP as a guidance document.*
3. *Support local jurisdiction staff to add ATP recommended projects to the 2014 RTP and local TSP project lists.*
4. *Communicate with Metro policy advisory committees, local elected officials, decision makers and other stakeholder groups and interested parties on the proposed changes and recommendations in the ATP, and importance of implementing the ATP and benefits of active transportation.*

Implementation activities proposed for FY 2014-15:

1. *Continue implementation activities from FY 2013-14.*
2. *Work with regional partners on proposed policy/required action changes to the Regional Transportation Functional Plan (“RTFP”) in 2018.*
3. *Refine existing RTP system performance measures and targets (such as a complete networks policy) to meet active transportation goals and new federal performance measure requirements. Develop a sustainable data management tool for periodic reporting on progress toward these targets.*
4. *Work on proposal for RTP project prioritization and submittal criteria, perhaps setting modal investment targets based on projects contribution to meeting the RTP non-SOV modal targets.*

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

Implementation activities proposed for FY 2013-14 UNDERWAY:

- 1. Convene partners and stakeholders periodically to build support and maintain momentum.*
- 2. Coordinate and develop partnership with ODOT Active Transportation Program.*
- 3. Remain a participating partner in developing the Oregon Active Transportation Summit.*
- 4. Participate in development of ODOT Bicycle and Pedestrian Plan.*
- 5. Participate in local pedestrian and bicycle advisory committees.*
- 6. Participate in local TSP updates to include ATP recommendations.*

Implementation activities proposed for FY 2014-15:

- 1. Continue implementation activities from FY 2013-14.*
- 2. Support an ongoing regional active transportation forum, building on relationships developed during development of the ATP.*
- 3. Participate in the refinement of the TriMet Transportation Improvement Program and transit access study implementation.*

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

Implementation activities proposed for FY 2013-14 UNDERWAY:

- 1. Develop and coordinate regional bicycle and pedestrian counting data collection program and support development of pedestrian and bicycling modeling tools.*

Implementation activities proposed for FY 2014-15:

- 1. Work with partners on update of ORS 366.514 Oregon's walking and bicycling bill to require roadway maintenance projects to bring roadways up to design standards for pedestrians and bicyclists.*
- 2. Develop design guidelines for transit and bicycle parkway interaction.*
- 3. Develop design guidelines for regional trails as transportation facilities.*
- 4. Identify resources and partners to maintain and enhance regional bicycle and pedestrian facility data.*
- 5. Support continuing Metro's role in leading regional trail counting.*

Implementation activities not included in the proposed 2-year program:

- 1. Develop parking data collection to support local jurisdictions develop parking management plans and achieve economic development goal (Parking management is a key tool in increasing levels of walking and bicycling).*
- 2. Participate in PORTAL technical advisory committee and coordinate with TRANS PORT.*

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


Implementation activities proposed for 2013-14 UNDERWAY:

- 1. Staff the MTIP process to provide for placement of conditions on funding for transportation improvements in the MTIP that require local governments to meet design standards for bicycle and pedestrian improvement and to include bicycle and pedestrian improvements in all roadway projects.*
- 2. Participate and coordinate with Community Investment Initiative to include regional bicycle and pedestrian priority infrastructure in package of improvements.*

Implementation activities proposed for 2014-15:

- 1. Continue implementation activities from FY 2013-14.*
- 2. Coordinate and support active transportation elements of potential new sources of transportation funding (applications for grants, prioritization of local funding sources).*
- 3. Partner with ODOT Active Transportation Program to maintain and grow levels of funding for active transportation programs.*
- 4. Develop a "Transit, Bicycle and Pedestrian Funding Guide" for partners.*

Materials following this page were distributed at the meeting.

 **Metro** | *Agenda*

Meeting: Metro Council
Date: Thursday, Mar. 13, 2014
Time: 2 p.m.
Place: Metro, Council Chamber

CALL TO ORDER AND ROLL CALL

1. INTRODUCTIONS

2. CITIZEN COMMUNICATION

3. CONSENT AGENDA

3.1 Consideration of the Council Minutes for Feb. 20, 2014

3.2 Consideration of the Council Minutes for Feb. 25, 2014

4. ORDINANCES – FIRST READ

4.1 **Ordinance No. 14-1324**, For the Purpose of Adopting Solid Waste Charges and User Fees for FY 2014-15.

5. ORDINANCES – SECOND READ & QUASI JUDICIAL HEARING

5.1 **Ordinance No. 14-1325**, For the Purpose of Annexing to the Metro District Boundary Approximately 10.57 Acres Located at 17255 NW Brugger Road in the North Bethany Area of Washington County.

Tim O'Brien, Metro

5.1.1 Quasi Judicial Hearing on Ordinance No. 14-1325.

6. CHIEF OPERATING OFFICER COMMUNICATION

7. COUNCILOR COMMUNICATION

ADJOURN

Television schedule for Mar. 13, 2014 Metro Council meeting

<p>Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 30 – Community Access Network <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> Thursday, Mar. 13</p>	<p>Portland Channel 30 – Portland Community Media <i>Web site:</i> www.pcmtv.org <i>Ph:</i> 503-288-1515 <i>Date:</i> Sunday, Mar. 16, 7:30 p.m. <i>Date:</i> Monday, Mar. 17, 9 a.m.</p>
<p>Gresham Channel 30 - MCTV <i>Web site:</i> www.metroeast.org <i>Ph:</i> 503-491-7636 <i>Date:</i> Monday, Mar. 17, 2 p.m.</p>	<p>Washington County and West Linn Channel 30– TVC TV <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> Saturday, Mar. 15, 11 p.m. <i>Date:</i> Sunday, Mar. 16, 11 p.m. <i>Date:</i> Tuesday, Mar. 18, 6 a.m. <i>Date:</i> Wednesday, Mar. 19, 4 p.m.</p>
<p>Oregon City and Gladstone Channel 28 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.</p>	

PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times. Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office at 503-797-1540. Public hearings are held on all ordinances second read. Documents for the record must be submitted to the Regional Engagement and Legislative Coordinator to be included in the meeting record. Documents can be submitted by e-mail, fax or mail or in person to the Regional Engagement and Legislative Coordinator. For additional information about testifying before the Metro Council please go to the Metro web site www.oregonmetro.gov and click on public comment opportunities.

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Metro | Agenda

Meeting: Metro Council Work Session
Date: Thursday, Mar. 13, 2014
Time: 2 p.m. or immediately following the Regular Council Meeting
Place: Council Chamber

2:30 PM **1. EQUITY STRATEGY PROGRAM UPDATE AND DRAFT DEFINITION** **Scott Robinson, Metro**
Pietro Ferrari, Metro

ADJOURN

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www.oregonmetro.gov/rtp

2014 RTP UPDATE



Status update & overview of proposed changes to draft 2014 RTP

Metro Council work session

March 11, 2014

John Mermin, project manager



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RTP Status update



- Needs to be adopted (July 2014)
- JPACT and Metro Council adopted work program (September)
- Project solicitation completed (Fall 2013)
- Project coding & Modeling (Jan – Feb)
- Finalization of RTP document (Jan – Feb)
- Regional Committees preview draft RTP (Feb-Mar)

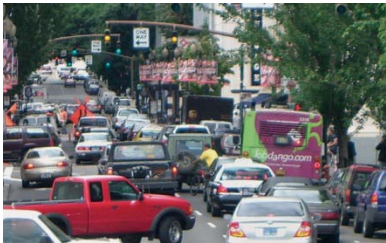


2010 RTP establishes framework



Key elements in 2010 RTP

- Outcomes based
- Emphasis on making most of existing system
- Completeness & Connectivity



Chapter 1 – Changing Times

- Updated existing data / maps to reflect new info:
 - Road maintenance
 - Safety
 - Public health
 - Rail & marine freight
 - Top tier commodities
 - Climate change
 - Job retention & creation
 - Recession recovery
 - Population growth and demographics



Chapter 2 – Vision



- Updated Arterial / Throughway & System Design maps to reflect TV Hwy Corridor Plan & EMCP
- Updated safety policy language
- Updated Active transportation bike and pedestrian maps and policy language



Chapter 3 – Investment Strategy



- Updated tables describing composition of project list
- Updated sources of revenue and size of revenue targets
- Updated Columbia River Crossing funding assumptions





Chapter 4 – Performance Evaluation and Monitoring

- Will be updated prior to public comment period
- March 17 TPAC/MTAC workshop at Metro to share system performance results



Chapter 5 – Implementation



- **Corridor Refinement Planning updated**



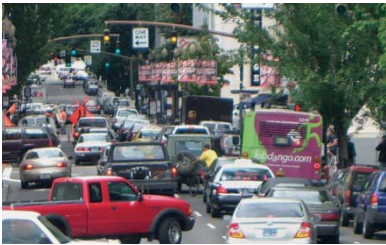
- **Other implementation activities updated for current status**





Next Steps

- **Public Comment Period
(March 21 – May 5)**
- **Review of comments received
(May 6 Work Session)**
- **Preliminary Approval
(May 15 Metro Council)**
- **Air quality modeling & comment period
(May - June)**
- **Final Action by JPACT & Metro Council
(July)**



Questions



John Mermin, 503-797-1747

John.mermin@oregonmetro.gov



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Executive Summary

The Regional Active Transportation Plan (ATP) provides a vision, plan and policies for communities in our region to increase transportation options and support economic development, healthy active living and equity. An agreed upon regional strategy positions communities to be more competitive and achieve transportation targets and local aspirations.

The ATP includes:

- **Vision.** A bold vision for the future based on shared values, local plans, existing investments and successes.
- **Plan.** The plan knits together local projects and routes to achieve complete and seamless regional pedestrian and bicycle networks that make accessing destinations easy, comfortable and safe.
- **Policies.** A set of recommended policies and actions to help achieve local and regional plans, desired outcomes, goals and targets.

Active transportation is human-powered transportation that engages people in healthy physical activity while they travel from place to place. People walking, bicycling, the use of strollers, wheelchairs /mobility devices, skateboarding, and rollerblading are active transportation. Active transportation supports transit.



People walk, ride bikes and use active travel for all types of trips – to catch the bus or train, get to school and work, go to the store and run errands, and visit friends, as shown here in downtown Lake Oswego. Photo: Metro

The ATP provides a vision of a complete transportation network in 2040 where walking and bicycling are prioritized. The vision is based on shared values and the desire to achieve identified outcomes. Strategies and policies in the ATP are recommended to help achieve the vision and the region's adopted six desired outcomes.

Vision

In 2040, people across the region have been meaningfully involved to create a transportation system that meets their needs. Convenient and safe access to active transportation has helped create and maintain vibrant communities in the region. Connected and safe pedestrian, bicycle and transit networks provide transportation choices throughout the region. People of all ages, abilities, income levels and backgrounds can walk and bike easily and safely for many of their daily needs and the walking and bicycling environment is welcoming to them. A majority of the short trips in the region are made by bicycling and walking. Children enjoy independence walking and biking to school and seniors can age in place and can get around easily without a car. Active transportation contributes significantly to the region's economic prosperity. Household transportation costs are lowered, roadways are less congested and freight experiences less delay. People enjoy clean air and water and are healthier and happier because they incorporate physical activity into their daily routines.

Implementing the ATP will help achieve the region's six desired outcomes.

1. Active transportation is a key building block of **vibrant communities**.
2. Helps achieve **equity** by providing low cost transportation choices and reducing vehicle emissions in environmental justice areas.
3. Reduces green house gas emissions and keeps the region's **air and water clean**.
4. Is a tool in the region's **leadership for climate change** toolkit.
5. Provides **transportation choices**.
6. Is a vital part of the region's **economic prosperity**, attracting workers, businesses and jobs, supporting tourism, local business, and niche industries, and is becoming part of the region's identity and brand marketing.



Increasing the number of trips made actively reduces auto traffic and keeps roadways running smoothly. The Hawthorne Bridge is a good example of how replacing auto trips with walk, bicycle and transit trips has reduced congestion. Photo: City of Portland

Challenges

Over time communities in the region have made major strides in making it easier to walk, ride a bicycle and access transit. Building and improving facilities, creating connections and supporting programs and education make the region one of the most pedestrian and bicycle friendly places in the country. Today, nearly 18 percent of all trips made in the region are made by walking and bicycling, higher than most other places in America.¹

However, communities in the region still face challenges to increasing levels of walking and bicycling and achieving performance targets and aspirations. Gaps in sidewalks, bikeways and trails make it difficult or unsafe to access transit, jobs, school and other destinations. Surveys and polls indicate that people want to walk and bicycle more for transportation but feel unsafe doing so. Funding for active transportation is limited and federal funding, a major source of funding for pedestrian and bicycle projects, is declining.

The regional mode share target for active transportation calls for tripling 2010 levels of walking, bicycling and transit ridership by 2040 (refer to Chapter 12 for more information on targets).

¹ 2011 Oregon Household Activity Survey, mode shares are for all trips in Clackamas, Multnomah and Washington counties; bicycling 3.2%, walking 10.4% and bike/walk access to transit 4.2%. The U.S. average for combined walking and bicycle trips according to the 2001 National Household Travel Survey was 9.5% of all trips. Levels of walking, bicycling and transit access vary across the region.

Performance measures in the 2010 adopted Regional Transportation Plan indicate that current levels of investments and policies are not achieving the mode share target. Analysis developed by the City of Portland estimates that if its 25 percent bicycling mode share target is not reached and bicycling levels remain the same the city will need the equivalent of 23 more Powell Boulevards to accommodate the increase in auto traffic generated by Portland residents alone.

Challenges to increasing levels of walking and bicycling in the region and reaching regional safety targets and mode share targets for walking, bicycling and transit include:

1. **Major gaps exist in the region’s planned pedestrian and bicycle networks.** Gaps in the network impact safety and discourage people from choosing to walk, ride a bike or take transit. It is not possible to expect substantial economic, health and mobility benefits associated with active transportation until the pedestrian and bicycle networks are substantially complete.

The regional pedestrian and bicycle networks are not complete. Gaps in sidewalks, bikeways, trails and crossings of busy streets make it difficult and unsafe to walk, ride a bicycle or access transit.

Regional trails/multi-use-paths: 33% complete

Regional bikeways: 55% complete

Regional sidewalks: 62% of all roadways in the regional pedestrian network (primarily arterials) have sidewalks on both sides of the road and 19% have a sidewalk on at least one side of the road.

Source: Metro regional sidewalk, bicycle and trail data, 2011.

2. **Many people would like to walk and ride bicycles more for transportation but feel unsafe doing so.**² The fears are justified; serious pedestrian and bicycle crashes account for 20 percent of all serious crashes in the region, and pedestrian and bicycle crash rates are higher than their share of trips. According to Transportation for

² Analysis developed by the City of Portland identified that 60% of the population in Portland would like to ride bicycles more for transportation if it felt safer to do so (Geller, Roger. 2005, *Four types of cyclists*, Portland Bureau of Transportation). Recent research by Dr. Jennifer Dill has confirmed the City of Portland’s four types of cyclists definition (Dill, Jennifer and Nathan McNeil. *Four Types of Cyclists? Testing a Typology to Better Understand Bicycling Behavior and Potential*).

America's report, *Dangerous by Design*, children, older adults, and racial and ethnic minorities experience disproportionately high fatality rates from pedestrian crashes.³

3. **Not all communities, including low-income and minority people, have adequate access to transportation options.** Regional data indicates that minorities and people with low incomes use active travel at a higher rate than whites and people with higher incomes.⁴ While some of these people in the region may not have access to a car and are “active transportation” dependent, supporting populations that are already driving less by making it easier to drive less improves transportation equity and supports transportation choices that benefit everyone.
4. **Limited funding.** At the current rate of funding for stand-alone bicycle and pedestrian projects in the region, approximately \$10 million a year, it is estimated to take approximately 150 years to complete and expand the regional pedestrian and bicycle networks.⁵
5. **Federal funding, a major source of funding for active transportation is declining.**⁶ Approximately 80 percent of funding for regional pedestrian and bicycle projects is from federal funds. Funding for the Federal Transportation Alternatives Program, created in the MAP-21 federal transportation bill is authorized at \$800 million annually, which represents a 33 percent cut from the \$1.2 billion previously appropriated to programs for walking and biking. And, interim guidance released by the U.S. Department of Transportation in October 2012 requires a new 20 percent state or local match for any new Transportation Alternative Program projects.⁷

Addressing these challenges may seem daunting, however, the region cannot afford not to invest in active transportation. Many issues that communities in the region care about can be addressed in part by making it easier to walk, ride a bike and take transit: supports the economy, addresses rising levels of obesity and related health problems, prevents deaths and serious injuries caused to people walking and bicycling on or crossing roadways, reduces costs of transportation by providing adequate alternatives, reduces roadway congestion and green house gas emissions, and protects water and air quality.

³ Transportation for America. (2011). *Dangerous by Design*. Available at: <http://www.aarp.org/content/dam/aarp/livable-communities/learn/transportation/dangerous-by-design-2011-aarp.pdf>

⁴ 2011 Oregon Household Activity Survey.

⁵ Metro analysis, 2010.

⁶ Federal funding programs, primarily administered by ODOT, TriMet and Metro, accounts for approximately 85% of the funding for active transportation in the region; state funding from the state gas tax accounts for approximately 7% and local funding sources account for approximately 8%. (Data: Metro 2010.)

⁷ Federal funding analysis provided by Transportation for America.

Recommendations

Expanding and completing the regional active transportation network will provide access to transit, jobs, school and other destinations. Increasing access leads to an increase in levels of walking, bicycling and taking transit and to all of the benefits that are an outcome of active travel – economic vitality, better health and lower health care costs and a healthy environment.



Active transportation builds community and provides independence to those who cannot drive. Women enjoy a walk along the Willamette River and students at Cleveland High in Portland bike to school. Photos: Metro, The Oregonian

Combined with land use, pricing policies, education programs and other strategies, the following recommended policies and implementing actions are identified in the ATP to help the region and local communities achieve identified goals, targets and aspirations. Refer to Chapters 12, 13 and 14 for details on the recommendations.

1. **Complete the active transportation network.** First fill gaps and then improve deficient facilities. In areas with high levels of walking and bicycling, deficient facilities should be considered gaps and also prioritized. Focus improvements for active transportation on arterials, intersections and mid-block crossings of busy streets.
2. **Make it safe to walk and ride a bicycle for transportation.** Fill gaps, provide more frequent roadway crossings, provide more separation from traffic and design facilities so that walking and bicycling is safe and comfortable for people of all ages and abilities.
3. **Ensure that the regional active transportation network equitably serves all people.** Complete pedestrian, transit and bicycle networks and connect them to essential destinations in areas with higher concentrations of environmental justice and underserved communities and where less investment has occurred in the past.
4. **Support populations that are already driving less by making it easier to drive less.** Lower income households, people with disabilities, young people, and people of color use active transportation and transit more often than other populations in the region.⁸

⁸ 2011 Oregon Household Activity Survey. People between the ages of 25 and 34 make 25% of their trips actively.

Making walking and bicycling and more accessible and visible makes it easier to drive less and supports people that are already driving less.

5. **Increase levels of funding dedicated to active transportation projects and programs and develop a pipeline of projects.** Increasing funding levels will allow the regional network to be completed sooner, providing more transportation options. If current funding were tripled to \$30 million per year the planned regional pedestrian and bicycle networks would be upgraded, expanded and completed within fifty years. Dedicated funding for active transportation supports development of a pipeline of projects that are 'ready to go' and can take advantage of funding opportunities.
6. **Better integrate and connect transit, walking and bicycle networks.** Region wide, nearly 85 percent of all transit trips start as a walking or bicycling trip.⁹ Improvements that benefit walking and bicycling also benefit transit when the improvements provide direct and seamless access to transit. Improved access to transit allows people to access destinations across the region without a car.
7. **Make walking and bicycling the most convenient, safe and enjoyable choices for short trips less than three miles.** Nearly 45 percent of all trips made by car in the region are less than 3 miles.¹⁰ With complete networks and education and encouragement and other programs, many short trips made by car could be replaced with bicycle or pedestrian trips, increasing road capacity and reducing the need to expand the road system.
8. **Utilize data and analyses to guide transportation investments.** Data on pedestrian and bicycle travel, needs and benefits are not always included in analyses that guide decisions about transportation investments. Transportation analyses should be multi-modal.

Include bicycle and walking improvements in roadway preservation projects whenever possible to make all streets in the region complete streets. Many bicycle and pedestrian facilities are built when new roadways are constructed and as rural arterials are widened and developed to urban arterials. However, many roadways in the region that are missing sidewalks or bike lanes are not planned to be widened. Jurisdictions should seek opportunities to include bicycle and pedestrian facilities in preservation projects, such as repaving the roadway as a way to create complete streets.

Regional data and transportation modeling indicate that as miles of walking and bicycling facilities increase, the number of trips made by walking and bicycle also increase. The region has already demonstrated that its commitment to active transportation pays off. For example, since 1994, trips made by bicycle in the region have increased over 190 percent – the fastest growth for any mode. Much of the growth in bicycling occurred in the City of Portland; however, in the

⁹ 2011 Oregon Household Activity Survey

¹⁰ 2011 Oregon Household Activity Survey

areas outside of Portland bicycling mode share increased from 0.7 percent to 1.5 percent, which is higher than the national average of 1 percent.¹²

Communities in the region are demonstrating that investing in active transportation has multiple benefits to people, the environment and the economy. While the challenges the region faces to fill gaps and improve safety on the regional ATP bicycle and pedestrian networks and achieve the region's vision for active transportation are not insignificant, the region and the state has a strong track record supporting investments in bicycling and walking infrastructure and education. Greater levels of investment and commitment to implementing policies will be needed to achieve the transportation targets identified by local and regional leaders.



Regional coordination can help communities implement projects that require strong partnerships, vision and leadership, such as the Three Bridges project on the Springwater Corridor and the Fanno Creek Trail. Photos: Metro, The Oregonian

¹² 2011 Oregon Household Activity Survey.



Preview Public Review Draft of the Regional Active Transportation Plan

Presentation to the Metro Council
March 11, 2014

Lake Strongheart McTighe
Senior Transportation Planner



Metro | *Making a great place*

ATP background

- ✓ ATP indentified follow up activity in 2010 RTP
- ✓ Developed new info, refined concepts, policies and updated networks to achieve regional outcomes, targets, local aspirations
- ✓ Knits together local actions for efficient, consistent, comprehensive implementation of regional network and programs

Review & refinement process

1. Sept. 2013 - resolution acknowledging draft ATP.
2. More opportunity for input. Regional work group met five times.
3. Approx. 40 people participated; email updates and materials sent to approx. 120 people.
4. TPAC work group met on changes to RTP.
5. Now have a Public Review Draft of the ATP reflects the refinement of the work group to date.
6. Work group have expressed support for the process and the changes made.
7. Regional staff see value of the ATP.

What's changed

- ✓ More explanation, examples and detail overall
- ✓ Recommendations more clearly expressed in executive summary
- ✓ Community profiles added
- ✓ Design guidance chapter re-written
- ✓ Context sensitivity highlighted

Challenges to achieving outcomes

1. Gaps in networks, programs
2. People do not feel safe/comfortable walking and biking
3. Not all communities have adequate access
4. Limited funding
5. Federal funding declining

Recommendations to achieve outcomes

1. Prioritize completing networks
2. Make it safe
3. Ensure equitable access
4. Support populations that are already driving less by making it easier to drive less
5. Increase dedicated funding
6. Better integrate ped, bike and transit
7. Make it the most convenient, safe option for short trips
8. Use data/analyses to make investment decisions
9. Include AT projects in preservation projects

What changed in the RTP

1. Bike and ped policies strengthened and refined
2. RTP network concepts, functional classifications and maps – updated and refined w/technical analysis, modeling, regional input

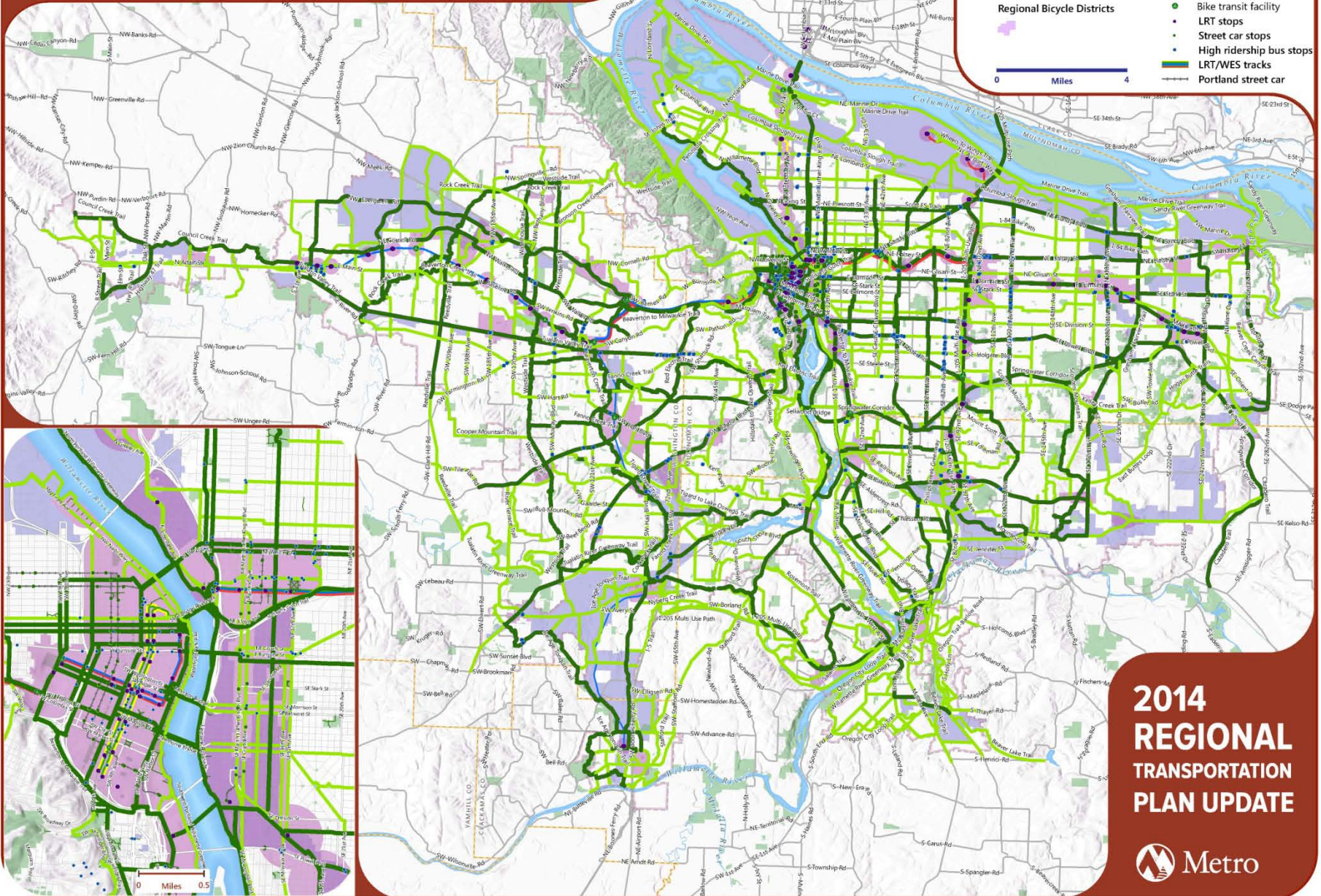
Policy example, updated RTP

RTP pedestrian policy 1. **Was:** *Promote walking as the as the primary mode for short trips.*

RTP pedestrian policy 1. **Now:** *Make walking and bicycling the most convenient, safe and enjoyable transportation choices for short trips less than three miles.*

Active Transportation Plan

Regional Bicycle Network Functional classifications

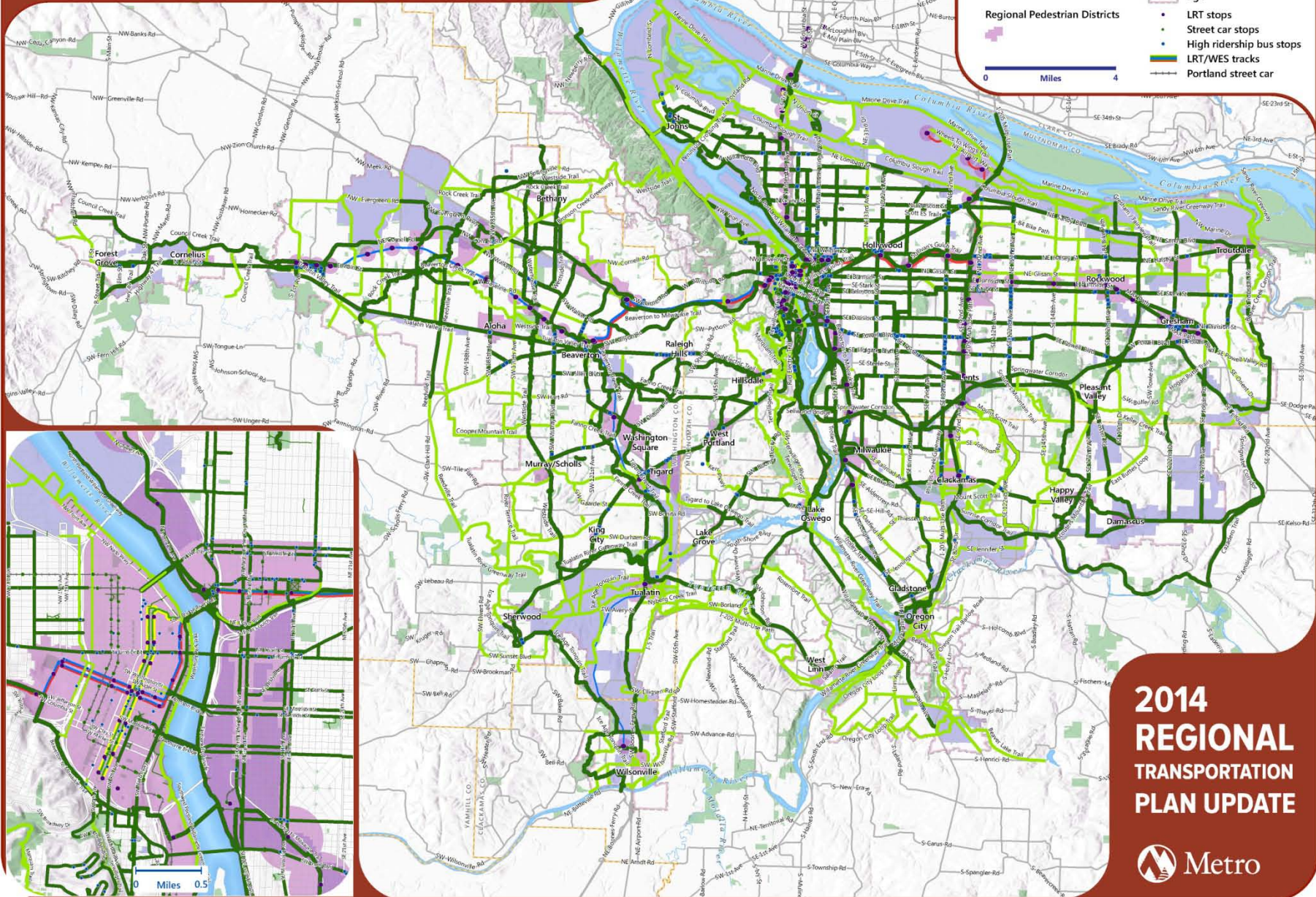


**2014
REGIONAL
TRANSPORTATION
PLAN UPDATE**



Active Transportation Plan

Regional Pedestrian Network Functional classifications



**2014
REGIONAL
TRANSPORTATION
PLAN UPDATE**



What about the projects?

- Projects that help complete, upgrade and expand the ATP bicycle and pedestrian networks were added to the RTP project list by local jurisdictions and agencies.
- Many, but not all, of the planned regional routes and districts, have projects identified in the RTP.
- Will use ATP Network Status list to track completion and project recommendations over time.

Next steps towards adoption

- **Feedback on process:** preview public review draft w/JPACT (March 13) & MPAC (March 26)
- **Public review:** March 21-May 5
- **Refinements** based on comments: April-May
- **Preliminary approval:** Council (May 6), JPACT (May 8), MPAC (May 14)
- **Seek approval:** MPAC (June 25), JPACT (July 10)
- **Action on ATP resolution:** Council (July 17)

Draft resolution & work program

- ATP proposed for adoption by resolution
- ATP is a guiding document that provides information for informed decision making and informs regional transportation policy
- Work program outlines Metro activities to continue to support implementation
- How the plan will aid achieving outcomes: strategy, informed decisions, efficiency, consistent, equitable

Thank you



www.oregonmetro.gov/activetransportationplan