600 NE Grand Ave.
Portland, OR 97232-2736

Metro | *Agenda*

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

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5 PM	**1.**		**CALL TO ORDER**	**Jody Carson, Chair**
5:02 PM	**2.**		**SELF INTRODUCTIONS & COMMUNICATIONS**	**Jody Carson, Chair**
5:05 PM	**3.**		**CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS**	
5:10 PM	**4.**		**COUNCIL UPDATE**	
5:15 PM	**5.**	*	**CONSENT AGENDA:** • **Consideration of the Feb.26, 2014 Minutes** • **Appointment of new MTAC Members**	
5:18 PM	**6.**		Overview of public review draft Regional Transportation Plan– Information • Outcome: MPAC informed of proposed changes in public review draft RTP	**John Mermin, Metro**
5:38 PM	**7.**	*	Preview of public review draft Regional Active Transportation Plan work group refinements – Information • Outcome: MPAC understands process changes made in the review and refinement of the draft ATP	**Lake McTighe, Metro**

Continued on back…

6:03 PM	**8.**	*	Climate Smart Communities Scenarios Project – Background information on innovative approaches that local, regional and state partners are using to make travel more safe, efficient and reliable – Information/Discussion • Washington County Intelligent Transportation System (ITS) Plan • ODOT Traffic Incident Management and ITS programs • TriMet trip planning, traveler information and ITS efforts • WTA's Open Bike Initiative and travel option programs	**Stacy Shetler, Washington County staff** **Darin Weaver, ODOT Incident Management Coordinator** **Galen McGill, ODOT Intelligent Transportation System Manager** **Eric Hesse, TriMet Planning and Policy staff** **Jenny Cadigan, Executive Director, Westside Transportation Alliance**
6:55 PM	**9.**		**MPAC MEMBER COMMUNICATION**	
7 PM	**10.**		**ADJOURN**	**Jody Carson, Chair**

Upcoming MPAC Meetings:

- Wednesday, April 9, 2014 Meeting Canceled
- Joint MPAC/JPACT Meeting on Climate Smart Communities Project on April 11th Meeting World Forestry Center, Cheatham Hall 8:00 a.m. to noon
- Wednesday, April 23, 2014 from 5 to 7 p.m. at the Metro Regional Center, Council Chamber.

* Material included in the packet.
** Material will be distributed in advance of the meeting.

For agenda and schedule information, call Jessica Rojas at 503-813-8591, e-mail: *jessica.rojas@oregonmetro.gov*.
To check on closure or cancellations during inclement weather please call 503-797-1700.

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2014 MPAC Tentative Agendas

As of 3/18/14

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

MPAC Meeting	**MPAC Meeting**
Wednesday, March 26, 2014 • *Overview of public review draft Regional Transportation Plan– Information* • *Preview of public review draft Regional Active Transportation Plan work group refinements – Information* • *Climate Smart Communities Scenarios Project – Step 3 background information on innovative approaches that local, regional and state partners are using to make travel more safe, efficient and reliable – Information/Discussion* o *Freeway and arterial corridor management* o *Statewide programs* o *Neighborhood programs* o *Commuter programs* FYI: National Assoc. of Counties (NACo) Congressional Conference, Washington, DC, March 1-5 FYI: National League of Cities, Washington, DC, March 8-12	Wednesday, April 9, 2014 Meeting Canceled HOLD: Early April: Joint MPAC/JPACT Meeting on Climate Smart Communities Project on April 11th Meeting World Forestry Center, Cheatham Hall 8:00 a.m. to noon

MPAC Meeting
Wednesday, April 23, 2014

- *Solid Waste Community Enhancement Program Improvements – Information*
- *Growth Management Decision: Preliminary 20-year range forecast for regional population and employment growth – Information/discussion*
- *Findings from the 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI analysis – Information / discussion*
- *Climate Smart Communities Scenarios Project – Discuss findings and recommendations from Health Impact Assessment – Oregon Health Authority - Information/Discussion*
- *Post 2014 Legislative Session Update – Information*
- *Metro Equity Strategy Program overview – Information/ discussion*
- *Amendment to Metro Functional Plan Title 4 regarding establishment of trails in Regionally Significant Industrial Areas*

FYI: April 21 – 22, Oregon Active Transportation Summit, Portland, OR

MPAC Meeting
Wednesday, May 14, 2014

- *Climate Smart Communities Scenarios: Preview of draft public engagement report and emerging ideas for draft preferred approach – Information and discussion*
- *Preliminary approval of the 2014 RTP pending air quality conformity determination and public comment period*
- *Preliminary approval of the Regional Active Transportation Plan per public comment received –*
- *Community Planning and Development Grants Program Review with presentation by EcoNorthwest— Information/ Discussion*
- *Land Conservation and Development Commission strategic plan – Information*

HOLD: May 30th: Joint MPAC/JPACT Meeting World Forestry Center, Cheatham Hall 8:00 a.m. to noon

Climate Smart Communities Scenarios Project: Approval of draft preferred approach, subject to final evaluation and public review – Recommendation to the Metro Council

FYI: May 14-17, WTS International Annual Conference, Portland OR

MPAC Meeting
Wednesday, May 28, 2014

Meeting Canceled

MPAC Meeting
Wednesday, June 11, 2014

- *Community Planning and Development Grants- Discussion of Advisory Committee's recommendations to the COO-*

  Recommendation to the Metro Council requested
- *Streetcar Evaluation Methods Project: Discuss preliminary results of FTA funded research project focused on developing tools to better understand economic impacts of streetcar investments – Seek MPAC input on next steps in work program*

MPAC Meeting
Wednesday, June 25, 2014

- *Approval of the ATP – Recommendation to the Metro Council requested*
- *2014 RTP ordinance – Final recommendation to the Metro Council requested*

MPAC Meeting – HOLD Tour of GroveLink
Wednesday, July 9, 2014

- *Referral of Metro Charter Language on Single Family Neighborhoods*

FYI: National Assoc. of Counties (NACo) Annual Conference, New Orleans, LA, July 11-14

MPAC Meeting
Wednesday, July 23, 2014

- *Growth Management Decision: Release Draft 2014*
- *Urban Growth Report – Information/discussion*
- *Referral of Metro Charter Language on Single Family Neighborhoods*

MPAC Meeting
Wednesday, August 13, 2014

- *Climate Smart Communities Scenarios Project: Discuss draft Regional Framework Plan amendments and near-term implementation recommendations (Step 6) – Information/Discussion*

MPAC Meeting
Wednesday, Sept. 10, 2014

- Climate Smart Communities Scenarios Project: Discuss evaluation results and public review draft preferred approach (Step 7) – Information/Discussion
- Growth Management Decision: Results of regional Residential Preference Survey – Information/discussion

FYI: A 45-day comment period is planned from Sept. 5 to Oct. 20, 2014 on the Climate Smart Communities public review draft preferred approach.

HOLD: Sept./Oct.: Joint MPAC/JPACT Meeting, if needed

FYI: 2014 Rail~Volution,
Minneapolis, MN, September 21 – 24

MPAC Meeting
Wednesday, Oct. 8, 2014

- Climate Smart Communities Scenarios Project: Review public comments received to date and begin discussion of recommendation to Metro Council on adoption of the preferred approach (Step 7)– Discussion
- Growth Management Decision: Discuss recommendation to Metro Council on whether Council should accept 2014 Urban Growth Report as basis for subsequent growth management decision – discussion and begin drafting recommendations
- Discussion on 2015 legislative session and possible shared regional agenda – Discussion

MPAC Meeting
Wednesday, Oct. 22, 2014

- *Climate Smart Communities Scenarios Project: Continued discussion and finalization of recommendation to the Metro Council on adoption of the preferred approach (Step 7) – Discussion*
- *Growth Management Decision: Continued discussion and finalization of recommendation to Metro Council*

MPAC Meeting
Wednesday, Nov. 12, 2014

- *Climate Smart Communities Scenarios Project: Adoption of the preferred approach (Step 8) – Recommendation to the Metro Council requested*
- *Growth Management Decision: Recommendation to Metro Council on whether Council should accept 2014 Urban Growth Report as basis for subsequent growth management decision – recommendation*

FYI: National League of Cities Congress of Cities and Exposition, Austin, TX, November 18 - 22

MPAC Meeting
Wednesday, Dec. 10, 2014

Parking Lot:

- Presentation on health & land use featuring local projects from around the region
- Affordable Housing opportunities, tools and strategies
- Greater Portland, Inc. Presentation on the Metropolitan Export Initiative
- MPAC composition
- "Unsettling Profiles" presentation by Coalition of Communities of Color
- Tour of the City of Wilsonville's Villebois community
- Residential Preference Survey

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Metro | *Memo*

Date: Tuesday, March 18, 2014
To: Metro Policy Advisory Committee
From: John Williams, MTAC Chair
Subject: MTAC Nominations for MTAC Approval

We have received nominations for the "Public Economic Development Organizations" position on MTAC:

Greater Portland, Inc. has nominated Eric Underwood, Oregon City, to be the primary member and Jamie Johnk, Clackamas County, to be the alternate member.

Please consider these nominees for MTAC membership at your March 26 meeting. Per MPAC's bylaws, MPAC may approve or reject any nomination submitted.

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

Thank you.

MPAC Worksheet

Agenda Item Title: 2014 Regional Transportation Plan (RTP) – Overview of Public Review Draft Plan
INFORMATION

Presenter(s): John Mermin

Contact for this worksheet/presentation: John Mermin, 503-797-1747, john.mermin@oregonmetro.gov

Date of MPAC Meeting: March 26, 2014

Purpose/Objective
Provide overview of proposed changes in public review draft RTP.

Action Requested/Outcome
MPAC informed of proposed changes in public review draft RTP.

How does this issue affect local governments or citizens in the region?
The RTP helps guide transportation policies and project development in the region. The projects that local partners include on the financially constrained project list will be eligible to receive federal transportation funding.

What has changed since MPAC last considered this issue/item?
Metro staff shared an overview of the composition of the updated draft RTP project list at the January 22 MPAC. Since that time, Metro staff modeled the projects for system performance, finalized edits to the draft RTP document, made the plan available for local staff review and posted the draft plan on Metro's webpage for a formal 45-day public comment period (which begins March 21)

What packet material do you plan to include?
A memo summarizing the changes proposed in the 2014 RTP update

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700
503-797-1804 TDD
503-797-1797 fax

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Metro | *Memo*

Date: March 18, 2014

To: MPAC and Interested Parties

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 MPAC of proposed changes included in the draft 2014 RTP. A tracked-changes and a clean version of the draft RTP as well as the project list will be available to download from Metro's website www.oregonmetro.gov/rtp beginning March 21.

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 14 MTAC will be asked to review a summary of public comments received and potential refinements to the RTP, and make a recommendation to the Metro Council to preliminarily approve the RTP, pending an air quality conformity determination (and a 30-day comment period on the determination). On June 25, MPAC will be asked for its final recommendation to Metro Council on the 2014 RTP ordinance.

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 polices

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 polices 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 East Metro Connections plan; added recommendations from TV Highway Corridor Plan and described that the Hillsboro to Forest Grove segment still needs to be addressed; 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 summary of recommendations from East Metro Connections 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

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

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

Active Transportation (biking and walking focused projects)

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

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

MPAC Worksheet

Agenda Item Title: Preview of public review draft Regional Active Transportation Plan (ATP) work group refinements

Presenter(s): Lake McTighe

Contact for this worksheet/presentation: Lake McTighe, 503-797-1660, lake.mctighe@orgeonmetro.gov

Date of MPAC Meeting: March 26, 2014

Purpose/Objective:

- Inform MPAC of outcomes of regional engagement since October 2013 and regional work group recommendations to review and refine the draft ATP; and
- Describe types of changes made that are reflected in the preview draft of the "Public Review Draft of the Regional Active Transportation Plan (ATP);" and
- Outline next steps moving forward.

Action Requested/Outcome: MPAC understands and has opportunity to comment on the refinements made to the draft ATP and next steps moving forward.

How does this issue affect local governments or citizens in the region? Local governments are the primary implementers of pedestrian and bicycle infrastructure and programs that benefit citizens and that are identified in the draft ATP. Local government actions to complete and expand pedestrian and bicycle access to transit, jobs, school, services and recreation result in regional impacts to the economy, health and well being of citizens and their communities.

What has changed since MPAC last considered this issue/item? Staff last presented to MPAC on this item September 11, 2013. At that meeting, MPAC unanimously voted in support of Resolution No. 13-4454 which acknowledged the draft ATP and directed Metro 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.

The Metro Council identified funding to support further refinement of the ATP and a two year work program of implementation activities. As per the acknowledgement resolution, Metro staff convened a regional work group to finalize the ATP. The work group provided recommended refinements which are reflected in the draft ATP provided in the MPAC packet. A full description of the process and summary of changes is provided in the Memo to MPAC provided in the packet.

What packet material do you plan to include?

1. Memo to MPAC "*Preview of Public Review Draft Regional Active Transportation Plan (ATP), summary of changes made and reflected in the document*" which includes a list of work group participants, a timeline, summary of the process, a summary of edits in the preview edition of the February 2014 Public Review Draft of the ATP, and meeting summaries and written comments from the regional work group review and refinement.
2. Link to the preview copy of the February 2014 Public Review Draft ATP: http://library.oregonmetro.gov/files/preview_atp_reviewdraft4_feb2014_web.pdf
3. 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

4. Link to the pedestrian map book of the ATP regional pedestrian and bicycle networks: http://library.oregonmetro.gov/files/1_pedmapbook6_print.pdf
5. Link to the bicycle map books of the ATP regional pedestrian and bicycle networks: http://library.oregonmetro.gov/files/bikemapbook6_web.pdf
6. Memo providing a side-by-side comparison of pedestrian and bicycle policy updates made in the 2014 Regional Transportation Plan.

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Portland, OR 97232-2736
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Metro | *Memo*

Date: March 12, 2014

To: MPAC and interested parties

From: Lake McTighe, Senior Transportation Planner

Subject: 2014 RTP pedestrian and bicycle policy updates

Purpose

Provide MPAC and interested parties with a side-by-side comparison of changes made to pedestrian and bicycle policies in the draft 2014 Regional Transportation Plan (RTP). The bicycle and pedestrian policies were updated to reflect policy direction developed through the draft Regional Active Transportation Plan (ATP). Overall, the RTP bicycle and pedestrian policies were not changed substantively, but were strengthened and enhanced.[1]

Pedestrian policies (RTP, Chapter 2)

Pedestrian policy 1

Was: *Promote walking as primary mode for short trips*
Now: *Make walking and bicycling the most convenient, safe and enjoyable transportation choices for short trips less than three miles*

Pedestrian policy 2

Was: *Build a well-connected network of pedestrian facilities that serves all ages and abilities*
Now: *Build a well-connected network of pedestrian routes, including safe street crossings, integrated with transit and nature that prioritize seamless, safe, convenient and comfortable access to urban centers and essential daily needs, including schools and jobs, for all ages and abilities*

Pedestrian policy 3

Was: *Create walkable downtowns, centers, main streets and station communities*
Now: *Create walkable downtowns, centers, main streets and station communities that prioritize safe, convenient and comfortable pedestrian access for all ages and abilities*

[1] The order of the policies was reorganized in the 2014 draft RTP, primarily so that the pedestrian and bicycle policies followed the same order and were consistent with one another. Policy numbers identified in this memo refer to the policy numbers in the 2014 draft RTP.

Pedestrian policy 4

Was: *Improve pedestrian access to transit*
Now: *Improve pedestrian access to transit*

Pedestrian policy 5

Was: *Policy is new, though was suggested in pedestrian policy 2 in the 2010 adopted RTP*
Now: *Ensure that the regional pedestrian network equitably serves all people*

Bicycle policies (RTP, Chapter 2)

Bicycle policy 1

Was: *Policy is new for bicycle network vision, was not in 2010 adopted RTP*
Now: *Make walking and bicycling the most convenient, safe and enjoyable transportation choices for short trips less than three miles*

Bicycle policy 2

Was: *Build an interconnected network of bicycle facilities that provides seamless access to 2040 target areas*
Now: *Build an interconnected regional network of bicycle routes and districts integrated with transit and nature that prioritizes seamless, safe, convenient and comfortable access to urban centers and essential daily needs including schools and jobs, for all ages and abilities*

Bicycle policy 3

Was: *Build a green ribbon of bicycle parkways as part of the region's integrated mobility strategy*
Now: *Build a green ribbon of bicycle parkways as part of the region's integrated mobility strategy*

Bicycle policy 4

Was: *Improve bike-transit connections*
Now: *Improve bike-transit connections*

Bicycle policy 5

Was: *Policy is new for the bicycle network vision, was not in 2010 adopted RTP*
Now: *Ensure that the regional bicycle and pedestrian network equitably serves all people*

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Date: February 28, 2014

To: MPAC and interested parties

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

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Purpose

Provide MPAC and interested parties 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.

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

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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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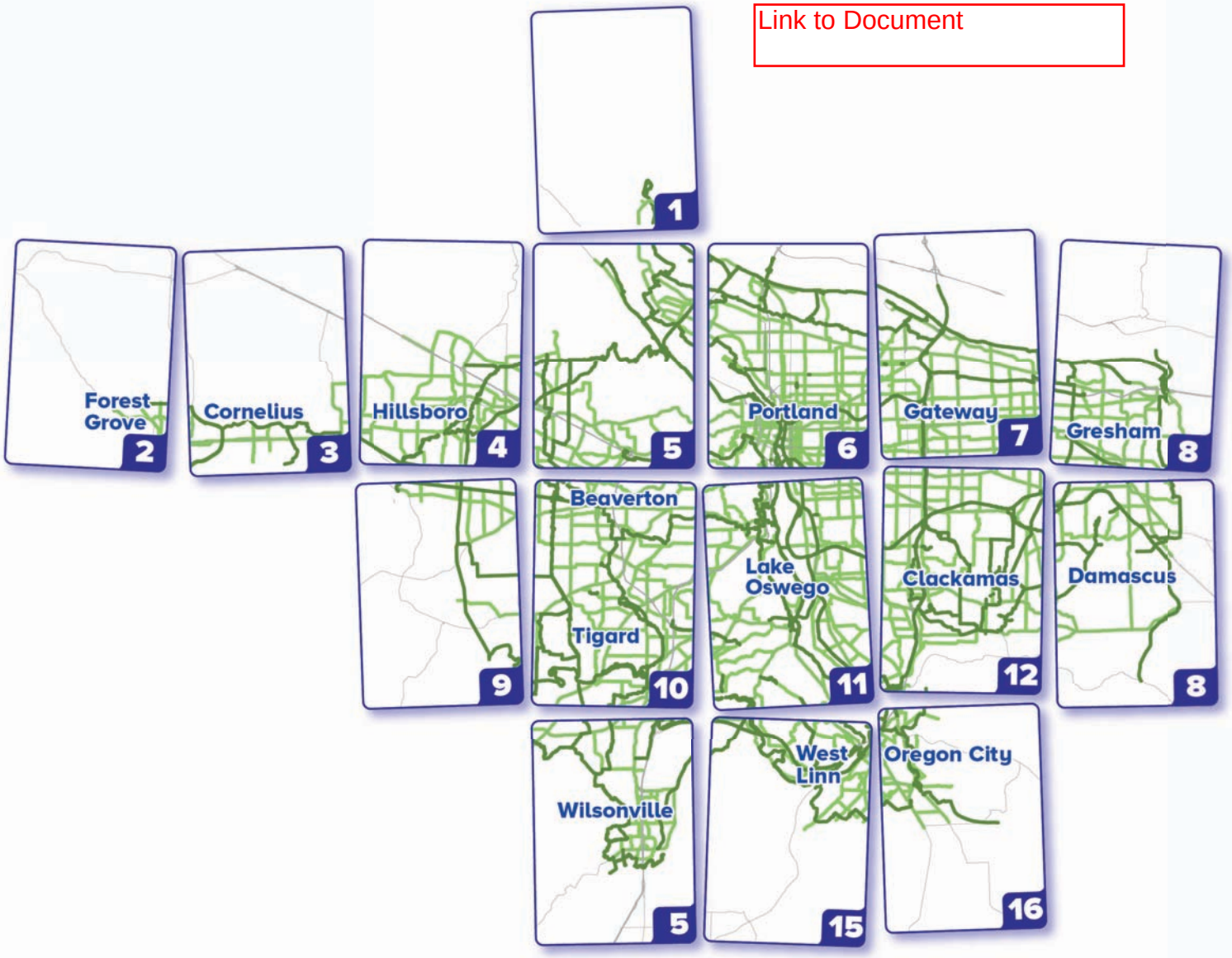

Bicycle Network
MAP BOOK

February 2014

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Regional Active Transportation Plan

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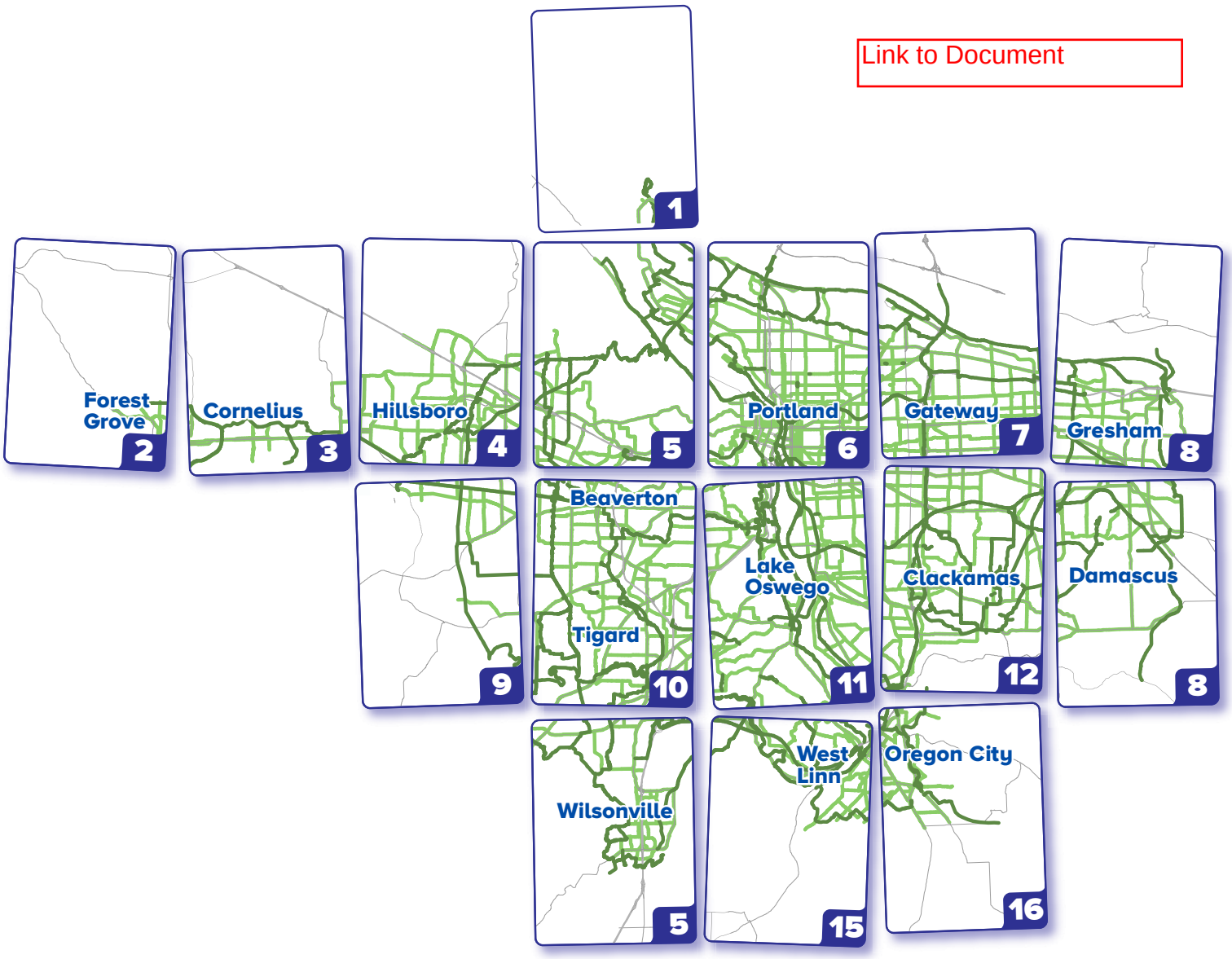

Pedestrian Network

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

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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.*

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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.*

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ATP/RTP WorkGroup | Policy Focus Group

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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.

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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 item1.1 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.*

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

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

WASHINGTON COUNTY
OREGON

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
Project Manager
Active Transportation
Metro
600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1660
www.oregonmetro.gov/activetransport

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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 acceptible. ***[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 usd 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 that "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 area 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 referece 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
Project Manager
Active Transportation
Metro
600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1660
www.oregonmetro.gov/activetransport

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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

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 or environmental constraints, such as steep slopes, landslide hazards, or high value identifying alternative routes 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. Some impacts can be mitigated with design treatments. For example, pervious pavement can be used to reduce water runoff. Wildlife crossing treatments 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

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 transpiration 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 RATP 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 RATP Policies and Actions relate to the RTP Policies and Actions (including the distinction between RTP adoption by Ordinance versus RATP 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. Ie., 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 (overlaying 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). "

Page1 66 – 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 a 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
Active Transportation
Metro
600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1660
www.oregonmetro.gov/activetransport

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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,

st

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

MPAC Worksheet

Agenda Item Title: Climate Smart Communities Scenarios Project: Innovative approaches that local, state and regional partners are using to make travel more safe, efficient and reliable

Presenter(s): Stacy Shetler, Washington County Land Use and Transportation staff
Darin Weaver, ODOT Incident Management Coordinator
Galen McGill, ODOT Intelligent Transportation System Manager
Eric Hesse, TriMet Planning and Policy staff
Jenny Cadigan, Executive Director, Westside Transportation Alliance

Contact for this worksheet/presentation: Kim Ellis, Metro staff (kim.ellis@oregonmetro.gov)

Date of MPAC Meeting: March 26, 2014

Purpose/Objective
A panel of representatives from Washington County, ODOT, TriMet, and the Westside Transportation Alliance (WTA) will present information about **innovative local, state and regional partnerships and investments to provide information and use technology and "smarter" roads to actively improve the flow of vehicles (including buses) and increase carpooling, walking, biking and use of transit**.

Action Requested/Outcome
MPAC members have an increased understanding of these investments and their potential for reducing greenhouse gas emissions while meeting other community goals.

How does this issue affect local governments or citizens in the region?
The 2009 Oregon Legislature required the Portland metropolitan region to develop an approach to reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent below 2005 levels by 2035. In 2014, the Climate Smart Communities Scenarios Project will engage community, business, public health and elected leaders in a discussion to shape a preferred approach that meets the state mandate and supports local and regional plans for downtowns, main streets and employment areas.

To inform upcoming MPAC and Joint Policy Advisory Committee on Transportation (JPACT) policy discussions, public and private sector leaders have been invited to showcase investments their organizations and communities are already making to build great communities and help reduce greenhouse gas emissions.

The region continues to be a leader nationally using technology and information to provide a safe, efficient and reliable transportation system for all users. These strategies have been demonstrated to improve safety, boost the efficiency and operations of the region's transportation system while reducing greenhouse gas emissions. The partnerships to be highlighted include:

- **Washington County's Intelligent Transportation System (ITS) Plan**, which will guide the deployment of advanced technologies and management techniques for the next 20 years.
- **ODOT's ITS and Traffic Incident Management (TIM) programs**, which aim to active manage the freeway system and detect and clear crashes and breakdowns from the region's freeways.
- **TriMet's** efforts to provide **on-line trip planning tools** and **en route traveler information**, and **work with ODOT, cities and counties to give priority to buses** at intersections to make transit more convenient, accessible and frequent for riders.
- The **Westside Transportation Alliance's Open Bike Initiative Guide Book**, which highlights a partnership between Intel and TriMet on bike sharing to bridge the last mile

and increase ridership and active transportation. The document is intended as a guide for implementing a similar low-cost bike share program to support employee travel options.

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

- **A series of interviews of elected official and other community and business leaders was completed in February.** A memo that provides an update on 2014 engagement activities is attached for reference. The memo also transmits summary report is attached for MPAC's consideration. The memo also transmits a report summarizing recently completed stakeholder interviews for MPAC consideration.

What packet material do you plan to include electronically?

- Washington County Intelligent Transportation System (ITS) Plan (Feb. 2014)
- ODOT Traffic Incident Management Overview
- Westside Transportation Alliance Open Bike Initiative (OPI) Bike Share Guide Book (Dec. 2013)
- Staff memo to MPAC: Climate Smart Communities Scenarios Project – Update on 2014 Engagement Activities (March 17, 2014)

Executive Summary

Washington County ITS Plan

February 2014

Prepared by

DKS

In Cooperation with

Washington County
The City of Beaverton
The City of Hillsboro
The City of Sherwood
The City of Tigard
The City of Tualatin
Oregon Dept. of Transportation
Portland General Electric
TriMet
Tualatin Hills Parks & Rec. District
Tualatin Valley Fire & Rescue
WCCCA (911)

ACKNOWLEDGEMENTS

The *Washington County Intelligent Transportation System (ITS) Plan* was updated with the assistance of many people. DKS Associates wishes to acknowledge the following people for providing valuable input towards this updated plan.

Co-Project Managers

Washington County Land Use & Transportation (LUT):

Stacy Shetler
Ed Anderson

Stakeholders

Washington County LUT:

John Fasana
Bekah Mohr
Andrew Singelakis
Gary Stockhoff

Washington County Information Technology Services:

Chris Gensler
Joel Bradach

Washington County Consolidated Communications Agency (WCCCA):

Joe Saalfeld

City of Beaverton:

Jabra Khasho
Tina Nguyen

City of Hillsboro:

Don Odermott
Amica Bose
Tina Bailey
Brad Eckland

City of Sherwood:

Brad Crawford

City of Tigard:

Mike McCarthy

City of Tualatin:

Tony Doran
Dayna Webb

Oregon Department of Transportation (ODOT):

Dennis Mitchell

Portland General Electric (PGE):

Dale Clark

TriMet:

John Swiecick
Ron White
Young Park

Tualatin Hills Parks & Recreation District (THPRD):

Steve Gulgren

Tualatin Valley Fire & Rescue (TVF&R):

Ben Mason
Brian Phillips

Consultant Team

DKS Associates:

Jim Peters, Project Manager
Renee Hurtado
Nate Schroeder
Bryan Nace

DKS Associates (*continued*):

Pam O'Brien
Danella Whitt

Real Urban Geographics:

Justin Healy

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INTRODUCTION

Washington County is the second largest and one of the fastest growing urban counties in Oregon. Forecasts indicate that high growth rates will continue over the next 20 years. As can be seen in Figure 1, the forecasted population and employment growth will likely result in an additional one and a half million weekday auto trips.

Significant population growth along with continued reliance on the automobile and a public transit system with limited connectivity has had a significant impact on the county's transportation infrastructure. Traffic congestion directly impacts freight movement, emissions, travel times, fuel consumption, and emergency response times. It is critical to the Washington County economy and environment that the transportation system work safely and efficiently.

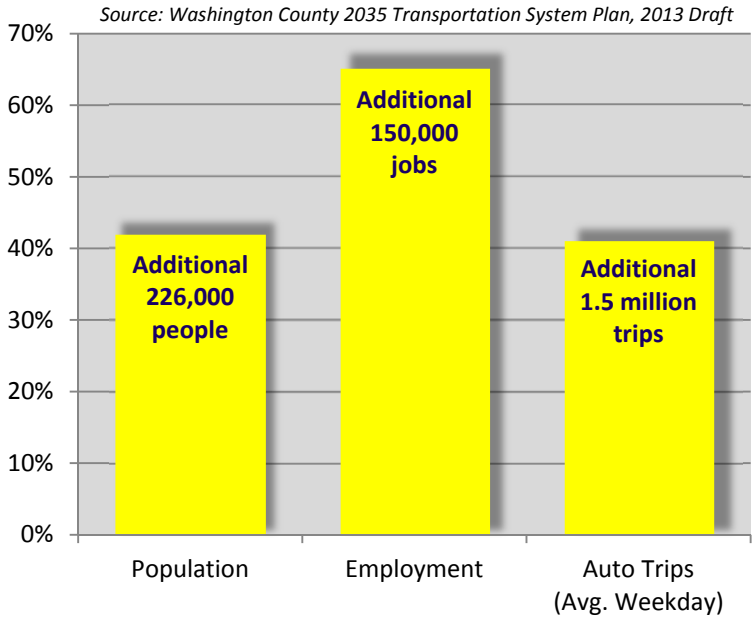


Figure 1. Forecasted 2010 to 2035 Growth

Building and managing a smarter and more efficient transportation system will require cooperation between Washington County, ODOT, and other local agencies. It will necessitate a combined strategy of capital projects, use of technology, and public transportation. For this purpose, Washington County, in partnership with numerous stakeholders, developed an Intelligent Transportation System (ITS) Plan for the county's roadways. The original plan was developed in 2005 and this 2013 update specifically focuses on Chapter 2 (existing conditions) and Chapter 5 (ITS deployment plan), which includes an extensive list of improvement projects that support many ITS strategies but with a focus on completing the communications network and improving operational and maintenance efficiencies.

The updated ITS plan will guide the deployment of advanced technologies and management techniques for the next 20 years that will improve the safety and efficiency of the transportation system. The *Washington County ITS Plan* and 2013 project update were developed in a manner consistent with similar efforts in the region and state to ensure that ITS efforts are coordinated and complementary. This document presents the Executive Summary of the Final Report with a focus on the project background, mission and goals, ITS deployment plan, and next steps.

PROJECT BACKGROUND

This section includes a description of ITS, the project purpose, recent ITS achievements, and expected benefits.

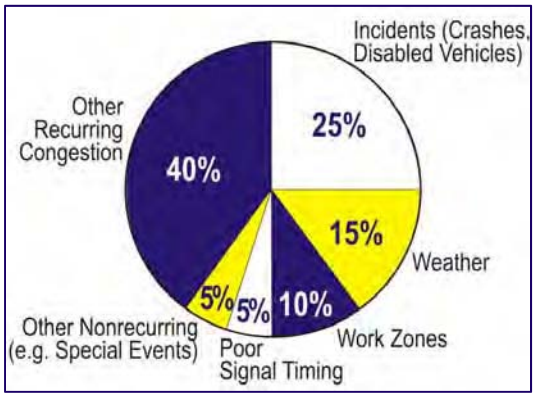


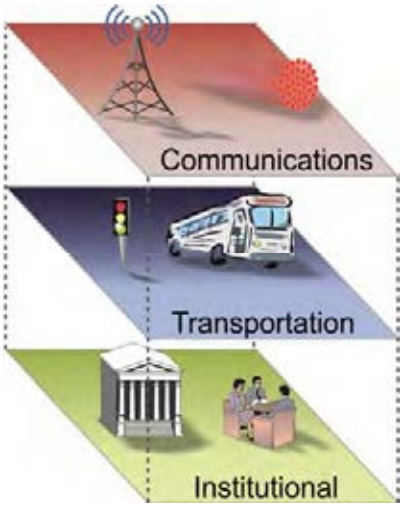
Figure 2. Causes of Congestion

What is ITS?

Intelligent Transportation Systems involve the application of advanced technologies and proven management techniques to solve transportation problems, enhance safety, provide services to travelers, and assist transportation system operators in implementing suitable traffic management strategies. ITS focuses on increasing the efficiency of existing transportation infrastructure and reducing crashes by managing congestion resulting from recurring and non-recurring events as shown in Figure 2. Examples of non-recurring events include incidents, weather, and road construction. Bottlenecks, which occur where capacity is reduced or where travel demand exceeds capacity, are the primary cause of recurring congestion. Traffic management techniques and tools can enhance the overall system performance and potentially delay the need to add capacity (e.g., travel lanes). Efficiencies are also achieved by providing services and information to travelers so they can (and will) make better travel decisions and to transportation system operators so they can better operate and manage the system seamlessly across jurisdictional boundaries.

Project Purpose

The purpose of the plan update was to develop a strategic 20-year action plan, the supporting communications infrastructure, and a project list for ITS technologies. The original *Washington County ITS Plan* was developed in 2005 and a portion of that plan has been deployed. The original ITS plan provided a framework of policies, procedures, and strategies for integration of Washington County's existing resources to effectively meet future regional transportation needs and expectations. The reasons for developing and updating the ITS plan for Washington County include:



National ITS Plan Framework

- The region cannot build itself out of congestion.
- The region endeavors to maximize the efficiencies and improve the safety of the existing infrastructure.
- The County strives to deliver better information about traffic conditions.
- The plan fosters multi-agency coordination for system operations.

- The Federal Highway Administration requires that all ITS projects funded through the Highway Trust Fund shall be in conformance with the National ITS Architecture and applicable standards.

Washington County ITS Achievements

Washington County Land Use and Transportation (LUT) has successfully implemented a number of ITS projects since the ITS Plan was developed in 2005. Most notable are projects related to central operations, arterial management systems, and traveler information.

Video wall and workstation at the Traffic Operations Center

Traffic Operations Center

A Traffic Operations Center (TOC) was installed at Washington County's Walnut Street Center facility in 2009. The TOC includes a video wall and two workstations that have access to LUT's adaptive traffic signal systems (InSync and SCATS), the regional central traffic signal system housed at City of Portland (TransSuite), LUT's traffic monitoring cameras, and transportation network connections to other agencies in the region. The TOC allows traffic engineers and technicians to remotely monitor and adjust signal timings for routine updates or in response to traffic incidents, citizen complaints, or alerts from the signal systems. This improves staff efficiency and reduces time spent traveling to and from traffic signals.

Arterial Management Systems

Washington County LUT deployed several arterial management projects:

- Cornell Rd (Brookwood Pkwy to Butler St): Adaptive signal timing (InSync) improved eastbound and westbound travel times by four to 25 percent.
- Tualatin-Sherwood Rd (I-5 to Teton Rd): Adaptive signal timing (SCATS) improved eastbound and westbound travel times by five to 17 percent.
- Traffic monitoring cameras on Tualatin-Sherwood Rd, Cornell Rd, and Scholls Ferry Rd support operations at the TOC and provide traveler information.
- Flashing yellow arrow deployment for left turns at many LUT-operated traffic signals has reduced delay and mostly had positive initial feedback from the public.

Adaptive signal timing improved travel times **on Tualatin-Sherwood Rd and Cornell Rd by approximately** five to 25 percent.

Traveler Information

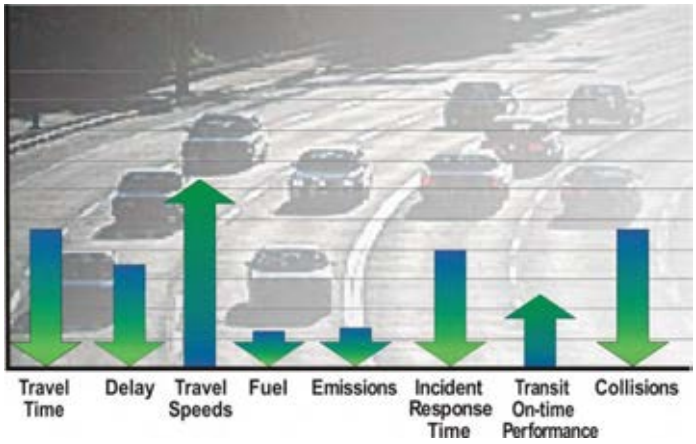
Washington County LUT now provides travelers with current information to help them make informed decisions. They developed a Washington County Roads website (www.wc-roads.com), which includes road closure and traffic advisories, construction projects, maintenance projects, bicycle and pedestrian news, and community events. Washington County LUT also posts camera images to ODOT's TripCheck website and inputs information about events with major traffic impacts to ODOT's TripCheck system using the Local Entry tool.

Other ITS Achievements in Washington County

Other agencies, particularly ODOT and the City of Beaverton, have also implemented ITS projects that have positively influenced travel within Washington County. ODOT improved traffic operations on Pacific Hwy (OR 99W) with traffic signal controller enhancements, expanded their fiber optic cable network, placed dynamic message signs on arterial roadways, and installed ramp meters at additional locations. ODOT is currently constructing an active traffic management system on OR 217 that is expected to reduce crashes through the use of variable speed limits, curve warnings, queue warnings, and traveler information with a focus on roadside messages with travel time estimates. The City of Beaverton implemented adaptive signal timing (SCATS) on Farmington Rd/Beaverton-Hillsdale Hwy (OR 10). Due to its success, the City of Beaverton is expanding the limits of the adaptive signal timing on Beaverton-Hillsdale Hwy and also adding it to Canyon Rd (OR 8) and Cedar Hills Boulevard.

Expected Benefits

Intelligent Transportation System projects are aimed at improving the safety and operational efficiency of the existing transportation infrastructure. Potential benefits for the transportation system and travelers include:



- Improved travel time reliability
- Reduced travel delay
- Reduced fuel consumption and greenhouse gas emissions
- Reduced crashes and improved safety
- Comprehensive information for travelers to make informed decisions

Potential institutional benefits for Washington County Land Use and Transportation include:

- Reduced capital costs (e.g. leveraging other planned capital improvement projects, communications sharing with other agencies)
- Improved operations and maintenance resource allocation (e.g. remote access to traffic signals at TOC, weather stations for winter maintenance activities)

- Improved system efficiency across jurisdictional boundaries (e.g. ODOT dynamic message signs on local arterial roadways)
- Increased data to support performance measurement, evaluation of operational strategies, and traditional transportation planning
- Expanded and robust communications network
- Improved traveler information

Plan Update Approach

Figure 3 illustrates the approach used to update the *Washington County ITS Plan.* One of the key outreach activities was a series of meetings with 12 key stakeholders from regional transportation and emergency response agencies. Input from these meetings was used to update the existing conditions assessment, identify needs, and develop the ITS deployment plan. Stakeholder meetings were conducted with:

- City of Beaverton
- City of Hillsboro
- City of Sherwood
- City of Tigard
- City of Tualatin
- Oregon Department of Transportation
- Portland General Electric[1]
- TriMet
- Tualatin Hills Parks & Recreation District
- Tualatin Valley Fire & Rescue
- Washington County Consolidated Communications Agency (911)
- Washington County Information Technology Services
- Washington County Land Use & Transportation

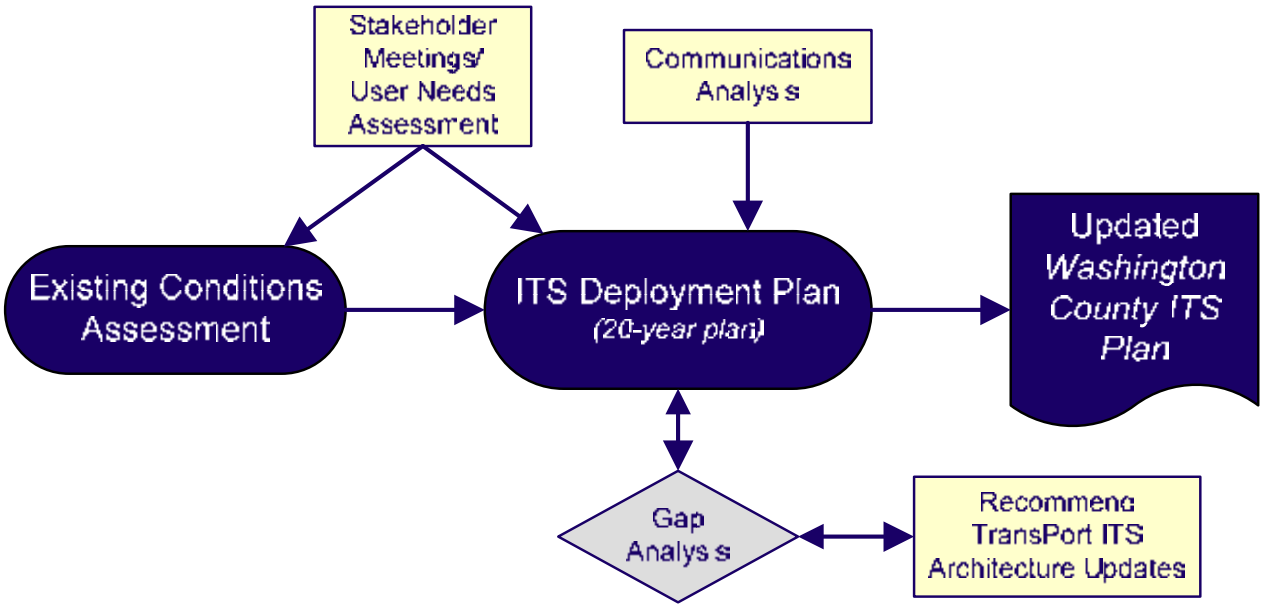


Figure 3. Plan Update Approach

[1] Portland General Electric was included in stakeholder interviews because they have a large fiber optic communications network and are open to infrastructure sharing agreements.

MISSION & GOALS

To guide the development and ultimate deployment of intelligent transportation systems in Washington County, stakeholders developed a mission statement and accompanying goals and objectives in 2005 during the initial development of the *ITS Plan*.

Washington County ITS Mission Statement

Washington County, the cities within the county, and ODOT seek to improve the safety, security and movement of goods, people and services for all modes of the transportation network by using advanced technologies, coordinated management techniques, and by providing real-time traveler information.

The mission statement is supported by five goals:

1) Improve the safety and security of our transportation system.
2) Improve the efficiency of the transportation system.
3) Provide improved traveler information.
4) Deploy functional and cost efficient ITS infrastructure.
5) Integrate regional ITS projects with local and regional partners.

Specific objectives that support each of the goals are listed in Chapter 3 of the *Washington County ITS Plan*.

ITS DEPLOYMENT PLAN

Over 60 ITS projects were identified and developed to address the current needs identified by Washington County LUT and local agencies within the county. This section includes an overview of the deployment plan projects, schedule, and costs.

ITS Deployment Plan Projects

The ITS deployment plan projects generally include installing a comprehensive communications network to support traffic signal operations and ITS devices, traffic signal improvements, expansion of CCTV traffic monitoring cameras, safety applications, and installation of rural weather stations. ITS projects can be grouped into one of two categories based on the lead agency for each project:

- **Washington County (WC)**: Projects led and primarily funded by Washington County LUT
- **Local Agency (LA)**: Projects recommended for funding and deployment by local agencies to support traffic signals maintained by Washington County LUT

Figure 4 shows the location of ITS deployment projects in Washington County and Table 1 provides details about each project. The project numbers and geographic groupings are for reference purposes only and do not indicate project priority. On Figure 4 the projects are depicted as a line for a corridor project or a circle for a project in a spot location. Some corridors show multiple project numbers such as one project number for a communications project and one project number for an adaptive traffic signal control project. These projects may be implemented at the same time pending funding allocation. Some projects include multiple spot locations, which is why some project numbers are shown in more than one location.

ITS projects support a number of operations and management strategies best-suited to meeting the transportation needs of Washington County LUT. These strategies are grouped into several categories:

- Traffic Control & Operations
- Bicycle & Pedestrian
- Rural
- Traveler Information

Table 2 shows the specific ITS strategies that are supported by each deployment plan project.

Schedule

The ITS deployment projects in this plan will likely be implemented over the next 20 years. Project priority will be determined by Washington County LUT as funding opportunities arise because project implementation is dependent on many factors such as:

- Funding sources and requirements; for example:
  - Projects that support partner agencies typically score better for regional funding programs allocated through Metro
  - Projects with CCTV cameras may be eligible for homeland security funding
- Combination of a project with a planned capital improvement project in future Washington County and local agency transportation improvement program allocations
- Communications sharing opportunities with other agencies
- Projects that support the needs of Washington County LUT operations and maintenance staff (e.g. rural weather stations)

Washington County ITS Plan

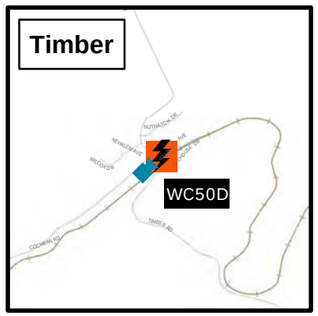
Figure 4 - ITS Deployment Plan Inset Maps and Detail Map Index

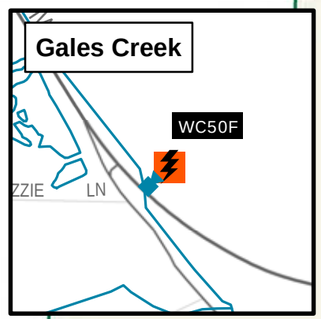
September 20, 2013

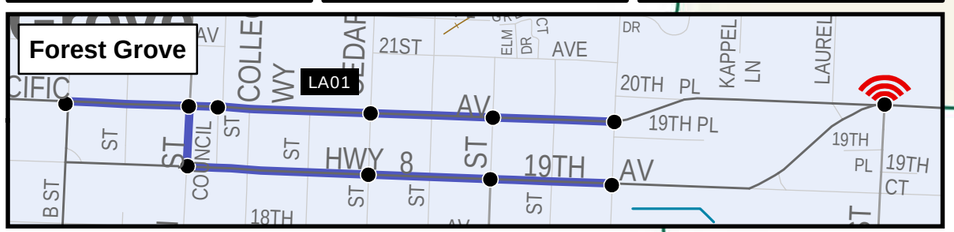
LEGEND

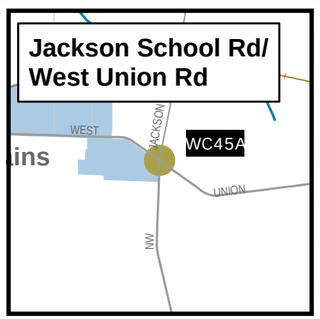
This legend is for inset maps below and Detail Maps 4a - 4f. Scale varies.

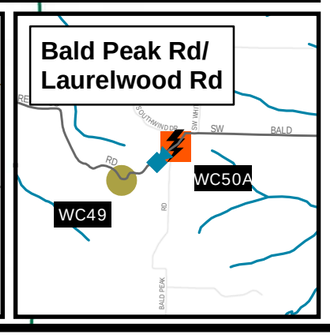
- Traffic Signal Owned or Maintained by Washington County
- Planned Traffic Signal
- *CCTV Camera*
  - Existing Camera
  - WC44: CCTV Camera
  - Proposed Camera
- Existing WCCCA Radio Tower
- AA## Project Number
- Event Management Project
- Warning/Feedback System Project
- Proposed Middle Switch
- Proposed Remote Cellular Connection
- Proposed Weather Station

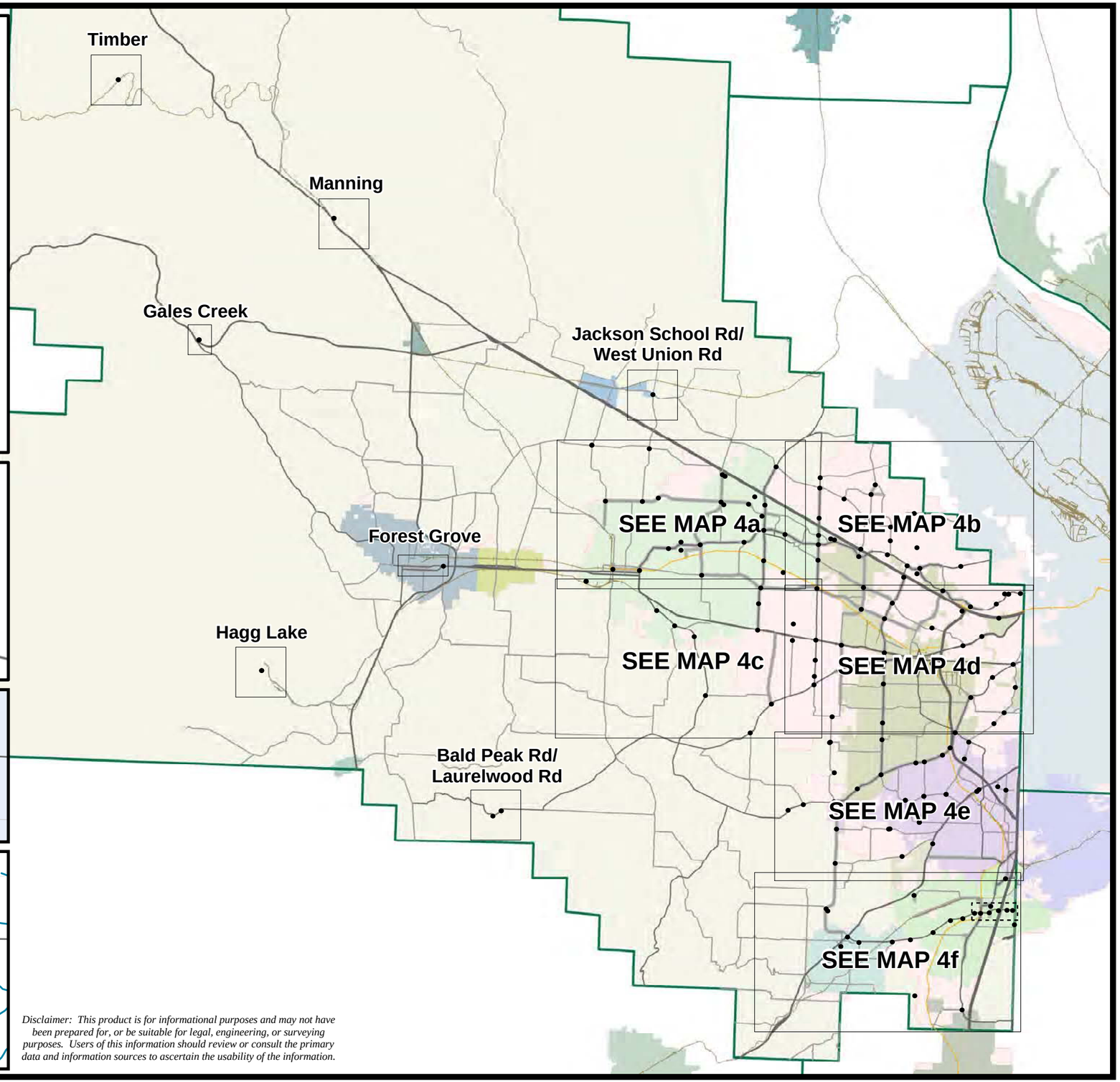












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Washington County ITS Plan

ITS Deployment Plan Projects - Detail

Figure 4a*

0.5 0.25 0 0.5 Miles

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*see figure 4 for legend and map index

Figure 4a

WC02 WC03 WC50H WC09 WC12 WC50I WC51 WC50J WC13 WC14 WC10 WC05 WC07 WC08 WC13 WC15 WC19 WC12 WC05 WC06 WC11 WCO4 WCO1 WaCo TOC

Hillsboro

Portland-Hillsboro Airport

Washington County Fairgrounds

Sewell

Orenco

Quatama

Bendemeer

West Union

See Figure 4b

See Figure 4c

Figure 4b

Washington County ITS Plan

ITS Deployment Plan Projects - Detail

Figure 4b*

0.5 0.25 0 0.5

Miles

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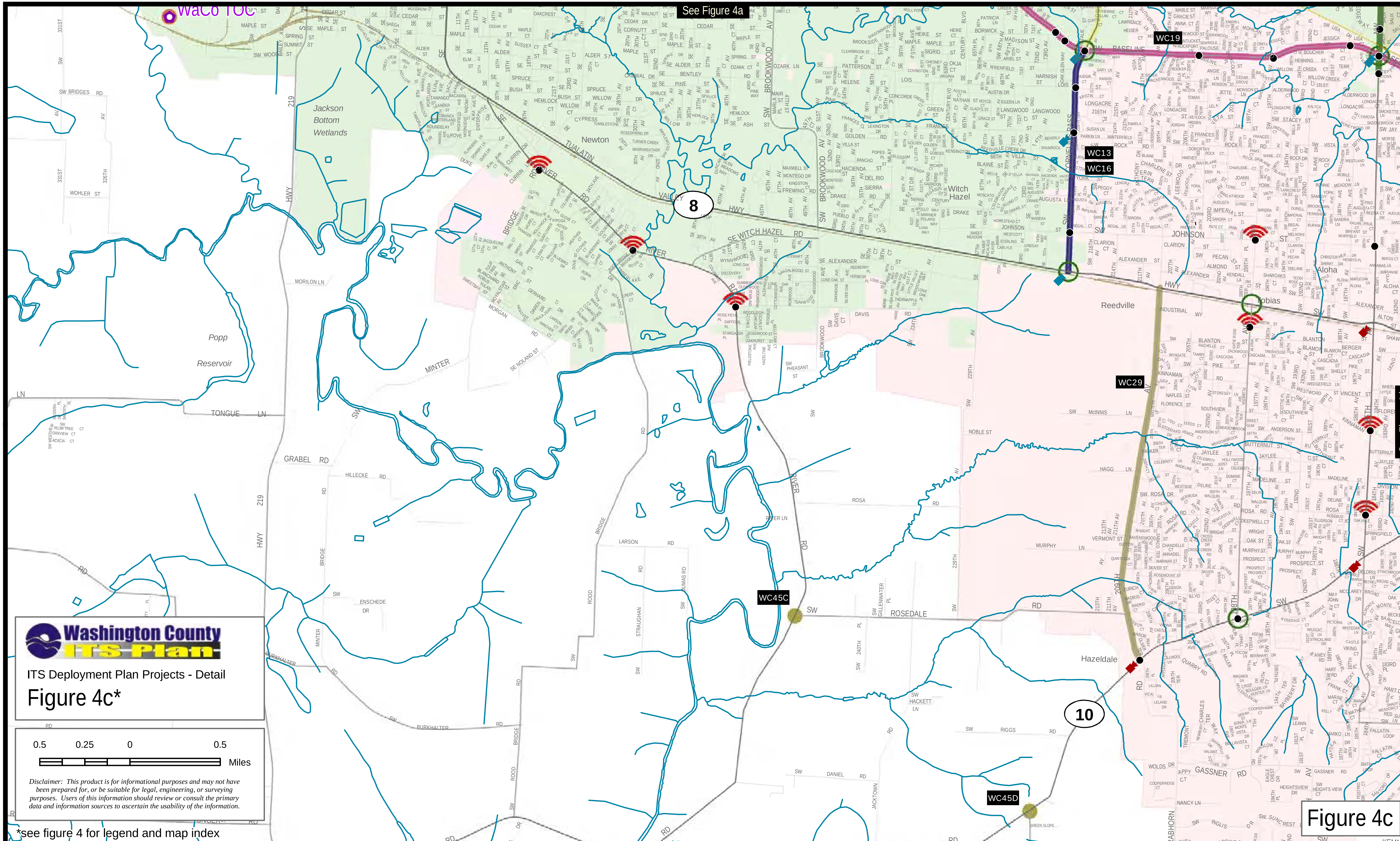
*see figure 4 for legend and map index

WC20
WC17
WC18
WC05
WC08
WCCCA
WC05
WC25
WC23
WC21
WC50K

See Figure 4a

See Figure 4d

Union
Bethany
SPRINGVILLE
THOMPSON
SALTZMAN
CORNELL
Cedar Mill
Forest Park
Balch Canyon



Washington County ITS Plan

ITS Deployment Plan Projects - Detail

Figure 4c*

0.5 0.25 0 0.5 Miles

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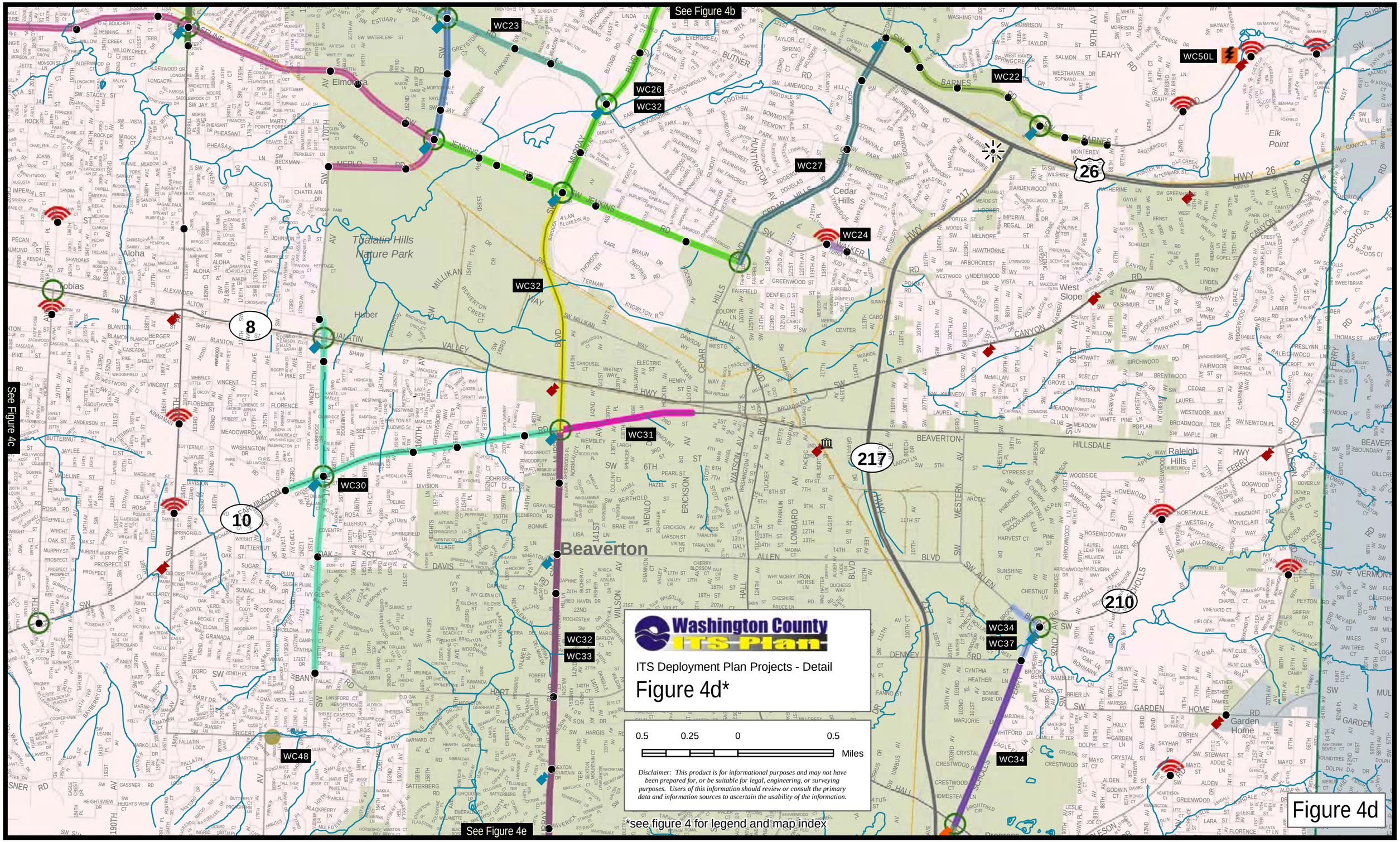
*see figure 4 for legend and map index


See Figure 4b
See Figure 4c
See Figure 4e
WC23
WC26
WC32
WC27
WC24
WC22
WC50L
WC31
WC30
WC32
WC33
WC34
WC37
WC34
WC48
Tualatin Hills Nature Park
Elmonica
Cedar Hills
Beaverton
Aloha
Tobias
Huber
West Slope
Raleigh Hills
Elk Point
Garden Home
8
10
26
217
210
Washington County ITS Plan
ITS Deployment Plan Projects - Detail
Figure 4d*
0.5 0.25 0 0.5
Miles
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*see figure 4 for legend and map index
Figure 4d

Figure 4e

See Figure 4d

WC50G

WC45B

WC34

WC35

WC36

WC39

WC46

WC50E

WC41

LA02

LA03

LA04

LA05

LA06

210

217

99W

I-5

Washington County ITS Plan

ITS Deployment Plan Projects - Detail

Figure 4e*

0.5 0.25 0 0.5 Miles

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*see figure 4 for legend and map index

See Figure 4f

Washington County ITS Plan

ITS Deployment Plan Projects - Detail

Figure 4f*

0.5 0.25 0 0.5

Miles

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*see figure 4 for legend and map index

See Figure 4e

WC41 WC50M WC47

LA04 LA10 LA11 LA07a LA07b LA09 LA08

WC40 WC42

Sherwood Tualatin Tonquin Middleton

Union Flat

Nasoma

I-5 99W

Figure 4f

Table 1. ITS Deployment Plan Projects

Project No.	Project Name	Project Description (see Figure 4 for project locations)	Traffic Signals Impacted	New CCTV Cameras	New Middle Switches	Capital Cost	Annual O & M Cost
Hillsboro Area ITS Projects							
WC01	Center to Center Connectivity	Install or enhance center to center connectivity for the following links: * WC01A - Install Wave Division Multiplexing (WDM) on existing fiber optic cable from Walnut Street Center (WSC) to the Washington County Law Enforcement Center (LEC) * WC01B - Install WDM on existing TriMet/Beaverton fiber optic cable from the LEC to Beaverton City Hall * WC01C - Install new wireless communications between WSC and WCCCA's Pumpkin Ridge radio tower * WC01D - Install new wireless communications between WCCCA's Pumpkin Ridge and 911 Center radio towers * WC01E - Install new wireless communications between WSC and WCCCA's Bald Peak radio tower * WC01F - Use existing Washington County, Sherwood, and PGE fiber optic cable to connect WCCCA's Bald Peak radio tower to Tualatin City Hall. Install WDM at Tualatin City Hall if added capacity is needed * WC01G - Install new router and WDM at WCCCA's 911 Center. Use existing WCCCA, ODOT, and Beaverton fiber optic cable to provide communications link from WCCCA's 911 Center to Beaverton City Hall * WC01H - Install new wireless communications between WSC and Parking Garage * WC01I - Install new wireless communications between WCCCA's 911 Center and WCCCA's Cedar Hills tower	0	0	1	$605,000	$18,150
WC02	Evergreen Rd (West)	* Ethernet over copper (EOC): Use existing twisted pair on Evergreen Rd from Glencoe Rd to 25th Ave and on Glencoe Rd from Cory St to the High School access * Wireless: Install communications link between Evergreen Rd and the High School access, and between WCCCA's Pumpkin Ridge radio tower and the new Evergreen Rd and Glencoe Rd EOC network	7	3	0	$183,000	$5,490
WC03	Evergreen Rd (Central)	* Fiber: Install new fiber optic cable from 25th Ave to Imbrie Dr	7	3	1	$948,000	$28,440
WC51	Evergreen Pkwy (East)	* Wireless: Install communications link between Cornelius Pass Rd and Aloclek Dr	2	0	0	$38,000	$1,140
WC04	1st Ave	* EOC: Use existing twisted pair on 1st Ave from Lincoln St to Washington St * Wireless: Install communications link between 1st Ave/Washington St and Cornell Rd/Washington St	4	2	1	$131,000	$3,930
WC05	Cornell Rd (Adaptive Signals)	* Adaptive: Install adaptive signal system from 10th Ave to US26	21	0	0	$1,285,000	$38,550
WC06	Cornell Rd (West)	* Install new CCTV cameras and middle switch between 10th Ave and Brookwood Pkwy * Use existing EOC and wireless communications network	0	3	1	$85,000	$2,550
WC07	Cornell Rd (Central)	* Install new CCTV cameras and middle switches between Brookwood Pkwy and Cornelius Pass Rd * Use existing EOC communications network	0	3	2	$115,000	$3,450
WC08	Cornell Rd (East)	* Wireless: Use existing communications link from Cornelius Pass Rd to 206th Ave/John Oslen Pl * EOC: Use existing twisted pair from 206th Ave/John Oslen Pl to 185th Ave * Fiber: Install new fiber optic cable from 185th Ave to Evergreen Pkwy	9	3	2	$270,000	$8,100
WC09	Brookwood Pkwy (North)	* Fiber: Install new fiber optic cable from the US26 EB on/off ramps to Evergreen Rd and provide communications link to existing ODOT fiber optic cable on US26	1	2	2	$431,000	$12,930

Table 1. ITS Deployment Plan Projects

Project No.	Project Name	Project Description (see Figure 4 for project locations)	Traffic Signals Impacted	New CCTV Cameras	New Middle Switches	Capital Cost	Annual O & M Cost
WC10	Brookwood Pkwy (Central)	* Fiber: Install new fiber optic cable from Evergreen Rd to Cornell Rd * Fiber: Fix breaks in existing conduit	5	2	2	$664,000	$19,920
WC11	Brookwood Pkwy (South)	* Fiber: Install new fiber optic cable on 34th Ave from MAX Station to Veterans Dr, on Veterans Dr from 34th Ave to Brookwood Pkwy, and on Brookwood Pkwy from Cornell Rd to Baseline Rd * WDM: Install WDM on existing fiber optic cable from MAX Station to the LEC and Beaverton City Hall	2	2	2	$637,000	$19,110
WC12	Hillsboro Stadium & Washington County Fairgrounds	*Adaptive: Install adaptive signal system or active traffic management system for event management. Corridors could include Cornell Rd, Brookwood Pkwy, Evergreen Rd, Evergreen Pkwy, and Cornelius Pass Rd	10	0	0	$612,000	$18,360
WC13	Cornelius Pass Rd (Adaptive Signals)	* Adaptive: Install adaptive signal system from West Union Rd to TV Hwy	21	0	0	$918,000	$27,540
WC14	Cornelius Pass Rd (North)	* Fiber: Install new fiber optic cable from Imbrie Dr to Wagon Way * EOC: Use existing twisted pair from Wagon Way to West Union Rd	4	2	1	$365,000	$10,950
WC15	Cornelius Pass Rd (Central)	* Fiber: Install new fiber optic cable from Imbrie Dr to Baseline Rd	10	4	3	$1,116,000	$33,480
WC16	Cornelius Pass Rd (South)	* Fiber: Install new fiber optic cable from Baseline Rd to TV Hwy	4	3	2	$523,000	$15,690
WC17	185th Ave	* Install new CCTV cameras and middle switches between West Union Rd and Baseline Rd * Use existing EOC communications network	0	6	3	$199,000	$5,970
WC18	185th Ave (Adaptive Signals)	* Adaptive: Install adaptive signal system from Rock Creek Blvd to Baseline Rd	15	0	0	$918,000	$27,540
WC19	Baseline Rd and Merlo Rd	* EOC: Use existing twisted pair on Jenkins Rd from 231st Ave to 158th Ave, and on Merlo Rd from Jenkins Rd to the TriMet Merlo Garage driveway * Fiber: Install new fiber optic cable on Baseline Rd from Brookwood Pkwy to 231st Ave * Wireless: Install communications link on Merlo Rd from 170th Ave to the TriMet Merlo Garage driveway	16	4	3	$845,000	$25,350
Beaverton Area ITS Projects							
WC20	Bethany Blvd	* Wireless: Install communications link on Bethany Blvd from Central Drive to Laidlaw Rd and on Laidlaw Rd from Bethany Blvd to Kaiser Rd * Cellular: Install communications to Bethany Blvd/Kaiser Rd and to Bethany Blvd/Laidlaw Rd	4	0	0	$47,000	$2,610
WC21	Cornell Rd and Barnes Rd	* Fiber: Install new fiber optic cable on Cornell Rd from Murray Blvd to Cedar Hills Blvd * EOC: Use existing twisted pair on Saltzman Rd from Dogwood St to Cornell Rd and on Barnes Rd from Cornell Rd to 118th Ave	9	1	2	$561,000	$16,830
WC22	Barnes Rd	* EOC: Use existing twisted pair from Cedar Hills Blvd to Catlin Gabel School Entrance * Wireless: Install communications link between WCCCA's Cedar Hills radio tower and the Baltic Ave/Barnes Rd traffic signal	9	2	1	$203,000	$6,090
WC23	Walker Rd (West)	* Fiber: Install new fiber optic cable from 173rd to Murray Blvd	0	2	2	$824,000	$24,720

Table 1. ITS Deployment Plan Projects

Project No.	Project Name	Project Description (see Figure 4 for project locations)	Traffic Signals Impacted	New CCTV Cameras	New Middle Switches	Capital Cost	Annual O & M Cost
WC24	Walker Rd (East)	* Wireless: Install communications link between Lynnfield Ln and Mayfield Ave * Cellular: Provide communications to the new Walker Rd wireless network	2	0	0	$50,000	$2,100
WC25	158th Ave	* Fiber: Install new fiber optic cable on 158th Ave from Cornell Rd to Jenkins Rd	9	2	3	$658,000	$19,740
WC26	Murray Blvd and Jenkins Rd	* Fiber: Install new fiber optic cable on Murray Blvd from Science Park Dr to Jenkins Rd and on Jenkins Rd from 158th Ave to Cedar Hills Blvd	10	4	4	$1,133,000	$33,990
WC27	Cedar Hills Blvd	* Fiber: Install new fiber optic cable from Barnes Rd to Jenkins Rd	5	1	1	$597,000	$17,910
WC29	209th Ave	* Fiber: Install new fiber optic cable from the TV Hwy to Farmington Rd	3	0	2	$695,000	$20,850
WC30	170th Ave and Farmington Rd (West)	* Fiber: Install new fiber optic on 170th Ave from Alexander St to Bany Rd * EOC: Use existing twisted pair on Farmington Rd from Kinnaman Rd to Murray Blvd	10	3	3	$745,000	$22,350
WC31	Farmington Rd (East)	* Fiber: Install new fiber optic cable from Murray Blvd to Hocken Ave	3	1	1	$340,000	$10,200
WC32	Murray Blvd (Adaptive Signals)	* Adaptive: Install adaptive signal system from US26 to Scholls Ferry Rd	20	0	0	$1,224,000	$36,720
WC33	Murray Blvd	* Fiber: Install new fiber optic cable on Murray Blvd from Jenkins Rd to Scholls Ferry Rd	12	4	2	$1,122,000	$33,660
WC34	Scholls Ferry Rd (Adaptive Signals)	* Adaptive: Install adaptive signal system from 175th Ave to Hall Blvd	20	0	0	$1,224,000	$36,720
WC35	Scholls Ferry Rd (West)	* Install new CCTV cameras and middle switch between 175th Ave and Murray Blvd * Use existing fiber optic communications network	0	2	2	$96,000	$2,880
WC36	Scholls Ferry Rd (East)	* Fiber: Install new fiber optic cable from Murray Blvd to OR217 SB ramps * EOC: Use existing EOC communications network from OR217 SB ramps to Hall Blvd	13	2	2	$713,000	$21,390
WC37	Scholls Ferry Rd and Allen Blvd	* Fiber: Install new fiber optic cable on Allen Blvd from the City of Beaverton Maintenance Building to Scholls Ferry Rd and on Scholls Ferry Rd from Allen Blvd to Denney Rd	2	1	1	$218,000	$6,540
Tigard/Tualatin/Sherwood Area ITS Projects							
WC39	Greenburg Rd	* Fiber: Install new fiber optic cable from Locust St to North Dakota St and between the Greenburg Rd network and ODOT's existing OR217 fiber optic cable	6	1	1	$383,000	$11,490
WC40	Bridgeport Rd	* Fiber: Install new fiber optic cable on Bridgeport Rd from Upper Boones Ferry Rd to 65th Ave * Wireless: Install communications link between Bridgeport Rd/Upper Boones Ferry Rd and Lower Boones Ferry Rd/Upper Boones Ferry Rd	8	1	2	$409,000	$12,270
WC41	Roy Rogers Rd	* Fiber: Install new fiber optic cable from Scholls Ferry Rd to Borchers Dr	4	4	1	$1,570,000	$47,100

Table 1. ITS Deployment Plan Projects

Project No.	Project Name	Project Description (see Figure 4 for project locations)	Traffic Signals Impacted	New CCTV Cameras	New Middle Switches	Capital Cost	Annual O & M Cost
WC42	Downtown Tualatin (Adaptive Signals)	* Adaptive: Extend existing SCATS to include: - Boones Ferry Rd/Martinazzi Ave - Boones Ferry Rd/Tualatin Rd - Boones Ferry Rd/Nyberg St - Boones Ferry Rd/Warm Springs St - Martinazzi Ave/Fred Meyer entrance - Martinazzi Ave/Warm Springs St - Nyberg St/Best Buy entrance - Nyberg St/65th Ave	8	0	0	$491,000	$15,330
Countywide/Rural ITS Projects							
WC43	Remote Traffic Signals	* Cellular: Install communications to approximately 25 remote traffic signals	25	0	0	$34,000	$16,020
WC44	CCTV Cameras	* Install approximately 23 CCTV cameras throughout Washington County to complete network coverage	0	23	0	$1,270,000	$38,100
WC45	Intersection Warning Systems	Install new roadway detectors to monitor traffic approaching rural intersections and install new electronic warning signs to warn vehicles of approaching cross traffic at: * WC45A - Jackson School Rd/West Union Rd * WC45B - 175th Ave/High Hill Ln * WC45C - River Rd/Rosedale Rd * WC45D - Farmington Rd (OR10)/Clark Hill Rd	0	0	0	$164,000	$4,920
WC46	"Military Curve" Warning System	Install a system for "Military Curve" on Scholls Ferry Rd between Clark Hill Rd and Tile Flat Rd that uses roadway detectors and speed feedback signs to warn drivers, particularly commercial vehicle operators, of high speeds in approach to the curve	0	0	0	$41,000	$1,230
WC47	"Tonquin Curve" Speed Feedback System	Install a system for "Tonquin Curve" on Tonquin Rd near the TVF&R Training Center that uses roadway detectors and speed feedback signs to warn drivers of potentially dangerous speeds in approach to the curve	0	0	0	$41,000	$1,230
WC48	175th Ave/Rigert Rd Queue Warning System	Install a system at the 175th Ave/Rigert Rd intersection that uses roadway detectors and electronic warning signs to warn drivers of an approaching queue	0	0	0	$109,000	$3,270
WC49	Laurelwood Length and Speed Warning System	Install a system on Laurelwood Rd that uses roadway detectors and electronic warning signs to alert commercial drivers of approaching length restrictions and to alert all drivers of potentially dangerous speeds in approach to geometric conditions	0	0	0	$143,000	$4,290

Table 1. ITS Deployment Plan Projects

Project No.	Project Name	Project Description (see Figure 4 for project locations)	Traffic Signals Impacted	New CCTV Cameras	New Middle Switches	Capital Cost	Annual O & M Cost
WC50	Weather Stations	Install road weather information systems (RWISs) to collect atmospheric and pavement data at key sites throughout the county to support maintenance decisions and traveler information: * WC50A - Bald Peak Rd/Laurelwood Rd * WC50B - Gaston, at Hagg Lake * WC50C - Manning at trailhead to Banks-Vernonia Trail * WC50D - Timber Road, near Timber * WC50E - Bull Mountain between Benchview Terrace and Peachtree Drive * WC50F - County Road near OR 6/Gales Creek * WC50G - 175th/Kemmer * WC50H - Brookwood south of US 26 * WC50I - Brookwood/Evergreen * WC50J - Cornelius Pass/Evergeen * WC50K - Barnes/Saltzmann * WC50L - Barnes/Miller * WC50M - Roy Rogers/Scholls-Sherwood	0	13	0	$2,492,000	$74,760
Local Agency ITS Projects							
LA01	Forest Grove: Traffic Signals	* EOC: Use existing twisted pair on Pacific Ave from B St to Hawthorne St, on 19th St from Main St to Hawthorne St, and on Main St from Pacific Ave to 19th St * Wireless: Install communications link between WSC radio tower and the new Forest Grove EOC network * Cellular: Install communications to Pacific Ave/Maple St traffic signal	11	0	0	$176,000	$5,880
LA02	Tigard: 72nd Ave (North)	* Fiber: Install new fiber optic cable from Dartmouth St to the OR217 SB Ramps/Varns St	5	0	1	$367,000	$11,010
LA03	Tigard: Bonita Rd	* Wireless: Install communications link from 72nd Ave to 74th Ave	2	0	0	$36,000	$1,080
LA04	Tigard: 72nd Ave (South)	* EOC: Use existing twisted pair from Bridgeport Rd to the Bridgeport Village access (north) * Wireless: Install communications link between the Bridgeport Village access (north) and Durham Rd	2	0	1	$78,000	$2,340
LA05	Tigard: Traffic Signals	* Cellular: Install communications to approximately five remote traffic signals	5	0	0	$58,000	$4,740
LA06	Tigard: Upper Boones Ferry Rd/Durham Rd	* Wireless: Install communications links along Durham Rd, Upper Boones Ferry Rd, and Carman Dr between OR99W and the I-5 NB Ramps * Adaptive: Install adaptive signal system from OR99W to I-5	13	0	0	$834,000	$25,020
LA07A	Tualatin: Herman Rd (Alternative A)	* Wireless: Install communications link from 124th Ave to Herman Rd/Tualatin Rd * EOC: Use existing twisted pair from Herman Rd/Tualatin Rd to Boones Ferry Rd/Martinazzi Ave	9	2	1	$242,000	$7,260
LA07B	Tualatin: Herman Rd (Alternative B)	* Fiber: Install new fiber optic cable on Herman Rd from 124th Ave to Tualatin City Hall and provide communications link between Tualatin City Hall and the Tualatin Operations Facility on 108th Ave	9	2	1	$1,056,000	$31,680

Table 1. ITS Deployment Plan Projects

Project No.	Project Name	Project Description (see Figure 4 for project locations)	Traffic Signals Impacted	New CCTV Cameras	New Middle Switches	Capital Cost	Annual O & M Cost
LA08	Tualatin: Boones Ferry Rd	*EOC: Use existing twisted pair along Boones Ferry Rd from Tualatin Rd to Avery St * Fiber: Share existing Sherwood and PGE fiber optic cable on Boones Ferry Rd from Avery St to Ibach Ct/Ibach St and on Avery St from Boones Ferry Rd to 95th Ave	8	2	3	$294,000	$8,820
LA09	Tualatin: Martinazzi Ave	* Fiber: Share existing Washington County LUT fiber optic cable from Tualatin City Hall to Tualatin-Sherwood Rd * EOC: Use existing twisted pair from Tualatin-Sherwood Rd to Warm Springs St	2	2	1	$175,000	$5,250
LA10	Tualatin: Traffic Signals	* EOC: Use existing twisted pair on 124th Ave from Tualatin Rd to Leveton Dr * Cellular: Install communications to new 124th Ave EOC network	2	0	0	$34,000	$1,620
LA11	Sherwood: Traffic Signals	* Fiber: Share existing Sherwood and Washington County LUT fiber to connect three remote traffic signals to the Tualatin City Hall	3	0	0	$122,000	$3,660

Table 2. ITS Strategies Supported by Each Deployment Plan Project

Projects **Legend for Strategy Mapping:** **C = Communications is a major project component** **P = Primary** **S = Secondary** *** = Project infrastructure supports future/concurrent project(s)**		Communications	Traffic Control & Operations						Bicycle & Pedestrian				Rural						Traveler Information		
			Traffic Operations Center	Enhanced Signal Timing Operations	Transit Signal Priority	Traffic Surveillance	Arterial Performance Monitoring	Event Management	Bicycle Detection & Real-Time Bicycle Routing	Trail Counters	Bicycle Signal Timings	Pedestrian-Based Signal Timings	Weather Stations	Intersection Warning Systems	Curve Warning Systems	Queue Warning Systems	Size & Speed Warning Systems	Speed Feedback Systems	Broadcast Traveler Information	Real-Time Traffic Flow Conditions	Roadside Traveler Information
Hillsboro Area ITS Projects																					
WC01	Center to Center Connectivity	C	P	S	*	S	S	S	*	*		*	*						S	S	
WC02	Evergreen Rd (West)	C	S	P		P	P	S	*		S	S							S	S	
WC03	Evergreen Rd (Central)	C	S	P		P	P	S	*		S	S							S	S	
WC51	Evergreen Pkwy (East)	C	S	P			P	S	*		S	S							S	S	
WC04	1st Ave	C	S	P		P			*		S	S							S	S	
WC05	Cornell Rd (Adaptive Signals)		S	P	*		P	S			S	S								S	S
WC06	Cornell Rd (West)	C	S	P	*	P	P	S	*		S	S							S	S	S
WC07	Cornell Rd (Central)	C	S	P	*	P	P	S	*		S	S							S	S	S
WC08	Cornell Rd (East)	C	S	P	*	P	P	S	*	*	S	S							S	S	S
WC09	Brookwood Pkwy (North)	C	S	P		P	P	S	*		S	S							S	S	
WC10	Brookwood Pkwy (Central)	C	S	P		P	P	S	*		S	S							S	S	
WC11	Brookwood Pkwy (South)	C	S	P		P	P	S	*		S	S							S	S	
WC12	Hillsboro Stadium & Washington County Fairgrounds		S	P				P			S	S									
WC13	Cornelius Pass Rd (Adaptive Signals)		S	P			P	S			S	S							S	S	
WC14	Cornelius Pass Rd (North)	C	S	P		P	P	S	*		S	S							S	S	
WC15	Cornelius Pass Rd (Central)	C	S	P		P	P	S	*		S	S							S	S	
WC16	Cornelius Pass Rd (South)	C	S	P		P	P	S	*		S	S							S	S	
WC17	185th Ave	C	S	P	*	P	P		*		S	S							S	S	S
WC18	185th Ave (Adaptive Signals)		S	P	*		P				S	S							S	S	S
WC19	Baseline Rd and Merlo Rd	C	S	P		P	P			*	S	S							S	S	

Projects Legend for Strategy Mapping: C = Communications is a major project component P = Primary S = Secondary * = Project infrastructure supports future/concurrent project(s)		Communications	Traffic Control & Operations						Bicycle & Pedestrian				Rural						Traveler Information		
			Traffic Operations Center	Enhanced Signal Timing Operations	Transit Signal Priority	Traffic Surveillance	Arterial Performance Monitoring	Event Management	Bicycle Detection & Real-Time Bicycle Routing	Trail Counters	Bicycle Signal Timings	Pedestrian-Based Signal Timings	Weather Stations	Intersection Warning Systems	Curve Warning Systems	Queue Warning Systems	Size & Speed Warning Systems	Speed Feedback Systems	Broadcast Traveler Information	Real-Time Traffic Flow Conditions	Roadside Traveler Information
Beaverton Area ITS Projects																					
WC20	Bethany Blvd	C	S	P					*	*	S	S							S	S	
WC21	Cornell Rd and Barnes Rd	C	S	P	*	P	P		*		S	S							S	S	S
WC22	Barnes Rd	C	S	P		P	P		*		S	S							S	S	S
WC23	Walker Rd (West)	C	S	P	*	P	P		*	*	S	S							S	S	
WC24	Walker Rd (East)	C	S	P			P		*		S	S							S	S	
WC25	158th Ave	C	S	P		P			*	*	S	S							S	S	
WC26	Murray Blvd and Jenkins Rd	C	S	P	*	P			*	*	S	S							S	S	
WC27	Cedar Hills Blvd	C	S	P		P	P		*		S	S							S	S	
WC29	209th Ave	C	S	P					*		S	S							S	S	
WC30	170th Ave and Farmington Rd (West)	C	S	P	*	P	P		*		S	S							S	S	
WC31	Farmington Rd (East)	C	S	P	*	P	P		*		S	S							S	S	
WC32	Murray Blvd (Adaptive Signals)		S	P	*		S		*		S	S							S	S	
WC33	Murray Blvd	C	S	P	*	P	P		*		S	S							S	S	
WC34	Scholls Ferry Rd (Adaptive Signals)		S	P	*		S		*		S	S							S	S	
WC35	Scholls Ferry Rd (West)	C	S	P		P	P		*	*	S	S							S	S	
WC36	Scholls Ferry Rd (East)	C	S	P	*	P	P		*		S	S							S	S	
WC37	Scholls Ferry Rd and Allen Blvd	C	S	P		P	P		*		S	S							S	S	
Tigard/Tualatin/Sherwood Area ITS Projects																					
WC39	Greenburg Rd	C	S	P		P			*		S	S							S	S	
WC40	Bridgeport Rd	C	S	P		P			*		S	S							S	S	
WC41	Roy Rogers Rd	C	S	P		P			*		S	S							S	S	
WC42	Downtown Tualatin (Adaptive Signals)		S	P			S		*		S	S							S	S	

Projects **Legend for Strategy Mapping:** **C = Communications is a major project component** **P = Primary** **S = Secondary** *** = Project infrastructure supports future/concurrent project(s)**		Communications	Traffic Control & Operations						Bicycle & Pedestrian				Rural						Traveler Information		
			Traffic Operations Center	Enhanced Signal Timing Operations	Transit Signal Priority	Traffic Surveillance	Arterial Performance Monitoring	Event Management	Bicycle Detection & Real-Time Bicycle Routing	Trail Counters	Bicycle Signal Timings	Pedestrian-Based Signal Timings	Weather Stations	Intersection Warning Systems	Curve Warning Systems	Queue Warning Systems	Size & Speed Warning Systems	Speed Feedback Systems	Broadcast Traveler Information	Real-Time Traffic Flow Conditions	Roadside Traveler Information
Countywide/Rural ITS Projects																					
WC43	Remote Traffic Signals	C	S	P																	
WC44	CCTV Cameras	C	S			P													S		
WC45	Intersection Warning Systems													P							
WC46	"Military Curve" Warning System														P						
WC47	"Tonquin Curve" Speed Feedback System																	P			
WC48	175th Ave/Rigert Rd Queue Warning System															P					
WC49	Laurelwood Length and Speed Warning System																P				
WC50	Weather Stations		S			P							P						S		S
Local Agency ITS Projects																					
LA01	Forest Grove: Traffic Signals	C	S	P	*		S		S		S	S							S	S	
LA02	Tigard: 72nd Ave (North)	C	S	P			S		S		S	S							S	S	
LA03	Tigard: Bonita Rd	C	S	P			S		S		S	S							S	S	
LA04	Tigard: 72nd Ave (South)	C	S	P			S		S		S	S							S	S	
LA05	Tigard: Traffic Signals	C	S	P			S		S		S	S							S	S	
LA06	Tigard: Upper Boones Ferry Rd/Durham Rd	C	S	P			S		S		S	S							S	S	
LA07A	Tualatin: Herman Rd (Alternative A)	C	S	P		P	S		S		S	S							S	S	
LA07B	Tualatin: Herman Rd (Alternative B)	C	S	P		P	S		S		S	S							S	S	
LA08	Tualatin: Boones Ferry Rd	C	S	P		P	S		S		S	S							S	S	
LA09	Tualatin: Martinazzi Ave	C	S	P		P	S		S		S	S							S	S	
LA10	Tualatin: Traffic Signals	C	S	P			S		S		S	S							S	S	
LA11	Sherwood: Traffic Signals	C	S	P			S		S		S	S							S	S	

Costs

Table 3 summarizes the estimated capital costs and annual operations and maintenance costs for implementation of all 60 projects. It includes a capital cost of approximately $32 million along with a $975,000 annual operations and maintenance cost at full build out for Washington County LUT projects. Most of the projects support traffic control and operations ITS strategies (approximately $28 million), but a small portion of the projects support rural ITS strategies (approximately $4 million). Most of the pedestrian and bicycle ITS strategies and traveler information strategies are supported secondarily by the projects. Coordinating construction of ITS strategies with the capital improvement projects from the Washington County Major Streets Transportation Improvement Program (MSTIP) is a cost effective approach to implementing many of the strategies identified in this plan. For example, installing new conduit for communications cable when the street is open for a roadway project significantly reduces the construction cost for the new conduit.

Chapter 5: ITS Deployment Plan of the *ITS Plan* includes a funding section that identifies potential funding sources and an operations, maintenance, and equipment upgrades section that describes future needs. Ultimately, installing communications to traffic signals and ITS devices will improve the operational efficiency of Washington County LUT staff, which will allow them to perform additional ITS and network support responsibilities as LUT's ITS network is expanded.

Table 3. Estimated Capital, Operations, and Maintenance Costs by Lead Agency

ITS Projects By Lead Agency and Location	Estimated Capital Costs*	Estimated Annual Operations & Maintenance Costs**
Washington County LUT Projects:		
Hillsboro Area	$10,888,000	$326,640
Beaverton Area	$10,450,000	$315,300
Tigard/Tualatin/Sherwood Area	$2,853,000	$86,190
Countywide/Rural	$4,294,000	$143,820
Subtotal	**$28,485,000**	**$871,950**
Local Agency Projects:		
City of Forest Grove	$176,000	$5,880
City of Tigard	$1,373,000	$44,190
City of Tualatin	$1,559,000	$47,330
City of Sherwood	$122,000	$3,660
Subtotal	**$3,230,000**	**$101,060**
TOTAL	**$31,715,000**	**$973,010**

* Capital costs include equipment, labor, mobilization, temporary protection and direction of traffic, project design/systems engineering, construction engineering/project management, and IT network integration.

** Annual operations and maintenance costs are per year. The full annual costs shown in this table will be reached incrementally as projects are deployed.

NEXT STEPS

The successful implementation of the *Washington County ITS Plan* and updated project list is dependent on incorporating the plan with other planning efforts, regional ITS coordination, and funding procurement.

Incorporate ITS Plan with Other Planning Efforts

The projects identified in Table 1 should be deployed concurrently with traditional maintenance and construction projects when feasible. This approach will minimize reconstruction, maximize the use of resources, and result in the modernization of the regional transportation system. The ITS Plan should be incorporated into the Washington County Transportation System Plan (TSP), which is currently being updated, and local agency TSPs. This will make it easier for projects to become components of capital improvement programs and possibly system development charges. Additionally, Figure 4 and Table 1 can be used to require the installation of conduit with public or private roadway projects to support future ITS implementation.

Regional ITS Coordination

Coordination with partners within the county limits as well as the broader Portland metropolitan area enhances transportation operations across jurisdictional boundaries and also provides opportunities for infrastructure cost sharing. Key coordination activities should include:

- Continue to actively participate on the Transportation Portland (TransPort) Committee, which is a consortium of transportation agencies in the Portland-Vancouver metropolitan area that guides the deployment and funding recommendations for ITS throughout the region.
- Join the Cooperative Telecommunications Infrastructure Committee (CTIC) to leverage over $10 million in existing ODOT, TriMet, and City of Beaverton existing communications infrastructure in the eastern urbanized portion of the county
- Develop agreements as required for communications infrastructure sharing with WCCCA, City of Sherwood, and PGE
- Coordinate with the Cities of Forest Grove, Tigard, Tualatin, and Sherwood to support the implementation of the local agency projects listed in Table 1.

Funding Procurement

Implementation of all 49 Washington County LUT projects in Table 1 will require approximately $32 million in capital costs. The two primary funding sources include Washington County's Major Streets Transportation Improvement Program (MSTIP) and Metro's Metropolitan Transportation Improvement Program (MTIP). These and other programs described in Chapter 5 of the ITS Plan should be explored for funding opportunities.

GLOSSARY OF ACRONYMS

CCTV	Closed-Circuit Television
CTIC	Cooperative Telecommunications Infrastructure Committee
EOC	Ethernet over Copper
ITS	Intelligent Transportation System(s)
LA	Local Agency (used for project numbering)
LEC	Law Enforcement Center
LUT	Land Use & Transportation
MSTIP	Major Streets Transportation Improvement Program
MTIP	Metro Transportation Improvement Program
O & M	Operations and Maintenance
ODOT	Oregon Department of Transportation
PGE	Portland General Electric
RWIS	Road Weather Information System
SCATS	Sydney Adaptive Traffic Control Systems
THPRD	Tualatin Hills Parks & Recreation District
TOC	Traffic Operations Center
TransPort	Transportation Portland
TSP	Transportation System Plan
TVF&R	Tualatin Valley Fire and Rescue
WC	Washington County (used for project numbering)
WCCCA	Washington County Consolidated Communications Agency
WDM	Wavelength-Division Multiplexing
WSC	Walnut Street Center

ODOT– Systems Operations & ITS Section

Traffic Incident Management

A Public Safety Discipline

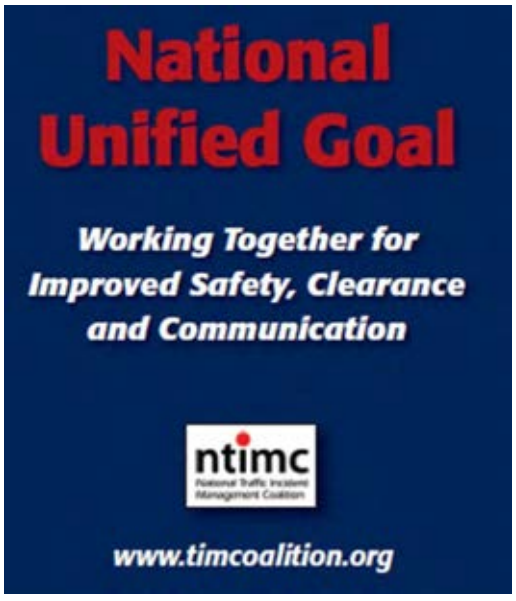
TIM consists of a planned and coordinated multidisciplinary process to detect, respond to and clear traffic incidents.

The efficiency with which a region's TIM responders perform these activities affects congestion, green house gas emissions, freight movement, system safety… in short **the efficiency with which we perform TIM affects the livability of our communities.**

In 2006 the Oregon Transportation Plan (OTP) promoted an increased focus on operating the transportation system.

Goal # 2 - "To improve the efficiency of the transportation system by optimizing the existing transportation infrastructure capacity with improved operations and management."

That goal was further refined by Key Initiative "B" - "enhance incident response to maintain safety and system capacity…improve safety through emergency response, education…"



TIM The National Unified Goal

- **Responder safety**
- **Safe, quick clearance**
- **Prompt, reliable, interoperable communications**

ODOT's Region 1 Incident Response Program

⇒ Station 1-Portland Transportation Operations Center (Dispatch)

⇒ 9 Dedicated Incident Responder Positions w/ vehicles

Geographic Coverage:

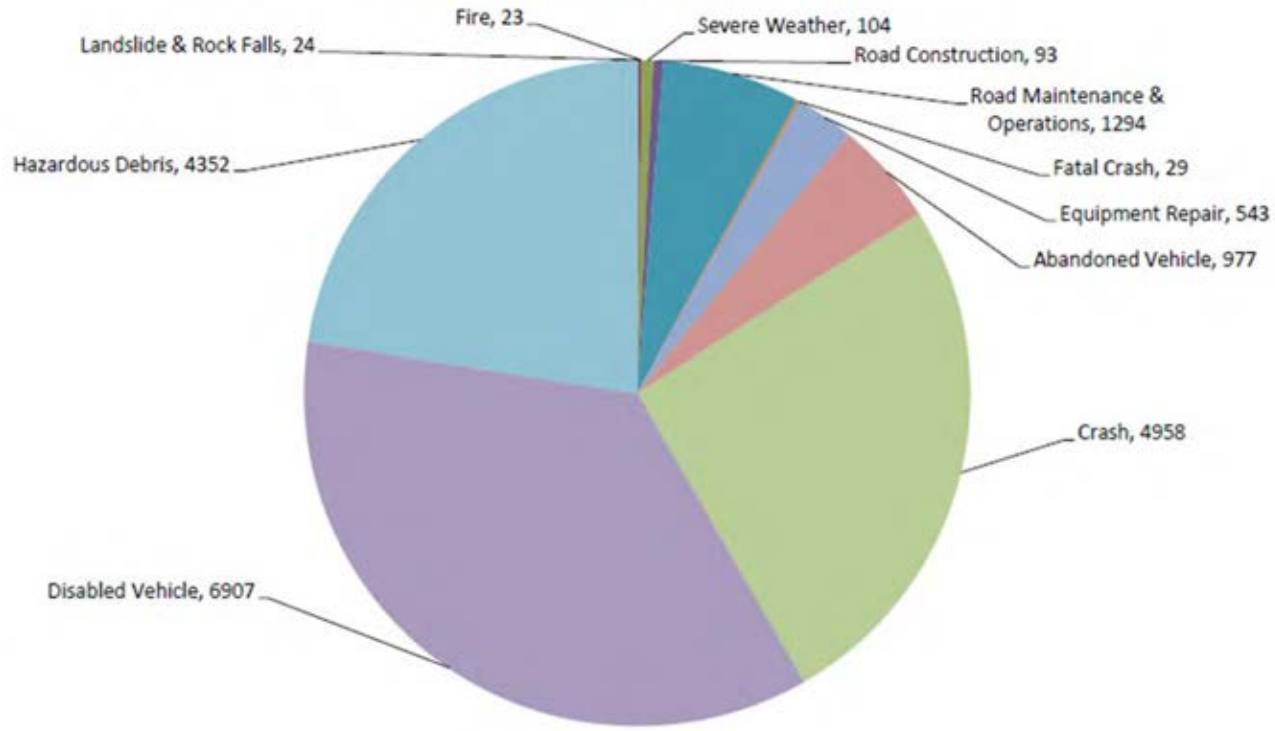
Operating within Multnomah, Clackamas and Washington Counties.

Hours of Operation:

Typical staffing 5:00 am to 9:00pm various shifts

2013

ODOT District 2B & 2C Highway Incident Breakdown



- 19,304 incidents occurred on greater Portland regional highways in 2013, nearly a third of Oregon's total incidents.

  -Nearly 53 incidents each day.

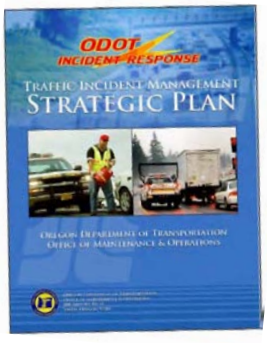
- 6,557 of these incidents either impacted a travel lane or closed the highway at some point.

  -Nearly 18 lane impacting or highway closure incidents each day.

- **What opportunities exist to advance our regional TIM programs?**
- **What can we do to promote inter-agency, cross-disciplined TIM goals?**
- **How can we provide the leadership to advance safe and efficient TIM in the greater Portland area?**

Oregon's TIM Page

Manage To Survive—FHWA TIM Responder Training



ODOT employed the National Unified Goal as the backbone for their *Traffic Incident Management Strategic Plan.*

" ...place emphasis on the commitment of ODOT to continue promoting and sustaining multi-disciplinary, cross-jurisdictional TIM program elements...serve as a compass, outlining key objectives, strategies and actions that will afford a deliberate course towards...shaping the next generation of TIM in Oregon."

OBI Bike Share Guidebook

Westside Transportation Alliance

Open Bike Initiative

Acknowledgements

The OBI Bike Share Guidebook is the result of efforts made by the Westside Transportation Alliance and the Open Bike Initiative to distill Intel's bike share pilot project into an easily implementable program for Washington County employers.

December 2013

Table of Contents

Introduction

Employees at Intel's Hillsboro, Oregon campuses developed the Open Bike Initiative (OBI) in part as a way to address transportation challenges common to many organizations: limited options for completing the 'last mile' between public transit and the campus, lack of alternative transportation options, inadequate connectivity between multiple sites spread out over a large area, and barriers to entering the bike share market as a consumer.

While implementing the low-tech Phase 1 of OBI, the team realized that it could offer this system to organizations as a do-it-yourself bike share program that is scalable, adaptable and achievable.

Open Bike Initiative (OBI) developed through a holistic process built upon organizational, physical, technical and participant preparations. This multifaceted approach has enabled smoother implementation and a more adaptive program. This document is intended as a guide for implementing a similar low-cost bike share program. Greater detail, technical documents and future updates can be found at openbikeinitiative.org.

Why Bike Share?

Bike share has many benefits for employees, employers and the region at large. For employees, bike share presents more transportation options and flexibility. They now have an alternative for getting to meetings, going to lunch, dealing with the last mile connection to transit or getting out and exercising for a half hour during the day.

Employers get fewer employee claims on health insurance, less absenteeism, decreased parking needs and another tool for employee attraction and retention. These all lead to cost savings.

For the region, bike share replacing car trips can result in improved air quality, healthier residents, decreased parking needs and less traffic congestion.

Timeline

The timeline for planning and implementing a bike share is dependent upon the situation, which is why this is not discussed in terms of days or weeks. If your organization has the decision-makers invested and excited from the beginning, organization preparations may not require much time. If you can dedicate greater staff power to this project, you may need more time for staff preparation, but much less time for the later stages.

The message of the timeline is that there are several distinct, but at times overlapping processes in motion. The intensity of activity for each stage will not be consistent, but many stages require continual upkeep or supervision to avoid any lapses in momentum. It's important to remain organized and strategic leading up to the launch date to ensure that all the necessary steps are being completed in time for a successful launch date.

Staff Preparation

Strategic Planning

This can take many shapes from the very formal to a casual process. The team should identify a shared mission and goals for the bike share to bring them together and make sure everyone is on the same page.

Messaging

The outcomes of your strategic planning will help shape the program's messaging. Is this a program focused on health, transportation options, the environment? What type of message will speak to your employees and the organization's culture?

Responsibilities

An important part of preparing the staff is to define and assign responsibilities to the appropriate staff. Who is in charge of what, who is reporting to whom.

Resources Needed

- Staff time for planning
- Communication skills for messaging
- Leadership and enthusiasm

Outcomes

- A plan of attack
- Clear delineation of responsibilities

Staff preparation is largely about creating a cohesive team with a unified voice that will carry out the bike share implementation and operations. A big part of developing a successful bike share is consistent communication and messaging. All of the later steps will go much smoother if your organization takes the time to prepare a team ready and excited to build the bike share.

Organization Preparation

Communication Channels

Open the lines of communication to other departments:

- Legal
- Security
- Facilities
- Human Resources

Identify key contacts and find out how they can improve your program and what they will need to better support the bike share.

Build Investment

When talking to other departments, try to elicit investment in the program. Ask for opinions and expertise in their areas. If they help you plan the bike share, they will be much more likely to support it down the road.

Identify Chain of Escalation

Similar to defining responsibilities for your staff, take time to both identify and secure agreement for a chain of escalation. If a legal issue or security concern arises outside of your capacity to respond, who do you take it to and are they prepared to address it? Define this path and make sure each person is informed and prepared to respond.

Resources Needed

- Staff time
- Institutional knowledge: who to reach out to and work with

Outcomes

- Organization-wide investment
- Support structures for the future

Organization preparation focuses on building support structures and investment in the bike share before reaching any stress points. This will make problem-solving and communication easier down the line while giving the bike share staff the best information possible to succeed. Build relationships, get people involved and they will lend a hand when needed.

Employee Preparation

Generate Excitement

Make it fun! Spread the joy and enthusiasm for bike share with your coworkers and start to build a community around cycling. Host events, seek out opportunities for raffles and incentives to get people involved. Take your clear message devised earlier and get it out there in different ways.

Registration

Have the registration process begin well before launch. As people start to show interest, they may want to register there and then. Make it easy for them to do so.

While registration will still be open, you want as much paperwork done before the launch date as possible so they will be ready to ride.

Education

Educate on both the bike share and cycling in general. Commuter workshops can be a great way to attract new riders. Bicycle advocacy groups may be able to help with this process. Find the information gaps or barriers that may keep people from using the bike share and proactively address them. Get them ready to ride.

Resources Needed

- Staff time, event planning and marketing materials
- Registration process and forms

Outcomes

- Enthusiastic coworkers
- Momentum building for launch

A successful bike share needs active and engaged users. Building this community may start out slowly, but can generate fantastic momentum if done right. Connect your coworkers to resources and digestible information on riding safely, commuter tips and the benefits of bike share. At the same time, you should be collecting information through user registration. This data will be used in the system preparation.

Site Preparation

Program Logistics

Consult with facilities, security, etc. to determine where the racks and bikes will go, how they will be distributed and what resources you want to provide. Try to predict use cases for the bike share and what problems and opportunities the bike share could address.

Site Materials

Research and purchase your equipment. This may include:

- bikes
- locks
- helmets
- racks
- storage bins
- tools and pumps
- signage

If you do this ahead of time (recommended), make sure you have a place to store the equipment until you are ready for launch.

Resources Needed

- Staff time
- Budget and spending authority

Outcomes

- Bikes and equipment acquired
- Layout and distribution of materials planned

Site preparation can vary wildly depending on the specific situation. Larger campuses will need to invest time in planning out rack locations and probable travel patterns. Look for where people are coming from and where they are going to find how the bike share can address user needs. Helmet laws vary by state, check if helmets will be mandatory or recommended.

System Preparation

Download Software

Go to openbikeinitiative.org and download the OBI code that will be the technical backbone of the bike share system. Detailed instructions on the code and installation process can be found in the OBI Phase I Technical Guide.

Set up Google Programs

There are other options available, but OBI used several Google applications to run their system including Gmail, Voice and Drive. Create the bike share's account for these services.

A step-by-step process with screen shots and flow chart are freely available at openbikeinitiative.org in the Phase I White Paper.

Create Spreadsheets

In Google Drive create an asset spreadsheet that will contain the bike numbers, lock combinations and user information.

Again, a detailed process is provided at openbikeinitiative.org.

Resources Needed

- OBI code
- Google account for the bikeshare
- Moderate technical skill and staff time

Outcomes

- The backend foundation
- Database for user and system info

The system preparation may be an area that requires assistance depending on your staff's technical capacity. OBI's Phase I White Paper gives an overview of the process while the Technical Guide gives a detailed set of instructions for installation and set up.

Launch

Distribute Equipment

Install racks and storage bins as needed, distribute the bikes and equipment, and put up any signage. Plan backwards from the launch date to determine how early each step needs to occur. Try to minimize the time the bikes are visible, but not yet accessible.

User Activation

The OBI registration tool requires an additional step to activate users before they can ride. Inform users when and how they can activate their account with enough time for them to complete this prior to launch. The actual process of activation should take no more than 1 day.

Ribbon-Cutting

This doesn't have to be a traditional ribbon-cutting, but celebrate all the hard work leading up to this point. Make the launch day into an event that attracts greater interest. This can be a way of bringing in hesitant riders who have not yet registered.

Resources Needed

- More staff time to put everything out, host any events and supervise the early going
- Event resources (food, space, raffle...)

Outcomes

- Bike share!

Launch is both stressful and exciting. Be prepared to work out any kinks that may arise, respond quickly to any questions or concerns, and address load imbalances. Keep track of where the bikes are going and what the distribution is so you can adjust accordingly.

Operations

Load balancing

Load balancing is the process of redistributing bikes if the system becomes imbalanced. You don't want all of your bikes in one spot with no bikes at another. This should get easier and less time consuming as the program evolves and adjusts.

Maintenance

Create a clear process for users to notify you of bike problems and know how you will deal with them. This may require setting up a contract with a local bike shop. Respond quickly to problems and designate bikes that are not working properly to keep users from having a negative experience.

Communication

Throughout operations you want to maintain a convenient line of communication with the bike share users. This may be directed at continued recruitment, responding to issues, or building out the bike share.

Resources Needed

- Staff time
- Bike maintenance knowledge or resources

Outcomes

- A happy and healthy bike share

Operations is all about managing the user's experience and providing consistent, successful service. It's important to have someone available at all times to respond to any issues or concerns in order to continue building trust and support for the bike share.

Next Steps

With a bike share program up and running, the next steps are continued management and adaptation. As trends begin to emerge, the program can be furthered tailored to the specific needs of your workplace.

As demand is established, it may be appropriate to look into expanding to a more high-tech option. This will require a greater investment than the low-tech model here, but can have a host of extra features such as GPS, a reservation system, trip tracker with fitness metrics, key fobs, and a more robust locking system. However, the OBI model will be a good fit for many employers and can be a long-term solution with low fixed costs. Each organization will need to determine what type of solution is best for them.

Conclusion

The OBI Bike Share Guidebook is intended as just that, a guide. This is not a user's manual. Bits and pieces may need to be adjusted to your circumstances.

There is a great deal more information with all the specifics over at openbikeinitiative.org. Check in periodically for updates and please peruse the more detailed documents available there.

What's important to note is that you don't have to be a transportation expert to do this at your workplace. The OBI model was developed and distributed as an easy-to-implement option for employers. It is an inexpensive and achievable tool for promoting greater transportation options for your workplace while capitalizing on the numberous benefits of bike share as active transportation.

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600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700
503-797-1804 TDD
503-797-1797 fax
www.oregonmetro.gov

Metro | *Memo*

DATE: March 17, 2014

TO: MPAC and Interested Parties

FROM: Kim Ellis, Principal Transportation Planner
Peggy Morell, Senior Communications Specialist

SUBJECT: Climate Smart Communities Scenarios Project – Update on 2014 Engagement Activities

****

PURPOSE

This memo provides an update on public engagement efforts being conducted for the Climate Smart Communities Scenarios Project to inform upcoming JPACT and MPAC discussions to shape the draft preferred approach. The memo also transmits a report summarizing recently completed stakeholder interviews for MPAC consideration.

ACTION REQUESTED

No action is requested at this time. MPAC members will receive early feedback in preparation for the April 11 and May 30 joint JPACT/MPAC meetings.

BACKGROUND

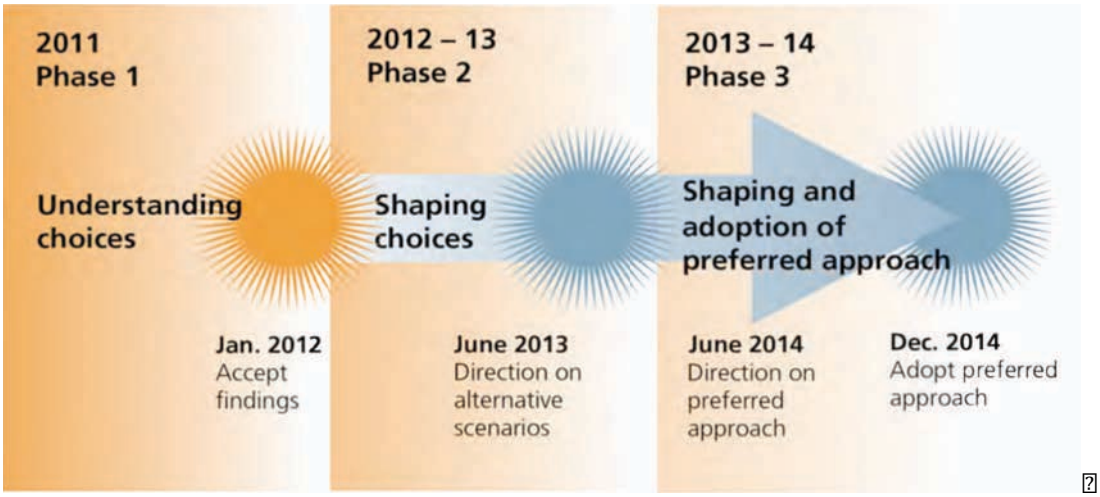
The Climate Smart Communities Scenarios Project was initiated in response to a mandate from the 2009 Oregon Legislature to reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent below 2005 levels by 2035. The goal of the project is to engage community, business, public health and elected leaders in a discussion to shape a preferred approach that accommodates expected growth, meets the state mandate and supports local and regional plans for downtowns, main streets and employment areas.

MOVING FORWARD TO SHAPE AND ADOPT THE REGION'S PREFERRED APPROACH IN 2014

Nearly two decades ago, the region agreed on a course for how to manage growth with the adoption of the 2040 Growth Concept – a blueprint for how the region grows over the next 50 years. For the last 20 years, the region has focused development and investment where it makes sense – in downtowns, main streets and employment areas.

The results of the 2013 evaluation demonstrate that implementation of the 2040 Growth Concept and locally adopted zoning, land use and transportation plans and policies make the state-mandated greenhouse gas emissions reduction target achievable – if we make the investments and take the actions needed to implement those plans and make them a reality.

Similar to the analysis conducted for the Statewide Transportation Strategy accepted by the Oregon Transportation Commission in 2013, the CSC analysis demonstrated there are potentially significant benefits that can be realized by implementing adopted plans (Scenario B) and new policies and plans (Scenario C), including cleaner air, improved public health and safety, reduced


2011
Phase 1
Understanding choices
Jan. 2012
Accept findings
2012 – 13
Phase 2
Shaping choices
June 2013
Direction on alternative scenarios
2013 – 14
Phase 3
Shaping and adoption of preferred approach
June 2014
Direction on preferred approach
Dec. 2014
Adopt preferred approach

During this period, community and business leaders, local governments and the public will also be asked to weigh in on which investments and actions should be included in the region's preferred approach, with a focus on the policy questions proposed for discussion and input:

Table 1. Key policy questions for the Community Choices discussion

- *What mix of investments and actions best support your community's vision for healthy and equitable communities and a strong economy while reducing greenhouse gas emissions?*

  1. Make **streets and highways** more safe, reliable and connected
  2. Make **biking and walking** more safe and convenient
  3. Make **transit** more convenient, frequent, accessible and affordable
  4. Use **technology and "smarter" roads** to actively manage traffic flow and boost system efficiency
  5. Provide **information (marketing and education)** to expand walking, biking, carpooling, and use of transit and fuel-efficient driving techniques
  6. Manage **parking** with a market-responsive approach to use parking resources efficiently

- *Given the current uncertainty around transportation funding, how should we pay for investments needed to realize our shared vision for walkable communities, job creation, and affordable housing and transportation choices?*

To the extent possible, these engagement activities are being coordinated with the 2014 RTP update comment period that is planned for March 21 to May 5. A public engagement summary report and recommendations for the draft preferred approach will be provided to the Metro Council and Metro's policy advisory committees at the first joint MPAC/JPACT meeting.

TPAC and MTAC will review the engagement summary, results of the April 11 MPAC/JPACT meeting and begin developing recommendations to JPACT and MPAC at their April 25 and May 7, respectively. TPAC and MTAC will be asked to finalize their recommendation to JPACT and MPAC at their regular meetings on May 21 and May 23, respectively.

On May 30, JPACT and MPAC will consider MTAC and TPAC's recommendations and be requested to make a recommendation to the Metro Council on the draft preferred approach. The recommendation on the draft preferred approach will be subject to final evaluation and public review.

Figure 1 provides a summary of Phase 3 engagement activities and Council milestones for reference.

FIGURE 1. PHASE 3 PROJECT MILESTONES AND PUBLIC PARTICIPATION OPPORTUNITIES

PUBLIC ENGAGEMENT ACTIVITIES

Metro has contracted with two public opinion research and engagement firms, JLA Public Involvement and DHM Research, to develop and conduct five engagement activities during the Community Choices discussion period. In addition, Metro staff will be independently conducting three community forums in coordination with the integrated comment periods being held for the 2014 Regional Transportation Plan update (which includes consideration of the Regional Active Transportation Plan), and the Metropolitan Transportation Improvement Plan for 2014-2018. During this period, Metro Councilors and staff will also be engaging state commissions and county-level policy coordinating committees.

Table 2 provides a summary of Phase 3 engagement activities.

TABLE 2. PHASE 3 ENGAGEMENT ACTIVITIES

Who	Engagement activity	Timeframe	Number of participants
Metro Councilors and staff	State Commission Briefings 1 - Land Conservation and Development Commission 2 – Oregon Transportation Commission	Feb. 14 (completed) March 20	LCDC and OTC members and department directors
JLA Public Involvement	Stakeholder interviews	Jan. – Feb. (completed)	33 elected officials and public health, environmental, business, environmental justice & equity leaders
DHM Research	Focus groups by 3 counties with representative sample of participants	Feb. 22 (completed)	22 community members
DHM Research	Public opinion survey with statistically representative sample of participants	March 17-21	600 community members (200 from each county)

Who	Engagement activity	Timeframe	Number of participants
JLA Public Involvement	Discussion groups 1 - Investments and actions discussion 2 - Implementation and monitoring of preferred approach	1 – March 28 2 – April 2	40-50 public health, environmental, business, environmental justice & equity stakeholders
JLA Public Involvement	Online public comment tool*	Mar. 21-May 5	Estimated 2,000+ visitors
Oregon Policy Consensus Center	Facilitate joint JPACT and MPAC meetings	April 11 May 30	JPACT and MPAC members and alternates
Metro staff	Three community forums* (one in each county)	Early April	Estimated 75+ residents
Metro Councilors and staff	County-level policy coordinating committee briefings	May 1 – C-4 subcommittee May 5 – EMCTC May 5 - WCCC	City and county officials, JPACT and MPAC members

*Coordinated engagement effort with RTP, ATP and MTIP

HIGHLIGHTS OF COMPLETED ENGAGEMENT EFFORTS

To date, the stakeholder interviews and focus groups have been completed. A report summarizing the stakeholder interviews is provided in **Attachment 1**. Key themes and trends from engagement efforts include:

Stakeholder interviews

Prioritizing investments and actions

- Half thought that all strategies should be carried forward.
- Missing strategies: more efficient residential/commercial buildings, freight and construction vehicles, funding mechanisms, inclusionary zoning, climate adaptation/preparation.
- Need for flexibility, "menu of options."
- This cannot be a mandate. Need local control and creativity.
- Do not penalize outlying communities who cannot be as dense as urban Portland.
- Focus on the low hanging fruit first. Then try the more rigorous strategies. Perhaps do a phased approach, and reassess every 5 years.
- Concern about economic impacts to businesses and low-income families.

Focus groups

Prioritizing investments and actions

- Maintain and make transit more convenient, frequent, accessible and affordable was the top strategy overall.
- Use technology and "smarter" roads to manage traffic flow and boost efficiency was the top strategy in Washington County.

- Overall, these two represent the top strategies with the goal of making the Portland metropolitan region a great place for participants and families to live as well as meeting the tailpipe emissions targets.
- Short term, there was shared desire that local and regional officials address the economy and jobs, education, and road maintenance.
- Greenhouse gas emissions and the environment were not top of mind short-term issues.
- Long term, participants demonstrated a shared desired to see officials address the economy and jobs, education, and traffic congestion/infrastructure.
- Greenhouse gas emissions and the environment were not top of mind long-term issues.

In addition, Metro Councilors Collette and Dirksen and staff provided a project update to the Land Conservation and Development Commission on February 14. The commission gave strong support and praise for the significant technical, engagement and policy work completed to date. Members underscored the project's ongoing theme that planning for climate change and achieving broader community goals are not opposing objectives. The director of the Department of Land Conservation and Development (DLCD) strongly recommended that Metro engage now with the Governor's advisors to discuss how the project could inform priorities for the 2015 legislative session, particularly given the project's emphasis on investing in communities in combination with state actions related to cleaner fuels and more fuel-efficient vehicles as the way to meet state climate goals and broader goals for clean air and water, healthy communities and a vibrant regional economy. The commission agreed that Metro is on schedule and making reasonable progress toward the development of a preferred scenario that will meet targets and scenario planning rule requirements. The next LCDC briefing will be at the September 25-26 commission meeting. Commissioner Lidz (the LCDC liaison to the project) was also invited to attend the April 11 and May 30 joint MPAC/JPACT meetings.

HOW ENGAGEMENT ACTIVITIES WILL INFORM JOINT MPAC AND JPACT MEETINGS

The April 11 joint MPAC/JPACT meeting will use interactive discussions facilitated by the Oregon Policy Consensus Center to begin building consensus on what investments and actions should be included in the draft preferred approach. A summary report of the results of completed engagement activities will be provided at the meeting to help inform those discussions along with a presentation by Adam Davis of DHM Research on findings from the focus groups and public opinion research. JLA will moderate a panel of community and business leaders who participated in interviews and discussion groups to share their feedback on investments and actions under consideration for inclusion in draft preferred approach.

In between the first and second joint meeting, Metro Councilors and staff will support JPACT and MPAC members with reporting the results of the April 11 meeting to the county-level policy coordinating committees - the C-4 subcommittee in Clackamas County on May 1, the East Multnomah County Transportation Coordinating Committee on May 5, and the Washington County Policy Coordinating Committee on May 5. The purpose of the briefings is to share information from the April 11 meeting and seek input on the draft preferred approach in advance of the second joint meeting.

The May 30 joint meeting will conclude with a formal recommendation to the Metro Council from each committee. MPAC and JPACT will be requested to make a recommendation on a draft preferred approach, subject to final analysis and public comment. In June, the Metro Council will then consider MPAC and JPACT's recommendation.

Attachment:

1. Climate Smart Communities Scenarios Project Stakeholder Interviews Report *(February 2014)*

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CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

??????? ??

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February 2014

Prepared for Metro by

JLA Public Involvement, Inc.

MAKING A GREAT PLACE

Metro

About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

Stay in touch with news, stories and things to do.

www.oregonmetro.gov/connect

Visit the project website for more information about the climate Smart Communities Scenarios Project at www.oregonmetro.gov/climatescenarios

The preparation of this report was partially financed by the Oregon Department of Transportation and U.S. Department of Transportation. The contents of this report do not necessarily reflect the views or policies of the State of Oregon or U.S. Department of Transportation.

Metro Climate Smart Communities Scenarios Project

Stakeholder Interviews Report – February 2014

INTRODUCTION

Project Overview

The Climate Smart Communities (CSC) Scenarios Project was initiated in response to a mandate from the 2009 Oregon Legislature to reduce per capita greenhouse gas emissions by 20 percent from cars and small trucks by 2035. The goal of the Climate Smart Communities Scenarios Project is to engage community, business, public health and elected leaders in a discussion with their communities to shape a preferred approach that meets the state mandate and supports local and regional plans for downtowns, main streets and employment areas.

Metro evaluated many different investments and actions that could reduce greenhouse gas emissions – such as increasing transit service, shifting to low emissions vehicles, improving walking and biking, etc. In 2012-2013, Metro analyzed these investments and actions to determine their climate benefit and how well they support other social, environmental and economic goals. The research resulted in good news – we can reach the state target with existing adopted local and regional plans if we make the investments needed to make those plans a reality. In late 2013, Metro shared the results of the analysis with elected officials and staff at the local and county levels.

Stakeholder Interviews Background

In January 2014, Metro launched a public engagement process to get public input on the investments and actions to help begin to shape the preferred approach. As part of this public input process, Metro contracted with JLA Public Involvement to interview 33 key individuals that represent diverse interests including city and county government, environment, public health, environmental justice and equity, business, and transportation. The purpose of the interviews was to further build Metro's understanding of different communities' and organizations' priorities and how they are reflected in their plans and visions. The interviews focused mostly on the 14 investments and actions analyzed by Metro, and covered potential funding mechanisms to pay for investments and incentives to encourage use of transit, and more carpooling, walking and biking. Individuals were also asked about ways to improve Metro's public process and promote collaboration among all jurisdictions and communities in the region.

KEY THEMES AND TRENDS

Prioritization of investments and actions

Improving transit is a priority among stakeholders across all interest groups; people recognized transit investments as a key to improving community health, providing access to jobs, and better connecting communities. Improving the safety and convenience of biking and walking is another main priority—

although several stakeholders stressed that bicycle/pedestrian projects should not receive funding at the expense of road projects. There is general agreement that all of the actions and investments be carried forward into the preferred scenario. Elected officials from suburban jurisdictions said that expanded access to car-sharing and managed or paid parking strategies would not work well in their less-dense communities, though most did not oppose these actions in other communities.

Key priorities of specific interest groups include:

- Elected officials and business leaders support investments to improve local and regional street connectivity in suburban and outer communities and to make commuting by transit faster and more convenient.
- Equity, social justice and public health leaders support more investments in bus lines or Bus Rapid Transit to serve low-income communities living in outer parts of the region.
- Business and suburban community representatives prioritize maintaining streets and making roadways more safe, reliable and connected.

Many stakeholders support the "Where We Live and Work" actions, and stress the need to provide a variety of housing and development options within the Portland metropolitan region. Key input from specific interest groups includes:

- Elected officials stress that local jurisdictions must maintain control over how to implement local plans and how to site new services and businesses within their boundaries.
- Environmental, equity and public health leaders have a preference for maintaining a tight urban growth boundary, while business leaders and some elected officials prioritize the need for adequate industrial and employment land and new residential developments where people want to live.
- Environmental, equity and public health leaders suggest reevaluating local transportation and comprehensive plans to determine their potential negative impacts to vulnerable communities, including economic, health, and housing impacts. Avoiding gentrification and ensuring affordable housing options close to services and jobs are important considerations.

Stakeholders acknowledge that the "Our Health and Environment" actions are important to reduce greenhouse gas emissions, but assume that they will happen outside of the CSC Scenarios project, through federal or state legislative action. Therefore, the CSC Scenarios project should focus on actions and investments that create livable and desirable communities.

Need for flexibility and local control

Elected officials, particularly in suburban communities, said it is important that the project provide a "menu of options" so that leaders can select the best options to meet their communities' unique needs. Without flexibility and local control over which actions to implement, it is unlikely that many communities will support the preferred scenario. They said that the preferred scenario needs to benefit the entire region and respect the needs of all types of communities—urban, rural and suburban; and that projects should not have to fit within a narrow set of criteria to be fundable (i.e., criteria that only a dense urban community could meet).

Need to advance social equity and reduce disparities in the region

Equity and environmental justice leaders want more information about how the actions will be implemented in specific communities. They suggest that all actions be studied to determine their economic and health impact on low-income communities, and to see how benefits and burdens are distributed to different communities in the region.

Need to support economic development in the region

Some elected officials and business representatives expressed concern about the CSC Scenario project's economic impact and effect on competitiveness. They want to maintain sufficient industrial and employment land and freight access. They advised that the preferred scenario should not impede economic development priorities, nor should it penalize businesses and industries that by their nature have limitations in what they can do to reduce GHG emissions.

Need for more information on potential funding sources

Stakeholders rated their level of support for four potential funding sources.

- *Number of miles driven*: Most highly supported funding source because it acts as a user fee.
- *Raising the gas tax*: Stakeholders somewhat support this, recognizing that the gas tax by itself is no longer a sufficient funding source as vehicles become more fuel-efficient.
- *Charging for parking*: Stakeholders somewhat support this in urban centers served by good transit, although there are concerns about the impacts on retail businesses.
- *Carbon tax*: This received the most opposition, mostly because there are many unknowns about its implementation.

Stakeholders want to know how revenues from all four funding sources will be used, and may condition their support depending on the intended use. Equity and environmental leaders warn that any regressive fees or taxes will disproportionately impact low-income individuals, and suggest that fees or taxes be charged in proportion to income.

Support for Incentive Programs

Stakeholders rated their level of support for several incentive programs to reduce drive alone work trips. They somewhat support the proposed tax incentives, although there was disagreement over the level of incentives needed to get people to change their driving habits. Some stakeholders expressed concern that not all industries or business types are able to make transportation changes, so would not be able to take equal advantage of the incentives.

Outreach and Engagement

Many elected officials want increased collaboration between Metro and local jurisdictions to create plans and policies that incorporate local needs, not mandates from the regional government. Equity and environmental justice leaders suggest early, meaningful, continued and culturally-specific engagement with low-income communities and communities of color, as well as capacity-building for populations that do not have the expertise to otherwise participate. Stakeholders across different interest groups said that the messaging of the CSC Scenarios project must be relevant to all audiences and clearly

illustrate how the actions and investments will impact people's daily lives. Many also suggest focusing less on greenhouse gas reduction goals and more on how the project can create livable, attractive communities.

LIST OF STAKEHOLDERS INTERVIEWED

	Name	Organization or Community Affiliation	Interest Represented
1	Jay Bloom	Elder Representative	Equity/EJ
2	Jody Carson	West Linn City Councilor	Elected official
3	Timothy Clark	City of Wood Village Councilor	Elected official
4	Corky Collier	Columbia Corridor Association	Business
5	Denny Doyle	City of Beaverton Mayor	Elected official
6	Andy Duyck	Washington County Commission Chair	Elected official
7	Ben Duncan	Multnomah County Health Department	Public health
8	Mara Gross	Coalition for a Livable Future	Equity/EJ
9	Chris Hagerbaumer	Oregon Environmental Council	Environment
10	Mike Houck	Urban Greenspaces Institute	Environment
11	Duncan Hwang	Asian Pacific American Network of Oregon	Equity/EJ
12	Donna Jordan	Lake Oswego City Councilor	Elected official
13	Tim Knapp	City of Wilsonville Mayor	Elected official
14	Gerik Kransky	Bicycle Transportation Alliance	Transportation
15	Susie Lahsene	Port of Portland	Business
16	Mary Kyle McCurdy	1000 Friends of Oregon	Environment
17	Sandra McDonough	Portland Business Alliance	Business
18	Neil McFarlane	TriMet	Transportation
19	Diane McKeel	Multnomah County Commissioner	Elected official
20	Julia Meier	Coalition of Communities of Color	Equity/EJ
21	Dave Nielsen	Home Builders Association	Business
22	Steve Novick	City of Portland Commissioner	Elected official
23	Jon Ostar	OPAL Environmental Justice	Equity/EJ
24	Paul Savas	Clackamas County Commissioner	Elected official
25	Travis Stovall	East Metro Economic Alliance	Business
26	Pam Treece	Westside Economic Alliance	Business
27	Peter Watts	Clackamas County Business Alliance	Business
28	Ramsay Weit	Community Housing Fund	Equity/EJ
29	Steve White and Noelle Dobson	Oregon Public Health Institute	Public health
30	Jerry Willey	City of Hillsboro Mayor	Elected official
31	Desiree Williams-Rajee	City of Portland Bureau of Planning and Sustainability, Equity Specialist	Equity/EJ
32	Philip Wu	Kaiser Permanente	Public health

SUMMARY BY QUESTION AND TOPIC

Investments and Actions

Question: Which three to five investments and actions are most important to supporting your business or organization, or in realizing your community's vision?

Overall, making improvements to transit facilities is most important to stakeholders, as is making bicycle and pedestrian movement safer and more efficient. Many also think it is important to implement local zoning, comprehensive and transportation plans. While many support managing the urban growth boundary, there are conflicting ideas for how management should occur. There is support for providing services and shopping close to neighborhoods, but there are concerns about implementation. The chart below shows how many stakeholders rated each action or investment among their top three to five priorities. Some individuals discussed concerns or aspirations for each of the investments and actions rather than listing their priorities.

Prioritization of investments and actions

WHERE WE LIVE AND WORK	Top Priority
Implement 2040 Growth Concept	8
Implement local zoning, comprehensive plans and transportation plans	13
Provide new schools, services, and shopping close to neighborhoods	11
Manage the urban growth boundary	9
HOW WE GET AROUND	
Maintain and make transit more convenient, frequent, accessible and affordable	22
Manage parking with a market-responsive approach	5
Use technology and "smarter" roads to manage traffic flow and boost efficiency	7
Provide information to expand use of low carbon travel options and fuel-efficient driving techniques	2
Make walking and biking more safe and convenient with complete streets and trails	18
Maintain and make streets and highways more safe, reliable and connected	10
Expand access to car-sharing	0
OUR HEALTH AND ENVIRONMENT	
Transition to low emission vehicles and engines, including electric vehicles	6
Transition to cleaner and low carbon fuels	2
Achieve federal fuel economy standards	2

Implement 2040 Growth Concept

Eight stakeholders from across all interest groups rated this as a top priority. Several others are unsure of what exactly the 2040 Growth Concept contains and are concerned that this is too large an undertaking to be counted among the investments and actions. In general, supporters of this action said that land use patterns should support walking, biking, transit and access to services, and integrate a range of affordable housing options. They said the CSC Scenarios project should support development in centers and corridors where transit is good. This will encourage short bike/walk trips and more transit

usage. The region is on the right path here. The challenge is to continue that path. A transportation representative suggested strengthening development in the Gateway District and reinvigorating the Beaverton Regional Center, and an environmental leader suggested that climate adaptation elements of the 2040 Growth Concept should be called out specifically.

Implement local zoning, comprehensive plans and transportation plans

Thirteen people rated this as a top priority. There is support across all interest groups, and particularly by environmental, public health and equity leaders. Some noted that it only makes sense to include local plans that are likely to help meet the GHG reduction goal. It was pointed out that some communities' comprehensive plans are very aspirational and expensive, and may be too unrealistic to fully implement.

Specific concerns about this action include:

- Local plans, and particularly transportation system plans, often do not consider how the specific community vision fits within the regional context. Communities should look at their plans across jurisdictional lines. For example, local TSPs should consider how to efficiently connect with neighboring communities to improve regional transportation. Rules for developing TSPs should require communities to consult with neighboring jurisdictions when creating their TSPs.
- There is too much willingness to grant industrial land conversions to developers.
- There is growing community pushback against increased density. It may not be feasible to implement the density requirements in local plans once neighbors begin fighting against the impacts of density, particularly the impact of new developments that do not provide off-street parking. People desire a variety of housing options, including homes in less dense areas, and local adopted plans may not offer sufficient variety.

Some equity and environmental justice stakeholders stressed that local plans must include meaningful community engagement opportunities, equity considerations, and transit improvements. Many plans are created without looking at health impacts so may need to be reassessed from a public health perspective. In order to avoid the displacement of low-income residents to less-served parts of the region, all local plans should include rental and ownership housing choices for all income levels. It was also suggested that local regulations should make it easier for people to live in home share communities and provide Additional Dwelling Units (ADUs); these kinds of shared living situations are desirable to both the Millennial and Baby Boomer generations.

Provide new schools, services, and shopping close to neighborhoods

Eleven stakeholders rated this as a priority, particularly elected officials and public health representatives. They agree that community design can have a major impact on reducing vehicle emissions. A couple of elected officials from outer communities noted that good community design is needed in new suburban developments to avoid sprawl. Some participants stressed the importance of locating jobs near neighborhoods. One business leader stressed that industrial development must be decentralized to allow more industrial lands near neighborhoods. Industrial lands provide foundation jobs and communities grow around these areas to include other services and retail centers.

A couple of people added that Safe Routes to Schools should be a focus of the CSC Scenarios project. Schools located at the edges of communities create a barrier to biking and walking; a particular problem in suburban areas. It was also noted that walkable communities are particularly attractive and desired by new retirees, who prefer to live in intergenerational areas close to services, culture and shopping.

Some elected officials who do not find this action to be a priority advised that businesses and the market, rather than government, should dictate where services and businesses locate. It was pointed out that that locating jobs near homes may not make sense for the younger generation which tends to change careers and jobs frequently; and most households have two wage earners who may need to travel to opposite ends of the region for their respective jobs.

Manage the urban growth boundary

Nine people rated urban growth boundary (UGB) management as a top priority, although many people have concerns. Most frequently, people said that UGB expansion must be managed *effectively*, which means different things to different people. This action has the most divergent points of view, with a clear split between those that believe the UGB should be kept tight and those that want more lands brought in. A couple of people expressed surprise that managing the UGB does not rate very highly for its climate benefit, and thought it should be rated more highly.

Environmental leaders favored a tighter UGB and stressed the benefits of limiting expansion: it makes it more likely for mixed use development to occur and promotes reinvestment in places where people want to live. It also protects agriculture and local food sources. There was a suggestion to halt expansion of the UGB in the next 5-year cycle and instead focus attention inside the UGB to make the best use of current urban areas, particularly underutilized areas like surface parking lots, strip malls, and brownfields. Another environmental leader stressed the importance of protecting green areas and natural resources within the UGB to deal with future impacts of climate change.

Some business representatives and elected officials support more UGB expansion to provide more land for employment and industrial uses, particularly large lots. A couple of jurisdictional and business representatives are concerned that constraining UGB expansion too much could lead to negative climate change impacts; if people do not have sufficient housing options within the UGB, they will choose to live outside of it and commute even further for work.

A few elected officials said that the current UGB process is flawed and leads to many appeals. One example is that areas like Damascus have been brought in but not resulted in the envisioned community; while areas where people do want to live have not been brought into the UGB, such as parts of the South Cooper Mountain area. The key is to look at how new areas are connected to existing communities. Business and jurisdictional leaders advised that proximity to urban services, including transit, roads, sewer and water, is key to deciding whether an area should be brought into the UGB. They pointed out that construction of new infrastructure creates more emissions. Some officials expressed concern about expansion into the Stafford area. Specifically, they expressed not wanting to see a lot of growth that would require an expansion of an urban services boundary to serve the area.

Maintain and make transit more convenient, frequent, accessible and affordable

Nearly everyone who responded to the prioritization question agreed that improving transit service should be of highest priority for the CSC Scenarios project, and that this action has the greatest potential for reducing GHG emissions. Leaders across all interests said there is a great need throughout the Portland metropolitan region for more reliable and frequent transit service that meets the needs of commuters. Stakeholders noted that improving transit and other active transportation modes has benefits beyond reducing GHG emissions including less pollution, cleaner air, and better health through increased walking and easier access to health resources and hospitals. Active transportation creates greater social cohesion, which itself is a great health benefit, and provides low income communities with a low-cost travel option. Transit can benefit freight and auto travel because more transit usage means less congestion on roads.

Jurisdictional and business representatives said there is a need to make transit more effective for commuters and to expand service to employment areas. The number of people who use transit in the Portland metropolitan region is high for the size of the region, but the number who use transit for commuting is relatively low. They suggested improving the transit commute by creating more rapid bus service options by making efficiency improvements like bus-only lanes, express buses, or Bus Rapid Transit that could compete with driving time. Expanding the amount of service that does *not* connect with the light rail system will serve commuters that don't work downtown or live in areas not served by light rail.

Transit in suburban communities

Many representatives of suburban communities said that they need more transit service, and more frequent and reliable service. Generally, there is sufficient service from most communities to downtown Portland with TriMet's "hub and spoke" model. Lacking, however, are local transit options to help residents reach nearby destinations, as well as regional service connecting suburbs to one another. With the hub and spoke system, residents cannot efficiently take transit to their destination without going out of direction into downtown Portland. While there is a need for more local service in suburbs, there is also acknowledgment that the greatest transit market is in urban Portland.

Leaders in suburban communities would like to see more creative transit options for employees to reach manufacturing areas or employment centers outside of downtown Portland. They stressed that even though there is not enough density in these employment centers to meet TriMet's service criteria, and people would only use the transit service during commute times, this is still a need that must be met, whether by TriMet or a different type of provider altogether.

Several elected officials suggested local shuttle programs to provide short-distance service within suburban communities, such as in Lake Oswego and West Linn. These could be operated by TriMet or by the cities; however, some stakeholders believe that current regulations inhibit cities from providing transit. Small transit systems may be more responsive and efficient in providing creative transit services that fit the needs of non-urban communities. For example, a local shuttle bus system may be more useful for cities with lower density, large populations of older adults or difficult topography.

Suburban community representatives added that providing the "last mile" transit connection is critical for suburban communities. This is lacking on the Westside in areas like Tigard and Tualatin. Many small communities do not have funding to be able to provide this connection themselves.

Funding

There is concern about how to fund transit improvements. Some environmental leaders support greater taxation or other revenue streams paid for by drivers. A couple of business leaders oppose raising taxes to fund transit projects, and said investments should only be made where ridership potential is high.

Environmental Justice and Equity Concerns

Leaders in public health, equity and environmental justice said that the cost of transit must be kept affordable and must serve low-income communities with an equitable fare structure. They suggest that the region invest more in new bus lines that serve low-income populations and in Bus Rapid Transit (BRT), not just in street car and light rail; there is a need for greater focus on operational investments and providing more frequent service as opposed to funding major capital investments. The support for more BRT is shared by leaders across interest areas because it is seen as an option that can provide great service at a fraction of the cost of light rail. Stakeholders advise that Metro challenge the assumption that developers will not build to high densities along BRT lines, and look for models where BRT does spur economic development.

Some equity leaders suggested changes in housing development requirements to help increase transit service. For example, new housing developments might be required to locate near bus service. Employers might also provide subsidies for commuters.

Support for specific projects

Several elected officials expressed support for the Southwest Corridor Plan and/or for the Powell-Division High Capacity Transit project. There are some concerns about gentrification following the Powell-Division project.

Manage parking with a market-responsive approach

Five stakeholders rated managed parking as a top priority, and many more expressed strong concern about this action. No elected officials said this should be a top priority. Environmental, transit, bicycle/pedestrian, and equity representatives mostly support this action; they pointed out that "free parking" is never free – it is just a question of who bears the cost. They said managed parking can make a big impact on one's choice to use alternative transportation. Equity leaders agreed that paid parking generally impacts the wealthy more than the poor, who are less likely to own a vehicle. On the other hand, they are concerned about any regressive fee that can disproportionately impact low-income individuals that must drive.

A couple of business leaders would support this action if it is managed according to a market response. However, there is already a shortage of parking in downtown Portland. If parking cost increases are planned, impacted businesses must be part of that conversation. Downtown businesses pay for a lot of parking costs by validating parking stubs of retail shoppers.

One perceived barrier to managed and paid parking according to a transit representative is the lack of institutional structure and enforcement of parking regulations. It was pointed out that the City of Portland is the only jurisdiction with an active parking program, and they struggle with managing it.

Use technology and "smarter" roads to manage traffic flow and boost efficiency

Seven stakeholders, mostly elected officials, rated this action as a top priority. Several jurisdictional representatives noted that their agencies already invest in traffic technology and smarter roads. This action appealed to them because it is low cost and has a moderate climate benefit. Some public health representatives wondered if this action might make drive alone travel more attractive, since more efficient roads means less congestion. Business leaders and elected officials support increased Intelligent Transportation Systems (ITS) and smart facilities; extending technology to freight, commerce and fleet vehicles; and developing GPS technology to aid freight trucks in choosing routes with minimal bicycle traffic. Another suggestion is to create dedicated freight corridors as has been done in Vancouver, WA, to help reduce freight and bicycle/pedestrian conflicts.

Provide information to expand use of low carbon travel options and fuel-efficient driving techniques

Two jurisdictional representatives said this action should be a top priority. Stakeholders support providing information that goes beyond printing pamphlets and running ads. They suggested that the focus should be on door-to-door and personal campaigns that can be more individualized. Studies have shown this type of campaign can truly change behavior. For example, a door-to-door campaign was launched when the MAX yellow line began, and it increased ridership dramatically. One suggestion is to run a "try it once" campaign that shows people how easy it is to walk, bike or take transit. A couple of elected officials in suburban communities said providing information and education probably won't make much of an impact in how people choose to travel because most people know about their options.

Make walking and biking more safe and convenient with complete streets and trails

Nearly all stakeholders across all interest groups rated this action as a top priority, although it is less supported by business representatives. As with improved transit, stakeholders support this action because it would provide multiple other benefits, such as improved health, better integration with neighbors and services, and is less expensive for both government agencies and users. Some people said that this action should get more than just two stars for its climate benefit. It is a major priority from a public health perspective, particularly with regards to safety.

Several jurisdictional representatives said that their cities already invest substantial funds into bicycle/pedestrian projects, and plan to continue to do so. Several people said that bicycle/pedestrian projects should focus on safety and improving the perception of safety of biking and walking. For example, there should be more dedicated, separate trails for biking and walking because some people will never feel safe biking in vehicle traffic. There should be greater bicycle/pedestrian connectivity from neighborhoods to commercial areas in suburban communities. The focus needs to be on projects that are convenient and provide safe access to places where bikers and walkers actually want to go; not just striping a bike lane on a road.

Funding concerns

One of the most frequent comments by bicycle/pedestrian, transit, and environmental representatives is that there needs to be a dedicated funding source for bicycle/pedestrian projects. A suggestion is to dedicate 100 percent of Regional Flexible Funds to active transportation projects instead of the current 75 percent. A few people, particularly from the business community and some suburban representatives, are concerned about the potential for *overfunding* bicycle/pedestrian projects and taking funding away from needed road projects. They said that, since the majority of people and freight move by vehicles, investments in auto travel must take priority. Some stakeholders are also concerned that taking funding away from road projects could also mean a backlash from drivers.

Messaging about bicycle/pedestrian projects

Several people suggested changing the messaging around bicycle/pedestrian projects to make them more appealing to drivers. For example, messaging should highlight the economic development aspect of increased bicycle/pedestrian travel. Bicyclists and walkers spend less on travel and healthcare costs and can put that saved money back into the local economy. It was also suggested that Metro help promote the message that bicycle/pedestrian projects are needed in order to meet the legislative GHG reduction target. This could help make such projects more acceptable to the freight community or drivers who otherwise see bicycle/pedestrian projects as being in direct competition with vehicular movement or funding for road projects.

Climate adaptation strategy

An environmental advocate stressed that "complete streets" should include bioswales, urban forestry canopy, and planting street trees as part of street design in order to create a better climate adaptation strategy. It is important to have better onsite stormwater management and to implement methods to combat urban heat island impacts.

Maintain and make streets and highways more safe, reliable and connected

Ten people, particularly business leaders and representatives of suburban communities, rated this action as a top priority. They said street and highway improvements are needed to help move freight more efficiently to make the Portland metropolitan region more competitive in terms of business. Some people thought this action should have more than one star of climate benefit since road improvements lead to less congestion and idling, creating cleaner air. They advised that reduced congestion also has positive health and livability benefits. Public health leaders suggested that the CSC Scenarios project study the impacts of highway corridors and freeways to the health of people living nearby. A few people said that the focus needs to be on streets that complement walking and biking. They feel making streets safer would improve health outcomes in the region.

Elected officials in suburban communities said they want a greater focus on regional road connectivity, particularly connectivity between suburbs. They named specific areas needing improvements including infrastructure in East Multnomah County, connectivity between the Clackamas Town Center and I-5, and traffic reduction on I-205 and OR 43 around West Linn. Several people expressed support for the Southwest Corridor Plan and Westside Transportation Study.

Expand access to car-sharing

No individuals rated expanding car-sharing as a top priority, although there is not much opposition to it moving forward. A few business and jurisdictional representatives said that the private sector should take care of car-sharing.

Some representatives of suburban communities said that car-sharing would not work in their less dense areas, particularly where the "last mile" transit connection is missing. Equity leaders said that car-sharing must be more accessible and affordable to low income communities for their use; for example, there could be car-share parking integrated into affordable housing developments.

"Our Health and Environment" investments and actions

Six people identified transitioning to low emission vehicles and engines as a priority; and two people identified the other "Our Health and Environment" actions as priorities (transition to cleaner and low carbon fuels and achieve federal fuel economy standards). While people acknowledged that the three "Our Health and Environment" actions are important, some said these strategies should not be a high priority for Metro because they will happen with or without the CSC Scenarios project and do not improve communities or livability. These interviewees stated that the CSC Scenarios project is an opportunity to achieve the types of community visions that cities and the region have said they want. Those who support the actions as a top priority noted that they have a low cost and high climate benefit.

There is concern by some elected officials and business representatives that certain industries will not be able to switch fuels or vehicle type by nature of their business, such as the construction and deliveries industries. Some also wondered how the transition to low emission vehicles would be made. For example, if there is an incentive to purchase low emission vehicles, who pays for that incentive? The project should not penalize those who cannot afford fuel-efficient vehicles or who must use certain vehicle types for business.

Question: What actions need to be included in a preferred approach to gain your support?

Stakeholders indicated which actions and investments must be included in the CSC Scenarios project's preferred approach in order to gain their support. Some added different actions or considerations that go beyond the investments and actions suggested by Metro. (Note: Elected officials were not asked this question. Eleven people discussed the question, including business, equity, environmental justice, transportation, public health, and environmental representatives.)

Investments that must be included to gain support

WHERE WE LIVE AND WORK	Must Include
Implement 2040 Growth Concept	3
Implement local zoning, comprehensive plans and transportation plans	3
Provide new schools, services, and shopping close to neighborhoods	2
Manage the urban growth boundary	4

HOW WE GET AROUND	
Maintain and make transit more convenient, frequent, accessible and affordable	7
Manage parking with a market-responsive approach	0
Use technology and "smarter" roads to manage traffic flow and boost efficiency	0
Provide information to expand use of low carbon travel options and fuel-efficient driving techniques	0
Make walking and biking more safe and convenient with complete streets and trails	6
Maintain and make streets and highways more safe, reliable and connected	1
Expand access to car-sharing	0
OUR HEALTH AND ENVIRONMENT	
Transition to low emission vehicles and engines, including electric vehicles	0
Transition to cleaner and low carbon fuels	0
Achieve federal fuel economy standards	0

Equity and environmental justice leaders said that inclusionary zoning and improved community engagement and collaboration must be included in the preferred approach. This means early, meaningful, continued and culturally-specific engagement with communities, as well as capacity-building for populations that do not have the expertise to otherwise participate. An environmental leader said that climate adaptation or preparation strategies must be specifically called out.

Question: Which investments and actions may not work for your community but you could support in another part of the region?

This question was directed to elected officials. Responses included:

- *Locate schools, services and shopping close to neighborhoods* – This would not work in Lake Oswego or West Linn because of the nature of the communities, or because commercial areas are already built out. One representative said that mixed-used development is planned to occur in existing town centers and commercial centers, but the local code will not allow moving this activity into neighborhoods.
- *Manage parking* – Five representatives of suburban and outlying communities said this would not work in their communities. The representatives focused primarily on paid parking, and said that this action is not needed due to plentiful parking in the suburbs. Some are concerned that paid parking would hurt businesses and the economy. There is some support for managed parking like parking structures, which encourage people to park for free in one location downtown and then walk to nearby local destinations, reducing the number of vehicles driving around looking for parking in that district.
- *Expand access to car sharing* – Five representatives of suburban and outlying communities said their communities would not support car-sharing because of a lack of density. Car ownership is high in these areas and many people prefer to drive their own vehicles. Some people said that private industry should manage car sharing programs; they know where the demand is and can do a better job at responding to the market than a government program can.

- *"Our Health and Environment" actions* – Two people expressed concern that imposing certain vehicle and fuel types on individuals limits personal choice. Federal fuel economy standards could have a negative impact on farmers, who would see increased fuel prices in agriculture.

Question: Are there any investments and actions that ***shouldn't*** be carried forward into a preferred scenario?

In general, there is agreement that all of the actions and investments should be carried forward. Sixteen people thought that all of the actions should be carried forward and eight thought at least one action should not be carried forward.

One business leader thought that managing UGB expansion should not be included if it means not expanding the UGB at all. Two business and jurisdictional representatives said that managing parking and expanding access to car-sharing are not critical to move forward, as there are likely more effective ways to combat climate change.

Three elected officials took issue with the "Our Health and Environment" actions. They would rather see the federal government and/or private market take care of the transition to cleaner vehicle and fuel types; they also stated alternative fuels may not be the most efficient for all vehicle types, such as for large or freight vehicles. One person thought that the Columbia River Crossing project should not demand the bulk of our transportation dollars without understanding the tradeoffs.

Equity interests expressed a need for more details about implementation before deciding which actions should or should not go forward. They would support managed and paid parking only if there is corresponding strong transit investment to provide a real alternative to driving. Similarly, they would support street and highway improvements only if coupled with greater connectivity to biking and walking and more transit connectivity from outer parts of the city. They advised that attention be paid to the potential disproportionate impact of some actions. For example, creating denser communities may lead to higher housing costs and gentrification, displacing low-income communities.

Other comments on investments and actions

Need for more information
Some business and equity leaders want more information, particularly cost information, before deciding which investments and actions should be a top priority. More information is specifically needed by equity and environmental justice representatives to understand how the actions would impact vulnerable populations and public health, and by business participants to understand how the actions might impact the economy and market competition.

Need for flexibility and local control
A major theme from elected officials, particularly in suburban communities, is that the actions should not be "one size fits all," and that cities need to have flexibility to choose from a menu of options that fit their unique needs. They said that local jurisdictions know best how they could meet the state mandate

for their constituents; they should be offered suggestions on how to meet the state mandate, but not be told that they must implement one action or another.

Fairness to non-urban communities
Elected officials from suburban communities want to ensure the actions do not penalize non-urban communities, where driving is often the only transportation option due to distance and poor transit options. Suburbs should not be penalized for not being able to implement impractical actions in their communities. Similarly, funding for projects should not be tied to whether or not a jurisdiction can implement all of the identified actions.

Missing actions and project limitations
Six people thought that the project is too limited because it looks only at emissions from personal vehicles, while ignoring other major sources of carbon emissions. Ideas for additional actions include:

- Changes to building code or otherwise updating homes to be more energy efficient.
- Higher cost road projects that would reduce congestion.
- Standards for commercial vehicles, including construction vehicles, throughout Oregon. Companies use older equipment that causes a lot of pollution. Oregon could look to California and Washington as a model for construction vehicle emissions standards.
- Funding mechanisms such as the gas tax, carbon fee, and VMT fee that have the potential to change behavior. These should be considered as actions, not just as funding mechanisms.
- Inclusionary zoning.
- Climate adaptation and preparation strategies. A climate adaptation strategy may require revisiting all regulations to see if they are adequate to address climate adaptation.

Economic impact considerations
Some elected officials and business representatives are concerned about the CSC Scenario project's economic impact and effect on competitiveness. They said that, as the economy is slowly recovering, there is a need for more industrial land in the region, good freight access, as well as broader access to national and international markets and transportation to support it. The CSC Scenario project should not impede economic development priorities, nor should it penalize industries that by their nature have limitations in what they can do to reduce GHG emissions. Stakeholders said that a strong economy is better able to support and encourage risk-taking and innovative solutions to curb the impacts of climate change.

Focus on low-hanging fruit first
A couple of jurisdictional representatives strongly supported a tiered approach, and said that Metro should focus first on the low-cost, high-climate benefit actions and then assess progress every five or so years. Only if these aren't sufficient, should Metro focus on the more rigorous strategies. This tiered approach might also have more public support. The actions should not be so aggressive as to lose community support.

Questions for Equity and Public Health Leaders

Leaders in equity, environmental justice, and public health were asked additional questions to address some of the specific considerations of the populations they serve. They discussed potential unintended consequences of the actions for vulnerable communities. They also provided ideas for better ways to engage low-income communities and communities of color in the CSC Scenarios project.

Question: Of the 14 investments and actions, where is the greatest need for further discussion about implementation and tradeoffs?

This question was asked as a follow up to the Equity and Environmental Justice Scorecards Workshop held in 2012. Stakeholders said there is a need to discuss implementation and tradeoffs for *all* of the investments and actions. In particular, they want to know how the investments and actions will be implemented in East Portland and areas that currently lack sidewalks, good transit, and walkable communities. Most importantly, the project must measure the economic impact that actions would have on low-income residents.

Some of the important considerations for the investments and actions include:

- *Implement 2040 Growth Concept* – The region should providing more affordable housing options and better access to essential resources.
- *Improve transit* – Must be affordable and accessible to low-income communities.
- *Manage parking* – Appears to be applicable only for urban Portland. If paid parking is intended to be implemented elsewhere, then more detail is needed about the cost.
- *Provide new schools, services, and shopping close to neighborhoods* – There is a need to avoid food and health deserts.
- *Transition to cleaner fuels* – Need to know the specific transition steps.
- *Transition to low emissions vehicles* – This will likely require incentives if it costs more. Efficient vehicles are expensive and low-income individuals usually cannot afford them. Putting in place an incentive to help these populations buy an electric vehicle or fuel efficient vehicle would have both a positive climate benefit and help reduce driving costs.
- *Expand access to car-sharing* – Need more models to consider. For example, the Car-To-Go model works in urban Portland but not in other areas.
- *Manage the UGB* – Accessible neighborhood services are very important. UGB expansion may deemphasize development in existing communities where people with less mobility currently live.
- *Maintain and make streets more safe, reliable and connected* – Safer roads are a key equity concern.

There was also a suggestion to add “social cost and benefit” as a third variable in considering tradeoffs. Monetary cost and relative climate benefit should not necessarily be the primary drivers of the project. It makes sense to implement those investments and actions that are low cost and have a high climate benefit; but they also need to be evaluated for their social cost and benefit. Some investments and actions with a low climate benefit may have a high social benefit, and should be implemented to promote community and equity goals.

Question: Which investments and actions could have unintended outcomes for underrepresented communities?

Environmental justice, equity and public health leaders said that all of the investments and actions could have unintended negative outcomes. The economic impact of all actions should be looked at through a strong equity analysis. In particular, the project should avoid regressive taxes or fees or find ways to mitigate impacts from any the increased economic burden on low-income communities.

Stakeholders said that the CSC Scenarios project should pay particular attention to the following:

- *Implement local plans* – Implementation must avoid displacing vulnerable populations. Allowing for adequate affordable housing in all areas, and creating Community Benefit Agreements or community self-sufficiency strategies could help avoid displacement.
- *Improve transit* – The region must prioritize improved bus service and shift away from the heavy emphasis on light rail that currently exists. Otherwise, transit improvements will disproportionately benefit the wealthier population at the expense of lower income populations that rely on the bus.
- *Transition to low emissions vehicles* – Moving to more fuel-efficient vehicles can have a negative impact on people who can only afford older vehicles. If incentives only help the wealthier population buy more expensive vehicles, this exacerbates inequality.
- *"Where we live and work" actions* – All of these have the potential to negatively impact housing affordability. There are not a lot of good tools to ensure affordable housing in the region, particularly because state law does not allow inclusionary zoning. Urban renewal districts provide the opportunity to increase the amount of affordable housing by requiring a certain percentage set-aside for affordable housing. Other potential tools include tax abatements for developers that build affordable housing units into Transit Oriented Development communities; or, a requirement within the region that each jurisdiction contain a certain percentage of all housing types, including condos, apartments, single family homes, etc.
- *Manage parking* – Paid parking can negatively impact low-income populations because it is a regressive fee.
- *Use technology and "smarter" roads* – This could negatively impact low-income populations if individuals have to pay to access this technology.
- *Implement local plans* – Zoning and comprehensive plans must have tools or incentive to mitigate displacement. Equity must be woven into these plans.
- *Tax incentives* – Tax incentives may reduce funding for direct services that the government would otherwise provide.
- *Provide information to expand use of low carbon travel options* – This information should be presented with sensitivity to different languages and cultures. The right messenger should provide the information. This will require a greater investment in time and resources by government staff than providing information in the usual way.

Question: Is there a study or lens that should be included in the preferred scenario?

Equity and environmental leaders said that Metro and the various jurisdictions should consider the potential positive and negative economic impacts of the actions on people with limited incomes.

Particularly, they said, there needs to be sensitivity to the effect that certain transportation actions may have on the combined transportation/housing cost burden of low income individuals. It is also important to ensure that low-income communities have good access to jobs.

Additionally, jurisdictions could conduct a Health Impact Assessment of the actions, and put into place Community Benefits Agreements connected with specific projects. Organizations of color have spent time identifying the needs of their communities and strategies that would benefit specific communities. The CSC project should consult those lists.

More generally, local comprehensive plans and transportation projects should have more stakeholders engaged than typical. This will ensure that equity is considered at the project level. For example, advisory committees for transit projects should include more community representation.

Stakeholders cited particular sources for more detail, including:

- Literature on Bus Rapid Transit http://www.nbrti.org/research.html
- Research on Bus Signal Prioritization and Bus Jump Lanes
- Elasticity Studies from Victoria Transit Institute for example http://www.vtpi.org/tranelas.pdf. Their long term studies on elasticity are important.
- Urban Habitat's study on Ensuring Lifeline Service in all of the Bay Area's Low-Income Communities http://urbanhabitat.org/files/Urban_habitat_lifeline_2008.pdf

Funding Sources

Currently, sufficient funding does not exist to implement all potential investments and actions of the CSC Scenarios project or to implement local zoning, comprehensive plans and transportation plans. Stakeholders were asked to discuss potential mechanisms that could provide more sustainable funding sources. They rated their level of support for four potential mechanisms. The highest support is for a fee on number of miles driven. People somewhat support raising the gas tax and charging for parking in urban center locations served by good transit. The carbon tax received the most opposition.

Funding Source #1: Raise the gas tax

Stakeholders across all interests somewhat support raising the gas tax (rating average: 1.9). However, even those that support it generally agree that it is no longer effective as a user fee and is an insufficient funding source as vehicles become more fuel efficient. A couple of people support the gas tax as a short-term measure to be replaced or supplemented by a VMT fee, or used as one part of a hybrid funding scheme.

Many people commented on how revenues would be used. A couple of equity and public health leaders said they support raising the gas tax if revenues are used for transit projects; otherwise, they oppose it. People understand that the use of the gas tax is constitutionally constrained to road projects and projects in the right-of-way. A few elected officials said they only support raising the gas tax if funding is used exclusively for road and highway maintenance. A couple of environmental and bicycle/pedestrian representatives support using a greater percentage of gas tax revenue for building complete streets and

striping more bike lanes on roads, and perhaps raising the state level set-aside from 1 percent to 5-10 percent.

Several people said that drivers may be more willing to support an increase in the gas tax if they understand where the funding is going. One suggestion is to follow the Washington County approach, which lays out the exact projects (and their costs) that gas tax revenues would fund. There is some concern by elected officials about the allocation of gas tax revenue among jurisdictions. How an increase in the gas tax might affect manufacturers and haulers and the competitiveness of the market in Oregon are also concerns.

Funding Source #2: Charge for parking in commercial districts, downtowns or locations served by good transit

Overall, stakeholders somewhat support paid parking (1.9 average rating). Most environmental, equity and public health leaders strongly support this funding mechanism, particularly if revenues are used to fund transit. A few elected officials from suburban areas oppose it in their particular communities because it might negatively impact businesses. Other community representatives strongly support charging for parking, as do some members of the business community. Some business representatives do not support charging for parking because it penalizes businesses that must drive by nature of their industry (for example, delivery businesses and service providers).

Several people stressed that paid parking should be implemented only in areas that are well served by transit, which is not the case in most areas outside of urban Portland. Otherwise, paid parking is a penalty on those who have no choice but to drive. Some suburban jurisdictional representatives are concerned that paid parking may hurt businesses in dense areas that are already struggling to attract customers without parking measures in place.

A few environmental, bicycle/pedestrian, and transit representatives stressed that paid parking should be part of a larger, creative and comprehensive parking management plan. For example, revenues from parking meters could be given to businesses in parking districts to help them provide their employees and customers with alternative transportation options; this could make paid parking more palatable to businesses that would otherwise bear the cost. Different prices for parking at different times of day, and using private lots for public parking at times when the lots are usually vacant or unused are also options. Paid parking revenues could be used to fund Transportation Demand Management strategies, like the Lloyd District Transportation Management Association. Jurisdictions could also implement parking strategies associated with fee areas, like carpool parking spots.

Funding Source #3: Moving from a gas tax to a fee on number of miles driven

A fee on number of miles driven (or VMT fee) is the most highly supported funding mechanism (average rating: 1.6). People support this mechanism because it acts as a true user fee, whereas the gas tax no longer does. Stakeholders are split on whether the VMT fee should replace or be in addition to a gas tax or carbon tax. A couple of business leaders oppose the VMT fee because the population may need a financial incentive to purchase more expensive electric or fuel efficient vehicles, and the VMT fee removes that incentive.

Some thought that the VMT fee will eventually be put in place by the federal government so should not be dealt with by local or regional government now. A few people want more information about the impacts of the VMT fee before offering their support, particularly the economic impact on travel-heavy businesses. The state of Oregon has conducted a pilot study on the VMT fee; the results of this study will be useful to help understand the fee's impacts.

Some elected officials suggest expanding the VMT fee to charge different rates at peak driving times, and to charge more for use of bridges and highways that require vast amounts of funding to build and maintain.

There are concerns about how the VMT fee will be implemented, specifically privacy concerns if a tracking device is installed on vehicles. One suggested solution is to have inspectors check vehicle odometers at annual emissions inspections. Some people conditioned their support of the VMT fee on its ability to be implemented efficiently and cost-effectively, using acceptable technology. There were suggestions to implement the VMT fee in conjunction with a higher weight-mile tax on freight vehicles since heavy vehicles put more strain on roads; and to index the VMT fee with inflation to ensure it continues to be a viable funding source in the long-term

Stakeholders want to know whether the revenue from the fee will be constitutionally constrained, or whether it can be used to fund a broad range of alternative transportation projects. Members of the environmental and equity communities support using VMT fee revenue for transit and bicycle/pedestrian projects. There may be some equity concerns with the VMT fee, since it impacts people who live in outer communities more than it impacts those who can afford to live closer to downtown or to their jobs. A link to an article on the VMT was provided for reference: http://www.blueoregon.com/2013/09/mileage-tax-good-idea-if-properly-implemented/

Funding Source #4: Moving from a gas tax to a carbon emissions tax

The carbon emissions tax has the lowest support of any of the funding mechanisms (average rating: 2.6). Just under half of participants support it, mostly environment, equity and public health leaders. About a third of the participants, mostly elected officials, oppose the carbon emissions tax and several other people feel neutral about it. Several people said they are unsure because there is not enough information about how the tax would be implemented.

Those who oppose the tax believe it will be difficult to implement, and that it may negatively impact several groups of people. If the tax is assessed on the manufacturing industry or source of carbon, this could negatively impact the economy, particularly domestic vehicle manufacturers and the domestic fuel industry. They may have to compete with foreign vehicle manufacturers and fuel importers that do not pay the tax. If the tax is assessed on the car purchaser, it could negatively impact low-income individuals who cannot afford to purchase newer fuel-efficient or electric vehicles. There is concern that climate change skeptics may actively oppose the carbon emissions tax, whereas they might support a gas or VMT tax since these taxes are aimed at more than just dealing with climate change.

Those who support the tax indicate it more accurately reflects the true cost of carbon usage. Just like the tobacco tax, it could be used to both curb people's use of carbon and provide funding for needed projects. Supporters suggested the tax could fund a variety of alternative transportation projects, not just road projects; or it could be used for social benefits, similar to the tax on cigarettes. Alternatively, revenues could fund climate adaptation strategies. The carbon tax revenues could create additional clean sector jobs, helping improve the economy.

People have different ideas on how the tax should be implemented. There is more support for charging the tax upstream in the energy industry; for example, by levying the tax at Oregon's borders with the importers of coal, gas, etc. to account for the overall carbon consumption that occurs in Oregon. A couple of people added that manufacturers who pay the tax will find ways to reduce carbon; if the cost is downstream, then manufacturers have less incentive to be innovative with clean technology. There is less support for a direct fee on consumers. It was suggested that the rate be managed by the Citizens' Utility Board. Someone also suggested extending the carbon fee to cover building structures based on their carbon footprint, as well as levying the tax on both freight and passenger vehicles.

Question: What would these funding mechanisms look like in your community? How would they impact community members?

Some public health, environmental justice, and equity leaders were asked about the potential unintended consequences or disparate impacts of the proposed funding mechanisms. In general, they responded that it is difficult to assess potential impacts without more details on implementation and cost impacts per person or driver. They said the most important consideration is that the funding mechanisms not be regressive; a flat tax will always disproportionately impact low-income communities. There needs to be exemptions for low-income families. Some suggested that funding mechanisms be levied on freight trucks in addition to passenger vehicles.

From a public health perspective, there may not be much difference in the way each of the mechanisms impact health, but it depends on the details of how the mechanisms are implemented. In general, economic status and education are the two biggest predictors of health; so any funding mechanism that creates an undue economic burden could have negative health consequences.

Equity and environmental justice leaders said that revenues from new funding mechanisms should be used for more transit, particularly to serve outer, low-income communities. All communities that pay taxes or fees should receive a fair share of the benefits and investments in transit. There is support to lift restrictions in order to expand the use of revenues from existing funding sources for bicycle/pedestrian, transit and transit-oriented development projects.

There is some concern that both an increased gas tax and VMT fee could disproportionately impact low-income residents who cannot afford to live near downtown or their jobs, so are forced to drive longer distances. Leaders said there is a need to increase the variety of housing options throughout the Metro area, and to provide affordable and low-cost housing options in and near urban Portland.

Other Funding Comments

Other sources of funding

Some stakeholders suggested other funding sources. Several elected officials support a local vehicle registration fee, and some jurisdictions are already considering this. One elected official suggested increasing or altering the structure of the state vehicle registration fee; for example, the fee could be higher for gas guzzling vehicles and RVs which cause more damage to roads.

Other ideas for funding sources include:

- More use-based fees such as tolling, particularly on bridges and highways. This may require some changes to the federal restrictions on tolling.
- Reevaluate use of current resources and see where we can gain operational efficiencies.
- Implement a state sales tax.
- A "vehicle value tax" or "luxury vehicle tax" which assigns a higher value to more expensive vehicles. This would be more equitable to low-income drivers.
- Congestion pricing, with a rate based on income level. Using technology, a system installed on vehicles could tally up the vehicle's road use at certain times of day, and calculate a fee tied to the driver's income. However, there may be privacy concerns with this strategy.
- Fee for use of park and rides. The average person who parks and rides makes over $70,000 a year; right now they are parking for free.
- The streetcar should cost the same as bus and rail fares.
- WES should be a premium cost because it is artificially subsidized.
- Implement cordon pricing.
- Restructure tax breaks given to corporations. If these tax breaks are removed, there may be more funding available for needed projects.
- Increase the payroll tax to fund transit, but only if the general public supports this.
- Look into federal funding sources to subsidize transit, bicycle and pedestrian projects.
- Implement a pilot project for free bus service to see if this would increase transit use.

Use of revenues

A couple of people noted that drivers will be more willing to pay fees and taxes if they know that revenues are going towards projects that benefit their communities; jurisdictions and Metro should focus on marketing to help people understand funding pressures and where revenues are being spent. On the other hand, there is some concern particularly from elected officials about using revenues from the proposed sources for anything besides road maintenance projects.

Economic impact concerns

A business leader cautioned that the new fee amounts should not be so high that they penalize drivers and businesses that rely on driving. Jurisdictions need to implement taxes slowly and incrementally over time, so that businesses can plan their transportation expenses in advance. There is also concern about the economic impact of fees on the freight industry. If fees or taxes are increased on freight vehicles, then revenues need to be used for projects that directly or peripherally improve freight movement.

Other comments
Environmental and bicycle/pedestrian leaders generally said that these funding strategies are the correct ones to pursue, and that the region should aggressively pursue increased revenues from driving in order to fund elements of the CSC project. A couple of people expressed concern that climate change skeptics will oppose any fee marketed as a fee to fund GHG reduction projects.

One elected official questioned the imposition of any funding mechanism at this point because advances in fuel technology and fuel-efficient vehicles can get the region close to the legislative GHG reduction target without any need for increased taxes. It was suggested that Metro focus on those low-cost actions, and then re-measure in 2020. If by then it seems like the region is not making enough progress towards the 20 percent legislative mandate, then at that point the region should have a discussion about implementing a new funding source.

Incentive Programs

The CSC Scenarios project is considering a variety of incentive programs to encourage people to choose to drive less. Stakeholders were asked to discuss these incentives and rate their level of support for each.

Incentive #1: Tax incentives to businesses that offer free transit passes, telecommuting, and flexible work hours to their workers

Overall, stakeholders somewhat support this incentive (average rating: 2.0). Public health, environmental and equity leaders gave it the highest support. Many jurisdictional leaders said that the problem in many communities is a lack of good transit, not a lack of an incentive; so it makes more sense for government to provide better transit options and for employers to decide for themselves how to provide incentives.

Stakeholders are split on whether this incentive is necessary. Some business representatives said that businesses intrinsically benefit from offering free transit passes, etc. and so do not need an additional incentive. Bus passes are fully tax-deductible and this may be incentive enough for many businesses. On the other hand, some business and public health representatives said that people need an incentive to change their behavior, and once they experience the options, they may permanently change behavior. It is important to ensure that incentives phase out over time rather than being permanent. It was also suggested that regional leaders lobby Congress to equalize the federal tax breaks given to businesses that offer free parking and free transit passes to encourage more transit usage.

Some people expressed concern that not everyone will be able to take advantage of this incentive equally, which might feel like a penalty to some businesses. Some companies cannot offer flexible work hours or telecommuting options by nature of the business, or they may depend on deliveries or other travel that make transit usage impracticable.

Incentive #2: Tax incentives to businesses that offer programs that encourage their workers to carpool or enroll in car sharing

Stakeholders are generally neutral to somewhat supportive of this incentive (average rating: 2.4). They said this incentive is less practical and feasible than the incentive for free transit passes and flexible work arrangements; and that commuters who carpool likely already do so because it helps save them money, and don't need an additional incentive or information to carpool more. There is concern about how this will be monitored and implemented; for example, a company should not receive an incentive for simply posting flyers that encourage carpooling.

It was noted that the Portland metro region may not have the right scale or size to make carpooling attractive, since commutes in Portland are relatively short. There is also concern that small businesses and those located outside of the urban core will not be able to take advantage of this incentive, so may feel penalized. A few people suggest creating more TMA style programs, which leverage multiple employees in a district to work together to come up with creative carpooling programs.

Incentive #3: Local government using money from taxpayers for marketing and information to help people use public transit, biking, and walking

Stakeholders are generally neutral to somewhat supportive of this incentive (average rating: 2.6). Some jurisdictional representatives said they already use taxpayer money either formally or informally to promote active transportation. Elected officials stressed that it should be up to local governments to decide whether to use scarce local funds for this purpose, based on local needs and taxpayer sentiment.

Some jurisdictional and business leaders oppose or are neutral towards this incentive because they think marketing won't do much to change behavior, since most people already know about their transportation options. They want to see evidence of the effectiveness of marketing campaigns. Some don't think it is the government's place to try to change people's behavior.

A few environmental, bicycle/pedestrian and jurisdictional representatives said this incentive will provide more results than other proposed incentives, particularly if funding goes towards one-on-one and creative marketing campaigns. For biking, organizing rides and talking about route finding and bicycle equipment has been shown to change behavior. After three years of a focused outreach campaign, Smart Trips of Portland has shown real returns. Several stakeholders said that the best way to change behavior is to focus on changing environments and systems. For example, the Safe Routes to School program is effective because it goes beyond just education—it uses engineering and enforcement to create a holistic system that encourages alternative transportation.

Other Comments on Incentives

Funding Concerns

Many people have questions about which taxes will be implicated by the proposed incentives, and would oppose any incentives that reduce transit funding. Some elected officials said that jurisdictions are already struggling with a shortage of revenues, so impacting tax revenues may be harmful.

Other Incentives

Some people provided other ideas for incentives, including:

- Parking tax, if revenues are used to fund active transportation projects.
- Incentives to employers or groups of employers who help provide the "last mile" of the active transportation commute, such as shuttles from the nearest transit stop or a bike sharing program.
- Metro and local governments can build incentives into their zoning plans and codes to encourage higher density and transit-oriented development. They could also lessen the parking requirements for developers or businesses that provide alternative transportation options and amenities, such as zip car parking, bike share programs, affordable housing, etc.
- Incentives to encourage residential and commercial builders to bring old buildings up to better efficiency standards.
- Incentives for businesses to purchase EV, hybrid, or low-emissions vehicles for their fleet.

Regional Partnerships and Strategy

Elected officials discussed ways that the region could best work together to create a preferred scenario, and suggested elements that should be part of a legislative agenda.

Question: How can the region best work together to develop a shared strategy for implementing a preferred approach that may include a transportation legislative package for 2015?

Many elected officials stressed that the preferred approach must be a "menu of options" that can be adapted to fit the needs of communities with diverse needs; this will be the only way to gain the broad support needed. This means that the selected actions and investments must be implementable by urban, rural and suburban communities, and each of these community types must receive benefits from the CSC Scenarios project. Elected officials warned that projects should not have to fit within a narrow set of criteria to be fundable (i.e., criteria that only a dense urban community could meet).

Several people suggested that the state develop clear climate change goals and then let local jurisdictions determine how to meet them using their own unique approach. This type of local control, they suggested, will make it more likely that all jurisdictions support the project; adding local decision-making can be more effective, adaptable and responsive to local needs than federal decision-making.

Some ideas for the best ways to work together include:

- Local, regional and state government officials should engage in a joint lobbying effort before the state legislature. If their messaging is consistent and shows strong consensus, diverse officials lobbying together would be very powerful.
- Create a true private-public partnership with area businesses and economic drivers. For example, get Nike, Intel and other key employers on board.
- Continue working through and improving the processes of JPACT county-level transportation committees. Make sure that each county's transportation group is involved.

- Make it clear what the cost of the project will be to different communities within the region, and where the benefits will be felt.
- Plug into existing regional affiliations and get them to work together. The process should unite groups across the region including the Multnomah County 3C/4C alliances, Westside alliances, Clackamas County C4, and Washington County alliances.

Question: What ideas do you have of the key items a legislative strategy should include?

Elected officials provided the following ideas for items that should be included in the legislative agenda:

- Revisions to UGB laws to allow decision-makers to consider locational factors and to require that new developments locate jobs, housing and recreation near one another.
- Change to enterprise zones, since rural areas no longer need this incentive to compete.
- Funding issues:
    - Include proposals to increase the gas tax.
    - Funding criteria should be streamlined and speak to local values. It would be nice if local jurisdictions could get federal or state funding for projects that meet local or regional standards, as opposed to meeting federal or state standards.
    - Any evaluation criteria for grants and funding should not be urban-centric. All types of geographic areas should be eligible to apply and be able to effectively compete.
- Specific projects to include:
    - Improvements to I-205 and Hwy 34, including bicycle/pedestrian paths on Hwy 34.
    - Bicycle/pedestrian paths along Willamette Falls Drive.
    - Road maintenance and preservation projects that have already been identified as needs.
- Emissions standards for construction vehicles.
- Measures to curb GHG emissions from residential homes and buildings.
- Lift the preemption on inclusionary zoning. This is a particular concern for the Powell-Division High Capacity Transit project, which could lead to gentrification if protections are not put in place.

Community Outreach

Stakeholders were asked to provide additional comments on ways that Metro can better engage the community in the CSC Scenarios project and to suggest other individuals and organizations that should be involved in the process. They described what they would do to demonstrate local support for the preferred scenario ultimately selected. This information was provided to Metro staff to continue to improve their engagement efforts. Some of the ways stakeholders said they would demonstrate support include: writing a letter, speaking and making presentations in support of the project, adopting local resolutions, lobbying the Oregon legislature, providing written or oral testimony, and engaging their constituents or membership in the process.

Outreach to Underserved Populations

Leaders of the environmental justice, equity and public health communities were asked more specific questions about upcoming discussion groups that Metro is planning to hold with these interest groups.

They were also asked for input on better engagement strategies that Metro can use with low-income and vulnerable populations. The information collected was also provided to Metro staff to help shape the public engagement process.

Generally, these leaders said there is a need for Metro to engage low-income communities and communities of color in a meaningful and collaborative way, which means engaging them early, helping to build capacity so that they can participate fully, and keeping them engaged throughout the entire process. The project messaging also needs to be written in a way that is relevant to the daily lives of these communities. Leaders pointed to Metro's Equity Baseline Workgroup as a good start to creating the kind of collaboration that is needed.

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together, we're making a great place, now and for generations to come.

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MAKING A GREAT PLACE

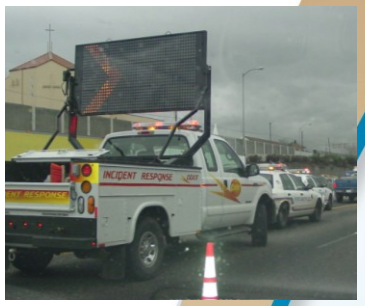
Metro

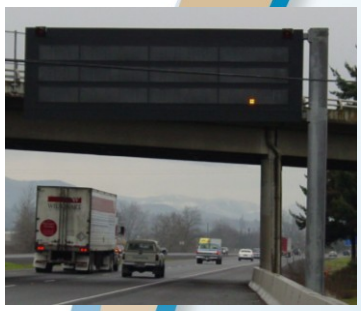
Materials following this page were distributed at the meeting.

Washington County Intelligent Transportation System (ITS) Plan

2013/2014 UPDATE

March 26, 2014 - MPAC

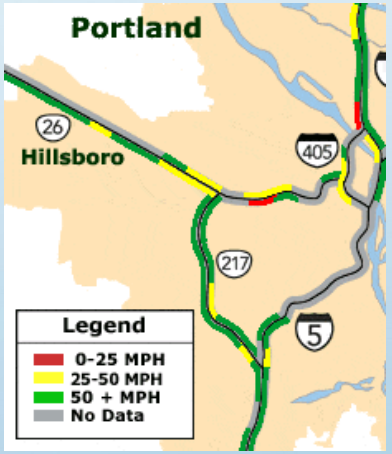


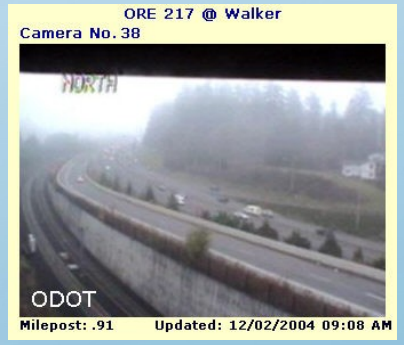


What is ITS?

Intelligent Transportation Systems apply **technological solutions** to enhance Transportation System Management & Operations:

- Computer hardware & software
- Communications
- Electronics
- Safety systems





WASHINGTON COUNTY OREGON

ITS PLAN UPDATE

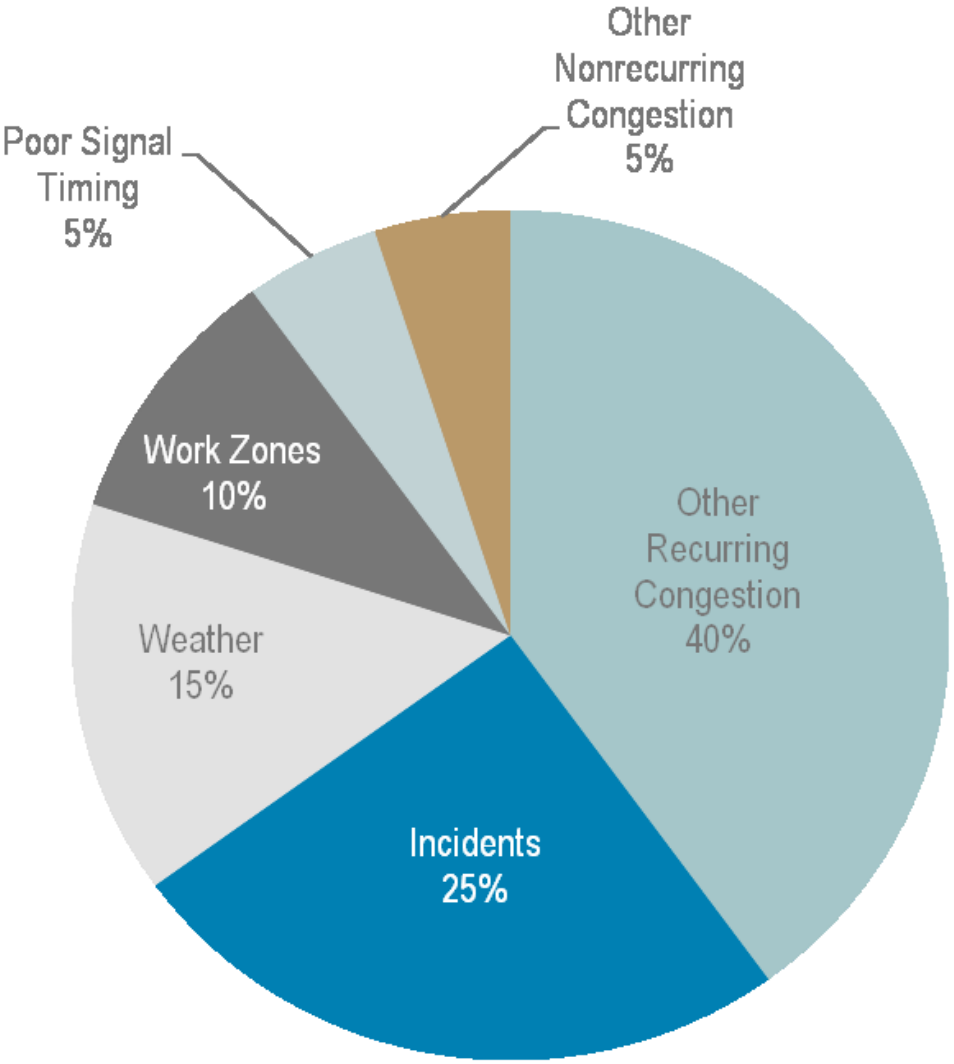
Expectatic

ITS **can**:

- Restore lost capacit
- Manage congestion
- Provide traveler information

ITS **can not**:

- Increase roadway capacity
- Eliminate congestio



CAUSES OF CONGESTION

Vision Moving Forward

- State of the art traffic signal system
- Proactive management of the Washington County transportation system
- Seamless travel experience through cross jurisdictional partnerships

ITS Plan-Projects

- **4 strategies to address congestion**
  - Traffic Control and Operations
  - Bicycle and Pedestrians
  - Rural / Safety
  - Traveler Information

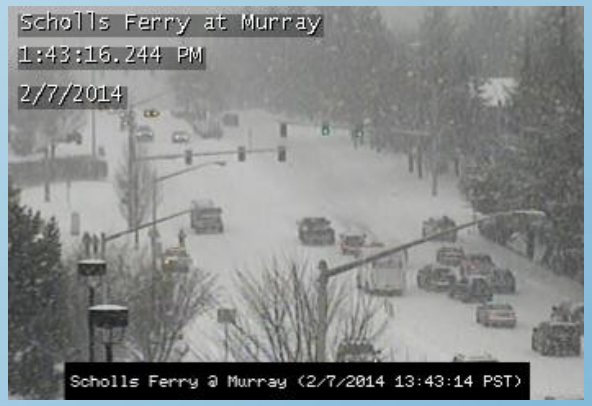
- **60 ITS projects** (~$32 million)
  - 20 year look
  - Leverages upcoming capital projects
  - Includes local agency projects
  - Cross jurisdictional systems

Operations & Management Strategies/Projects

Traffic Control & Operations

Bicycles & Pedestrians

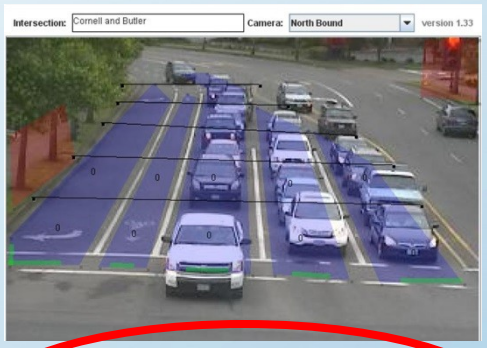
Rural/Safety



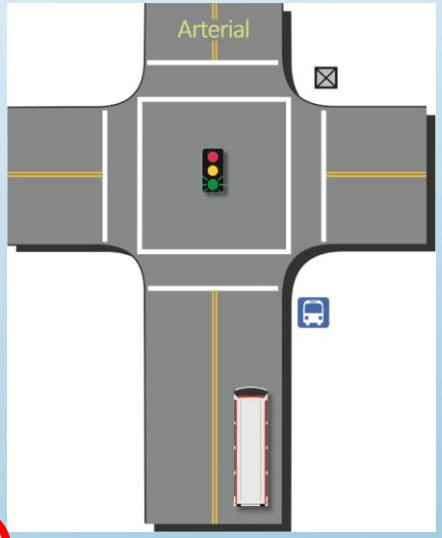
Traveler Information

Traffic Control & Operations Strategies

Traffic Operations Center



Enhanced Traffic Signal Timing Operations



Transit Signal Priority

Traffic Surveillance

PORTAL

Data Warehouse

Arterial Performance Monitoring

OREGON INTERNATIONAL Air Show HILLSBORO Standard TV & APPLIANCE

GAMET ME Festival of Balloons

WASHINGTON COUNTY FAIR

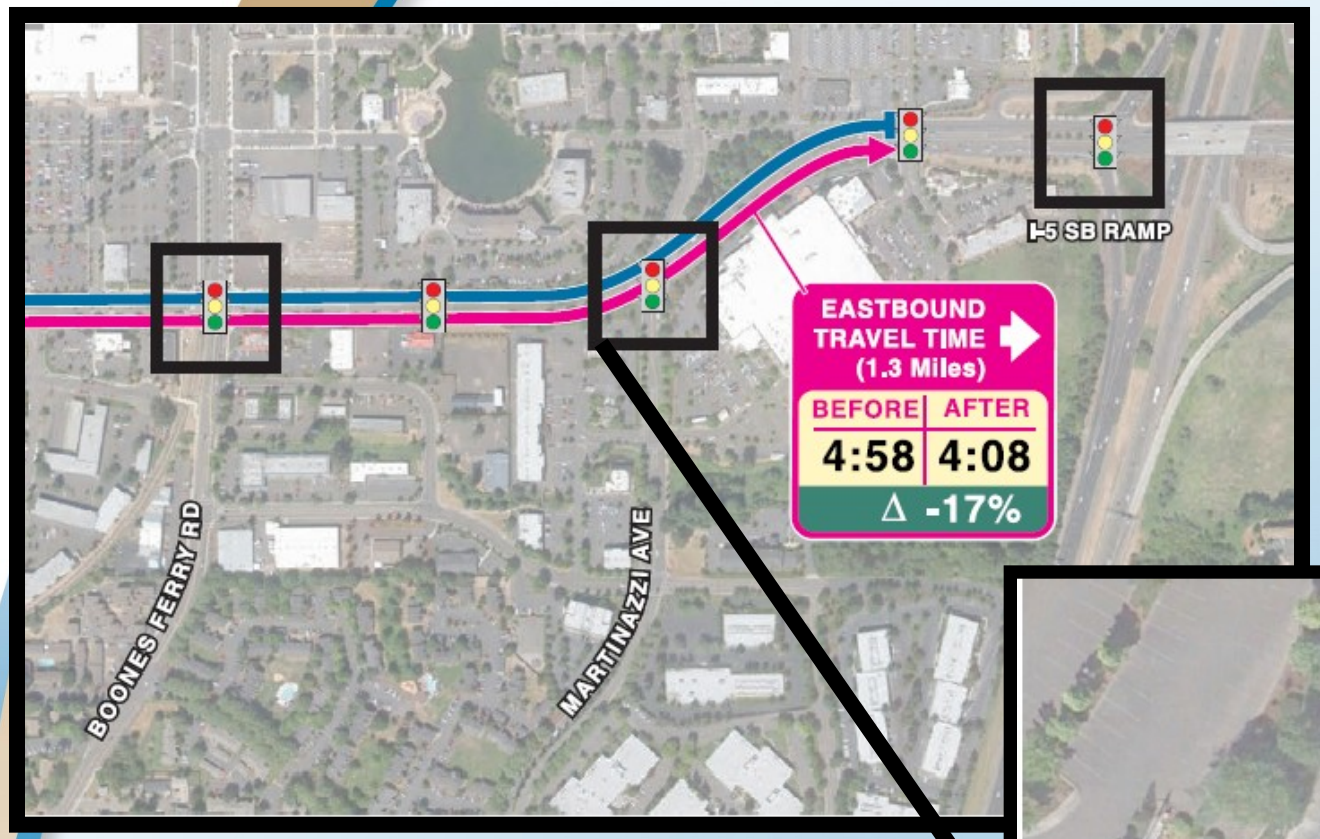
Event Management

WASHINGTON COUNTY OREGON

ITS PLAN UPDATE

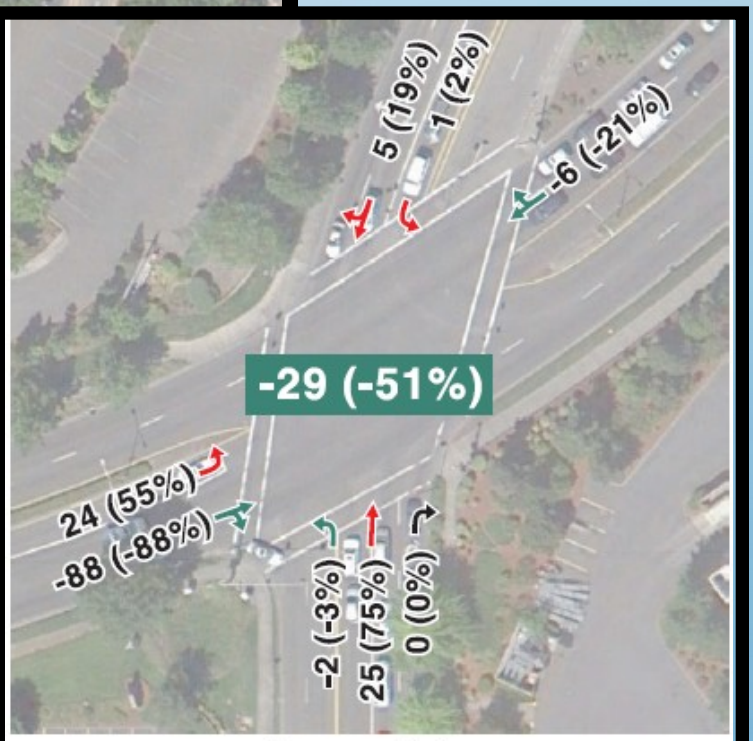
Expected Benefits

- **Traveler/freight benefits:**
  - Improved travel time reliability
  - Reduced
    - Delay
    - Fuel consumption
    - Emissions
    - Crashes



Example 1

Tualatin-Sherwood Road Traffic System {Teton to I-5} (PM Peak Hour)



Average Delay
Tualatin-Sherwood Road/
Martinazzi Avenue

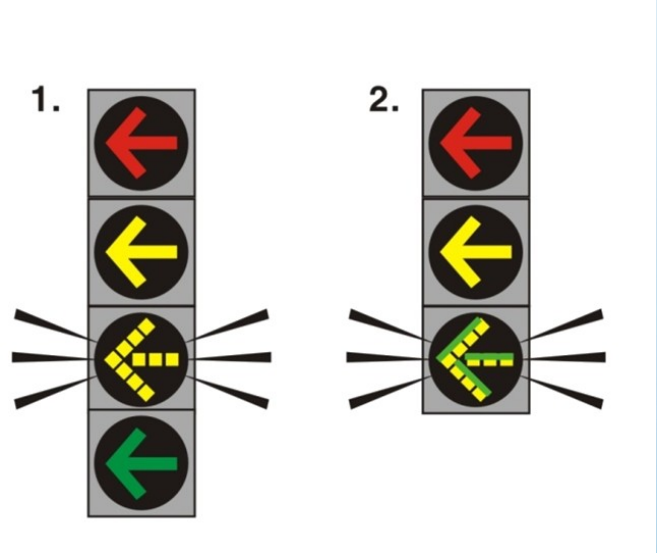
WASHINGTON COUNTY OREGON
ITS PLAN UPDATE

Example 2

Cornell Road
Adaptive Traffic System
{Brookwood to Butler}
(AM Peak Hour)

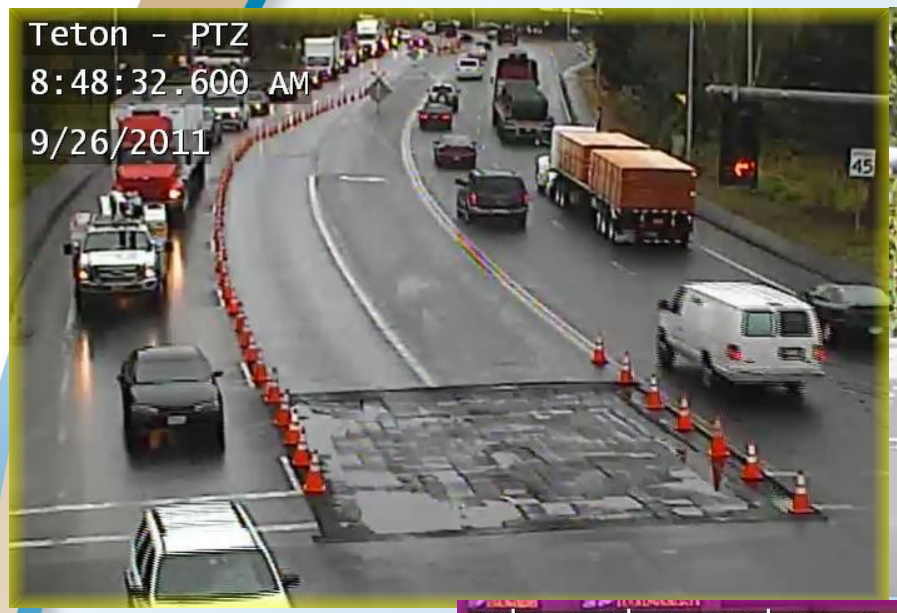
WASHINGTON COUNTY OREGON
ITS PLAN UPDATE

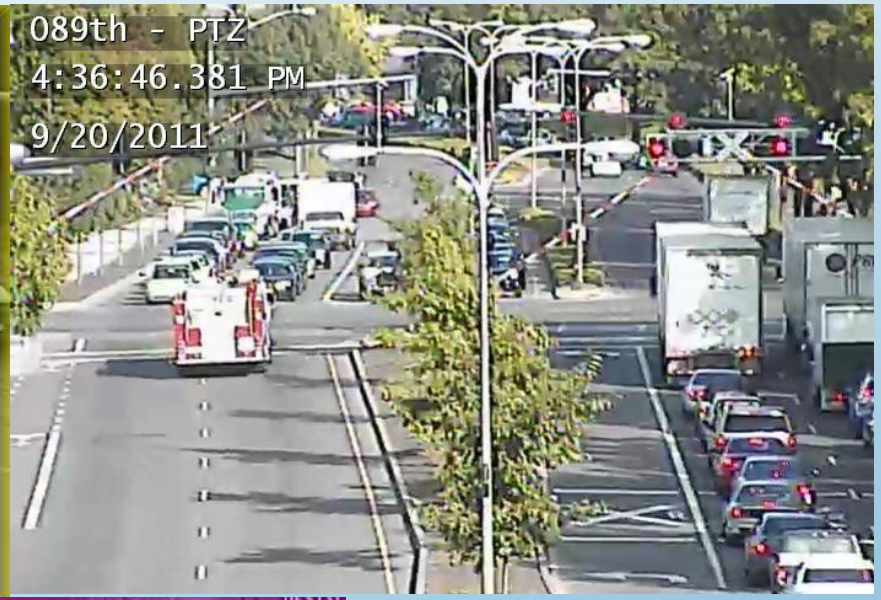
Flashing Yellow Arrows



- Reduced stops by ~18%
- Reduced delay by ~35%
- Reduced fuel consumption by ~13%

Questions / Comments

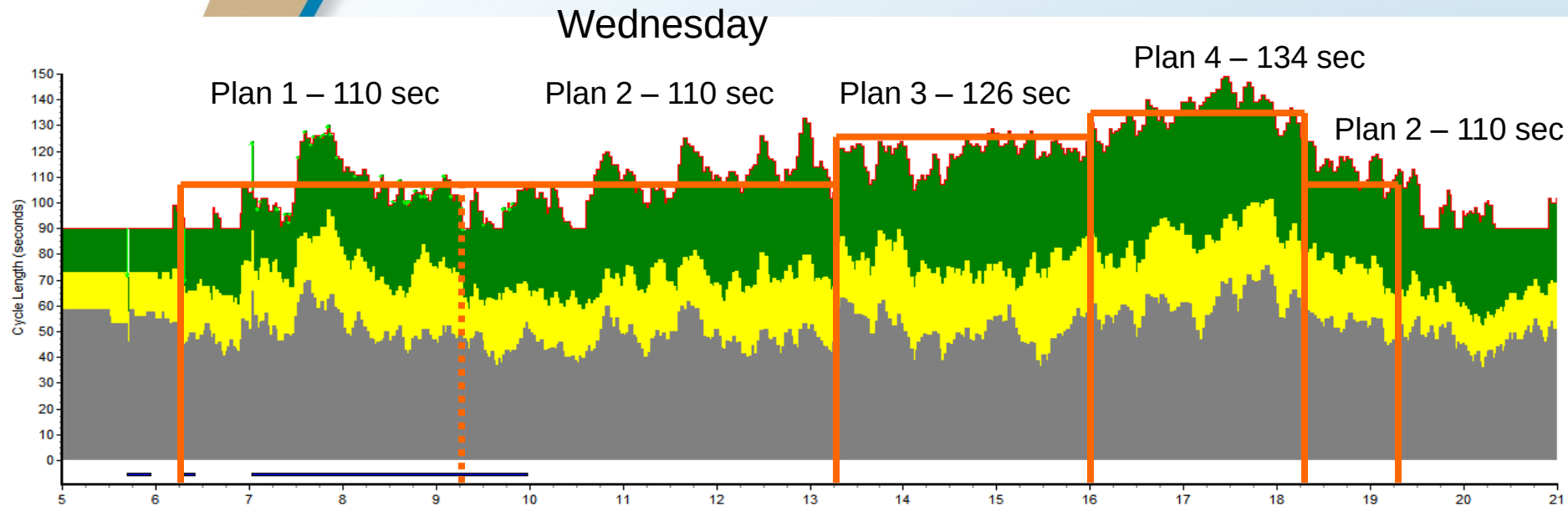


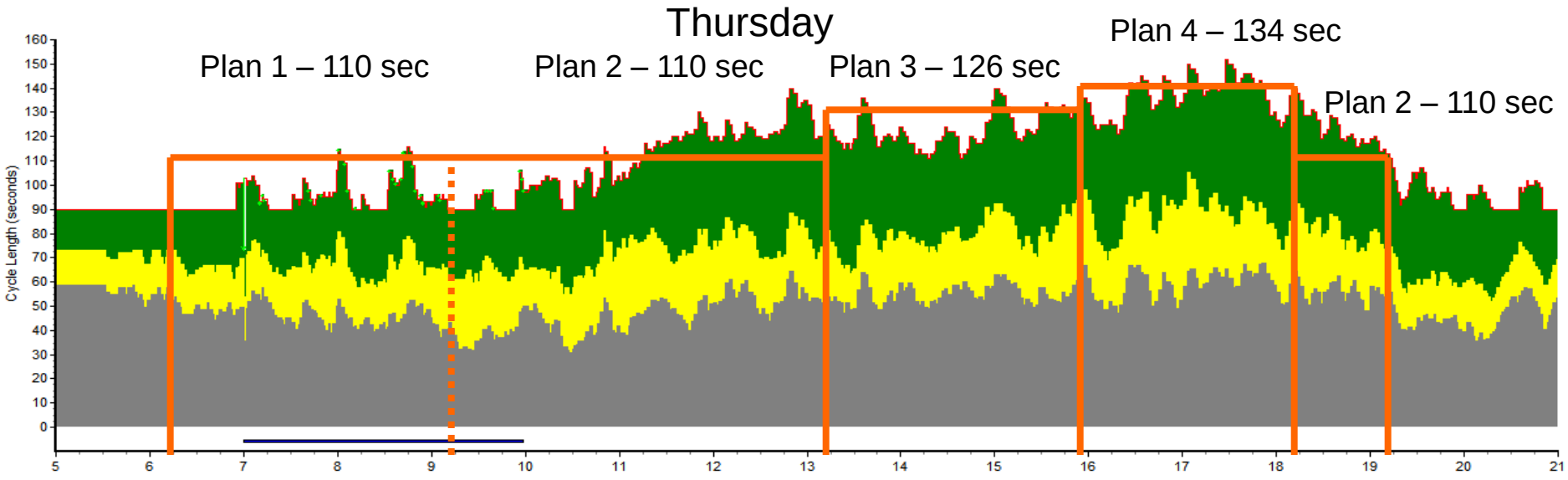


WASHINGTON COUNTY OREGON

ITS PLAN UPDATE

Traffic Changes Daily



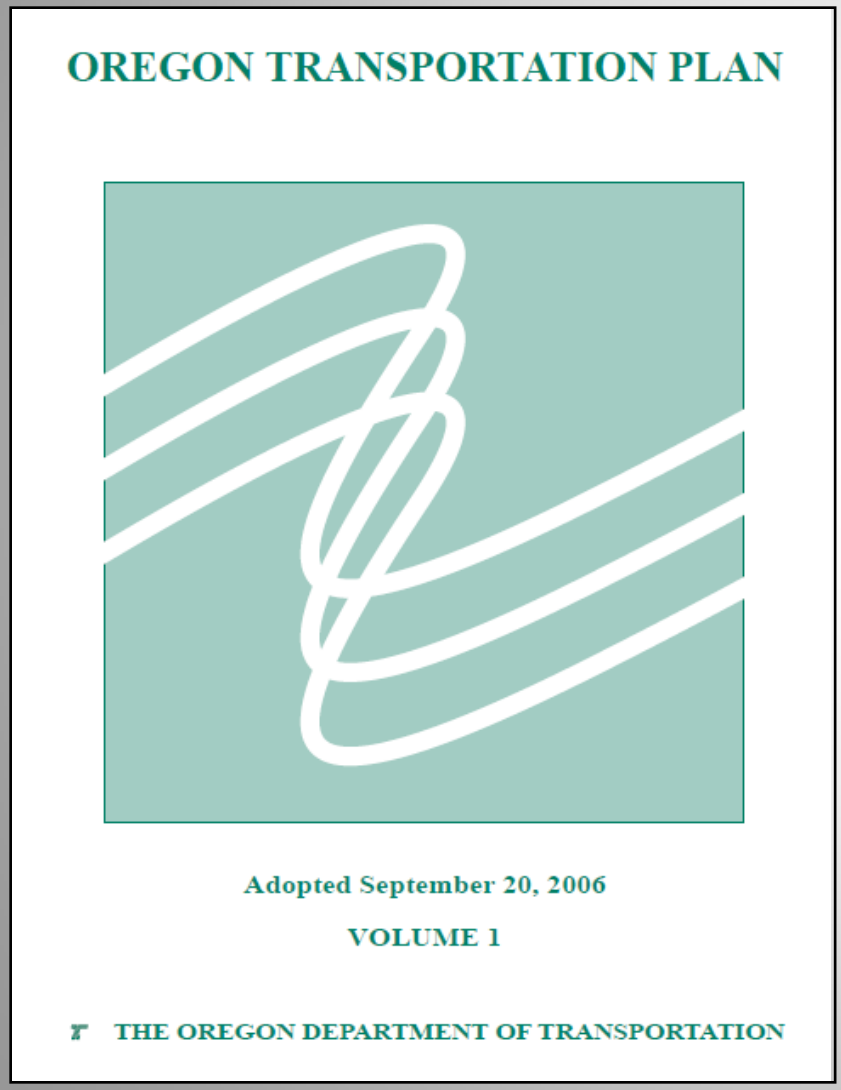


Traffic Incident Management

a Public Safety Discipline

INTELLIGENT TRANSPORTATION SYSTEMS

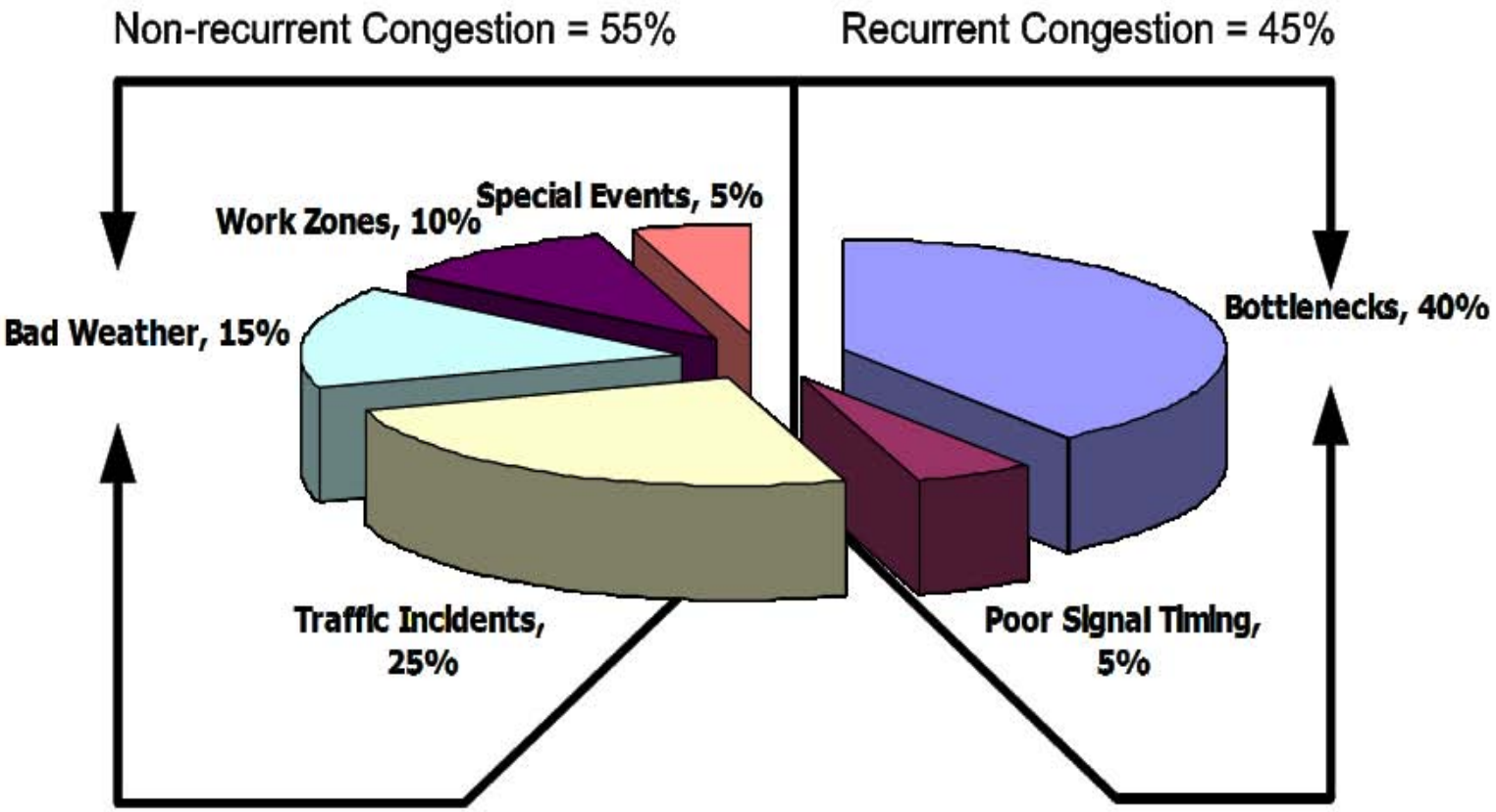
Statewide Direction



GOAL # 2 -

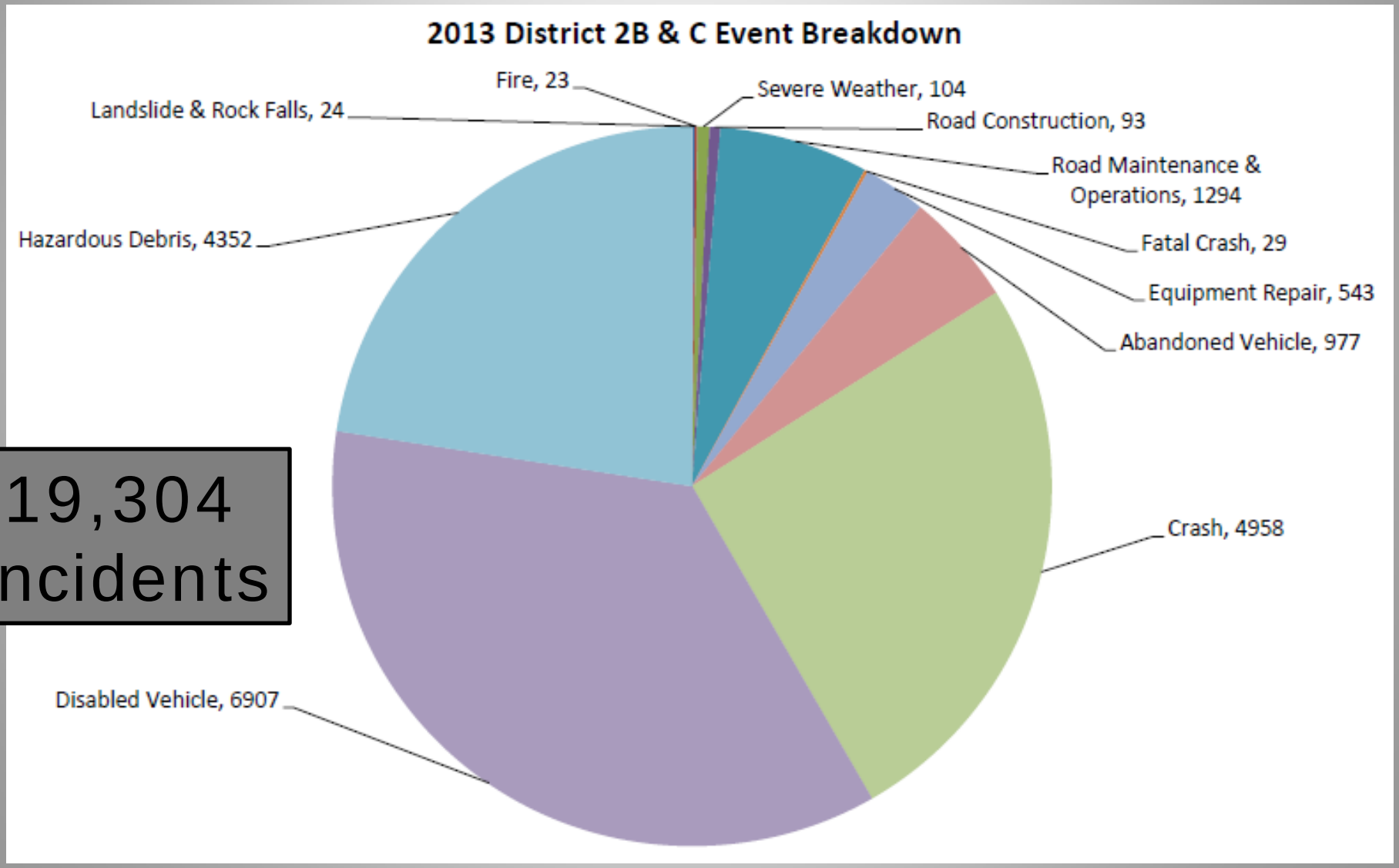
"To improve the efficiency of the transportation system by optimizing the existing transportation infrastructure capacity with **improved operations and management**."

Sources of Congestion



"Traffic Congestion & Reliability", 2005
Cambridge Systematics & TTI

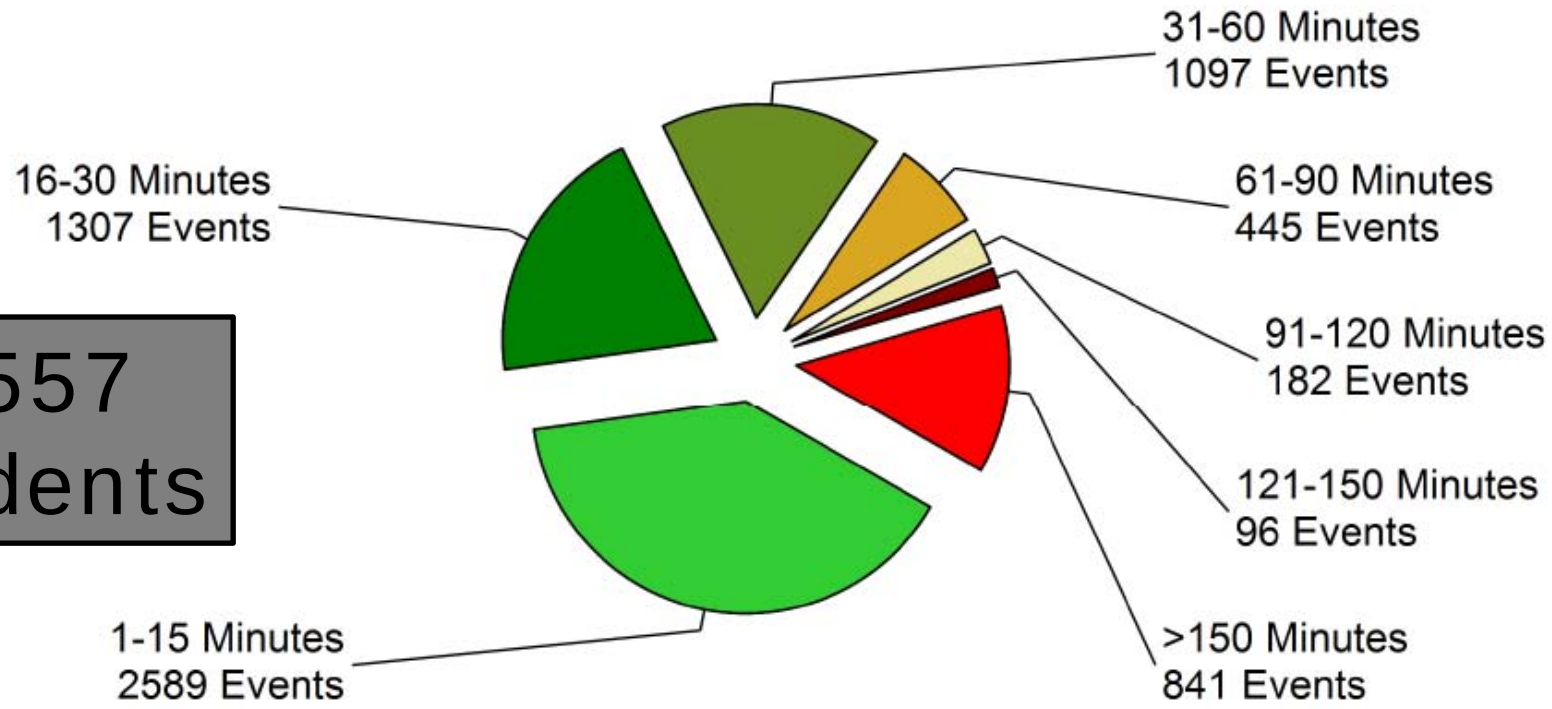
ODOT Region 1 Incidents



19,304 Incidents

Roadway Clearance

Roadway Clearance Durations



6,557 Incidents

Criteria Used:
Month: Jan - 2013,Feb - 2013,Mar - 2013,Apr - 2013,May - 2013,Jun - 2013,Jul - 2013,Aug - 2013,Sep - 2013,Oct - 2013,Nov - 2013,Dec - 2013
OSP Patrolled Area: All
Districts: 2B,2C
Source: ODOT Transportation Operations Center System

Instant Tow

Pilot Results

Towing Events	Typical Towing (1/2006 – 12/2008)		Instant Towing (2/2010 – 2/2011)
Tow Clearance Duration (Initial call to Tow Clearance)	52.47		42.24
Total Time Savings (mm:ss)	--		10:23

- *Operate only during peak traffic times*
- *Verify by camera & Initiate tow*
- *"Dry Run" fee of $ 55*
- *100 total "Dry runs" during pilot, $5,500*
- *Early stages of implementation*

Faster Clearance with Minimal Investment

SHRP 2 TIM Responder Training

- **DPSST**
- **OSP**
- **TVF&R**
- **OHA,**
- **Metro West Ambulance,**
- **OTTA,**
- **McMinnville PD**
- **Portland F&R**
- **OACP**
- **OSAA**
- **FHWA**
- **AMR Portland**
- **OSSA**
- **OFCA**
- **OSFM**
- **ODOT**

SHRP2
STRATEGIC HIGHWAY RESEARCH PROGRAM

Collaboratively Training Oregon's Responders in Safe, Quick Clearance strategies

FHWA Operations Grant – Greater Portland Area

$ 200,000 (24 months)….. Enhance regional interagency understanding, communications and support of innovative systems operations strategies.

Grant Activities

- **Portland Area TIM Team**
- **Cross-disciplined outreach and education activities**

Building on a National Vision

Technology Tools for Making Transit More Convenient, Accessible and Frequent

Eric Hesse
Strategic Planning Coordinator

MPAC
March 26, 2014

TRIMET

What I'll Be Covering

- The Future of Fares
- Improving the Operating Environment
- Information Tools

The Future of Fares

Where are we today?

- Paper Tickets
- Cash and Coins
- Stickers
- Electro-mechanical machines
- Mobile Ticketing App launched September 2013!

Mobile Ticketing

- Mobile Ticketing launched Sept 2013 with much fanfare
- App Downloads: More than 76,166
- Registered Users: Over 58,631
- Tickets Sold: Over 786,700
- Easy purchase of transit tickets – anywhere, anytime
- Reduces dependency on cash and Ticket Vending Machines (TVMs)
- No exact change needed
- Provides a valuable service to transit riders
- Happier riders!

A Big Success

“TriMet ticketing app getting rave reviews from riders (share your experiences)”

September 4, 2013 The Oregonian

“500K mobile tickets sold for TriMet through GlobeSherpa”

January 4, 2014 Portland Business Journal

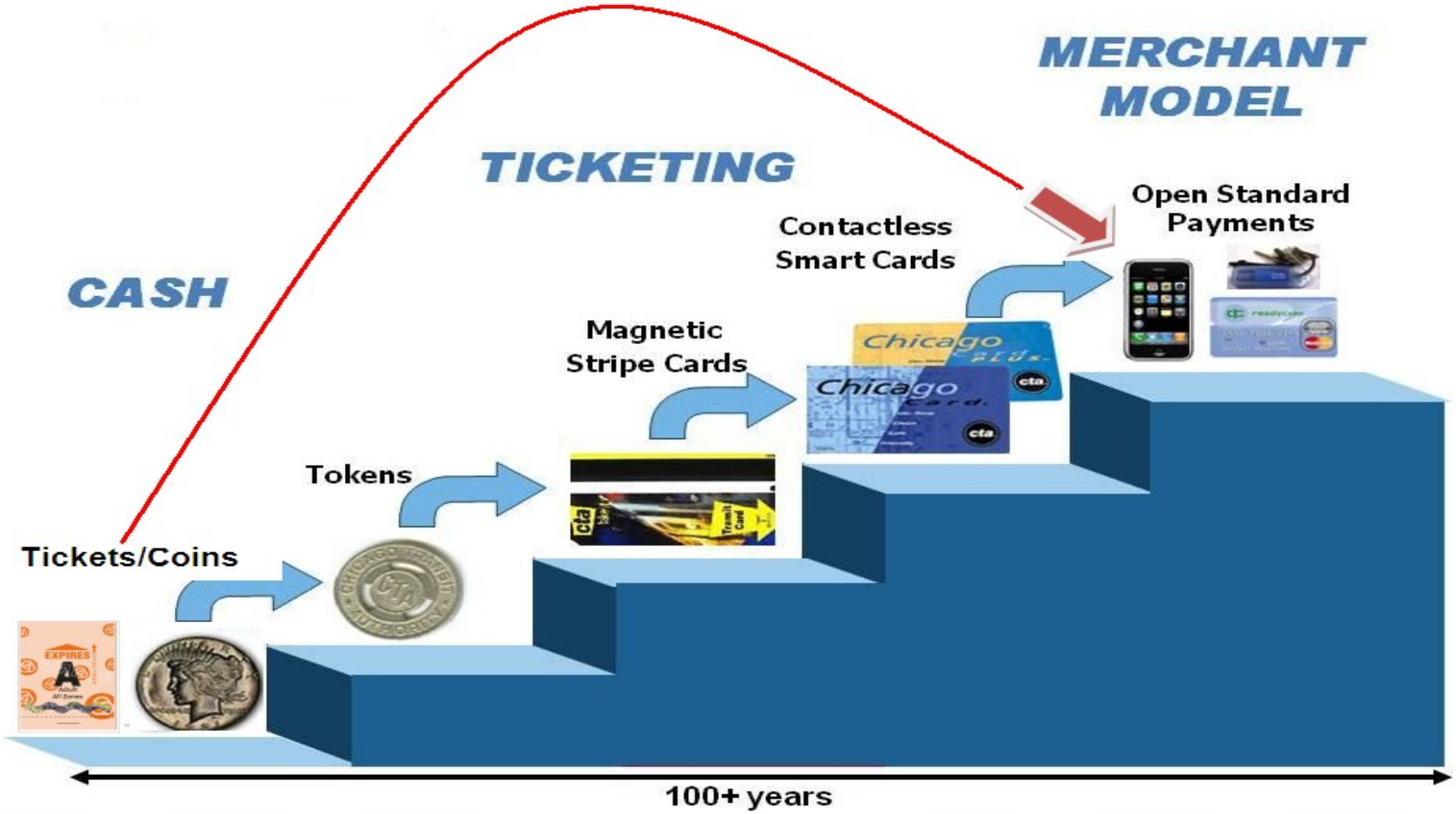
“Portland’s public transit mobile ticketing app sees 500K purchases in 5 months”

January 14, 2014 Geekwire

Future of eFare

- Digital leap to smartphone ticketing. NFC is next.
- 50% of riders have smartphones
- Other 50% can use transit cards, bank cards
- Technology leap

Technology Leap



Goals

- Continue to improve customer experience
- Make it easier for operators
- Reduce maintenance costs
- Reduce cash
- Reduce wear and tear on equipment
- Streamline for employers and institutions

Customer Benefits

Pricing equity (Daily and Monthly Caps)
Unbanked customers can load value via retailers
Expanded retail network in low income and minority demographics
No fees to load value at retailers
Balance protection on lost cards
Regional fare; easy to transfer
Simple green light / red light fare validation
Increased equipment reliability
Improved service planning with better data
Use payment method already in purse/pocket (e.g., smart phone, bank card)
Online account management and automatic reload online

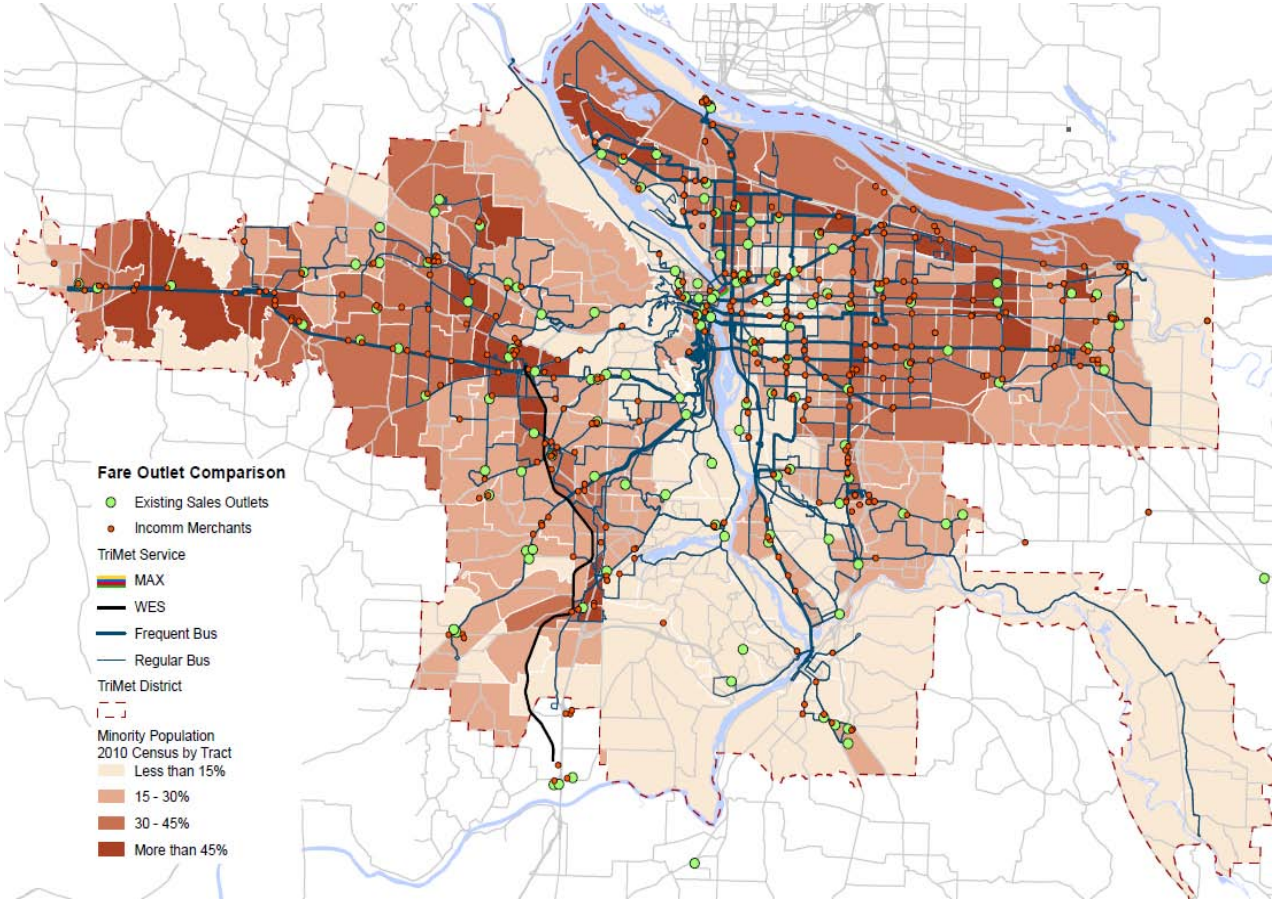
Stakeholder Outreach

Initial outreach thus far received favorable responses:

- ✓ Transit Equity Advisory Committee
- ✓ CAT
- ✓ Budget Taskforce
- ✓ Employers (City of Portland, PSU, and OHSU)
- ✓ Social Service Agencies
- ✓ Streetcar CAC
- ✓ Internal/external updates (Annual Report, Rider Insider)
- ✓ Streetcar, City of Portland and C-TRAN management
- ✓ Rider Club
- ✓ Focus Groups
- ✓ Transit on Tap

Transit Equity

- Spread discounts to low income and minorities through daily and monthly caps
- Increased retailers selling fares in low income and minority demographics
- Stored value eFare products available to all, including cash/unbanked customers



Timeline

- March 2014 — TriMet Awards Contract, issues Notice to Proceed
- 2014 - 2016 — System design and development
- 2016 — Friendly User Testing
- 2017 — Estimated system-wide deployment

trimet.org/efare

Operating Environment

- *The Challenge*: How to ensure safe, fast, reliable transit service when sharing roadways with many other users?

- *The Solution*: Work with partners to make the operating environment more transit-supportive!

How? The Approaches

Signal Changes

- Signal Priority - Opticom
- Queue Jump Signal
- Queue Bypass Lane
- Signal Timing / Phasing Change

Passenger Amenities

- Install Bus Shelters
  - Standard
  - High capacity

Operational Changes

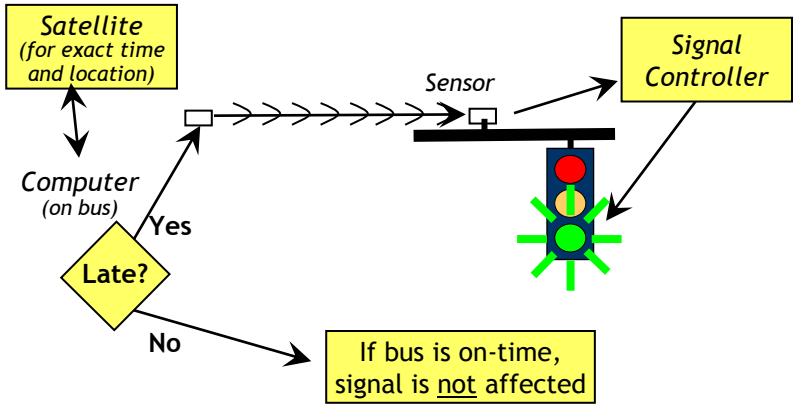
- Consolidate Bus Stops
- Relocate Bus Stops
- Streamline Routes
- Restrict Parking

Physical Changes

- Curb Extensions (Bus Bulbs)
- Low Floor Bus
- Exclusive Bus Lane
- Turning Restriction Exemption

How? The Tools

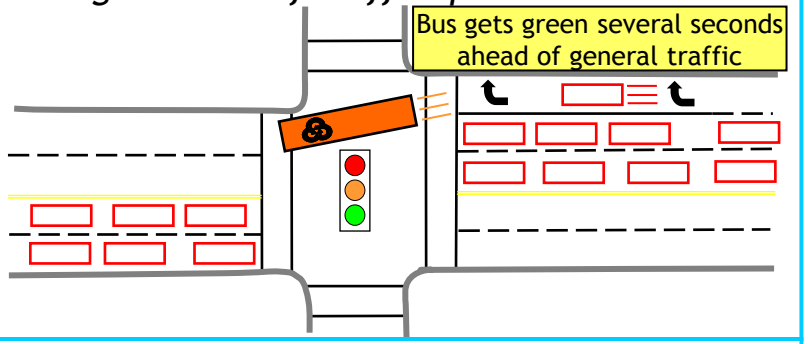
Signal Priority - Opticom



NOTE: System ALWAYS gives priority to emergency vehicles

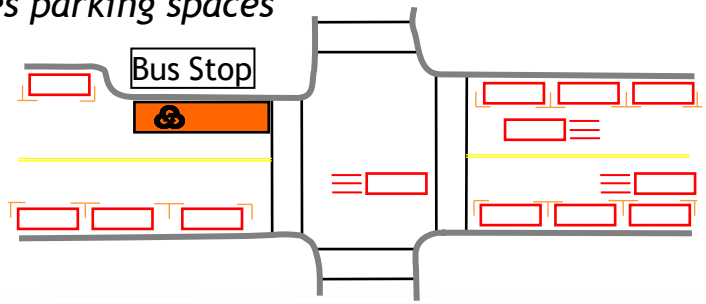
Queue Jump Signal

- *Avoid long queues by using right turn only lane*
- *No traffic conflicts pulling back into travel lane*
- *Buses get ahead of traffic queue*



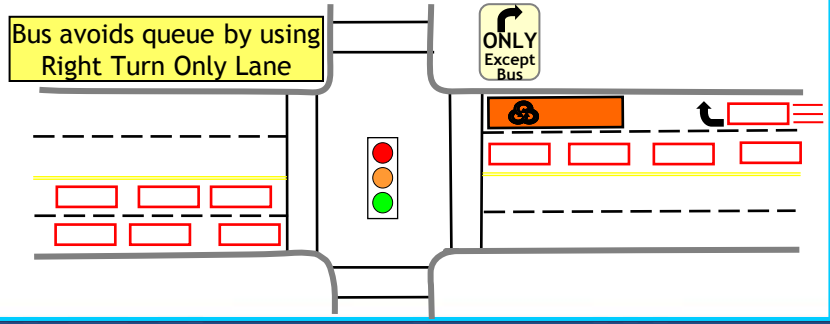
Curb Extensions

- *Passengers can see and be seen*
- *Buses serve stop without weaving or waiting to reenter traffic*
- *Saves parking spaces*



Right Turn Only *Except Bus*

- *Avoid long queues by using right turn only lane*
- *Less weaving in and out of right turn lane*



Transit Signal Priority (TSP)

- **Provides Green Light extension / Red Light truncation**
  - If arrive on green, extend a few seconds
  - If arrive on red, shorten other phases to return earlier
  - Turn emitter on when 30 sec behind schedule

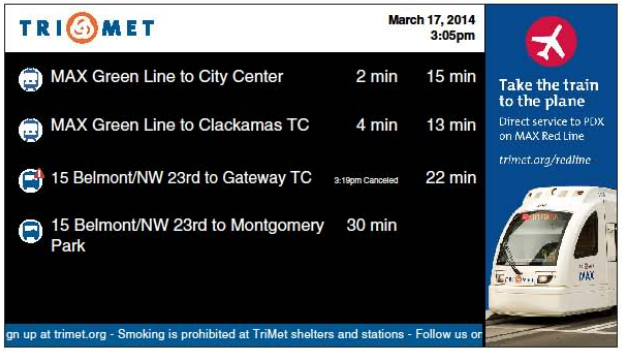
Situation	Potential Delay Avoided
Green extension: Portland eastside	Up to 35-60 seconds
Green extension: Portland westside, suburbs	Up to 65-70 seconds
Red truncation: anywhere	Up to 15 seconds

Information Tools

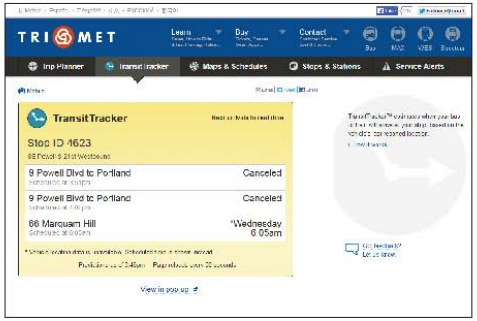
- TriMet Trip Planner and Interactive Map
- TransitTracker
  - New BDS = More Accuracy and Information
- App Center
  - 52 Third-Party Apps and Counting…
- PORTAL Transit

Canceled treatment in TransitTracker

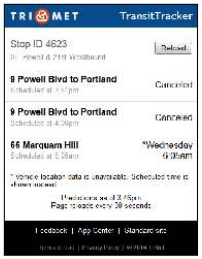
Flatscreen



Desktop



Mobile



PORTAL Transit

- Designed to visualize archived operational data
- Increase the public availability of agency data
- Performance Measures available:
  - Segment Load
  - Utilized Capacity
  - Stop Activity
  - Stop On-Time Performance

http://portal.its.pdx.edu/Portal/index.php/transit

Thank You!

Eric Hesse
Strategic Planning Coordinator
503-962-4977
HesseE@TriMet.org

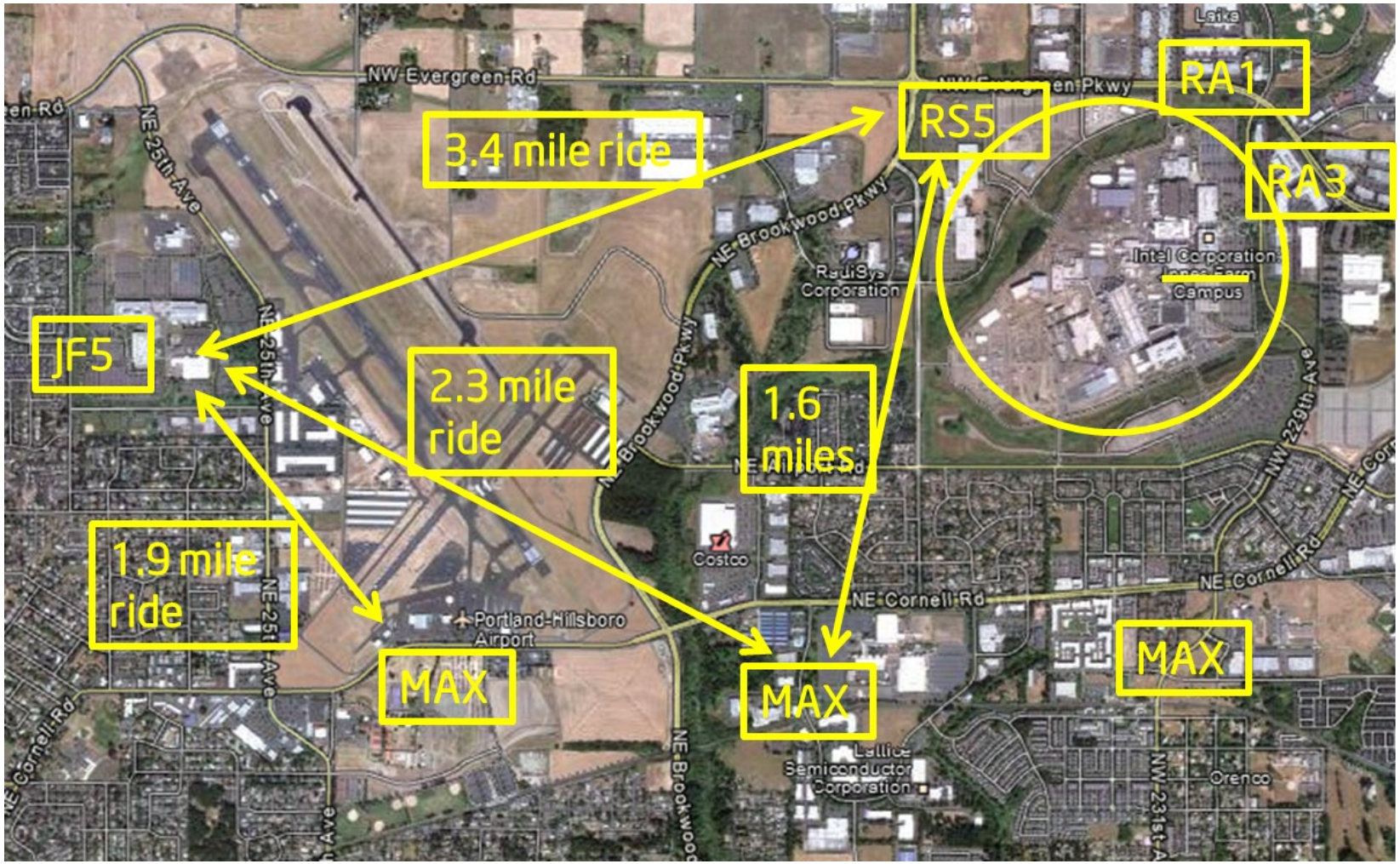
TRIMET

PROVIDING PROGRAMS AND SERVICES TO WESTSIDE EMPLOYERS THAT REDUCE SINGLE-OCCUPANT VEHICLE TRIPS, REDUCE GREENHOUSE GAS EMISSIONS, FOSTER ECONOMIC VITALITY AND IMPROVE HEALTH.

Open Bike Initiative

An ad-hoc project to design, pilot, and disseminate an open source, low-cost, scalable bike share solution.

Intel: The lay of the land



Why bike share?

- Completes the “last mile” between public transit and the campus
- Increases alternative transportation options
- Improves connectivity between multiple sites spread out over a large suburban

Other benefits

- Employee satisfaction
- Health and wellness
- Productivity
- Parking and traffic
- Recruiting/retention
- Environment
- Corporate social responsibility

Community
Cycling
Center

OTREC
OREGON TRANSPORTATION RESEARCH
AND EDUCATION CONSORTIUM

The evolution of bike sharing

"**GEN 1**" or "Grab-and-go"
(examples: Portland Yellow Bikes; Google)

"**GEN 3**"* – Kiosk-based, or "smart dock"
(examples: NYC Citibike, Paris Velib, Chicago Divvy)

"**GEN 4a**" kiosk-less, proprietary, vertically integrated "smart lock"
(examples: Social Bicycles, Via Cycle)

* "GEN 2" was a short-lived deposit-focused 'airport luggage rack' model

"My feeling is that this is a very big deal that could potentially shake up the entire concept of bike sharing."

—Jonathan Maus, BikePortland Editor

Phase 1

- Low cost text message based system
- Pilot program in summer 2013
- Goal: demonstrate viability of bike sharing on Intel campuses

Results

Over

84 days

in the Summer of 2013

334 users

used a

text-based system

to share

30 bikes

and completed over

1100 rides

Phase 2

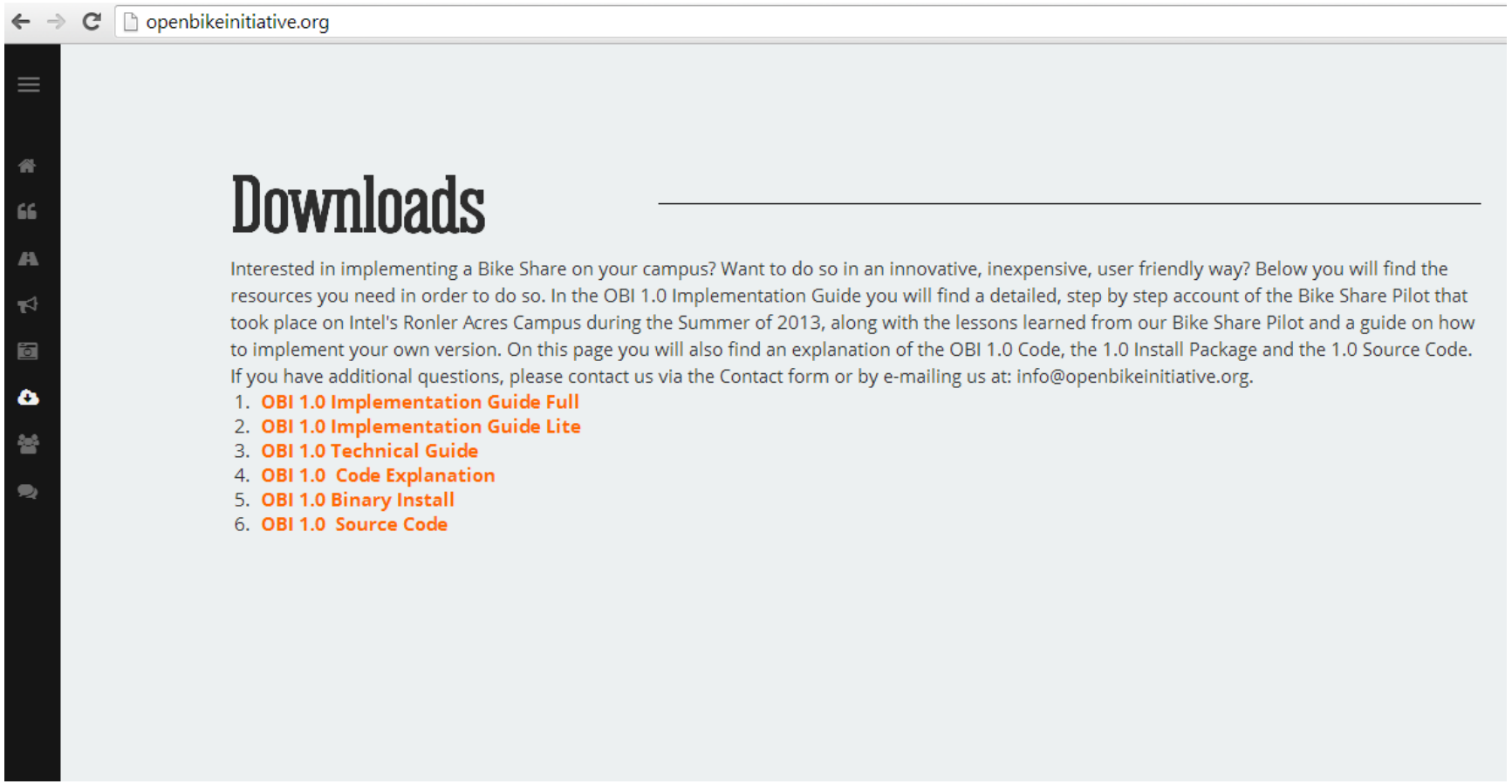
- High-tech smart-lock system with web and app integration
- Plans to pilot in Spring 2014
- **Goal:** define, demonstrate and disseminate new model for bike sharing

“If successful, the project could provide a template for a new bike sharing model that could be implemented (relatively) easily and (relatively) inexpensively, even by small organizations. Our hope is that this will result in a significant increase in the number of bike sharing programs, with corresponding environmental, health and economic benefits.”

Nike

- Launch May 2014
- 250 bikes
- Modified version of the OBI 1.0 technology
- Keep people moving

openbikeinitiative.org



www.oregonmetro.gov/rtp

2014 RTP UPDATE

Overview of public review draft 2014 Regional Transportation Plan

MPAC
March 26, 2014

John Mermin, project manager

Metro | *Making a great place*

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)
- Public comment period began (March 21)

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 Functional Class maps to reflect TV Hwy Corridor Plan and East Metro Connections Plan**
- **Updated safety policy language**
- **Updated Active transportation bike and pedestrian maps and policy language**

Chapter 3 – Investment Strategy

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

Chapter 4 – Performance Evaluation and Monitoring

- Updated based on new modeling results
- Shared results at March 17 TPAC / MTAC workshop

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 and preliminary approval
  (May 14 MPAC)
- Air quality modeling & comment period
  (May - June)
- Recommendation to Metro Council on RTP Ordinance
  (June 18)

Questions

John Mermin, 503-797-1747

John.mermin@oregonmetro.gov

Public Review Draft of the Regional Active Transportation Plan

Metro Policy Advisory Committee

March 26, 2014

Lake Strongheart McTighe

Senior Transportation Planner

ATP background

- ✓ATP indentified as a 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/ more opportunity for input.
2. Regional work group met five times.
3. 40 people participated – verbal and written comments
4. TPAC work group discussed changes to RTP.
5. Now have a Public Review Draft of the ATP refelcting the refinement of the work group to date.
6. Work group have expressed support for the process and the changes made.

What changed in the ATP

- ✓More explanation, examples and detail overall
- ✓Recommendations more clearly expressed in executive summary
- ✓Community profiles added
- ✓Design guidance chapter re-written
- ✓Context sensitivity highlighted
- ✓90 additional pages; 1,536 insertions; 1,074 deletions; 191 comments

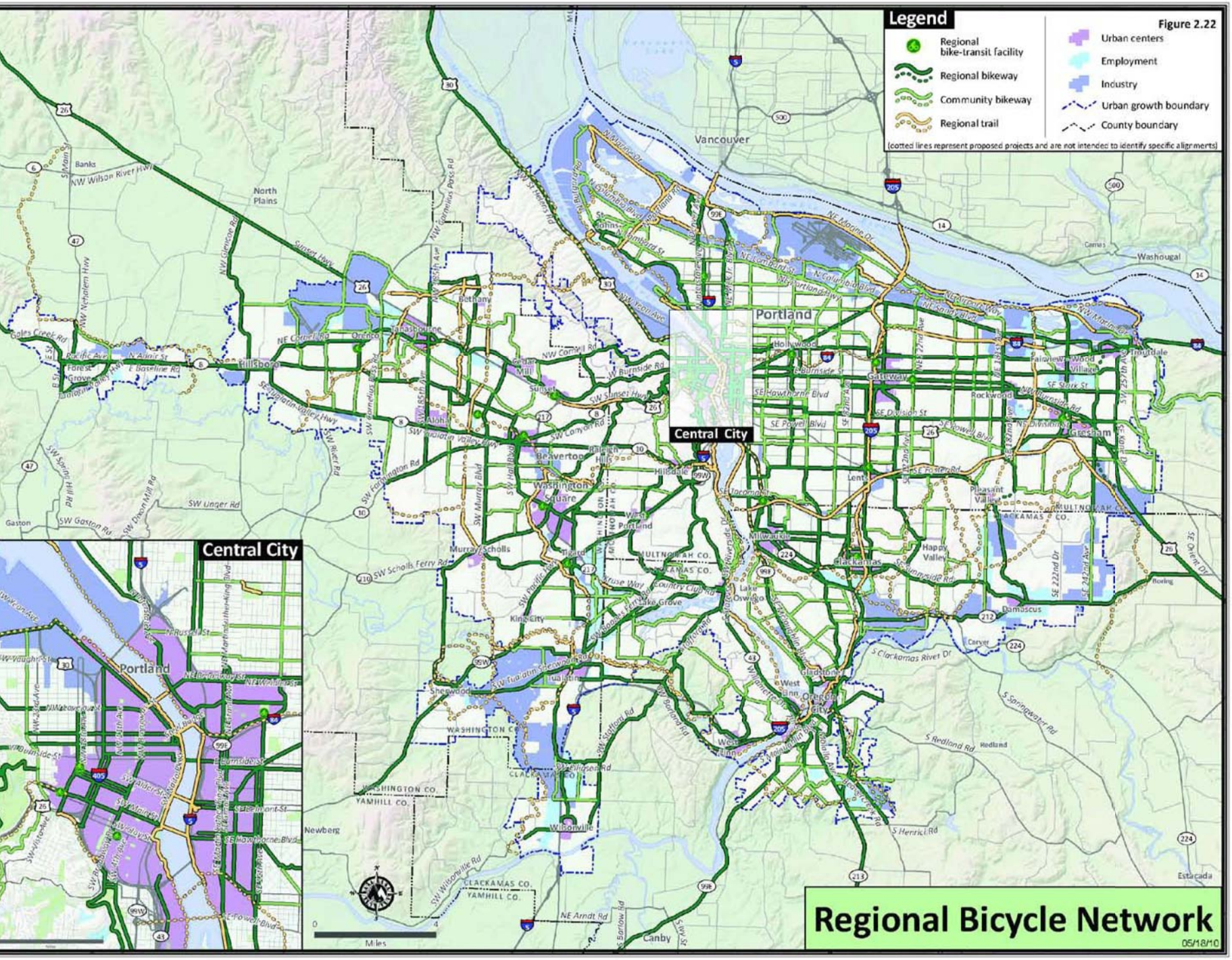
What changed in the RTP

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

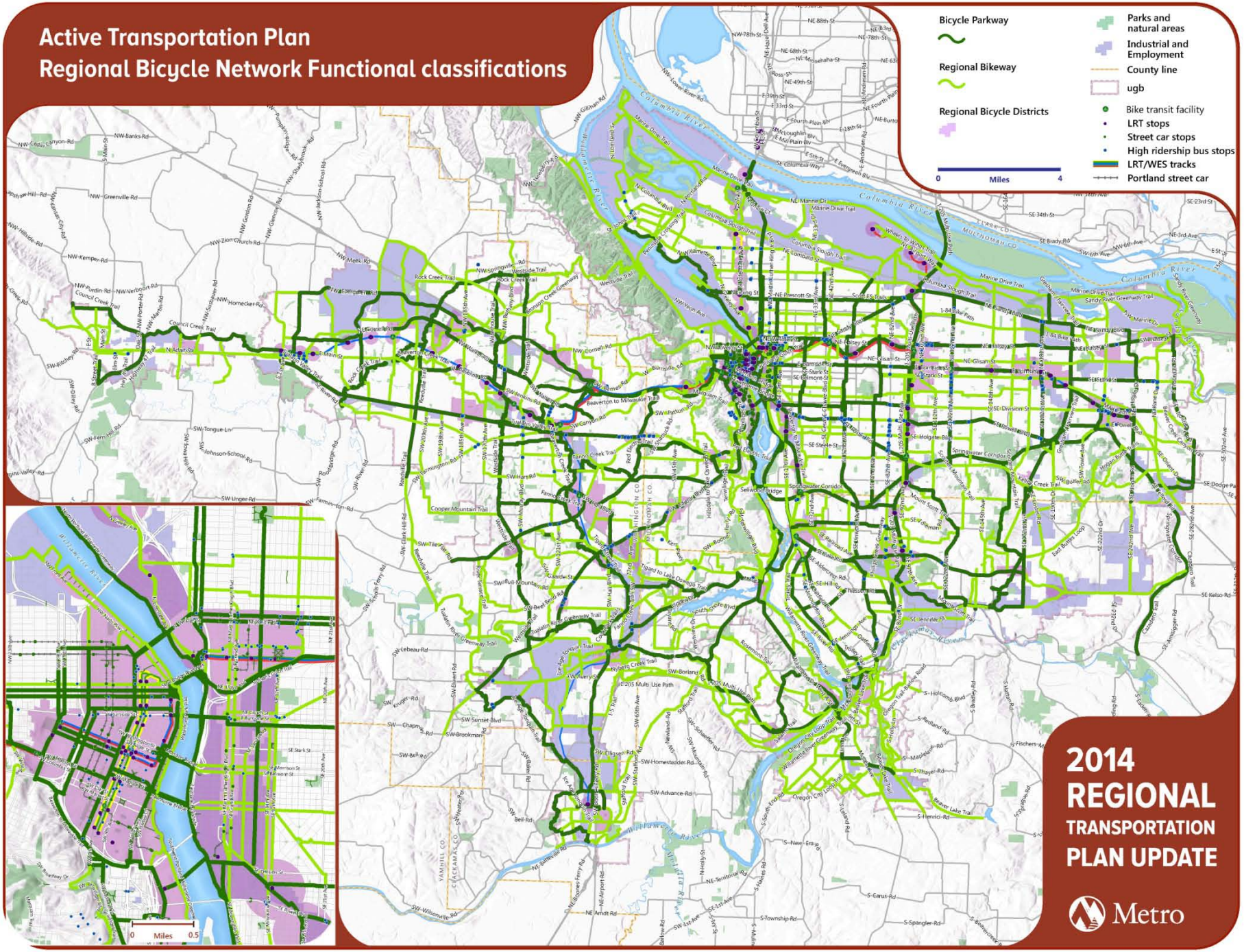
Policy example, updated RTP

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.*

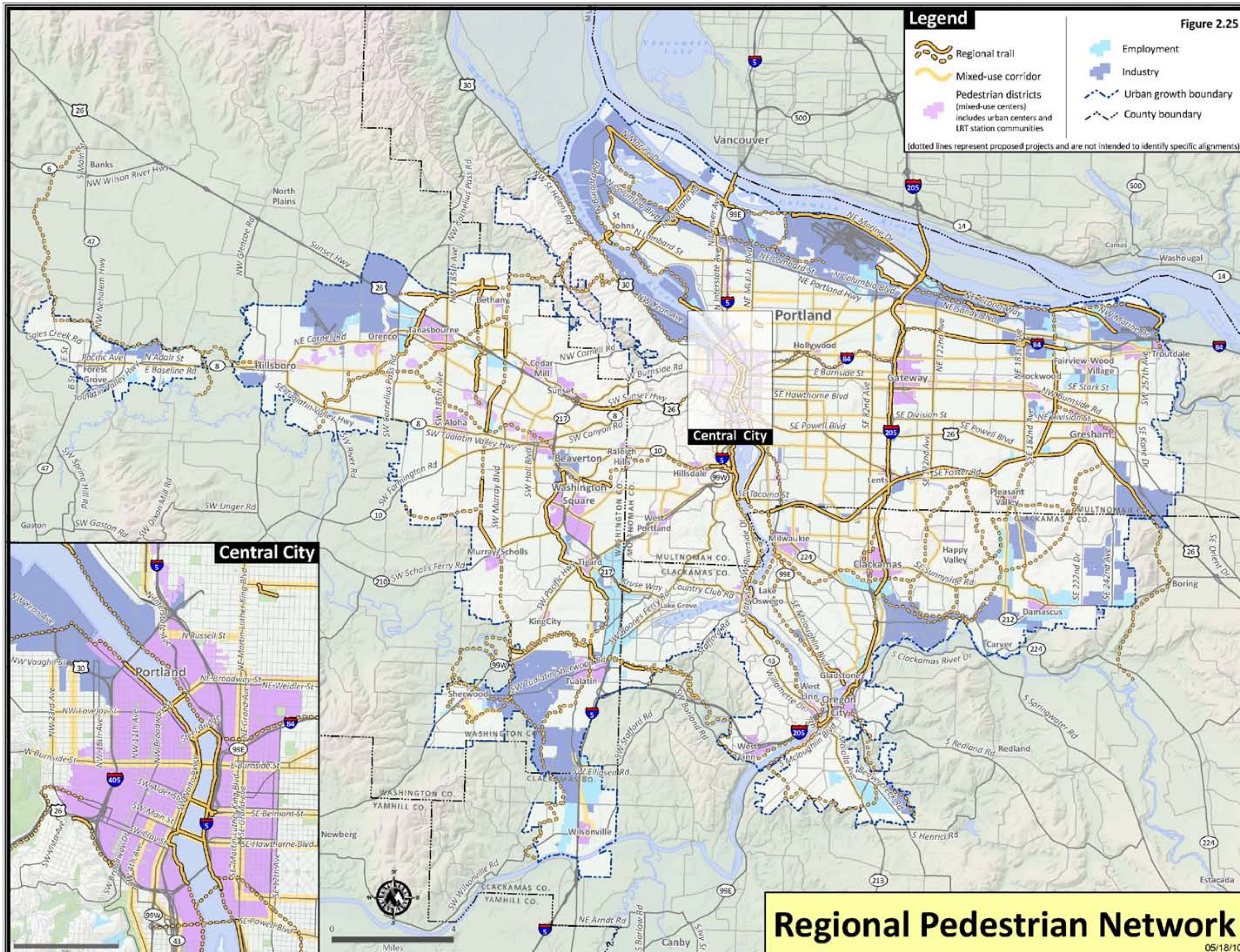

Legend
Figure 2.22
Regional bike-transit facility
Regional bikeway
Community bikeway
Regional trail
Urban centers
Employment
Industry
Urban growth boundary
County boundary
(dotted lines represent proposed projects and are not intended to identify specific alignments)
Central City
Central City
Regional Bicycle Network
05/18/10
Portland
Vancouver
Beaverton
Hillsboro
Gresham
Tigard
Lake Oswego
Tualatin
Wilsonville
Oregon City
West Linn
Milwaukie
Happy Valley
Damascus
Troutdale
Washougal
Camas
North Plains
Banks
Forest Grove
Newberg
Canby
Estacada
Boring
Gaston
Sherwood
King City
Miles

Active Transportation Plan
Regional Bicycle Network Functional classifications

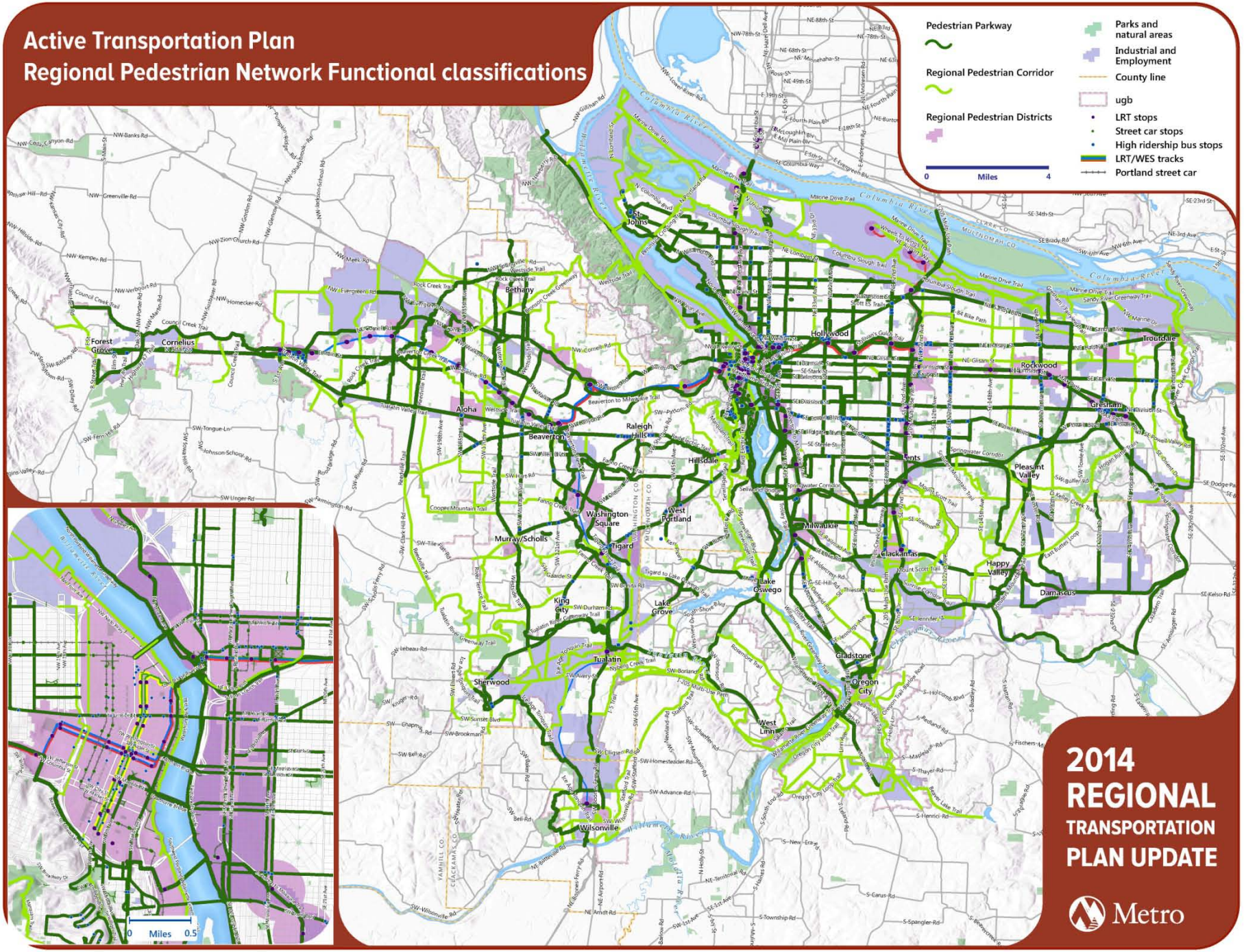


2014 REGIONAL TRANSPORTATION PLAN UPDATE

Metro


Legend
Figure 2.25
Regional trail
Mixed-use corridor
Pedestrian districts
(mixed-use centers)
includes urban centers and
LRT station communities
Employment
Industry
Urban growth boundary
County boundary
(dotted lines represent proposed projects and are not intended to identify specific alignments)
Vancouver
Portland
Central City
Hillsboro
Beaverton
Washington Square
Gresham
Gateway
Hollywood
Tanasbourne
Orenco
Bethany
Cedar Mill
Sunset
Aloha
Raleigh Hills
Hillsdale
West Portland
Tigard
Murray/Scholls
King City
Tualatin
Sherwood
Wilsonville
Lake Oswego
Lake Grove
Milwaukie
Clackamas
Happy Valley
Damascus
Pleasant Valley
Lents
Rockwood
Fairview-Wood Village
Troutdale
West Linn
Oregon City
Gladstone
Forest Grove
Banks
North Plains
St Johns
Gaston
Newberg
Canby
Carver
Boring
Redland
Estacada
Camas
Washougal
Vancouver Lake
WASHINGTON CO.
MULTNOMAH CO.
CLACKAMAS CO.
YAMHILL CO.
Miles
Regional Pedestrian Network
05/18/10

Active Transportation Plan
Regional Pedestrian Network Functional classifications



2014 REGIONAL TRANSPORTATION PLAN UPDATE

Metro

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

- **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)
- **Action - seek approval:** MPAC (June 25), JPACT (July 10)
- **Action on ATP resolution**: Council (July 17)

Thank you & questions

www.oregonmetro.gov/activetransportationplan

Metro | *Making a great place*

www.oregon**metro.gov**

MAKING A GREAT PLACE

Metro

PUBLIC COMMENT PERIOD MARCH 21 TO MAY 5

Share your vision for the future of your community and the region and help shape the investments and actions to make that vision a reality.

There's a reason our region has remained such a great place to live – decades of careful planning have preserved neighborhoods, supported our economy and protected the farms, forestland and natural areas that help create the unique sense of place and quality of life for which the region is known. Because good planning is an ongoing process, Metro is seeking your input on how you live, work and get around the region today and what changes you would like to see in the future.

The choices we make today about how we live, work and get around will determine the future of the region for generations to come.

Visit www.makeagreatplace.org Friday, March 21 through Monday, May 5 to take a short survey to inform the plans below. You can also give more detailed feedback on the plans and programs that will shape our region for the next 25 years.

Information that you provide will inform:

- 2014 Regional Transportation Plan
- Regional Active Transportation Plan
- 2015-18 Metropolitan Transportation Improvement Program
- Climate Smart Communities Scenarios Project

We are making decisions today about how we want our region and our communities to be 20 years from now.

SHARE YOUR THOUGHTS
March 21 to May 5

Learn more about the land use and transportation investments and actions that have created our region today. Then share your thoughts and comments about how our region should respond to the challenges and opportunities of growth and change.

Get started online at
www.makeagreatplace.org

Join us at a community forum:

April 3, Madison High School library
2735 NE 82nd Ave, Portland

April 9, Oak Lodge Sanitary District Building
14611 SE River Road, Milwaukie

April 17, Beaverton Library, Cathy Stanton Conference Room
12375 SW 5th St, Beaverton

5:30 open house
6:00 Metro Councilor welcome
6:20 discussion tables
7:30 adjourn

About Metro

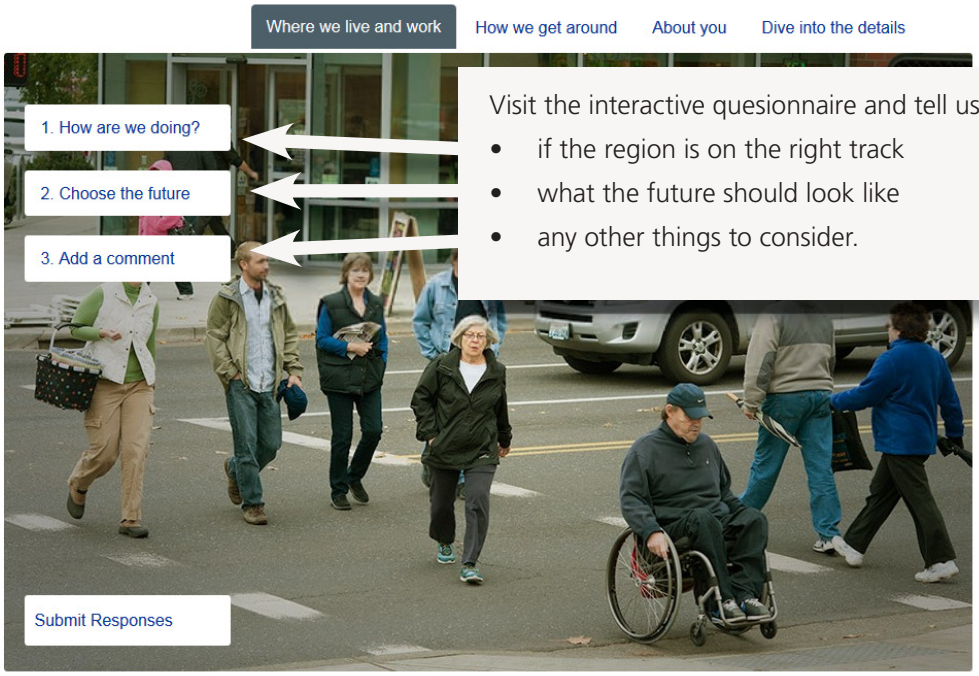
Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together, we're making a great place, now and for generations to come.

Stay in touch with news, stories and things to do.

www.oregonmetro.gov/connect

Get started online at www.makeagreatplace.org



Your opinions will help shape:

- **The Climate Smart Communities Scenarios Project** A process to engage community, business, public health and elected leaders in a discussion with their communities to shape a preferred approach that supports local and regional plans for downtowns, main streets and employment areas and meets the state mandate for reducing greenhouse gas emissions. **www.oregonmetro.gov/climatescenarios**
- **The Regional Transportation Plan, including the Active Transportation Plan** The region's blueprint for an all-mode transportation system to guide investments that reduce congestion, create connected pedestrian and bicycle networks, improve transit service and improve freight mobility. **www.www.oregonmetro.gov/rtp www.oregonmetro.gov/activetransportationplan**
- **The Metropolitan Transportation Improvement Program** The guide for identifying how all federal transportation money is spent in the Portland metropolitan area. **www.oregonmetro.gov/mtip**

OFFER SPECIFIC COMMENT

After giving your thoughts on where we live and work and how we get around, you can provide comments on in-depth questions about these plans and programs.

If you want to bypass the interactive questionnaire and dive right into the details, jump from the online tool, or visit the project pages.

TIMELINE

March 21 to May 5 Public comment

May 15 Metro Council hearing and preliminary action on the Regional Transportation Plan

May 16 to June 15 Regional Transportation Plan and Metropolitan Improvement Program air quality conformity analysis public comment

May 23 Joint Metro Council and advisory committee meeting to recommend a Climate Smart Communities Scenarios Project draft preferred approach

July 17 Metro Council hearing and action on the Regional Transportation Plan and Metropolitan Improvement Program

Fall 2014 Public comment on the Climate Smart Communities Scenarios Project draft preferred approach

Mar. 26, 2014

Contact: Roberta Altstadt
503-962-5669

TriMet takes major step toward electronic fare system

Convenient, easy e-fare includes possibility of daily/monthly fare caps

TriMet today awarded a major contract that will bring electronic fare to the Portland metropolitan area in 2017. TriMet has selected Innovations in Transportation, Inc. (INIT) to begin designing the equipment needed for an e-fare system, as well as a smart card for transit use only. Once TriMet's e-fare system is fully implemented, you will be able to choose from a variety of easy payment options: transit-only smart card, contactless bank card and a smartphone with Near Field Communications.

"While we are dedicated to restoring service, we're also focused on making the ride better and easier for our riders," said TriMet General Manager Neil McFarlane. "The ability to conveniently and quickly pay your fare by simply tapping your card or device against an electronic reader is just one of the exciting benefits that come with e-fare and will, we think, encourage more people to ride."

Along with payment options and convenience afforded by e-fare, TriMet is also looking at the possibility of daily and monthly fare caps. "Right now you can purchase an adult monthly pass for $100 and take as many rides as you wish during that time period but it requires that upfront cost that some cannot afford," said TriMet Director of Revenue Chris Tucker. "With what we are proposing for our e-fare system, you could pre-pay for the month or possibly pay as you go and once you reach a $100 cap, the remainder of rides in that month would be free." For someone who rides every day, after day 20 the rides would be free.

Teaming up with INIT
TriMet chose INIT through a competitive process to create an account-based fare management system that will support both a transit-only cards and open payments. The $14.3 million base contract covers e-fare equipment and inspection devices, customer web portals and 1.3 million smart cards. TriMet also recently contracted with INIT for a new radio system for our buses. The full implementation of that system is nearing completion.

E-fare system will pay for itself
The full e-fare system will cost up to $30 million to implement, which includes additional contracts such as civil construction for validator placement on rail platforms. It's expected to increase revenue and reduce costs associated with ticket vending machines and cash collection processing.

An account-based e-fare system
Unlike some other transit agencies that have already implemented e-fare, TriMet's account-based system can provide payment protection. If a registered card is lost, cancel that card and the value remains in your account. Right now if you lose your ticket or pass, you're out the money and need to buy a new one.

More

Managing your account will also be easier. You will be able to reload your transit-only card via phone, web or at retail stores throughout the region or by setting up an auto-load feature that adds money to your account automatically from your bank account. Those who don't have a bank account will be able to use e-fare cards similar to gift cards at grocery stores and other retail outlets. This will improve access for everyone, especially low-income riders.

Schedule for implementing e-fare
TriMet employees will begin internally testing of the e-fare system in fall 2015 with the opening of the Portland-Milwaukie Light Rail line opens. In 2016, we hope to move to limited customer segment testing and then launch e-fare systemwide in 2017.

Our goal is that this becomes a regional system, allowing seamless transfers between TriMet buses, MAX and WES Commuter Rail trains, C-TRAN buses and the Portland Streetcar.

E-fare is next step to making riding easier
TriMet became the first transit agency in the U.S. to implement a mobile ticketing smartphone app for use on both buses and trains. The free TriMet Tickets mobile app launched in September 2013 and we are nearing 900,000 mobile tickets purchased. Based on the popularity of the mobile tickets, we expect riders will embrace e-fare with the same enthusiasm.

Sign up for e-fare information
Go to trimet.org/e-fare to learn more about our future e-fare system and sign up for updates.

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