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MAKING A GREAT PLACE

Metro

2014 REGIONAL

ACTIVE TRANSPORTATION PLAN

Public comment report June 2014

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Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council.

The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

Project web site: www.oregonmetro.gov/rtp

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Introduction

The Regional Active Transportation Plan (ATP) compiles local plans to strive for a regional network for walking and biking. It is meant to reflect the policies and inform the Regional Transportation Plan (RTP), a blueprint that guides investments in the region's transportation system to manage congestion, build new sidewalks and bicycle facilities, improve transit service and access to transit, and maintain freight access.

Development of the draft ATP began in January 2012. A Stakeholder Advisory Committee (SAC) composed of staff from cities, counties and agencies, advocates and citizens was the primary stakeholder advisory group and gave substantial time and effort to the project.

The ATP entered a review and refinement period in July 2013. Based on feedback from Metro's advisory committees, staff provided additional opportunities for feedback and input on the draft plan.

March 21 through May 5 comment period

On March 21, 2014, the most recent review draft of the ATP was posted on Metro's website for viewing or downloading. Printed copies and electronic copies on CD were available on request. This marked the start of a formal 45-day public comment period for the 2014 RTP that ended on May 5, 2014, providing an opportunity to promote and receive comments on the ATP.

This unified comment period also served to solicit comments on the 2015-18 Metropolitan Transportation Improvement Program and the Climate Smart Communities Scenarios Project.

The comment period included an online tool and integrated general public focused questionnaire, offering a more accessible portal for the general public to let their desires be heard by focusing questions on the challenges faced by and desires of participants rather than trying to explain the programs the responses would inform (i.e., the RTP, ATP, MTIP and Climate Smart Communities Scenarios Project).

To provide opportunity to offer specific comments on 2014 RTP and ATP, a more detailed and specific online questionnaire was offered, which received 176 responses. Metro also received comments via email, letter, phone call and message, and other conversations. Comments pertaining to active transportation but submitted to the Regional Transportation Plan (RTP) are included in the public comment report for the 2014 Regional Transportation Plan. See Appendix A of the public comment report for the 2014 Regional Transportation Plan, June 2014, for the questionnaires; see Appendix C of the public comment report for the 2014 Regional Transportation Plan for all comments.

Regarding active transportation

- As part of general public focused questionnaire, the 1,225 participants were asked to list three investments they would like to see in our transportation system in the next 10 years; 20 percent asked for investments to make walking and biking safer and more convenient.
- Though active transportation also had its detractors, of the 176 participants of the RTP/ATP-specific questionnaire, 51 specifically called for support for investments in active transportation.

Regarding the Active Transportation Plan

Comments through the RTP/ATP-specific questionnaire that specifically addressed the draft Active Transportation Plan were positive. These comments include:

- "The active transportation plan is good, I would like to see some additions to rural areas to provide bike/pedestrian access to rural towns."
- "There is good guidance and flexibility in the ATP. This will be necessary as jurisdictions are faced with restricted funding."
- "The RTP is a good long term plan to strive to meet. The Active Transportation Plan is important to make sure we consider all modes of transportation."
- "Build the entire active transportation system now, get it complete, and then look at widening of roads for vehicles. The RTP and the ATP state that the region won't reach our targets for mode-share if we stay on our current path that provides only 11% of funding to active transportation; if we were to prioritize the active transportation system by building the entire walking and bicycling network in the next 5 years, there's a pretty good chance we'll meet those targets. That would also go a long way towards reaching greenhouse gas reduction targets from vehicle emissions. Finally, a completed active transportation network would allow our children to safely access schools with their own two feet or wheels, instead of having to be driven by an adult because there are not sidewalks around too many schools."

Summary of engagement leading to the comment period

Development of Draft ATP – January 2012-July 2013

Many stakeholders contributed to the development of the Regional Active Transportation Plan (ATP). A Stakeholder Advisory Committee (SAC) composed of staff from cities, counties and agencies, advocates and citizens was the primary stakeholder advisory group and gave substantial time and effort to the project; a list of members is provided in the acknowledgements section. Additional input was provided by the Executive Council for Active Transportation (a Council of The Intertwine), Metro's advisory committees, the Metro Council, other stakeholder groups and the public.

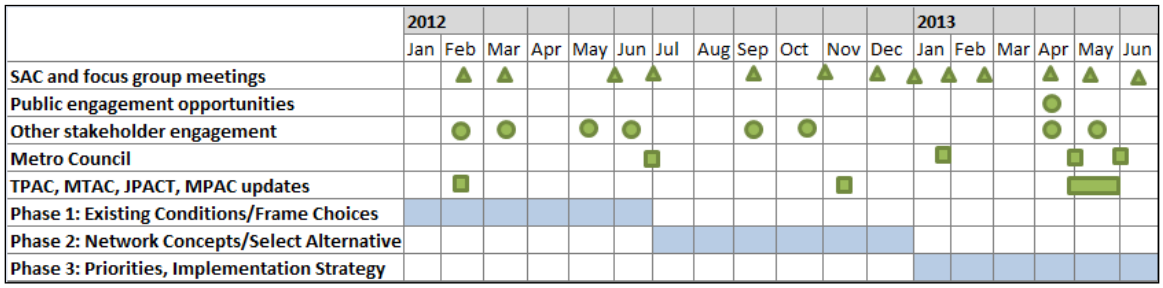
Early in the planning process the *ATP Stakeholder Communication Strategy* (February 2012) was developed with the SAC to provide a plan for stakeholder engagement.[1] To develop the communication strategy a "Metro Community Engagement Strategy Assessment" was completed to help determine the appropriate level of engagement, including considerations of resources and funding; the project had limited resources available for engagement and relied heavily on Metro advisory committees for guidance.

With input from the SAC, the project scope of work was refined. Between January 2012 and June 2013, SAC met eleven times with additional work group meetings on specific topics. Members of the SAC identified key stakeholders that they would update on the progress of the plan. Members of the SAC were provided with materials ahead of meetings and asked to provide input and guidance on each element of the plan.

A project webpage was developed with information and project materials. At the start of the project, Metro staff provided TPAC and MTAC with overviews of the project tasks, communication plan and timeline. Fact sheets and project updates from Metro Councilors were provided at MPAC and JPACT meetings. Figure 1 provides a snapshot of the engagement timeline.

[1] http://rim.metro-region.org/webdrawer/webdrawer.dll/webdrawer/rec/296177/view/

Figure 1: Snapshot of ATP engagement timeline



Early on in the planning process staff sought input from the Stakeholder Advisory Committee, Metro Council and the Executive Council for Active Transportation on what a successful planning process and outcomes would look like. Many of the responses were the same. The input was used to help refine the project and guide the planning process.

The ATP planning process will be successful if:

- It is not just about transportation – it is also about healthy people and environment, healthy economy
- An inclusive process that grows a broad base of support
- Regional agreement on priorities, translating into more funding and policy changes
- Leads to projects on the ground
- Equity – everyone shares in the benefits and needs of underserved are addressed
- Is an exciting, living document that tells real stories – not a plan on the shelf
- Benefits both local and regional needs, there is local buy-in
- Clear implementation plan, with projects and implementers clearly defined
- Adopted by Metro Council and JPACT, amended to the Regional Transportation Plan
- Results in more and better data on bicycling and walking
- Support is developed for future action
- Includes bold policies to prioritize bicycling and walking projects
- Health indicators are included in performance measures

The ATP planning process will be unsuccessful if:

- Plan sits on the shelf, does not do anything
- Priorities are not clear
- Lack of ownership, support – plan is unfunded
- Non-inclusive process limited to the usual suspects – does not grow the base of support
- Polarizes community (e.g. bikes vs. …)
- Miss an opportunity to integrated with other projects in the region
- Project is not focused

A draft plan was finalized in June 2013 to satisfy the requirements of the TGM grant. As part of the project three technical reports were produced. Considerable effort from the SAC was given to developing the plan's guiding principles, evaluation criteria and recommended pedestrian and bicycle

networks. The SAC had less of an opportunity to influence the development of the policies before they concluded meeting in July 2013. Policies and the overall plan were further refined through public and key stakeholder input and with the guidance of a regional workgroup, prior to the plan being adopted in July 2014.

Review and Refinement of the Draft ATP – July 2013-January 2014

Feedback from Metro's advisory committees made it clear that additional time was necessary to provide more opportunity for feedback and input on the draft plan before it could be adopted. Subsequently, four revised drafts were developed with additional stakeholder input and referred to as Review Draft 2 (September, 2013), Review Draft 3 (January, 2014), Public Review Draft (February 2014), and the final ATP (June, 2014).Edits based on a set of initial comments from Metro's advisory committees were reflected in Review Draft 2 of the plan. This plan was attached to a resolution passed by the Metro Council in September 2013 acknowledging the draft plan and directing staff to continue to work with stakeholders to finalize a plan that had regional support and incorporate updates to the Regional Transportation Plan.

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 RTP, prior to the ATP being proposed for adoption.

Metro formed a regional work group to provide opportunity for further review and refinement of the plan. 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.

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.

Summary of comment period engagement

The March 21 through May 5 comment period for the Regional Transportation Plan was expanded to include questions related to the work for the Regional Active Transportation Plan, the 2015-18 Metropolitan Transportation Improvement Program, and the Climate Smart Communities Scenarios Project. Having a unified comment period allowed Metro to:

- demonstrate the related nature of the three programs
- leverage the resources of each program, increasing the outreach that would otherwise be feasible
- reduce the number of requests on participants' time, attention and effort.

Metro sought input on the Public Review Draft ATP during a public review and comment period March 21 through May 5, 2014. Metro also sought public comment on updates to the regional pedestrian and bicycle concepts, networks, functional classifications and policies, based on the ATP, in the 2014 Regional Transportation Plan. Metro responded to input from the public comment period. Comments specific to the ATP and responses from staff are provided in the table in Appendix A; the nature of the comments are summarized below.

Letters of support for the ATP were submitted by:

- Bicycle Transportation Advocacy and Awareness Committee, City Club of Portland
- Oregon Walks, Plans and Projects Committee
- Joint letter from: Safe Routes to School National Partnership; Elders in Action; Oregon Walks; Coalition for a Livable Future; Community Cycling Center; Oregon Public Health Institute; AARP; Bicycle Transportation Alliance; 1,000 Friends of Oregon; Westside Transportation Alliance; and Upstream Public Health
- NP Greenway (Friends of North Portland Greenway Trail)
- Coalition for a Livable Future
- 1,000 Friends of Oregon.

Changes or corrections to the regional pedestrian and bicycle network maps were submitted by:

- Clackamas County
- City of Gresham
- Washington County
- Al LePage (citizen)
- Lori Mastrantonio (citizen)
- Steve Szigethy (citizen).

Comments on policy language in the plan were submitted by:

- Sean Carey (citizen)
- Claudia Robertson (phone)
- Lents Neighborhood Association.

Comments pertaining to active transportation but submitted to the Regional Transportation Plan (RTP) are included in the public comment report for the 2014 Regional Transportation Plan.

Promotion

The comment period was promoted through newspaper ads, postings on the Metro newsfeed, notification to the OptIn panel, and an update to Metro's planning enews list. Notices were also disseminated through

Metro's Public Engagement Network and neighborhood association contacts.

Ads were placed in the Beaverton Valley Times, Gresham Outlook, Portland Observer, Asian Reporter and El Hispanic News. The notice in El Hispanic News was presented in both English and Spanish; other ads had translated text stating the purpose of the notice and providing contact information for more information. See Appendix A of the public comment report for the 2014 Regional Transportation Plan for copies of these ads.

Outreach elements

During the March 21 through May 5 comment period, Metro received comments through an online tool and questionnaire that focused on soliciting comments from the general public, an online questionnaire a more detailed and specific questionnaire focused on the RTP itself, and via email, letter, phone call and message, and other conversations.

Online tool and questionnaire: Where we live and work and how we get around

The comment period included an online tool and integrated general public focused questionnaire, asking participants about investments needed:

- for communities where we live and work
- to improve how we get around.

This online tool and questionnaire was designed to be more interactive than typical online questionnaires. The goal was to create a more accessible portal for the general public to let their desires be heard by focusing questions on the challenges faced by and desires of participants rather than trying to explain the programs the responses would inform (i.e., the RTP, ATP, MTIP and Climate Smart Communities Scenarios Project).

During the comment period, Metro received 1,225 responses to this questionnaire. See Appendix A of the public comment report for the 2014 Regional Transportation Plan for these questions; see Appendix B of the public comment report for the 2014 Regional Transportation Plan for a full report on the responses.

Opportunity to comment specifically on the draft Regional Transportation Plan

Government partners, advocates and other interested parties needed avenues to offer comments on the specific issues raised by 2014 RTP and the ATP, the 2015-18 MTIP and the Climate Smart Communities Scenarios Project. Decision-makers also need specific public feedback on these programs in order to move forward. To meet these needs, more detailed and specific online questionnaires were offered. See Appendix A of the public comment report for the 2014 Regional Transportation Plan for the RTP/ATP-specific questionnaire; see Appendix C of the public comment report for the 2014 Regional Transportation Plan for all comments.

The 2014 RTP and ATP online questionnaire received 176 responses. Metro also received additional email, letter, phone call and message, and verbal comments. All substantive comments have been recorded and responded to for the staff recommendation. See Appendix D of the public comment report for the 2014 Regional Transportation Plan for staff responses.

Community forums

Three community planning forums were held in early April, one each in Washington County, Multnomah County and Clackamas County. The events included open house-style information as well as a forum/discussion table element that included participation with Metro Councilors. Discussion included how participants would like their communities to look and work in 20 years, addressing issues of how residents live, work and get around as well as issues of community health and the environment. Though the plan for the events was on qualitative discussion instead of quantitative participation, the overall turnout was less than the expected attendance of 10 to 30 participants for each event.

- Fourteen people attended the Multnomah County event, with 11 staying for the discussion with Councilors Chase, Craddick and Stacey.
- Fourteen people attended the event and participated in the discussion in Clackamas County with Councilors Collette and Craddick.
- Four people attended the event in Washington County, with only one person choosing to participate in the discussion with Councilors Dirksen and Harrington.

Summary of comments for the unified comment period

About where we live and work and how we get around

The online tool and integrated general public focused questionnaire asked questions about investments needed:

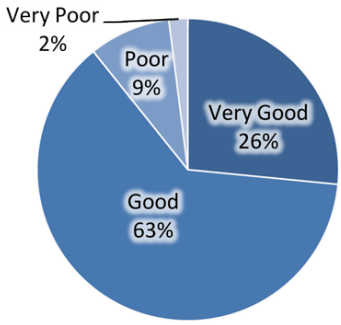
- for communities where we live and work
- to improve how we get around.

Appendix B of the public comment report for the 2014 Regional Transportation Plan offers a full report on the responses, which are further summarized for this section. Though the majority of questions were designed to solicit the participants own words, responses were categorized by theme for this summary and the full report.

Quality of life

Generally, people feel that the quality of life in the region is good (63 percent) or very good (26 percent). Only 9 percent feel quality of life is poor, and 2 percent feel it is very poor.

How is quality of life in the region?

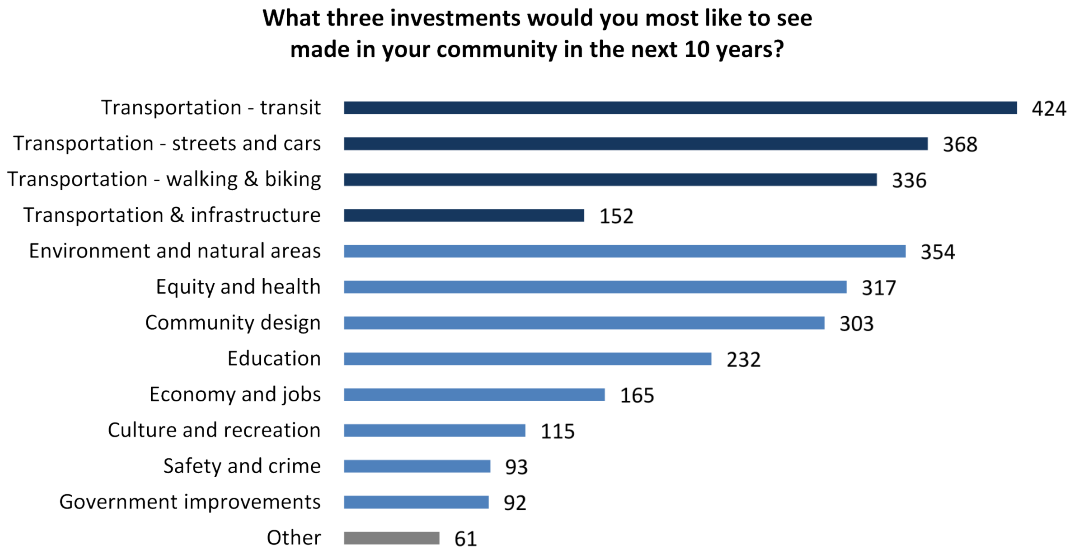


When asked what "quality of life" means to them, most participants indicated that quality of life includes a combination of many diverse factors. In general, they feel that quality of life includes access to a variety of goods and services, opportunity for personal and economic gain, and a variety of options in how they live their life.

Most commonly, people said that quality of life means healthy environment and people, including healthy air and water and access to natural areas. Secondly, they said that having a strong economy and good jobs as well as an affordable cost of living were important to quality of life. Next, quality of life exists when it is easy to get around by many modes, meaning low traffic congestion, solid roads and infrastructure, and good access to transit and active transportation. Many also define quality of life by personal happiness including enjoyment of cultural and recreational opportunities and family life.

Investments where we live and work

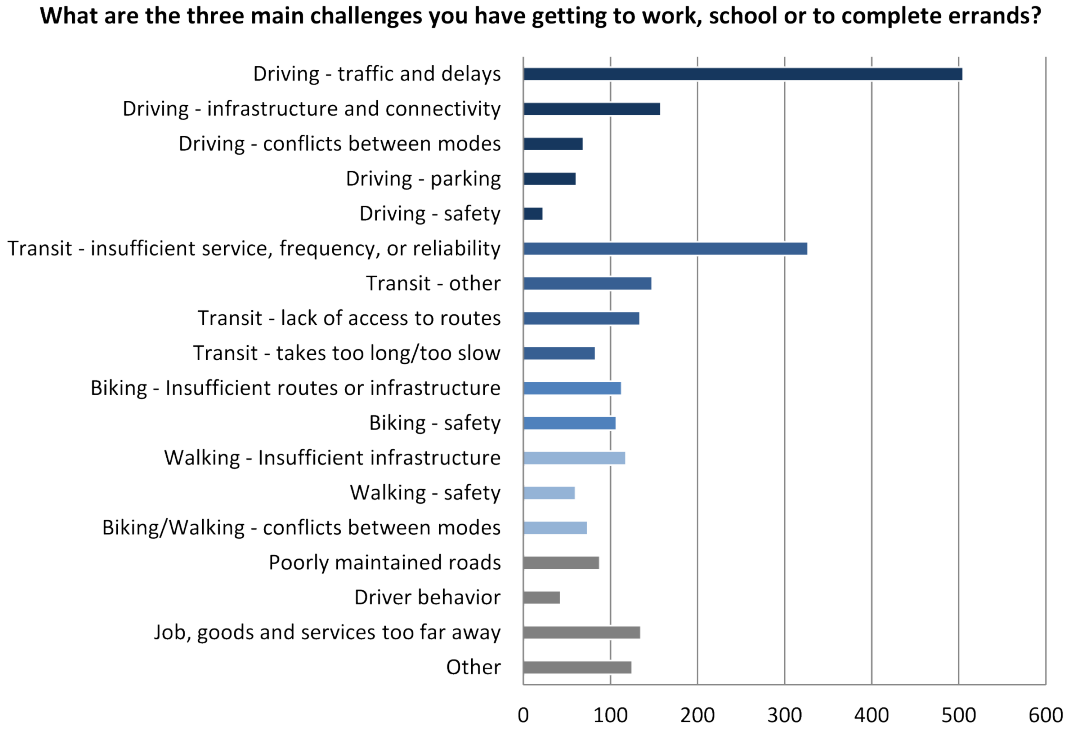
By a large majority, people want investment in the transportation system—road and highway investments as well as investment in transit, biking and walking. Many also want more investment in protecting the environment and natural areas, and in community design (for example, increasing or decreasing density, making neighborhoods more walkable, and improving planning). There is also support for creating more equity in the region and for improving education, health and social services. Of lower priority are investments to improve the economy, create more recreational or cultural opportunities, non-transportation related safety and crime, and changes to the government



How we get around

Participants were asked to list the three main challenges they have getting around. Most people provided challenges that relate to driving and transit; the most common challenge is traffic and delays. Of all the challenges that people listed, 35 percent dealt with driving, 29 percent with transit, 11 percent with biking, 9 percent with walking, and 16 percent other or multiple modes.

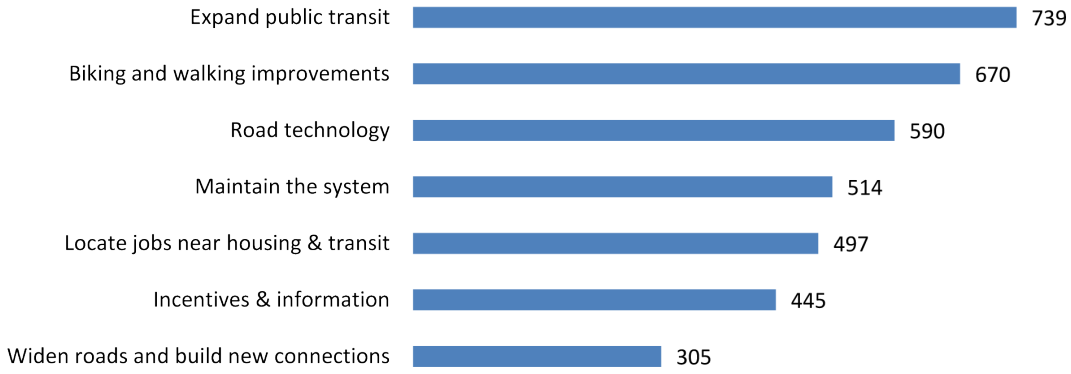
Many also provided challenges related to alternative transportation. For transit, the main challenge is insufficient access, service, frequency or reliability; and for biking and walking the main challenge is insufficient infrastructure or routes.



Participants responded to a multiple choice question that listed seven strategies to help ease traffic congestion. The most desired investments include expanding public transit to make it more frequent, convenient, accessible, and affordable; connecting more places with sidewalks, walking, and bicycle paths; and investing in technology to improve vehicle flow and safety on roads including timing traffic signals, pedestrian countdown signs, and flashing yellow turn signals.

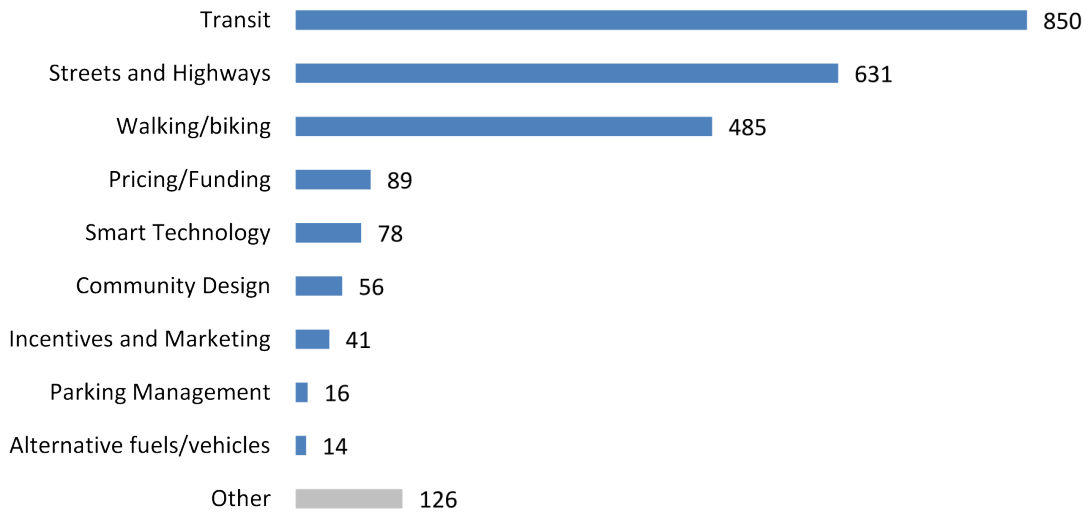
The next three most desired investments are maintaining and keeping our current transportation system in good condition; locating jobs near housing and transit; and providing incentives and information to encourage carpooling, walking, bicycling, and public transit. There is less support for widening roads and building new connections to improve vehicle flow and safety.

Which strategies do you think the region should invest in to help ease traffic congestion?



Participants were then asked to list three investments they would like to see in our transportation system in the next 10 years. Though each of the following categories below are further broken down in the full report, the broad summary is that people want to see investment in transit (35 percent) and streets and highways (26 percent). Many also want investments to make walking and biking safer and more convenient (20 percent).

What three investments would you most like to see made in our transportation system in the next 10 years?



Finally, participants were asked what else needed to be considered in planning for the future of how we get around. Overall, respondents want improved transit service – more flexible, accessible, affordable, efficient and convenient. These improvements need to occur throughout the region, including suburban areas and smaller communities.

Many identified peak hour congestion as an issue that needs to be resolved. Many respondents believe that a key component to alleviating congestion and increasing the use of alternative transportation modes is to locate housing close to jobs, goods and services. Another theme is the aging population and their transportation needs.

There is a healthy split between respondents wanting to invest in roads, those wanting to divest in them, and those that want have a balanced multi-modal approach. While some respondents want to reduce investment in roads, a large number of comments requested improved bicycle/pedestrian infrastructure; specifically to increase safety. A minority specifically want less investment in bicycle/pedestrian infrastructure. Many respondents stated that cars are not going away – even electric cars and those that use alternate fuels will still require roads.

There are quite a few comments about general maintenance of our transportation facilities – the need to sweep gravel for bikes, add missing sidewalks, trim bushes and trees around street/stop signs, pave on-standard roads, fix potholes, etc. Others discussed reducing the need for road maintenance by reducing the number of cars on the roads.

Finally, funding was mentioned by many respondents. Many are concerned about the lack of funds available to make improvements and stressed the need for new revenue sources; others noted the need for fiscal responsibility and do not want any additional tax burden placed on the public to fund improvements. The need for equitable investments among geography and demographics was noted by some.

Demographic information

Participants were asked to provide some demographic information. Responses were not required to submit responses to the other questionnaires.

Race/ethnicity Most respondents identified as White/Caucasian (89 percent). The remaining identified as African American/Black (1 percent), Asian or Pacific Islander (2 percent), American Indian/Native American (2 percent), Hispanic/Latino (2 percent), Slavic (2 percent), or some other race (2 percent).

Geography Most respondents said that they live in Multnomah County, 13 percent said they live in Washington County, and 11 percent said they live in Clackamas County.

Resident longevity Participants generally have lived in their community in the region for a long time, with 38 percent over twenty years, and 24 percent between 11 and 20 years.

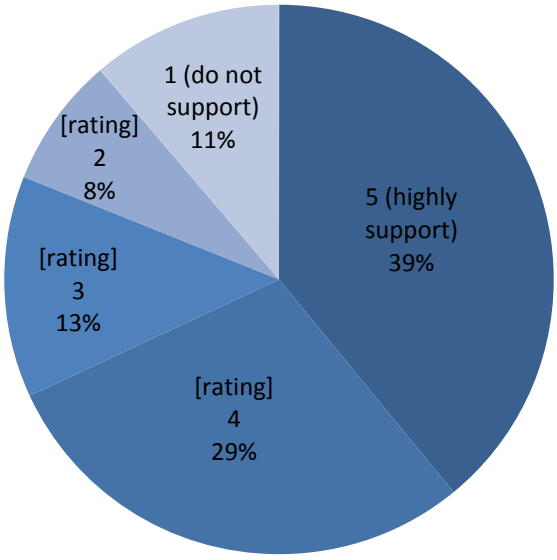
Education Respondents are highly educated, with 34 percent having completed a college degree and 48 percent a post-graduate degree.

In response to the public review draft

Online questionnaire

The RTP/ATP-specific questionnaire highlighted that the 2014 RTP would continue most of the policies, goals and objectives from the 2035 Regional Transportation Plan, adopted in 2010, which reflects goals to develop and maintain a well connected and complete transportation system that serves all users, including pedestrians, bicyclists, transit riders, drivers and freight movers Of the 169 respondents to this question, 68 percent said they support or highly support this approach.

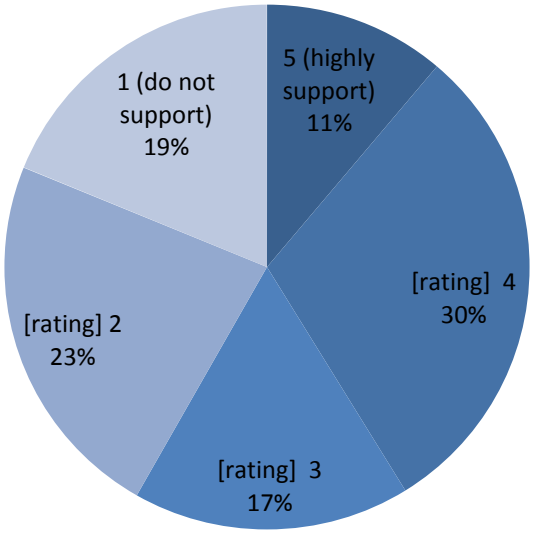
How supportive are you of this general approach?



The questionairre then summarized the levels of investment by mode by both percent of funding and the percent of total number of projects. Participants were asked to rate whether these percentages reflect the right focus for our capital investments on a scale of one (do not support) to five (highly support).

The 170 respondents to this question were split on their level of support.

Do these percentages reflect the right focus for our capital investments?



The mixed levels of support in the above question were reflected in the two open-ended-questions that were part of this questionnaire. Participants were asked:

- What do you support about or what changes would you make to these priorities?
- What comments do you have on the 2014 Regional Transportation Plan or the Active Transportation Plan?

Since respondents were flexible with their responses, the following chart reflects the themes they expressed in responding to both of the above questions. An individual comment may have reflected more than one theme, which the tallies reflect. Substantive comments (i.e., those that were about the investment levels or policy rather than about the survey format or other procedural issue) were recorded and responded to for the staff recommendation, below.

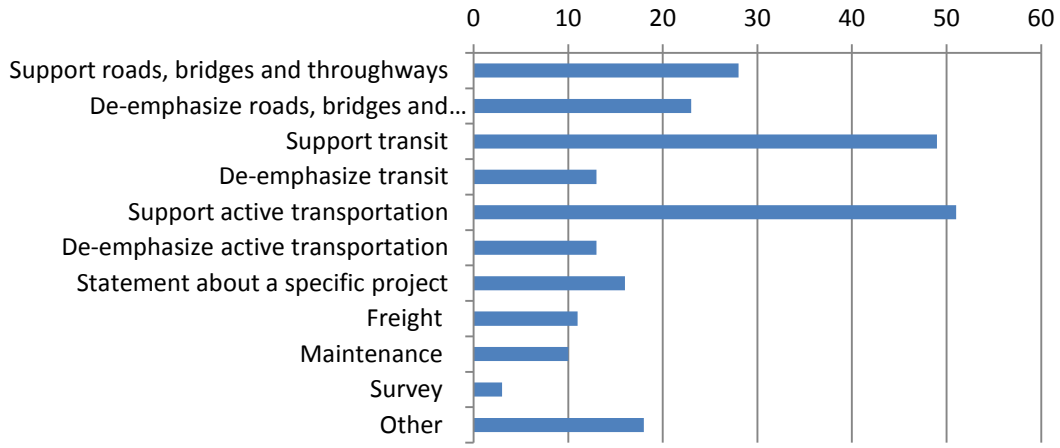
Comments most often focused on modes, calls to support or to de-emphasize investments in terms of autos, biking and walking, and transit. Though investments in "roads and bridges" and "throughways" were separated for the purposes of expressing the levels of investment, responses combined these as related to auto use. 177 statements were calls to support or to de-emphasize investments by a certain mode. Of these statements:

- 28 were for support for roads, bridges and throughways
- 23 were for a de-emphasis on roads, bridges and throughways
- 49 were for support of transit, including those who called for an expansion of the light rail system and those that supported local bus service while decrying further investments in light rail
- 13 were for a de-emphasis on transit
- 51 were for support of active transportation
- 13 were for a de-emphasis on active transportation

In addition:

- 16 respondents made comments on specific projects in the RTP project list or suggested projects to address their concern
- 11 respondents highlighted the need to invest for freight
- 10 respondents called for prioritizing or limiting funding to maintenance
- three respondents expressed frustration with the form of the survey.

Themes expressed in RTP/ATP-specific questionnaire



There were 18 other statements that ranged from calls to spend less, to find new sources of funding, to consider the needs of an aging population, focus on safety in all investments, focus on intelligent transportation systems management and cross-jurisdictional cooperation in transportation system planning as well as issues of regarding traffic enforcement, land use planning and density, and housing.

Demographic information

Participants who submitted comments via the RTP/ATP-specific online questionnaire were asked to provide some demographic

information. Responses were not required to submit responses to the other questionnaires.

Race/Ethnicity Respondents were encouraged to choose multiple ethnicities, as applicable. At 147 respondents, most identified as White/Caucasian, including most who identified as more than one ethnicity. Other identifications were:

- African American/Black: three respondents
- American Indian/Native American or Alaskan Native: three respondents
- Asian or Pacific Islander: two respondents
- Hispanic/Latino: five respondents
- Slavic: two respondents
- Middle Eastern: one respondent
- Other: six respondents

Age no respondents were 20 years old or younger. Respondents identified their ages as:

- 21 to 35: 31 respondents
- 36 to 50: 49 respondents
- 51 to 65: 61 respondents
- 66 years or older: 29 respondents.

Education The level of education of respondents skewed significantly higher than the regional rates:

- High school degree or less : three respondents
- Some college/technical/community college/2-yr degree: 26 respondents
- College degree/4-yr degree: 57 respondents
- Post graduate: 83 respondents

Income The household income of respondents was slightly more balanced than demonstrated in prior, similar questionnaires:

- Less than $20,000: 15 respondents
- $20,000 to $50,000: 34 respondents
- $50,001 to $100,000: 58 respondents
- More than $100,000: 55 respondents.

Participation on community meetings Participants were asked how often they participate in community meetings to gauge whether this online outreach was expanding public participation. Over 50 percent of respondents rarely or never attend community meetings:

- Very often: 26 respondents
- Fairly often: 53 respondents
- Rarely: 75 respondents
- Never: 15 respondents

Other comments received

Besides the RTP/ATP-specific questionnaire, Metro received comments via email, letter, phone call and message, and other conversations, including comments from other agencies and local jurisdictions. Most of these comments included requests for changes to listings in the RTP project list. All substantive comments have been recorded and responded to for the staff recommendation.

Community forums

Three community forums were offered during the comment period to allow participants to interact with staff and Metro Councilors on the upcoming decisions, including the 2014 RTP and ATP. These events were promoted as an opportunity to learn about Metro's plans and projects and participate in a wider discussion of what they would like to see in their communities and for our transportation system:

- Multnomah County on April 3 at Madison High School 14 folks attended, with 11 participating in the wider discussion
- Clackamas County on April 9 at Oak Lodge Sanitary District with 14 folks attending and participating in the wider discussion
- Washington County on April 17 at Beaverton library with four people attending and only one participating in the wider discussion.

The first two discussions included lively conversations around transportation priorities and how we should manage growth and development.

The Multnomah County participants spent a lot of time discussing funding sources, with voices advocating for more roadways and less density to address traffic issues. A lot of their perspective focused on transportation funding sources (gas tax), "subsidies" for transit riders, ideas of usage fees for bikes, more expansion to relieve density. The majority of participants stated the desire to expand active transportation facilities and expanded transit service as well as their support for the urban growth boundary.

The Clackamas County Oak Grove conversation spent a lot of time on the opportunities to encourage community benefiting development presented by the new light rail line and Oak Grove station.

Both conversations included advocacy for and against investments for autos, transit and active transportation as well as for and against land use policies such as the urban growth boundary and density.

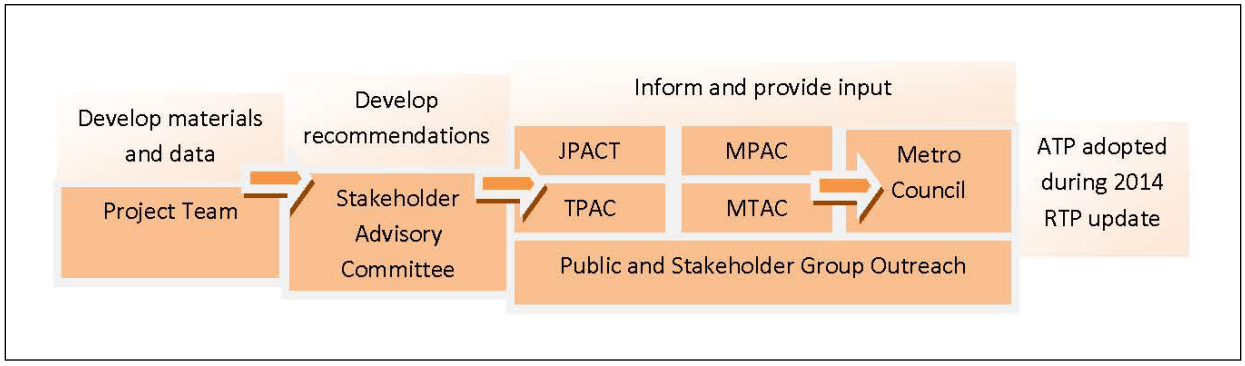
The final conversation was an intensive conversation with the one participant about the work that Metro does, his support for a balanced approach but highlighting support for robust transit and active transportation systems, and potential ways to approach future outreach.

The discussions ended on the idea that there are a lot of competing interests that decision-makers have to balance. Though attendance was lower than projections, participants expressed that they felt their perspectives were welcome and respected.

Project partner and stakeholder involvement throughout development of the Regional Active Transportation Plan

This section describes the primary stakeholders involved in the project. Figure 2 illustrates the general relationship between the primary project partners and the planning process.

Figure 2: ATP Stakeholders and Planning Process



Project Team - Metro staff, the ODOT TGM project manager and the consultant. Metro staffed the project, conducted research, technical analysis and produced technical reports and the plan. CH2MHill and Alta Planning and Design provided additional technical assistance. The ODOT TGM project manager ensured that the project fulfilled the TGM grant requirements.

ATP Stakeholder Advisory Committee (SAC) and sub-committees - provided technical and policy guidance for the project and developed the July 2013 draft ATP. The SAC met eleven times. Additional small workgroups met to work on specific topics, such as development of the pedestrian and bicycle networks. The SAC membership included bicycle, pedestrian, trail and transit planners and advocates, and representatives of elders, youth, and health.

Members of the Stakeholder Advisory Committee

- Hal Bergsma, Tualatin Hills Park and Recreation District
- Allan Berry, City of Fairview
- Todd Borkowitz
- Aaron Brown
- Brad Choi, City of Hillsboro
- Jeff Owen, TriMet
- Roger Geller, Portland Bureau of Transportation
- Heidi Guenin, Upstream Public Health
- Suzanne Hansche, Elders in Action
- Katherine Kelly, City of Gresham
- Lori Mastrantonio-Meuser, Clackamas County
- Kate McQuillan, Multnomah County
- Councilor Jose Orozco, City of Cornelius
- Shelley Oylear, Washington County
- Lidwien Rahman, Oregon Dept. of Transportation
- Derek J. Robbins, City of Forest Grove
- Stephanie Routh, Oregon Walks

- Rob Sadowsky, Bicycle Transportation Alliance
- Allan Schmidt, Portland Parks and Recreation

A **regional work group**, which included many members of the SAC, was formed at the request of JPACT and MPAC and met between October 2013 and January 2014 to provide additional review and refinement of the ATP. The work group had approximately forty participants who provided verbal and written comments on the plan.

Members of the Regional Work Group

- Todd Juhaz, Beaverton
- Luke Pelz, Beaverton
- Karen Buehrig, 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
- Jeannine Rustad, Hillsboro
- Josh Rice, Milwaukie
- Councilor Mark Gamba, Milwaukie
- Carol Chesarek, Forest Park Neighborhood Association
- Kate McQuillan, Multnomah County
- Jennifer Vines, Multnomah County Public Health
- Lidwien Rahman, ODOT
- Casey Ogden, Oregon Walks
- Phil Healy, Port of Portland
- Robert Hillier, Portland
- Roger Geller, Portland
- Tom Armstrong, Portland
- Courtney Duke, Portland
- Cora Potter, Ride Connection
- Todd Borkowitz
- Kari Schlosshauer, Safe Routes to School National Partnership
- Hal Bergsma, THPRD
- Judith Gray, Tigard
- Jeff Owen, TriMet
- Steve Gaschler, Troutdale
- Ben Bryant, Tualatin
- Ken Burgstahler , Wash DOT
- Steve Szigethy, Washington County
- Shelley Oylear, Washington County
- Katie Mangle, Wilsonville
- Nancy Kraushaar, Wilsonville/TPAC
- Scott Sloan, Wood Village
- Mary Kyle McCurdy, 1,000 Friends of Oregon/MTAC

Joint Policy Advisory Committee on Transportation (JPACT) is a committee of elected officials and representatives of agencies involved in transportation related needs for the region. JPACT members provided policy direction on the ATP. All transportation related actions, such as adoption of the Regional Transportation Plan are recommended by JPACT to the Metro Council.

Metro Policy Advisory Committee (MPAC) is a charter mandated committee of local government representatives and citizens. MPAC members provided policy direction on the ATP. Under state law, the Regional Transportation Plan serves as the region's transportation system plan. As a result, MPAC also has a role in approving the regional transportation plan as a land use action, consistent with statewide planning goals and the Metro Charter. Because the ATP is adopted by resolution and not by ordinance and is not a land use action MPAC is not required to approve the ATP. However, MPAC's approval of the ATP was sought because of the breadth of community

representation that is included in MPAC's membership.

Transportation Policy Alternatives Committee (TPAC) provides technical input to JPACT and transportation planning and funding priorities for the region. TPAC received updates and provide input on the development of the ATP.

Metro Technical Advisory Committee (MTAC) is composed of planners, citizens and business representatives and provides detailed technical support to MPAC. MTAC received updates and provide input on the development of the ATP.

Metro Council is the region's directly elected governing body, consisting of a Council President and six district representatives. The Metro Council provided policy direction on the ATP. The Metro Council adopts the stand alone ATP and changes to the Regional Transportation Plan based on the ATP.

Stakeholder groups (listed below) provided input meetings presentations on the project.

Public provided valuable input through an Active Transportation Opt-In survey (October 2011), which received responses from nearly 4,000 residents in the region. At an Intertwine Summit in October 2013. A public open house for the project on May 23, 2013; materials from the open house were posted on the project webpage and Metro accepted comments for two weeks following the open house. During the public comment period March 21-May 5, 2014; and an open house at the 2014 Oregon Active Transportation Summit, April 21-22, 2014. Materials and information on the project were provided on the public webpage and all meetings were open to the public.

In addition to the stakeholders listed above, members of the project team and the Stakeholder Advisory Committee met with stakeholder groups to provide information on the project, answer questions and receive feedback that was incorporated into the plan.

- Access Recreation (group advocating for developing uniform guidelines for minimum information that should be provided about trails and outdoor recreational facilities, that would benefit people with disabilities)
- Beaverton City Council
- Bicycle Transportation Alliance Project Advisory Committee
- Clackamas County Bicycle and Pedestrian Committee
- Clackamas County Transportation Advisory Committee (CTAC)
- East Multnomah County Transportation Coordinating Committee (EMCTC)
- EMCTC Technical Advisory Committee (TAC)
- Elders in Action Commission
- Executive Council for Active Transportation (ECAT) provided high level guidance in the early stages of the project. ECAT was initially formed to support the development of a regional active transportation network through the Intertwine initiative. A list of members is provided in the acknowledgement section.
- Gresham Transportation Subcommittee
- Multnomah County Pedestrian and Bicycle Advisory Committee
- Northeast Coalition of Neighborhoods, Land Use and Transportation Committee
- OPAL – Environmental Justice Oregon
- ODOT Oregon Bicycle and Pedestrian Advisory Committee
- Oregon Walks
- Portland Bicycle Advisory Committee
- Portland Freight Advisory Committee

- Portland Pedestrian Advisory Committee
- Port of Portland
- Tualatin Hills Park and Recreation District Board of Directors
- Washington County Coordinating Committee (WCCC)
- WCCC Technical Advisory Committee (TAC)
- Washington County Planning Directors
- Westside Economic Alliance Transportation Committee

Engagement opportunities

Public meetings throughout the project the Stakeholder Advisory Committee meetings and presentations at the Metro Council work sessions and meetings, JPACT, MPAC, TPAC and MTAC committee meetings were open to the public. Public testimony was provided at some of the meetings.

Regional workgroup (October 2013 and January 2014) over 120 people were invited to participate in a work group to review and refine the draft ATP. Approximately 40 people, primarily staff from cities, counties and agencies and advocacy groups provided verbal and written comments. Updates on the work group process were sent to an email list of over 120 people.

Active Transportation Opt-In Survey (October 2011) over 4,000 residents of Clackamas, Multnomah and Washington Counties responded to survey questions about active transportation. Results from the survey informed the ATP workplan and project.

Intertwine Summit (October 2012), a workshop, held at the Oregon Zoo, with over 100 attendees providing input on the existing conditions analysis for the ATP.

Public Open House (May 2013), held at Metro, over 100 attendees provided input on draft elements of the ATP. Attendees provided comments on comments cards and sticky notes on draft maps and policies. Input directly influenced changes made to the draft ATP.

Open house materials available on-line for extended public input.

Email updates on the ATP were provided at periodic intervals to an interested parties list of over 460 people.

Quarterly Regional Trail Forums – updates and presentations on the ATP provided at each forum.

Oregon Active Transportation Summit (April 2013, Salem and April 2014, Portland) information table, open house and presentation on the ATP; over 300 attendees at the Summits.

Project web page – a project webpage maintained throughout the project with project information and materials.

Project factsheets – four project factsheets were developed to provide information on the project. Individual city and county factsheets were developed for the public comment period and illustrated the projects in the different communities supported by the ATP.

Written comments from individuals and stakeholder groups included feedback and recommended changes that were reflected in drafts of the ATP.

Public comment period for the Regional Transportation Plan and ATP (March 21-May 5, 2014) Metro sought comments on the ATP and updates to the Regional Transportation Plan based on the ATP.

APPENDIX A-1
Comments received during the development of Draft Regional Active Transportation Plan – January 2012-July 2013

Regional Active Transportation Plan

Comments on the Statement of Work received from the Stakeholder Advisory Committee

Substantive comments are addressed below. Simple comments, such as missing words or document organization are addressed directly in the SOW in track changes.

#	Comment	Response
1	My concern is how data regarding walking and biking in suburban settings will be analyzed in a comprehensive way as it seems that this type of data is more readily available in urban settings. Then again, maybe there's plenty of data out there regarding walking and biking in suburban areas. The methodologies to be used for the Regional Bicycle and Pedestrian Zone Analysis are those developed by the City of Portland, Alta Planning and Metro. Do these methodologies include those designed specifically for suburban areas? Perhaps some language can be included (maybe it's in there and I missed it) regarding policies/data will be studied and solutions considered related to the unique character of urban vs. suburb areas. I don't think it's a 'one size fits all' condition and would like to see that the suburban areas are analyzed on a par with urban areas. I am supportive of using transit data – those last ¼, ½ mile or more connections are critical but again, there will be less transit data in some suburban areas as opposed to the urban areas.	Analysis in the project will only use data that is available for the entire region. The ATP will include recommendations on data protocols and needs for regional bicycling and walking data (see Task 9), in part to address the lack of data overall and uneven data. Some jurisdictions do not have the capacity for comprehensive data collection. The project will update the regional pedestrian, trail and bicycle network. The methodologies for the Regional Cycle and Pedestrian Zone Analysis will take into consideration the lack of data or specific circumstances unique to suburban areas in the region. Metro is incorporating some of the methodologies used in the Vancouver, BC region, which also conducted a cycle zone analysis and has suburban areas. It will be important in the planning process to continually recognize different circumstances across the region. There cannot be a "one size fits all approach". One of the benefits of the Ped and Cycle Zone Analysis is that it identifies the unique challenges of different areas in the region.
2	Task 4 Objectives: What is the difference between a concept and a network? Describe.	A concept is the approach, based on agreed upon criteria and guiding principles, that will be used to identify the region's active transportation network. The network is the system of trails, bike boulevards, sidewalks, bike lanes, connections to transit, pedestrian districts, crosswalks, bridges, etc. that linked together form a seamless set of routes that cover the region.

Regional Active Transportation Plan

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#	Comment	Response
3	The Scope does not fully give credit to the four years of work spent by the Blue Ribbon Committee for Trails and the Executive Council for Active Transportation, as well as the recent Regional Flexible Fund subgroup that all set a direction for regional Active Transportation/Complete Streets expenditure. My question is whether you want that work to show up strongly or if you want redefine that work once again. The scope as it's laid out seems to redefine it.	The intent of the project is to *build on past work,* not redefine or redo work. Project staff will provide background materials that explain work that has already been accomplished and where the project is starting from.
4	I think the wording of the objectives on page 6 could be clearer. I've suggested some changes, as shown below: 1. Identify the <u>existing</u> Principal Regional Active Transportation Network <u>(built and presently planned)</u>, integrating walking, bicycling and public transportation and creating a seamless, green network of on and off-street Regional Bicycle and Pedestrian Parkways connecting the region. 2. Develop Guiding Principles and Criteria for evaluating <u>future</u> network alternatives and for prioritizing funding and projects in the RTP and local TSPs that include equity, health, safety, economic development and access and are consistent with the region's six desired outcomes. 3. Develop Active Transportation Policies, Performance Targets, and Concepts that will update existing regional pedestrian, bicycle, trail and transit policies, performance targets and design concepts, ~~and synthesize~~ <u>synthesizing</u> policies and priorities from other pedestrian, bicycle and transit plans.	1. The project will use the existing and planned networks to identify the *preferred* alternative Principal Regional Active Transportation Network. Currently there is no prioritized network. 2. The guiding principles and criteria developed in the ATP will be used to identify the preferred Principal Regional Active Transportation Network and will provide a framework for evaluating future network alternatives. 3. Done.

Regional Active Transportation Plan

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#	Comment	Response
5	Add to the list of ongoing regional planning efforts on page 8 Metro's process to develop a master plan for the Westside Trail.	Added.
6	On page 11, subtask 1 under Task 3.0 should include reference to THPRD's Trails Plan, as follows: Existing Plans and Policy Review – Metro shall inventory and review existing plans, policies, analysis, performance standards, design standards, project prioritization criteria, funding mechanisms, and project lists of Metro area Cities and Counties and the Tualatin Hills Park and Recreation District…	Added and added reference to North Clackamas Parks and Recreation District
7	I'm wondering whether there should be a task between 3.0 and 4.0 for identification and discussion of opportunities and constraints. Opportunities would, of course, include the regional momentum toward an active transportation network while constraints would be both physical (e.g., natural geographic constraints such as the West Hills, the Willamette River) and built constraints such as freeways and major arterials that would need to be crossed.	This is an important point. Project staff will look at including an opportunities and constraints analysis in the Existing Conditions report.
8	There is a need for functional definitions going forward for terms such as these: • walking - to include the meaning of the term for those who use mobility aids such as wheelchairs and walkers; • safe and reliable - singularly they each relate most to access but together they have implications for how the network and its components are maintained and kept	A glossary of terms will be developed as part of the plan, Sub-task 4.5, with the goal of providing agreed upon definitions of terms that can have multiple and layered meanings. These suggestions will be taken into consideration.

Regional Active Transportation Plan

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#	Comment	Response
	functional, clean, intact, and barrier-free. If there are explicit or implied meanings to these or other terms within any mandates, it would be best for us to become clear therein as well.	
9	I'd suggest a minor addition to subtask 1 under Task 5.0 as follows: Develop Network Concepts – Metro shall develop a set of network concepts for consideration. The network concepts will include information such as the spacing of facilities, types and hierarchies of facilities, how similar concepts have been implemented elsewhere, potential benefits, drawbacks and challenges, ability to build on the present network, etc. Metro shall prepare a report that illustrates the benefits, challenges and trade-offs of the different concepts.	Added. This will be considered in the development of the Network Concepts
10	Getting to real implementation strategy, I strongly recommend facilitated workshops among the key players that are bound to disagree. They need to be in the room one or more half or full day work sessions to hash out their differences. For this kind of work, I find that this is more valuable than other areas you plan to invest in, such as the on-line tool that would allow the public to elect their route. My issue with most PI programs is that it's so hard to reach out to diverse audiences that our efforts continue to gather input from those plugged in. Do you really need more route recommendations at a regional level? If you want to go deep, look at the Williams PI process, well over a year for one	The facilitated workshop approach is well worth considering. The communication goal of the project is to reach regional agreement on priorities so that the network can be implemented in an efficient way.

Regional Active Transportation Plan

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#	Comment	Response
	single bikeway! Bringing key stakeholders in a room together for one or more days will allow for issues to get out on the table and for staff to have a chance to resolve these issues both through technical analysis and additional one-on-one meetings. You will surely need to bring the larger group back again for more in-depth work.	
11	Pg 8, par 2: add Westside Trail Master Plan, Sullivan's Gulch Trail Master Plan, North Portland Willamette Greenway Master Plan, Mt. Scott & Scouter Mountain Trails Master Plan, and Council Creek Trail Master Plan to the list.	Done.
12	Pg 9, par 1: add Rails-to-Trails Conservancy and American Trails to the list.	Done.
13	Subtask 1.3: SAC can help provide existing plans, documents, and other resources. They should also help with public involvement. State this explicitly in the SOW.	Done.
14	Subtask 3.5: "Metro shall update the inventories of existing…" There is more than one inventory. They will be combined into a single inventory further along in the project.	Done
15	I think it has a heavy weight on infrastructure. I would like to see more reference to overall safety including issues that address education and enforcement. Specifics: add a sub group on safety.	Education and programming and enforcement will be addressed primarily in the implementation strategy. The Regional Transportation Options Strategic Plan provides direction on education and programming. Metro has been convening a Safety

Regional Active Transportation Plan

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#	Comment	Response
		Work Group since 2010. The work of this group will be folded into the ATP and expanded upon.
16	I worry about silo-ing bikes and peds, for instance by creating separate SAC work groups on bicycle and pedestrian topics.	The reasoning behind creating Bicycle and Pedestrian sub-groups was to respond to the challenges of a plan that addresses both bike and ped and integration with public transit, since the scale and needs of walking and bicycling can be so different. The idea is that the subgroups can address specific issues (e.g. bike parking policies, regional pedestrian zones). Another reason is that ped can be "drowned out" by bike issues and we want to make sure to provide a place to address key ped policies. Last RTP there was a bike policy group that fleshed out the regional bike policies, but no such policy review for ped. So, we want to make sure to address that in this plan. However, one of the guiding concepts of the plan is to integrate biking walking and transit, so definitely do not want them siloed. *The work of the entire SAC will be integrating the work of the sub-groups.*
17	I think you can reference the Oregon Transportation Safety Plan just as you reference other ODOT plans.	Done.
18	Need some formal task that ties back to safety and crash reduction.	"Sub task 3.6: Pedestrian and Bicycle Crash Data - Metro shall compile and analyze state and local bicycle and pedestrian crash data. Metro shall determine high crash locations for bicycles and pedestrians." This task will identify issues and the development of guiding principles, criteria, preferred alternative can make recommendations.

Regional Active Transportation Plan

Comments on the Statement of Work received from the Stakeholder Advisory Committee

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#	Comment	Response
19	Some acknowledgement about the disabled, aging public, ADA would be good. Explain that this plan would also be beneficial from the standpoint of making it easier for transit dependent people to get to transit safely and potentially allowing more freedom to travel on the ped and transit systems. For a lot of people that use the sidewalks and transit, not driving isn't a choice, it is a necessity due to physical limitations or cost.	This will be emphasized in the health and safety elements of the plan, and can be reflected in the guiding principles, criteria and recommendations.
20	Within the analysis it might be good to identify places where the barriers to disabled and elderly travelers are particularly high or an alternative might be to discuss somewhere in the document the importance that all facilities designed for ped and transit need to rely on universal design principles to be accessible for all ability levels.	The analysis of barriers will be addressed in the Existing Conditions report, Task 3, and in the development of guiding design principles, sub task 8.5.
21	One item that I think might need further clarification either now or once the project begins is the phasing of projects (task 10, p. 20). As you know, developing a phased list of projects is challenging because different funding mechanisms support different levels/scopes of projects at different times. If we develop a phased list of projects I think it will be important to consider "tiers" of projects. The tiers might be based on project cost or other criteria.	The following clarifying language was added: "Sub task 10.1: Priority Project List, Pipeline and Implementation Strategy- Metro shall identify regional priority projects within the recommended principal regional active transportation network for immediate construction funding and project development, and a proposed pipeline of phased and tiered projects for future development, allowing for flexibility. The priority project list will be vetted through the project advisory structure, including the SAC, ECAT and Metro's advisory committees. Metro and SAC shall articulate the roles and responsibilities of regional and local partners for implementing the ATP."

Regional Active Transportation Plan

Comments on the Statement of Work received from the Stakeholder Advisory Committee

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#	Comment	Response
22	Pg. 6 - under project objectives, the third one is still vague to me. I kind of get what it's saying, but compared to the other ones, I'm struggling with this one.	To identify priorities for the ATP, the project will look to existing priorities as a starting place. To implement the priorities and outcomes identified by the project, existing polices, design concepts, performance measurements and targets may need to be updated.
23	I like how much you've managed to weave in the need to analyze and prioritize pedestrian infrastructure and to rethink pedestrian zones. This is a critical element of the plan and it will be interesting to see how it shapes up as the project progresses.	Thanks! And, the project teams will work to keep this up.
24	Pg. 16, bullet #8 – you mention TriMet boarding data. A more accurate name is TriMet passenger census data. This way it incorporates both ons and offs, not just ons.	Done (now under Subtask 3.8)
25	I look forward to revisiting the UGMFP and design guidelines. One of the big things I think we, as a region, need to address is whether we want to allot money to projects that do not meet the true intent of the livable streets design guidelines. My feeling is if you get regional $, then you better meet regional design 2040 livable street design guidelines.	This will be included in the discussion on the funding strategy, as well as design guidelines, policy changes in the UGMFP and the RTFP.
26	Under studies, I know you have "And others," but I think that TriMet's Pedestrian Analysis is a very valuable document that should be explicitly called out.	Done.
27	In Task 3 Subtask 11 and Task 10 Subtask 1 there's language about identifying new sources of funding. I'd be interested in seeing more detail about this process - will it include the finance subgroup of the SAC? Looking at past polling or efforts to raise more revenue?	Yes, this will be included in the funding workgroup of the SAC. It will include a summary of existing sources and funding amounts to active transportation, a situational analysis of past efforts to raise more revenue, and potential new sources of funding.

Regional Active Transportation Plan

Comments on the Statement of Work received from the Stakeholder Advisory Committee

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#	Comment	Response
28	Generally, but especially throughout Task 3, transit seemed to be lost amid the bike and pedestrian topics. I imagine this is in part because there's already a regional agency planning for transit, but it would be great to see that clearly spelled out somewhere in this document. Understanding how this plan will and will not address transit would be helpful.	This plan will provide direction on where and how to invest in walking and biking infrastructure that makes getting to and from public transit easier and safer. For example, it will consider where to prioritize investments in sidewalks, road crossing treatments, bicycle paths, bicycle parking, etc. that connect to transit stops. It will examine how the biking and walking and transit networks currently support each other and focus on strategies to better integrate the bicycling, walking, and transit networks with one another. This plan will not determine where transit routes will go, the level of service (e.g. how often the buses and trains run), or funding for transit service. Topics such as transit service will no doubt be part of the conversation, and the project will look at how investments in walking and biking infrastructure affect public transit use (e.g. how a missing last mile connection between a MAX station and an employment site can prevent people from wanting to commute by train or how a roadway without a sidewalk to a bus stop can be inaccessible to someone using a mobility device). There are a number of existing plans the project will draw on, including The Regional High Capacity Transit Plan, TriMet's Pedestrian Network Analysis project, TriMet's Transit Investment Plan, and SMARTS plans and strategies.

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

Question	Response
1. What does it mean to endorse the plan prior to adoption into the RTP?	In response to concerns from some stakeholders, Metro is seeking a resolution "acknowledging work completed to date on the ATP." Metro staff will not seek endorsement of the plan. Acknowledgement does not adopt the plan into the RTP. It does not require local jurisdictions to take any action, nor does it add any new rules or requirements. Acknowledgement implies recognizing the work completed to date on the plan through the TGM grant and directing staff to begin steps to work with jurisdictions, agencies and stakeholders to integrate the ATP into the 2014 RTP update. Continued modification to the ATP will be possible during the RTP update. If the plan is adopted into the RTP in 2014, local plans would need to be consistent with the RTP, as they are now. For example, the routes on regional and local plans would be the same; changes to local plans would occur during regularly scheduled updates. The ATP does not include any requirements. Any "required" actions by local jurisdictions would need to be added to the Regional Transportation Functional Plan (RTFP). Updates to the RTFP are scheduled for 2018 RTP. An example of a potential requirement would be that local jurisdictions identify which routes on local bike plans are regional bicycle parkways in their local plans, with the intent of eventually completing the routes as parkways. Changes to the RTFP such as this would be developed collaboratively with jurisdictions, agencies and stakeholders.
2. Will the ATP affect how Regional Flexible Funds are allocated?	There are no recommendations in the ATP about how to allocate RFF funds. The ATP provides information that can be used to inform future policy discussions, including those that involve funding. Policy direction outlined in the ATP is proposed to be incorporated into the next MTIP policy update process. No policy changes to MTIP will be automatic. While Regional Flexible Funds represent approximately 4% of public expenditures on transportation in the region, they provide nearly 50% of all funding for regional trails/pathways and over 20% of funding for bicycle and pedestrian projects.
3. The ATP includes criteria that were used to help determine the preferred pedestrian and bicycle networks. Will the criteria be used in other ways?	There are no specific recommendations on using the criteria. The criteria could be considered for helping to prioritize projects or for other purposes; other criteria should also be considered, such as economic impact, cost, feasibility, etc. The criteria (access, safety, equity, increased activity) were developed by the ATP Stakeholder Advisory Committee after a review of criteria from local and state bike and pedestrian plans. The criteria were purposefully limited in number in order to identify routes for the regional bike and pedestrian networks. An evaluation of improvements to the networks identified areas in the region where improvements increase access for the most people and address equity. These areas are included in the ATP. The ATP will identify projects that are already in the RTP that will build out the networks identified using the criteria. The ATP will also identify new projects that are not yet listed in the RTP.
4. Policy action item 3.3(formerly 1.3.14/ 3.14) recommends prioritizing bicycle and pedestrian projects in areas with high underserved populations. Does this make serving underserved populations the highest priority?	No, though it is a very important criteria. Policy language has been modified to direct Metro to work with stakeholders to "encourage the implementation of bike and ped projects…in areas with minority, low income, youth, elders, disabled and low English proficiency populations." This action item was proposed by staff to actively address equity in active transportation investments. It is not intended to trump all other priorities, but the intent is to add some actual policy action to addressing incomplete bike/ped/access to transit networks in areas where poor people and other underserved populations live. A similar policy action item, "1.2 (formerly 1.1.2) Prioritize projects that connect people to destinations that serve essential daily needs" stresses the need to prioritize projects that link people to the places they want to go to and increase access for the most people.
5. Is the ATP recommending the removal of auto travel lanes to achieve desired outcomes?	No. The ATP does not take a position on removing auto lanes. Road diets (which can take many different forms, including narrowing existing lanes) are identified in the plan as one potential solution to increasing access, safety and comfort for walking and bicycling. Road diets can be one response to making complete streets, addressing roadway safety, etc. However, there are also other ways to elevate safety and increase bike and pedestrian access without removing or narrowing auto lanes.
6. Many of the bicycle and pedestrian routes are also freight routes. Will the ATP reflect the need to balance all modes?	Yes. The ATP will include language acknowledging the need for flexibility, context sensitive design and balancing all modes as projects are designed. The ATP also recommends that other modal plans, such as freight and transit plans, reflect the need to balance with bicycle and pedestrian needs.
7. Stakeholders need more time to look over the network maps. Will there be an opportunity for this?	Yes, Metro has extended the timeline for review and input on the draft plan. Maps, policies and other elements included in the ATP are draft until it is proposed for adoption as a component of the RTP in July 2014. Changes may still be made before the networks are finalized and update the existing pedestrian and bicycle maps in the RTP. Metro staff is very aware of the need to make sure that bicycle and pedestrian routes identified on the ATP are consistent with local priorities and that any questions about routes are answered. The regional networks are a vision that knit local visions together into a comprehensive regional system. Local plans have been referred to in the development of the networks.

8. Will the design guidelines be required for projects built with regional flexible funds?	That would be determined in the RFF policy update. There is no recommendation in the ATP to include the design guidelines as criteria. If there are, a flexible, context sensitive approach should be stressed for the design guidelines in all applications, even if they are used as guidelines for RFF funded projects. Policy direction outlined in the ATP is proposed to inform the next MTIP policy update process, along with other new plans and strategies. The design guidelines are just that - guidelines. They are practices that have been shown to encourage higher levels of walking and bicycling, in this region and across the country. The guidelines are allowed practices under current engineering standards. They are not being proposed to replace the minimum standard requirements that jurisdictions and agencies currently have, rather they are encouraged because they help attain regional and local goals.
9. How does the ATP relate to the Mobility Corridors work?	Network routes and districts identified in the ATP fall into Mobility Corridors and help address the bicycle and pedestrian needs identified in the Mobility Corridors. One of the bicycle parkway concepts evaluated identified one regional bicycle parkway per mobility corridor. Active transportation project needs identified for the Mobility Corridors were much less specific than the needs identified for other modes. The ATP provides more detail. The Mobility Corridors identify a set of general strategies. The ATP fleshes out several of the strategies that relate to active transportation: 1. Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. *The new ATP functional classes and design guidelines provide specificity that can help guide investments for more effective outcomes.* 2. Identify where essential destinations are in relation to transit stops, housing, jobs, and retail and prioritize pedestrian pathways between these areas. *The ATP identifies regional destinations and evaluated access to destinations.* 3. Analyze transit stops in relation to bicycle and pedestrian network and build direct, safe, enjoyable bicycle and pedestrian facilities in areas where they do not exist. *The ATP preformed this analysis.* 4. Refer to TriMet's Pedestrian Network Analysis project for recommended places to focus attention and for replicable analysis methodology. *The ATP utilizes the TriMet recommendations.* 5. Refer to the RTP Regional Transit Network map for regional bike-transit facility locations where demand is expected to be sufficient to warrant a major bike parking facility. Bikeway connections to these stations should be prioritized. For all other stations, refer to TriMet's bike parking design guidelines. When finances permit, TriMet will implement. *This helped guide bicycle parkway route identification.* 6. Incentivize high to medium density, mixed-use, pedestrian oriented development in the Central City, Regional Centers, Town Centers, Main Streets, and around HCT station areas. *Pedestrian and Bicycle Parkway concepts were developed with this strategy in mind.* 7. Analyze regional trail access points in relation to on-street bicycle and pedestrian network and build direct, safe, enjoyable bicycle and pedestrian facilities in areas that do not have these connections. *The ATP better integrates the on-street and off-street routes.* 8. *Identify auto access points along arterials and work with city and property owner to find design solutions to unsafe areas. Bike and ped safety data , crash locations were included in the analysis of the networks.* 9. Identify arterials where bicyclists and pedestrians feel unsafe and provide better pedestrian and bicycle facilities along these arterials. *The ATP addresses this* 10. *Identify intersections located on arterials where bicyclists and pedestrians feel unsafe and have high accident rates. Once identified, provide better pedestrian and bicycle crossing protections at these intersections. Routes were identified with this in mind.* 1. 11. Identify regional bridges where bicyclists and pedestrians feel unsafe, and provide better pedestrian and bicycle facilities on these regional bridges. *Bridge crossings are identified in the ATP and the removal of barriers is addressed in the functional classes and in the design guidelines.*
10. Does the ATP require that local jurisdictions add a bunch of new and expensive projects to the RTP and local transportation system plans?	No. Many projects to complete the plan are already in the RTP. However, the RTP does not include all of the projects necessary to build out the pedestrian and bicycle networks. Some new projects will be recommended. It will be up to local agencies to determine if they want to add the projects.
11. Some of the routes seem to go through habitat sensitive areas or along riparian areas. Will the ATP provide direction on avoiding habitat sensitive areas, using habitat sensitive design and minimizing impact on the natural environment and habitat?	Yes. This is very important in the ATP. The ATP identifies and refers to resources, such as the data sets in The Regional Conservation Strategy for the Greater Portland Vancouver Metropolitan Area, Metro's Green Trails Handbook, Title 13, local wetland inventories, local tree cover maps etc. that provide data and guidelines. The design guidelines are being updated to reference the need for context sensitive and habitat sensitive design. One of the Principles for the Active Transportation Network is for the network to be developed in a context sensitive manner. The principle also includes language that routes should be integrated with nature. Connecting people with nature through trails and parks and by greening roadways is an important way to develop stewardship, let people enjoy nature in urban environments and encourage walking and bicycling. Changes were made to policy action item 2.6 and 5.8 was added.

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

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

City of Tualatin

www.tualatinoregon.gov

September 23, 2013

Tom Hughes, Metro Council President
Metro
600 NE Grand Avenue
Portland Oregon

RE: Draft Regional Active Transportation Plan

Dear Council President Hughes,

By letter dated August 13, 2013, the undersigned regional mayors sent you a letter expressing concerns over certain aspects of the Active Transportation Plan (ATP), including a draft resolution to be considered by Metro at the end of this month. It was recently brought to our attention that the resolution has been revised so as to reflect the intent to allow further discussion about the ATP before it is considered for incorporation into the Regional Transportation Plan. Additionally, initial review of the changes made to the ATP indicate that the ATP is moving in a direction to meet regional needs.

We want to thank you for recognizing our concerns and for the work and progress made on the ATP and corresponding resolution. We understand that Metro has agreed to the recommended changes to the resolution from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee, and that a working group will be organized in accordance with TPAC's recommendations. With these changes, we support the revised resolution.

We look forward to working with you as the region advances the Active Transportation Plan.

Thank you, again, for your consideration.

Sincerely,

Lou Ogden
Mayor, Tualatin

On behalf of the Mayors listed below:

Mayor Jerry Willey, Hillsoboro
Mayor Jeff Dalin, Cornelius
Mayor Shane Bemis, Gresham
Mayor Lori DeRemer, Happy Valley
Mayor John Cook, Tigard
Mayor Heather Kibbey, Rivergrove
Mayor Jeremy Furguson, Milwaukie
Mayor Doug Neely, Oregon City
Mayor Doug Daoust, Troutdale
Mayor Mike Weatherby, Fairview
Mayor Tim Knapp, Wilsonville
Mayor Gery Schirado, Durham
Mayor Bill Middleton, Sherwood
Mayor Charlie Hales, Portland
Mayor Patricia Smith, Wood Village
Mayor Mark Hardie, Maywood Park
Mayor Denny Doyle, Beaverton
Mayor Kent Studebaker, Lake Oswego
Mayor Pete Truax, Forest Grove
Mayor Wade Byers, Gladstone
Mayor John Kovash, West Linn
Mayor Ron Shay, King City

ENCLOSURES

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ACKNOWLEDGING THE WORK COMPLETED TO DATE AND INITIATING FURTHER REVIEW OF THE REGIONAL ACTIVE TRANSPORTATION PLAN PRIOR TO ADOPTION AS A COMPONENT OF THE REGIONAL TRANSPORTATION PLAN	)))))))	RESOLUTION NO. 13-4454 Introduced by Councilor Kathryn Harrington

WHEREAS, the Metro Council, with the advice and support of the Metro Policy Advisory Committee ("MPAC") and the Joint Policy Advisory Committee on Transportation ("JPACT"), adopted the 2035 Regional Transportation Plan ("RTP") in 2010 by Ordinance No. 10-1241B; and

WHEREAS, the RTP supports the completion of a fully developed regional active transportation network and identifies development of a Regional Active Transportation Plan ("ATP") as an implementation activity that is a critical part of the identified strategy to develop the regional active transportation network; and

WHEREAS, planning and implementing a regional active transportation network is a component of the region's work to develop vibrant, prosperous and sustainable communities with safe and reliable transportation choices, that minimize greenhouse gas emissions and that distribute the benefits and burdens of development equitably in the region; and

WHEREAS, the Metro Council adopted Resolution No. 11-4239 (For the Purpose of Supporting Development of a Regional Active Transportation Plan) directing staff to apply for a Transportation Growth Management grant application to the Oregon Department of Transportation to help fund development of the Regional Active Transportation Plan; and

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

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

WHEREAS, the Metro Council, JPACT, MPAC, Metro Technical Advisory Committee ("MTAC"), Transportation Policy Advisory Committee ("TPAC") and the Stakeholder Advisory Committee have considered the Draft ATP and recognize that additional review of the draft plan is needed as part of the comprehensive update of the RTP in 2013-14; and

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

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

BE IT RESOLVED that the Metro Council:

1. Acknowledges the Draft Regional Active Transportation Plan, attached to this resolution as Exhibit A, to formally acknowledge the work completed to date.

2. Directs staff to provide opportunities for further review and refinement of the plan by local governments, ODOT, TriMet and other stakeholders through the comprehensive update of the Regional Transportation Plan and prepare ~~policy and project~~ amendments to the Regional Transportation Plan for final public review as part of the Regional Transportation Plan update in 2014.

3. Declares that Resolution No. 13-4454 does not adopt the Draft Regional Active Transportation Plan or direct local plans. The resolution acknowledges the draft plan for final review and refinement as part of the Regional Transportation Plan update in 2014, to be ~~adopted~~ considered for adoption by ordinance as a component of the Regional Transportation Plan following public hearings in 2014.

ADOPTED by the Metro Council this 26 day of September, 2013.

Tom Hughes, Council President

Approved as to form:

Alison Kean Campbell, Metro Attorney

August 13, 2013

President Tom Hughes
Metro
600 NE Grand Avenue
Portland Oregon

RE: Draft Regional Active Transportation Plan

Dear President Hughes,

First and foremost, thank you for the time extension until January 2014 for review and comment on the Draft Regional Active Transportation Plan (ATP). The new timeline will allow staff and policymakers adequate time to review all of the new information it contains and to begin discussions about its implications for local transportation plans and the concurrent Regional Transportation Plan (RTP) update. We appreciate your responsiveness to our concerns.

Given the new timeline, we would also encourage you to delay action on the resolution. While we appreciate the effort to meet the regional concerns (particularly with the need for extensive local review) with the draft resolution issued on July 23, 2013, we are still uncomfortable with Metro taking action at this point. Primarily, the regional mayors would prefer to see the ATP as a guiding or reference document, rather than obligatory and binding. The proposed resolution would close off any conversation as to whether adoption of the ATP into the RTP is the most appropriate action.

Much of the Draft ATP is well done and compatible with local plans. It reflects many hours of analysis of the active transportation system as a whole and begins to integrate it with the full regional transportation system. This is a valuable effort that brings all local transportation plans together and puts forth a proposed connected network with draft project improvements for transit, bicycles and pedestrians. It acknowledges the necessary safety, health, and economic vitality components, and specifically works to balance the pedestrian, bicycle, transit, freight and motor vehicle needs in future.

While the ATP itself may be compatible with local plans, we do have concerns with the five new policies and more than 30 actions and their potential inclusion in the RTP. These policies and actions, as well as the new bikeway and walkway design guidelines, maps, and project lists will need much discussion between now and January. The ATP notes 225 miles of new bike routes (a 19% increase), 57 miles of new Pedestrian Parkways, and 242 new miles of Regional Pedestrian Corridors. Over 200 miles of regional trails were also recommended to be added. How all of these ATP components and the Regional Transportation Plan mesh and are translated to the local level remains to be seen. We look forward to working through these issues.

In addition to those listed above, initial concerns identified by regional mayors include:

-
- Leave matters of implementation to local decision makers. To the extent that assistance is required in coordinating plans between jurisdictions, Metro could serve in that role.
- Neither the ATP nor its polices, goals or guidelines should be tied to federal funding.
- Impact on Freight
    - Potential for "Road Diet" as a solution – in an April 2013 Washington County Transportation Survey prepared by DHM Research of Washington County residents found that "*residents*

are more likely to disagree than agree that they would be okay with the county narrowing roads to add sidewalks and bike lanes (72% disagreed)".

- Agreement with issues in the June 13, 2013 letter from the Portland Freight Committee.

- Mandatory nature of the policies (see, for example, action item 2.10, which directs Metro to update the RTP and implementing plan of the RTP *"to include **requirements** that will implement the recommended networks and policies of the ATP.")*

Given our desire to see the ATP serve as a guiding document, as well as concerns with the policies and actions, if Metro chooses to take action on the ATP in September, we ask that the resolution be amended to

- Delete references to incorporation of the ATP or elements thereof into the RTP
- Limit the resolution to the ATP and not the policies and actions; and
- Limit the "acknowledgement" of the ATP only as a "concept plan," as further outreach with the public is needed before a decision can be made as to whether to incorporate the ATP into the RTP.

We are attaching a proposed resolution that conforms to this request.

Thank you for your consideration.

Sincerely,

Lou Ogden
Mayor, Tualatin

On behalf of the mayors listed below

Mayor Shane Bemis, Gresham
Mayor Wade Byers, Gladstone
Mayor John Cook, Tigard
Mayor Jeff Dalin, Cornelius
Mayor Doug Daoust, Troutdale
Mayor Lori DeRemer, Happy Valley
Mayor Jeremy Ferguson, Milwaukie
Mayor Mark Hardie, Maywood Park
Mayor David Hatcher, North Plains
Mayor Heather Kibbey, Rivergrove
Mayor Tim Knapp, Wilsonville
Mayor Bill Middleton, Sherwood
Mayor Doug Neeley, Oregon City
Mayor Gery Schirado, Durham
Mayor Ron Shay, King City
Mayor Patricia Smith, Wood Village
Mayor Steve Spinnett, Damascus
Mayor Kent Studebaker, Lake Oswego
Mayor Pete Truax, Forest Grove
Mayor Mike Weatherby, Fairview
Mayor Jerry Willey, Hillsboro

cc: Metro Councilors

BEFORE THE METRO COUNCIL

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

WHEREAS, the Metro Council, with the advice and support of the Metro Policy Advisory Committee ("MPAC") and the Joint Policy Advisory Committee on Transportation ("JPACT"), adopted the 2035 Regional Transportation Plan ("RTP") in 2010by Ordinance No. 10-1241B; and

WHEREAS, the RTP supports the completion of a fully developed regional active transportation network and identifies development of a Regional Active Transportation Plan ("ATP") as an implementation activity that is a critical part of the identified strategy to develop the regional active transportation network; and

WHEREAS, planning and implementing a regional active transportation network is a component of the region's work to develop vibrant, prosperous and sustainable communities with safe and reliable transportation choices, that minimize greenhouse gas emissions and that distribute the benefits and burdens of development equitably in the region; and

WHEREAS, the Metro Council adopted Resolution No. 11-4239 (For the Purpose of Supporting Development of a Regional Active Transportation Plan) directing staff to apply for a Transportation Growth Management grant application to the Oregon Department of Transportation to help fund development of the Regional Active Transportation Plan; and

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

WHEREAS, local governments have expressed concern about the Draft ATP's five policies and numerous implementation actions, as well as whether the ATP, its policies and implementation actions should be incorporated into the RTP; and

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

WHEREAS, the Metro Council, JPACT, MPAC, Metro Technical Advisory Committee ("MTAC"), Transportation Policy Advisory Committee ("TPAC") and the Stakeholder Advisory Committee have considered the Draft ATP and recognize that additional review of the draft plan, its

polices and implementation actions is needed ~~as part of the comprehensive update of the RTP in 2013-14~~; and

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

WHEREAS, additional review of the ATP, its policies and implementation actions items will be provided contemporaneously with the update of the RTP in 2013-2014.

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

BE IT RESOLVED that the Metro Council:

1. Acknowledges the Draft Regional Active Transportation Plan, exclusive of its policies and implementation actions, attached to this resolution as Exhibit A, to formally acknowledge the work completed to date as a "concept plan".

2. Directs staff to provide opportunities for further review and refinement of the draft plan, its policies and implementation actions by local governments, ODOT, TriMet and other stakeholders ~~through the~~ contemporaneous with the comprehensive update of the Regional Transportation Plan ~~and prepare policy and project amendments to the Regional Transportation Plan for final public review as part of the Regional Transportation Plan update in 2014~~.

3. Declares that Resolution No. 13-XXXX does not adopt the Draft Regional Active Transportation Plan, its policies or implementation actions or direct local plans.

~~3.~~4. Acknowledges that further regional discussion is needed as to the appropriate form of the ATP and whether the ATP, its policies and implementation actions should be incorporated into the RTP. ~~The resolution acknowledges the draft plan for final review and refinement as part of the Regional Transportation Plan update in 2014, to be adopted by ordinance as a component of the Regional Transportation Plan following public hearings in 2014.~~

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

Tom Hughes, Council President

Approved as to form:

Alison Kean Campbell, Metro Attorney

WASHINGTON COUNTY
OREGON

MEMORANDUM

DATE: August 21, 2013

TO: Lake McTighe, Project Manager, Metro

FROM: Steven Szigethy and Dyami Valentine, Senior Planners

SUBJECT: Comments on Regional Active Transportation Plan July 2013 Review Draft

Below are Washington County Department of Land Use & Transportation staff comments on the Regional Active Transportation Plan July 2013 Review Draft. We appreciate the hard work that has gone into this plan and the incorporation of a number of comments and concerns that jurisdictions have raised in recent months. We still have several concerns about the design standards, policies and networks. Of particular concern is the practical implementation of the pedestrian design guidelines. These and other concerns are detailed in the table below, along with some network recommendations, requests for clarification, general comments, and a few spelling/syntax items. Thank you for the opportunity to review.

Page/ Paragraph	Comment
p 8, ¶2	*Our regional road network is very near complete; while ongoing roadway maintenance and improvements to the auto and freight networks are needed, the basic infrastructure is in place.* This statement is not necessarily true in Washington, Clackamas and east Multnomah counties. In the outer portions of our metro region, many needs remain for all modes, including the development of complete arterial networks and new freight connections.
p 9, 4th bullet	*Replace just 15% of short trips made by car with walking and bicycling will reduce congestion…* (Syntax)
p 15 photo	The picture of people riding on the sidewalk instead of the bike lane may send the wrong message.
p 17, 3rd bullet	*Investing in the active transportation network is cost effective…Portland's entire 300+ mile bikeway network was constructed for the approximate cost of one freeway interchange $60 million.* We agree with the cost effectiveness of active transportation, but suggest using a different anecdote. This particular figure has been debated in the media and blogosphere, and involved apportioning the cost of expensive facilities such as the Eastbank Esplanade, which cost $30 million alone.
p 30, ¶1	*The ATP recommended regional bicycle network is an interconnected network off street trails.* (Syntax)
p 30, ¶1	*Bike'n'Rides*. "Bike & Ride" is the spelling used on the signs attached to these facilities.
p 31 map	Recommended Regional Bicycle Network map <u>Beaverton area</u> • Cedar Hills Boulevard may have less utility as a bike route than nearby, commonly used routes from Sunset Transit Center southwestward to Beaverton and Nike, such as Park Way and Roxbury Avenue. • Lee Ave nue and King Boulevard are shown as off-street trails, presumably because it is part of the Crescent Connection trail system. But these segments are on-street and will most likely take the form of bike boulevards. • East of downtown Beaverton, a popular bike route is 5th St – Chestnut Pl – Cypress St – Elm Ave connecting to the Fanno Creek Trail at Scholls Ferry / 92nd. It may be appropriate to add this as a regional bikeway, and potentially remove Allen Boulevard.

Department of Land Use & Transportation • Planning & Development Services
155 N. First Avenue, Suite 350-14, Hillsboro, OR 97124-3072
phone: (503) 846-3519 • fax: (503) 846-4412

	North of Sunset • Groveland Dr (a frontage road along US 26 west of Helvetia Road) is indicated as a regional bikeway. This road is scheduled for realignment connecting with NW Schaaf Road to the east of NW Helvetia Road. However, West Union Road west of Helvetia would be more appropriate, as it connects to North Plains and beyond, and is a popular cycling route. • Bronson Dr between 185th Ave and Bethany Blvd is one of the few east-west connections north of Sunset, and may be an appropriate regional bikeway. The county is considering adding bike lanes to this road. • Metro's 2008 Regional Trails and Greenways map includes an Oregon Electric Railway Trail on the abandoned railroad from Cornelius Pass / US 26 north to the Helvetia area. We recommend adding it to the map. While much of it is outside the UGB, there appear to be other routes shown outside the UGB. • The regional bikeway on Kaiser Road should be continued into the North Bethany area, from Springville Road northward to the UGB/county line. • Members of the West Haven neighborhood have expressed interest in a trail and ped/bike bridge along 95th Ave from Morrison St to Barnes Rd. The route is currently shown in our TSP as a future collector road. To make sense as a regional bikeway, it would also need to extend northward on Leahy Rd to Cornell Rd. Aloha-Reedville area • A community preference survey for the Aloha-Reedville Plan favors bike boulevard and multi-use trail solutions instead of investing in the bike facilities on TV Highway proper. As an outcome of the Washington County Neighborhood Bikeways Plan (which has just kicked off), two neighborhood bikeways parallel and on either side of TV Highway are likely to be recommended, as well as a multi-use trail along the south side of the Portland & Western Railroad from 198th to 229th. With the language provided on page 35, we are comfortable with leaving TV Hwy as the regional bikeway, as long as parallel, low-stress routes can be pursued and subsequently changed on the regional map. • 198th Ave from TV Highway to Farmington Road is scheduled for a "complete street" upgrade through Washington County's Major Streets Transportation Improvement Program. As such, we think it would be appropriate to add it as a regional bikeway. Hillsboro area • There is no east-west bicycle parkway connection shown through east-central Hillsboro. We suggest upgrading Cornell Road to a bicycle parkway between Brookwood and the Rock Creek Trail. • 229th/231st Aves – also known as Century Boulevard – is planned to cross US 26, providing a non-interchange crossing of the freeway. We suggest extending the regional bikeway designation from Evergreen northward to West Union Road. • Metro's 2008 Regional Trails and Greenways map includes a Turf-to-Surf Trail alignment along the Tillamook Branch Railroad from Hillsboro to Banks, connecting to the Banks-Vernonia Trail. We recommend adding it to the map. While much of it is outside the UGB, there appear to be other routes shown outside the UGB. Basalt Creek area • The Basalt Creek Transportation Refinement Plan includes an east-west road connection from 124th/Tonquin to Boones Ferry / Greenhill Lane. We suggest adding this as a regional bikeway.
p 33, ¶2	*Bicycle boulevards are typically low traffic streets that use traffic calming…* We would suggest "traffic calming and wayfinding."
pp 36-39	Generally speaking, we find the concept of pedestrian parkways and regional pedestrian corridors to be problematic. Conceptually, pedestrian travel does not occur at a regional scale – ped trips are typically under one mile. Very few corridors – even frequent transit corridors like TV Highway – have a continuous density of destinations that warrants a broad brush facility design for the entire length. Investing in 17' sidewalks (and purchasing or requiring the associated right-of-way) along the entire length of TV Highway or Murray Boulevard is probably not a wise use of funds. On the other hand, extra-wide sidewalks are very appropriate in regional and town centers, station areas, and along main streets. This is why pedestrian districts make a lot

	of sense, and why we have included them in our own TSP. Our recommended approach to the regional pedestrian system is to keep the map mostly as is, but to be more context-sensitive with the design guidelines. For example, you could bifurcate the design guidelines to call for a higher level of facilities within pedestrian districts, but a lesser level outside them. Even better would be a continuum of recommended facility designs based on context. Land uses, density, transit frequency, and vehicle volumes and speeds are all important factors that influence pedestrian facility design. ODOT's 2011 Bike/Ped Design Guide takes this context sensitive approach. Consider the following passage from page I-2 of that document: *Context should always determine which type of walkway and/or bikeway to provide, and to what standard. Applying standards without regard to how a facility will function within the greater context can lead to under- or overbuilt facilities, inappropriate for the context. There are several ways of defining context; they are not mutually exclusive, and should be referred to when determining what parameters to use when providing walkways and bikeways.*
p 40, ¶1	*Local jurisdictions can choose to meet the optional guidelines or to implement projects using minimum requirements.* Does "minimum requirements" mean a local jurisdiction's statutory minimums, or the minimums included in tables on pages 41 and 42?
pp 41-42 tables	The tables are visually not very user-friendly. To help the reader, visual cues and axis labels would be desirable.
p 41 table	• If these are truly "suggested design guidelines," the word "minimum" should be replaced with "recommended" or "preferred." • In many suburban jurisdictions, arterials do not have on-street parking, which means the minimums would have to be met purely through sidewalk width. We recommend the "buffer width" include buffered bike lanes. • As such, 17' sidewalks would be excessive for many locations in Washington County, and are rarely found in the Portland region outside of the downtown transit mall. Implementing them on built-out corridors would prove extremely difficult, including during the dedication of right-of-way. • As noted earlier, a one-size-fits-all approach to pedestrian design guidelines is problematic. We recommend a more context-sensitive approach, based on factors such as land use, density, automobile volumes, pedestrian volumes, transit service, etc.
p 42 table	• For buffered bike lanes, we recommend a 3' minimum buffer instead of 4'. • 7' bike lanes may be mistaken for on-street parking if not signed properly. A 5' bike lane with 2' buffer would be preferred in this situation.
p 44	We think a similar side panel would be helpful to discuss conflicts and solutions related to active transportation and freight. Items to point out may include truck turning radii and curb extensions, innovative solutions like mountable curbs (used in St Johns), and successful case studies where trucks, bikes and peds coexist, such as Cornell Road near Orenco Station.
p 45 map	*Recommended Regional Bicycle Network and RTP Freight Network.* All of the linear map features are shades of purple, so it is hard to see the overlap between bike and freight routes. Maybe the bike routes could be shades of green. Also, given that ped/freight design conflicts may be just as (if not more) concerning as bike/freight conflicts, it may be good to show a second overlap map, or to show a ped/freight map instead of a bike/freight map.
p 48	• 2.2 – First sentence syntax. The second sentence is unnecessary as the intent appears to be captured in the first and third sentences. The third sentence should either list all of the multi-modal areas as defined in the RTP, or leave it in general terms without the list of examples. • 2.3 – Suggested text: "…encourage physically separated bicycle facilities on roadways with high traffic speeds and volumes *and sufficient access management*." • 2.4 – syntax • 2.10 – What types of requirements will be included? • 2.11 and 2.12 – Suggest adding a sentence reflecting the intent expressed in 2.2 "…seeking solutions

	such as parallel routes for Bicycle Parkways…". Enabling the flexibility for local jurisdictions to achieve the regional connectivity by parallel and/or alternate routes that are identified and supported through a local process would go a long way in garnering support for the RATP.
p 49	• 2.16 - …*updating Regional Flexible Funds policies to include active transportation elements in all projects funded with flexible funds*… We think this would make the funds not true to their name: flexible. Jurisdictions have been doing a good job of including active transportation elements in their nominations, including freight projects. We recommend keeping the flexible funds flexible and letting the best projects rise to the top. • 4.1 …*new federal performance measure requirements.* This appears to be new information that is not referenced in the document. Consider noting these requirements and/or the federal policies relating to active transportation in the Policy Context section and/or the Modal Targets and Performance Measures section.
p 52, 1st bullet	*By 2035 triple walking, biking and transit mode share compared to 2010 modeled mode shares within urban growth boundary.* We have always wondered whether this means a tripling of the combined active mode share, or a triple of each active mode share. Clarification would be helpful.
p 52, #8 & #9	How will "access" be measured?
p 57	Planning level cost estimates: It is not clear whether these are per-mile costs or some other unit. It should also be clarified that these are full project costs, with soft costs such as design and engineering rolled in, if this is in fact the case.
p 40, ¶1	*Historically, approximately 3% of all federal, state and regional transportation dollars for capital projects have been allocated to stand alone bicycle and pedestrian…Additionally, local jurisdictions allocate between 1% and 6%...* Counting only stand-alone bike/ped projects vastly underestimates and devalues the good work that many jurisdictions including Washington County are doing to build out the bike and ped networks during complete street projects. Hundreds of millions of dollars have been invested in sidewalks, bike lanes and other active transportation infrastructure as a result of road projects. Furthermore, many of our complete street projects provide previously missing bike/ped facilities while not adding auto travel lanes. Examples include SW 170th Ave south of Farmington Road, SW Oleson Road in Garden Home, NW Cornell Road in Cedar Mill Town Center, NW Saltzman Road in Cedar Mill, and SW Boones Ferry Road south of Tualatin. We recommend recalculating this figure to include the active transportation components of road projects where the road previously had no sidewalks or bike lanes. While figures vary, we typically use a 25% rule of thumb to estimate the bike/ped share of a complete street project.

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September 16, 2013

Steven Szigethy, Senior Planner
Dyami Valentine, Senior Planner
Department of Land Use and Transportation
Washington County
155 N. First Avenue, Suite 350-14
Hillsboro, Ore. 97214-3072

Dear Steve and Dyami:

Thank you for providing comments on the July 2013 draft of the Regional Active Transportation Plan (ATP). Your comments are helpful and in responding to them I hope that the ATP will be a better plan for the region. The second draft of the ATP reflects many of the changes and suggestions listed in your memo from August 21. Changes to the maps were not included in this draft but will be reflected in the next draft. They will be provided to you to review and check. Below I respond to each of the points that you raised.

Washington County may want to provide more input as the plan is refined during the next several months through the update of the Regional Transportation Plan. Metro is forming a workgroup to help guide ATP updates to the RTP. It would be great to have you or other staff participate. I will be providing you with more information as we put together the group. A revised draft of the ATP can be accessed on Metro's website at www.oregonmetro.gov/activetransport and clicking on the "Active Transportation Plan" link in the green box.

Page/ Paragraph	**Comment**	**Metro response**
p 8, ¶2	*Our regional road network is very near complete; while ongoing roadway maintenance and improvements to the auto and freight networks are needed, the basic infrastructure is in place.* This statement is not necessarily true in Washington, Clackamas and east Multnomah counties. In the outer portions of our metro region, many needs remain for all modes, including the development of complete arterial networks and new freight connections.	This statement was deleted from the ATP. It is agreed that all modes have pressing transportation needs. As part of the RTP update and update to the Mobility Corridors level of basic network completeness for each transportation mode will be calculated. Basic completeness means that there is a facility – bike lane, sidewalk or road in place. Even when the basic facility is in place there is often a need to upgrade it.
p 9, 4th bullet	*Replace just 15% of short trips made by car with walking and bicycling will reduce congestion…* (Syntax)	Corrected
p 15 photo	The picture of people riding on the sidewalk instead of the bike lane may send the wrong message.	The photo shows a section of the Tonquin Ice Age Trail running alongside Wilsonville Road, which also has a bicycle lane. The caption will be updated.
p 17, 3rd bullet	*Investing in the active transportation network is cost effective…Portland's entire 300+ mile bikeway network was constructed for the approximate cost*	Another example was added as well as a citation for the Portland figures, including a PolitiFact article.

	of one freeway interchange $60 million. We agree with the cost effectiveness of active transportation, but suggest using a different anecdote. This particular figure has been debated in the media and blogosphere, and involved apportioning the cost of expensive facilities such as the Eastbank Esplanade, which cost $30 million alone.	
p 30, ¶1	*The ATP recommended regional bicycle network is an interconnected network off street trails.* (Syntax)	Corrected
p 30, ¶1	*Bike'n'Rides*. "Bike & Ride" is the spelling used on the signs attached to these facilities.	Corrected. One more correction needed that not make it into revised draft, in call out box on page 28. Will be corrected in next revised draft.
p 31 map	Recommended Regional Bicycle Network map <u>Beaverton area</u> 1. Cedar Hills Boulevard may have less utility as a bike route than nearby, commonly used routes from Sunset Transit Center southwestward to Beaverton and Nike, such as Park Way and Roxbury Avenue. 2. Lee Avenue and King Boulevard are shown as off-street trails, presumably because it is part of the Crescent Connection trail system. But these segments are on-street and will most likely take the form of bike boulevards. 3. East of downtown Beaverton, a popular bike route is 5th St – Chestnut Pl – Cypress St – Elm Ave connecting to the Fanno Creek Trail at Scholls Ferry / 92nd. It may be appropriate to add this as a regional bikeway, and potentially remove Allen Boulevard. <u>North of Sunset</u> 1. Groveland Dr (a frontage road along US 26 west of Helvetia Road) is indicated as a regional bikeway. This road is scheduled for realignment connecting with NW Schaaf Road to the east of NW Helvetia Road. However, West Union Road west of Helvetia would be more appropriate, as it connects to North Plains and beyond, and is a popular cycling route. 2. Bronson Dr between 185th Ave and Bethany Blvd is one of the few east-west connections north of Sunset, and may be an appropriate regional bikeway. The county is considering adding bike lanes to this road. 3. Metro's 2008 Regional Trails and Greenways map includes an Oregon Electric Railway Trail	<u>Beaverton area</u> 1. Recommend adding SW Park Way from connection at overcrossing to Sunset Transit Center to SW Walker Road and SW Marlo/SW Roxbury Ave from connection at overcrossing to Sunset Transit Center to SW Walker Road, as Bicycle Parkways and changing SW Cedar Hills Blvd. to Regional Bikeway. 2. Will change to on-street. 3. The route described looks like a good low stress route. We recommend keeping SW Allen Blvd on the map as Regional Bikeway, however, because of the direct connection that it provides between Schools Ferry and SW Murray Blvd. It provides access to transit and jobs along SW Allen, it currently has limited bicycle facilities, and showed higher bicycle volumes in the 2035 bicycle model. <u>North of Sunset</u> 1. Hwy 26 (not Groveland) is actually identified as a route on the current RTP bike map (Bicycling is allowed on this part of Hwy 26). This is a holdover when several highways outside of the UGB had regional bike routes identified on them to show connections outside of the region. We are proposing showing only routes that are within the Metro jurisdictional boundary and within the UGB – both trails and on-street – on the updated RTP bike and ped maps. This would mean that the segment of Hwy 26 shown on the ATP map, as well as the section of West Union Road that you propose

	on the abandoned railroad from Cornelius Pass / US 26 north to the Helvetia area. We recommend adding it to the map. While much of it is outside the UGB, there appear to be other routes shown outside the UGB. 4. The regional bikeway on Kaiser Road should be continued into the North Bethany area, from Springville Road northward to the UGB/county line. 5. Members of the West Haven neighborhood have expressed interest in a trail and ped/bike bridge along 95th Ave from Morrison St to Barnes Rd. The route is currently shown in our TSP as a future collector road. To make sense as a regional bikeway, it would also need to extend northward on Leahy Rd to Cornell Rd. <u>Aloha-Reedville area</u> 1. A community preference survey for the Aloha-Reedville Plan favors bike boulevard and multi-use trail solutions instead of investing in the bike facilities on TV Highway proper. As an outcome of the Washington County Neighborhood Bikeways Plan (which has just kicked off), two neighborhood bikeways parallel and on either side of TV Highway are likely to be recommended, as well as a multi-use trail along the south side of the Portland & Western Railroad from 198th to 229th. With the language provided on page 35, we are comfortable with leaving TV Hwy as the regional bikeway, as long as parallel, low-stress routes can be pursued and subsequently changed on the regional map. 2. 198th Ave from TV Highway to Farmington Road is scheduled for a "complete street" upgrade through Washington County's Major Streets Transportation Improvement Program. As such, we think it would be appropriate to add it as a regional bikeway. <u>Hillsboro area</u> 1. There is no east-west bicycle parkway connection shown through east-central Hillsboro. We suggest upgrading Cornell Road to a bicycle parkway between Brookwood and the Rock Creek Trail. 2. 229th/231st Aves – also known as Century Boulevard – is planned to cross US 26, providing a non-interchange crossing of the freeway. We suggest extending the regional bikeway	would not be shown. 2. Add as a Regional Bikeway: NW Bronson Road between 185th Ave and Bethany Blvd. 3. Consistent with the point made above, we are proposing not including trails that extend past Metro jurisdictional boundaries. The trails are still identified on the Regional Trails and Greenways map. This can be a topic for the RTP workgroup if there are strong feelings about including routes outside of the UGB. 4. Will continue. 5. This looks like a good route; we identified a potential connection to Leahy that we would like you to review; where would the bridge go? Since it is not identified as regional trail on the Regional Trails and Greenway map we could add it as a regional on-street bikeway (is the trail identified in the TSP?). This does not prohibit developing the parallel path. We can discuss further. <u>Aloha-Reedville Area</u> 1. We support this approach. Depending on when the bicycle boulevard plan is completed we may be able to update the maps in this round of the RTP. Otherwise the maps can be updated in the next RTP. We are assuming that the standard bicycle facilities would still be provided on those sections of TV Hwy. 2. Added. <u>Hillsboro area</u> 1. Changed. 2. Added. 3. Consistent with the point made above, we are proposing not including trails that extend past Metro jurisdictional boundaries. The trails are still identified on the Regional Trails and Greenways map. This can be a topic for the RTP workgroup if there are strong feelings about including routes outside of the UGB. <u>Basalt Creek area</u> 1. Added. Our map identifies that section of Tonquin Road with an adjacent trail, part of the Tonquin Trail.

	designation from Evergreen northward to West Union Road. 3. Metro's 2008 Regional Trails and Greenways map includes a Turf-to-Surf Trail alignment along the Tillamook Branch Railroad from Hillsboro to Banks, connecting to the Banks-Vernonia Trail. We recommend adding it to the map. While much of it is outside the UGB, there appear to be other routes shown outside the UGB. <u>Basalt Creek area</u> 1. The Basalt Creek Transportation Refinement Plan includes an east-west road connection from 124th/Tonquin to Boones Ferry / Greenhill Lane. We suggest adding this as a regional bikeway.	
p 33, ¶2	*Bicycle boulevards are typically low traffic streets that use traffic calming…* We would suggest "traffic calming and wayfinding."	Added.
pp 36-39	Generally speaking, we find the concept of pedestrian parkways and regional pedestrian corridors to be problematic. Conceptually, pedestrian travel does not occur at a regional scale – ped trips are typically under one mile. Very few corridors – even frequent transit corridors like TV Highway – have a continuous density of destinations that warrants a broad brush facility design for the entire length. Investing in 17' sidewalks (and purchasing or requiring the associated right-of-way) along the entire length of TV Highway or Murray Boulevard is probably not a wise use of funds. On the other hand, extra-wide sidewalks are very appropriate in regional and town centers, station areas, and along main streets. This is why pedestrian districts make a lot of sense, and why we have included them in our own TSP. Our recommended approach to the regional pedestrian system is to keep the map mostly as is, but to be more context-sensitive with the design guidelines. For example, you could bifurcate the design guidelines to call for a higher level of facilities within pedestrian districts, but a lesser level outside them. Even better would be a continuum of recommended facility designs based on context. Land uses, density, transit frequency, and vehicle volumes and speeds are all important factors that	It has been challenging to describe a regional pedestrian network. Thank you for your helpful suggestions. A paragraph was added (p. 58 of the track changes version) noting the average length of walking trips and highlighting that corridors will have pockets of activity. Language on the need for facility designs to be based on context was added to Chapter 11 on the design guidelines.

	influence pedestrian facility design. ODOT's 2011 Bike/Ped Design Guide takes this context sensitive approach. Consider the following passage from page I-2 of that document: *Context should always determine which type of walkway and/or bikeway to provide, and to what standard. Applying standards without regard to how a facility will function within the greater context can lead to under- or overbuilt facilities, inappropriate for the context. There are several ways of defining context; they are* *not mutually exclusive, and should be referred to when determining what parameters to use when providing walkways and bikeways.*	
p 40, ¶1	*Local jurisdictions can choose to meet the optional guidelines or to implement projects using minimum requirements.* Does "minimum requirements" mean a local jurisdiction's statutory minimums, or the minimums included in tables on pages 41 and 42?	The local jurisdictions statutory minimums. This sentence was deleted.
pp 41-42 tables	The tables are visually not very user-friendly. To help the reader, visual cues and axis labels would be desirable.	This is a goal for the final draft.
p 41 table	1. If these are truly "suggested design guidelines," the word "minimum" should be replaced with "recommended" or "preferred." 2. In many suburban jurisdictions, arterials do not have on-street parking, which means the minimums would have to be met purely through sidewalk width. We recommend the "buffer width" include buffered bike lanes. 3. As such, 17' sidewalks would be excessive for many locations in Washington County, and are rarely found in the Portland region outside of the downtown transit mall. Implementing them on built-out corridors would prove extremely difficult, including during the dedication of right-of-way. 4. As noted earlier, a one-size-fits-all approach to pedestrian design guidelines is problematic. We recommend a more context-sensitive approach, based on factors such as land use, density, automobile volumes, pedestrian volumes, transit service, etc.	1. This language has been clarified. 2. Clarified that buffered bike lanes and cycle tracks can provide a buffer for pedestrians. 3. Added language on the need to design facilities that are context appropriate. Also added language to clarity that the 17' width *includes the width of the buffer (e.g. buffered bike lanes, parked cars, streets trees, streets furniture, etc).* This width (sidewalk + buffer) is consistent with the Regional Street Design Types identified in the RTP (Chapter 2) which are drawn for the Creating Livable Streets guidebook (Chapter 4). 4. Added language to the design guidelines to emphasize this.
p 42 table	1. For buffered bike lanes, we recommend a 3' minimum buffer instead of 4'. 2. 7' bike lanes may be mistaken for on-street parking if not signed properly. A 5' bike lane	1. We agreed this could work. Change was made. 2. We added the 5'bike lane with 2' buffer as an alternative design to consider.

	with 2' buffer would be preferred in this situation.	
p 44	We think a similar side panel would be helpful to discuss conflicts and solutions related to active transportation and freight. Items to point out may include truck turning radii and curb extensions, innovative solutions like mountable curbs (used in St Johns), and successful case studies where trucks, bikes and peds coexist, such as Cornell Road near Orenco Station.	This is a goal to add to the final draft, along with key overlap routes listed. Agreed that case studies of successes would also be helpful.
P 45 map	*Recommended Regional Bicycle Network and RTP Freight Network.* All of the linear map features are shades of purple, so it is hard to see the overlap between bike and freight routes. Maybe the bike routes could be shades of green. Also, given that ped/freight design conflicts may be just as (if not more) concerning as bike/freight conflicts, it may be good to show a second overlap map, or to show a ped/freight map instead of a bike/freight map.	Colors have been changed. Overlap map of ped/freight networks have been added.
p 48	1. 2.2 – First sentence syntax. The second sentence is unnecessary as the intent appears to be captured in the first and third sentences. The third sentence should either list all of the multi-modal areas as defined in the RTP, or leave it in general terms without the list of examples. 2. 2.3 – Suggested text: "…encourage physically separated bicycle facilities on roadways with high traffic speeds and volumes *and sufficient access management*." 3. 2.4 – syntax 4. 2.10 – What types of requirements will be included? 5. 2.11 and 2.12 – Suggest adding a sentence reflecting the intent expressed in 2.2 "…seeking solutions such as parallel routes for Bicycle Parkways…". Enabling the flexibility for local jurisdictions to achieve the regional connectivity by parallel and/or alternate routes that are identified and supported through a local process would go a long way in garnering support for the RATP.	1. Cleaned up- clarified. 2. This will be added in the final draft. 3. Corrected. This action item was integrated with 1.1. 4. These are yet to be determined and will be developed with a regional working group during the next two years. 5. Not clear how to integrate it into these two specific action items. Do you mean that future updates to the RTP and network maps is a good time to make changes to routes if sufficient parallel routes are identified?
p 49	1. 2.16 …*updating Regional Flexible Funds policies to include active transportation elements in all projects funded with flexible funds*… We think this would make the funds not true to	1. This language was removed. Other stakeholders considered this problematic. This action item was revised to provide direction that the ATP recommendations should be considered in both updates to MTIP policy and

	their name: flexible. Jurisdictions have been doing a good job of including active transportation elements in their nominations, including freight projects. We recommend keeping the flexible funds flexible and letting the best projects rise to the top. 2. 4.1 …*new federal performance measure requirements.* This appears to be new information that is not referenced in the document. Consider noting these requirements and/or the federal policies relating to active transportation in the Policy Context section and/or the Modal Targets and Performance Measures section.	development of the MTIP project list. 2. Additional information was added.
p 52, 1st bullet	*By 2035 triple walking, biking and transit mode share compared to 2010 modeled mode shares within urban growth boundary.* We have always wondered whether this means a tripling of the combined active mode share, or a triple of each active mode share. Clarification would be helpful.	It means triple each active mode share. This was clarified. Thanks for pointing it out!
p 52, #8 & #9	How will "access" be measured?	These two suggested measures were actually removed because they are covered by the Access and Basic Infrastructure targets in the RTP. The actual measures for these two targets still need to be determined, and will be through the update of the 2014 RTP. For the ATP we measured access by the increase in density and miles of facilities within a geographic area; GIS was also used to estimate the increased access for populations, living within 1 mile of a variety of destinations, when the pedestrian network was improved.
p 57	Planning level cost estimates: It is not clear whether these are per-mile costs or some other unit. It should also be clarified that these are full project costs, with soft costs such as design and engineering rolled in, if this is in fact the case.	This chapter was updated. The planning level costs are per mile. The appendix provides details on how the cost estimates were developed.
p 40, ¶1	*Historically, approximately 3% of all federal, state and regional transportation dollars for capital projects have been allocated to stand alone bicycle and pedestrian…Additionally, local jurisdictions allocate between 1% and 6%...* Counting only stand-alone bike/ped projects vastly underestimates and devalues the good work that many jurisdictions including Washington County are	Language was added to acknowledge the importance of bike and ped projects included in larger roadway/complete streets projects. Calculating this figure has proved to be challenging because the bike/ped costs can vary widely from project to project. We feel that the stand alone cost estimate still provides a helpful snapshot of the level of investment going to pedestrian and

	doing to build out the bike and ped networks during complete street projects. Hundreds of millions of dollars have been invested in sidewalks, bike lanes and other active transportation infrastructure as a result of road projects. Furthermore, many of our complete street projects provide previously missing bike/ped facilities while not adding auto travel lanes. Examples include SW 170th Ave south of Farmington Road, SW Oleson Road in Garden Home, NW Cornell Road in Cedar Mill Town Center, NW Saltzman Road in Cedar Mill, and SW Boones Ferry Road south of Tualatin. We recommend recalculating this figure to include the active transportation components of road projects where the road previously had no sidewalks or bike lanes. While figures vary, we typically use a 25% rule of thumb to estimate the bike/ped share of a complete street project.	bicycle projects in the region.

Thank you for submitting these comments on the first review draft of the ATP. Please do not hesitate to contact me with any questions about the responses. There is continued opportunity to review and refine the plan so that it is useful for local jurisdictions, agencies and stakeholders.

Sincerely,

Lake McTighe
Transportation Planner

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

June 10, 2013

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

Re: Regional Active Transportation Plan

Dear Ms. McTighe,

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

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

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

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

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

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[1] *Regional Conservation Strategy for the Greater Portland-Vancouver Region*, The Intertwine, October 2012, pages 85, 86, 87
[2] The harm to wildlife habitat and connectivity associated with roads, artificial lighting, and noise is well documented in "Wildlife corridors and permeability, A literature review," Metro, April 2010, pages 13-16

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

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

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

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

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

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

Specific suggestions for RATP Principles and Criteria

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

Please consider adding two new Principles for the RATP:

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

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

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

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

Conclusion and Next Steps

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

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

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

Thank you for your consideration.

Sincerely,

Jerry Grossnickle
President, Forest Park Neighborhood Association

cc: Metro Council
Commissioner Deborah Kafoury

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

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July 9, 2013

Jerry Grossnickle
President, Forest Park Neighborhood Association

RE: Comments on the Regional Active Transportation Plan

Dear Jerry:

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

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

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

- *We believe the effect of new bike and pedestrian facilities in valuable habitat areas is not adequately addressed.* No new bicycle routes were added/identified in the area of the Forest Park neighborhood; bicycle routes identified in the ATP are routes that are already in the Regional Transportation Plan (RTP) and local plans. Two existing urban arterials, NW Saltzman and NW Cornell, were identified as pedestrian corridors to be added to the ATP. Consideration of the impact on sensitive habitat areas has been highlighted in the plan. A section on "Environmental Considerations for Trails" lists several resources that should be consulted as trails are planned and developed. Principle #5 was revised to state "routes are integrated with nature and designed in a habitat and environmentally sensitive manner." And, under considerations for design guidelines.

- *We are particularly concerned about the infrastructure that bike lanes would require on NW Cornell Road in the City of Portland and Multnomah County.* The ATP does not identify specific design solutions for individual routes. Design solutions would be determined during project development, which would include community involvement and consideration of impacts to habitat and the environment. Other considerations would include safety and increasing transportation choices and access to destinations. NW Cornell has been identified as a regional bike route in the Regional Transportation Plan (RTP); the ATP designates NW Cornell Road as a Regional Bikeway. The City of Portland identifies NW Cornell to the city limits as a Major City Bikeway. Many of the routes identified in the ATP,

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

- *We feel that all potential new bike and pedestrian facilities in our neighborhood need additional study to ensure that the bike and pedestrian benefits are carefully weighed against harm to wildlife habitat and connectivity. (Bike routes mentioned: NW Springville Road and NW Skyline Road (part of the Westside Trail) West Burnside and Miller Roads.)* Impacts to habitat, transportation choice, safety, access, etc. are considered as projects are planned and developed. Preventing, minimizing and reducing impacts to habitat is very important and should be considered as projects are developed.

- *More careful study is needed before designating any bike or pedestrian facilities in our neighborhood.* The ATP has not designated any new bicycle routes in the FPNA area. All routes were existing routes in the RTP. One proposed "leg" of the Westside Trail has been eliminated. The identified routes are located on existing roadways that carry vehicle traffic. The ATP pedestrian network extended the West Burnside Road corridor (a frequent transit route) and NW Cornell and NW Saltzman, both urban arterials where traffic volumes and speeds can make walking difficult without sidewalks. Routes provide a vision for the future. How the routes are developed will require study and an understanding of impacts and benefits, including considerations of historic bridges in the area. Alternate routes may be identified.

- *Will the Westside Trail and bike lanes along Cornell Road or Burnside Road serve all ages and abilities?* The ATP recommends that as bicycle and pedestrian facilities are developed that they are developed to make walking and riding bicycles accessible to all ages and abilities. Environmental constraints, such as steep grades and narrow right-of-way may make this challenging or impossible in some cases. In those cases the identified routes should be as comfortable as possible, under the constraints, and parallel alternate routes (which may not be as direct) should be identified.

- *The utility of these proposed facilities should be evaluated in more detail.* Utility is an important consideration. The ATP *Regional Bicycle Network Evaluation* and *Regional Pedestrian Network Analysis* provide initial information on the utility of corridors in the region (e.g. increased access for the most people to the most destinations). More detailed, location specific analysis is needed to guide project funding and implementation. The ATP analysis identified NW Cornell Road and West Burnside Road as high demand bicycle routes in 2010. Adding a trail along Hwy 26 (an identified Bicycle Parkway) could attract many of the bicycle trips from these roadways. The roadway connectivity and density measures for the area are low, which is one reason direct routes such as Cornell and Burnside pop out as key bicycle routes that connect to key destinations (including Forest Park).

- *Please consider adding two new principles to the RATP: Biologists should be consulted to ensure that routes do not fragment core habitat or diminish habitat connectivity. Routes should be designed to minimize risk and impact of natural hazards and climate change to people, fish and wildlife, natural resources, and property.* Principle #5 was expanded to be more specific: "routes are integrated with nature and designed in a habitat and

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

- *Please consider adding an environmental component to the RATP evaluation and prioritization criteria. For example, "Environment: How well does the active transportation network protect and improve natural resources and minimize the risk of natural hazards and climate change."* The criteria in the ATP (access, safety, equity and increased activity) were identified by the Stakeholder Advisory Committee to evaluate improvements to the regional networks to help identify the preferred regional pedestrian and bicycle routes. This evaluation has already taken place. Projects in the RTP identify if they are in a Goal 5 habitat area or environmental justice area. Increasing bicycle and pedestrian activity and reducing trips made by car (Increased Activity criterion) can help protect and improve natural resources and minimize the risk of natural hazards and climate change.

- *There doesn't appear to have been much neighborhood outreach for this plan. If other neighborhoods have concerns about where bicycle and pedestrian facilities are designated in their area, they may feel this is a Metro plan that is being dictated to them, not developed with local aspirations in mind. You may want to consider adding a new principle about local input.* Local involvement is a core value of regional planning. While the budget for the ATP did not allow for extensive stakeholder outreach, the ATP is built on local transportation, bicycle and pedestrian plans. There are no routes in the ATP that are not also identified in local plans. The ATP goal is to knit together local visions into a comprehensive regional network. There is always room to make plans better and to better address the needs of individual communities. The purpose of Principle #10 of the ATP Guiding Principles is to recognize the purpose of plans such as the ATP, which is to provide assistance in achieving local aspirations "Implements regional and local land use and transportation goals and plans to achieve regional active transportation modal targets."

Sincerely,

Lake McTighe,
Senior Transportation Planner
Metro

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

June 13, 2013

Lake Strongheart McTighe
Metro Active Transportation Project Manager

PORTLAND FREIGHT COMMITTEE

Dear Lake:

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

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

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

Respectfully yours,

Debra Dunn
PFC Chair

Pia Welch
PFC Vice Chair

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July 9, 2013

Debra Dunn
Chair, Portland Freight Committee

Pia Welch
Vice Chair, Portland Freight Committee

RE: Comments on the Regional Active Transportation Plan

Dear Debra and Pia:

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

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

- *It is not clear what the term "endorsement" entails in respect to how the RATP will be adopted into the Regional Transportation Plan update and the local Transportation System Plans.* Metro staff will seek "acceptance and acknowledgement of the work completed to date on the ATP" from JPACT, MPAC and the Metro Council in September. Once the work completed to date is accepted Metro will work with jurisdictions, agencies and stakeholders, such as the PFC, to amend the ATP into the RTP. Once adopted into the RTP, local plans, as they are updated, must be consistent with the RTP. However, similar to other RTP modal plans for freight and high capacity transit – consistency does not impose requirements on jurisdictions and agencies. Changes to the Regional Transportation Functional Plan (RTFP), the implementing plan of the RTP, will be considered during the 2018 update of the RTP. The RTFP includes requirements for jurisdictions and agencies and is not being impacted by the policies or actions of the ATP at this time.

- *We haven't seen an integrated Action Transportation document yet. We need more time to see the RATP in its full context and then an opportunity to ensure it is fully balanced and integrated into the multi-modal RTP.* The draft ATP is available for review now www.oregonmetro.gov/activetransport. Metro has provided additional resources to the project and has extended the timeline to allow for two months of review time. Further stakeholder comment on the RTP and amendment of the ATP to the RTP will be possible during the update of the RTP. Metro welcomes additional comments from the PFC. Staff will be refining the ATP in August. So comments from the PFC should be provided by the second week of August.

- *We need to understand the impacts the RATP would have to the financially constrained RTP project list and weather freight projects would be replaced with active transportation projects.* The ATP provides a list of projects to build out the regional pedestrian and bicycle networks. Many of the projects are already in the RTP; the ATP identifies where additional projects could be added. The list will be available to jurisdictions and agencies to consider adding to the RTP project list. This will be up to the jurisdictions and agencies.

- *Are the "design guidelines" truly intended to be guidelines, or will they become de facto "design standards"? Would the "design guidelines" supersede locally adopted street design guidelines, such as the adopted "Portland Street Design Guidelines for Trucks and Large Vehicles, the Central City Street Plan, etc.?* Yes they are intended as guidelines. They do not supersede any existing adopted guidelines. Cities, including Portland, have implemented many of these deigns.

- *Principle #5 notes in part that designs should be "context sensitive." This is an extremely important value moving forward and deserves to be a stand-alone principal.* A stand-alone principal was added to the ATP: Principal 6. Facility designs are context sensitive and seek to balance all transportation modes.

- *The primary filters for design types appear to be based on volume and speed of the roadway. We suggest vehicle classification be added to the mix. For example Metro could have an independent set of design guidelines for roadways within an RSIA and roads adopted as freight routes in local TSP's.* It is agreed that specific guidelines that address the needs of the different modes in unique contexts, such as an RSIA or where bicycle/pedestrian/transit and freight share the same freight routes would be helpful. We are looking into data sources for the vehicle classification of routes. Policy action item 2.8 was added: "Work with jurisdictions, agencies and stakeholders to identify best practices and successful case studies integrating bicycle, pedestrian and freight facilities, especially within constrained roadways." And, update of Metro's Best Practices guides is planned to include freight design guidelines.

- *Recommended Action #1.2.3 states: "Prioritize pedestrian and bicycle travel on adopted regional pedestrian and bicycle routes." Many of the proposed regional pedestrian and bicycle routes are also identified as NHI Intermodal Connector Routes in the RTP, as well as Priority and Major Truck Streets in the adopted Portland Freight Master Plan. How will freight mobility and safety be addressed and what policy mechanism will be used to address modal conflicts, particularly within constrained ROW and overlapping modal plans on the same corridor - i.e., . North Lombard Street and the St Johns Bridge?* The recommended action (now 2.2) has been reworded: "Work with partners to emphasize the need for safe bicycle and pedestrian facilities on routes with heavy motorized vehicle traffic by prioritizing projects that address pedestrian and bicycle safety on a regular basis. <u>If other policies conflict with the application of this action, seek to integrate the needs of all users while managing the transportation system.</u> In areas where the state and region are actively trying to encourage multi-modal travel, such as multi-modal areas, urban business areas, mixed-use centers, regional boulevards, etc., lead agencies should work to accommodate

pedestrian and bicycle solutions when there are conflicting policies. In other areas, seeking solutions such as parallel routes for Bicycle Parkways may be the solution."

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

Sincerely,

Lake McTighe,
Senior Transportation Planner
Metro

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

June 13, 2013

Lake Strongheart McTighe
Metro Active Transportation Project Manager

PORTLAND FREIGHT COMMITTEE

Dear Lake:

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

- It is not clear what the term "endorsement" entails in respect to how the RATP will be adopted into the Regional Transportation Plan update and the local Transportation System Plans.
- We haven't seen an integrated Action Transportation document yet. We need more time to see the RATP in its full context and then an opportunity to ensure it is fully balanced and integrated into the multi-modal RTP.
- We need to understand the impacts the RATP would have to the financially constrained RTP project list and weather freight projects would be replaced with active transportation projects.
- Are the "design guidelines" truly intended to be guidelines, or will they become de facto "design standards"? Would the "design guidelines" supersede locally adopted street design guidelines, such as the adopted "Portland Street Design Guidelines for Trucks and Large Vehicles, the Central City Street Plan, etc.?
- Principal #5 notes in part that designs should be "context sensitive." This is an extremely important value moving forward and deserves to be a stand-alone principal.
- The primary filters for design types appear to be based on volume and speed of the roadway. We suggest vehicle classification be added to the mix. For example Metro could have an independent set of design guidelines for roadways within an RSIA and roads adopted as freight routes in local TSP's.
- Recommended Action #1.2.3 states: "Prioritize pedestrian and bicycle travel on adopted regional pedestrian and bicycle routes." Many of the proposed regional pedestrian and bicycle routes are also identified as NHI Intermodal Connector Routes in the RTP, as well as Priority and Major Truck Streets in the adopted Portland Freight Master Plan. How will freight mobility and safety be addressed and what policy mechanism will be used to address modal conflicts, particularly within constrained ROW and overlapping modal plans on the same corridor - i.e., . North Lombard Street and the St Johns Bridge?
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The PFC would appreciate your response to these issues and recommends Metro provide an update on the Regional Active Transportation Plan at one of our upcoming monthly meetings. Please feel free to contact us if you have any questions and we look forward working with Metro in addressing these important issues.

Respectfully yours,

Debra Dunn
PFC Chair

Pia Welch
PFC Vice Chair

To: John Williams, MTAC Chair 8/20/2013

Copy: Joanna Malaczynski / MTAC alternate
Mary Kyle McCurdy / MTAC – Land Use Advocacy
Jim Labbe / Coalition for a Livable Future
Brian Wegener / Tualatin Riverkeepers
Paul Whitney / Tualatin Riverkeepers
April Olbrich / Tualatin River Watershed Council
Rich Hunter / Clean Water Services
Amin Wahab / Bureau of Environmental Services
Jonathan Soll / Metro

Re: Active Transportation Plan (ATP) – Draft Policy Recommendations (8/14/2013)
http://rim.oregonmetro.gov/webdrawer/rec/260415/view/General%20Administrative%20Records%20(GAR)%20-%20A~ngs%20-%20Sub-committtee%20Records%20-%20Metro%20Technical%20Advisory%20Committee%20(MTAC)%20Packet.PDF

For the record and as the sitting MTAC Environmental Advocacy Organization representative:

I DO NOT recommend further movement of this plan until and unless it is amended to include one or more significant provisions to address the full range of environmental implications that development of trails and other ATP infrastructure pose for the Region's watersheds and wetlands. This language is so critical I recommend it be added as a 6th policy point. However, consistent with the existing draft, it could be included in Policy 5. Utilize data and analysis to guide transportation investments.

I've articulated my concerns in multiple MTAC meetings, and I presume those comments may be found in the record. In the meantime, here's a very brief synopsis of my thinking:

- The natural capacities of the Region's stormwater management infrastructure are diminishing at an unsustainable rate. This in spite of the fact that an opus of federal, state, regional and municipal laws, regulations and BMPs exist to protect them.
- The ongoing development of trails through wetlands, flood plains and other valuable natural stormwater infrastructure is one of the major factors driving the continuing degradation of key segments of that infrastructure – i.e., wetlands, floodplains and closely associated uplands throughout the region.
- As it is currently written, the ATP will add fuel to this process by providing incentives and resources for the development of new trails without providing additional guidelines focused on protecting existing natural stormwater management infrastructure.

I'll be happy to discuss my concerns in greater depth, if and when it may become appropriate.

Eric L. Lindstrom – 6801 Canyon Crest Drive – Portland, OR 97225 – 503-358-7144 – el.lindstrom@comcast.net

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September 3, 2013

Eric Lindstrom, MTAC member
Environmental Advocacy Organization representative

Dear Eric:

Thank you for providing comments on the July 2013 draft of the Regional Active Transportation Plan (ATP) in your August 20 memo to John Williams, MTAC Chair. Your comments are helpful and in responding to them I hope that the ATP will be a better plan for the region. The second draft of the ATP reflects changes and suggestions that I believe address your concerns. I have summarized those changes below. Additionally, Metro's conservation scientists will review the ATP and provide further guidance on the language and policies for the next draft to provide consistency with regional conservation goals and strategies.

A second revised draft of the ATP is available for review and was provided to MTAC on August 23. The revised draft can be accessed on Metro's website at www.oregonmetro.gov/activetransport and clicking on the "Active Transportation Plan" link in the green box.

- Added implementing action 5.8 of Policy 5: "Provide, utilize and encourage partners to utilize data from the Regional Conservation Strategy, including habitat, riparian and sensitive land inventories when developing pedestrian and bicycle plans, master plans and projects." (p. 81 in track changes version of the August 2013 second review draft)
- Added language to implementing action 2.6 (previously 2.7) of Policy 2: "Develop design and operation guidelines for regional trails as transportation facilities. Include conservation experts to provide guidance on planning and designing trails that protect and enhance the natural environment."(p. 78 in track changes version of the August 2013 second review draft)
- Added two maps showing the overlap of Regional Conservation Strategy habitat and riparian areas and regional bicycle and pedestrian networks. Key 'overlap areas' will be listed in the next draft of the ATP. (p. 73-74 in track changes version of the August 2013 second review draft)
- Added additional language on the need for context sensitivity and avoiding sensitive areas. (p. 70-71 in track changes version of the August 2013 second review draft)

Further comments and review are welcome as the ATP is refined for public comment in March 2014.

Sincerely,

Lake McTighe
Senior Transportation Planner

City of WILSONVILLE in OREGON
Planning Division
29799 SW Town Center Lp. E
Wilsonville, OR 97070
503-682-4960

August 8, 2013

Lake Strongheart McTighe
Active Transportation Project Manager
Metro
600 NE Grand Ave.
Portland, OR 97232-2736

RE: Active Transportation Plan – July 2013 Draft

City of Wilsonville Comments
July 31, 2013

The Active Transportation Plan reflects an important effort to coordinate common regional goals of improving mobility by bicycle, on foot, and via transit. Active transportation is very important for the livability, economic viability, and health of our region. When finished, this plan will improve the ability of local jurisdictions to implement projects that are already in adopted local plans and to see how the infrastructure works together to connect the region.

The current draft is a good plan and is very much in line with the overall policy and project approach Wilsonville and SMART have planned and implemented over the past decade. Wilsonville supports taking some time to refine and finish the document and supports the strategy of eventually including it in the Regional Transportation Plan. Formalizing the maps, projects, and policies through the RTP will be important to attaining significant progress on safe infrastructure for biking and walking that link the region.

As the ATP is refined, Wilsonville staff offer the following specific suggestions and comments:

- Throughout the narrative of the plan, present the data with more specific context. Clarify whether the data is regional or local or national and add citations that are consistent with the components of the paragraph it is tied to. Here are a few examples:
    - P. 6: "In the Portland region we make over 18% of our trips walking and by bicycle…" Needs a citation, but also, raises the question of whether this is a regional figure?
    - P. 8: "Regional bike network: 55% complete" Does this include connections between the outer neighborhoods (such as Wilsonville to Oregon City or Lake Oswego)?
    - P. 9: "Nearly 45% of all trips made by car in the region are less than 3 miles."
    - P. 15: "People are healthier compared to national and state averages."
    - P. 17: "…the region benefits from nearly $100M a year in bicycle-related tourism." How does this relate to the $90M figure in the same paragraph?

- The Existing Conditions Findings are good, and it looks as though all of the citations, and additional data is present in the Existing Conditions technical appendix. Not all citations need to be included in the Plan, but the lack of any citations at all makes this section appear to be too lightweight, given the points that are made.

- Some data is Portland-specific, some is regional. Need to be clear about which is which. Also if it is Portland-specific data, explain why the data is transferable to other communities in the region. An example of this is on P. 20, "3a) Regional levels ….. One in six of all trips in Multnomah, Clackamas and Washington counties are made by active transportation; 84% of all transit trips are accessed by foot or bicycle….". Is this an accurate representation for the local jurisdictions? Is the transit data relevant where there is very limited transit service?

- The plan needs to reflect the diversity of communities in the region. Acknowledge the difference between downtown Portland, Regional Centers, urban neighborhoods, suburban neighborhoods, hilly areas, and rural areas. Perhaps a new chapter can focus on the real differences between these design types, clarifying/ illustrating the understanding that one size doesn't fit all. Providing more of a focus on context sensitive design could be beneficial.
    - Tables 3-5, and the Household Activity Survey heat maps, in the Existing Conditions technical appendix, report on mode share by place. There are limits to the data available, but even just this information should provoke a discussion about the differences between the different areas.

- Functional classifications – We like the concept of recognizing that we need coherent, continuous, recognizable, and easy to follow routes through the region, and that these routes can take many forms. However, we have concerns that the definitions of the two classifications are not clear enough and will make it difficult to designate routes in suburban areas. Though the design standards are recommended, not required, they are referenced in the text as part of the definition of the classification:
    - P. 33: "Parkways can be any type of facility designed to parkway standards." The plan needs to provide a better, succinct, definition of this type. It may be helpful to link the bike and pedestrian classifications to roadway classification descriptions with which most are more familiar and easily understand. Linking the design standards so closely to the identified route won't work if the recommended design standards can't be met.
    - P. 34: "On-street Regional Bikeways located on arterial and collector streets are designed to provide separation from traffic." If this means more than bike lanes, it won't accurately portray the majority of on-street bicycle facilities.

- The design standards recognize three different types of conditions (off-street, low traffic, and high-traffic). There needs to be some recognition that additional contextual differences are important to consider during design. If a specific facility can't meet these design standards (e.g, "separation from vehicle traffic is critical" for FC-1 on high traffic streets), does that mean the facility shouldn't be designated as a Bicycle Parkway?
    - The plan should more explicitly encourage incremental improvements; the design standards may get in the way of this in constrained corridors.

- There is some inconsistency throughout the plan when referencing "transit" and active transportation. Is this plan really focused on all three modes or should we be more clearly talking about "**access** to transit"?

- Generally, the focus of transit-related statements is on TriMet when it would be appropriate, and accurate, to include the other transit providers in the region (including SMART, C-Tran, Cheriot).

- P.25 - 4th bullet calls out TriMet's Transit Investment plan. If calling out one Portland metro area transit system, the plan should include all metro area transit systems. It should also reference other systems such as SMART's Transit Master Plan and pull out a couple of quotes from there if it is calling out TriMet specifics. When this plan talks about a seamless system….we can't ignore the fact that our regional transit is far from seamless. Fare integration for one would be a way to start creating a 'seamless system', but this goes back to our general thought of how transit is talked about in this plan…..are we talking about riding transit or only "access to transit"?

- P. 28 – 2nd bullet lists access to regional destinations… It would be worthwhile to elaborate on essential services, perhaps adding schools and parks. This speaks to student travel and connecting to social activity and recreational land uses.
- P. 51 - The photo is of Wilsonville – the description should include mention about the lockers being "at Wilsonville's SMART Central Station".

- P. 55 - 4. "Transit related funding" - SMART also directly receives federal funding from the FTA as a recognized transit provider in the Portland metro area. A portion of urbanized area (5307) funding can be spent on bus facilities that include shelters/stops and other amenities to support access to transit.

- Maps: Wilsonville submitted comments on the June 2013 maps. Please coordinate with staff to finalize these maps, both with regard to routes and also functional classification.

- Projects: We have not reviewed the projects. It will be important for the local jurisdictions to have time to review and revise them based on new TSPs, updated priorities, completed projects, and UGB expansion areas.

Thank you for the opportunity to submit these preliminary comments on the Draft Active Transportation Plan. We look forward to working together to fine tune the plan to achieve success and progress on active transportation throughout the region.

Very truly yours,

Katie Mangle
Manager of Long Range Planning

Nancy Kraushaar, PE
Community Development Director

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August 27, 2013

Katie Mangle, Manager of Long Range Planning
Nancy Kraushaar, PE, Community Development Director
Planning Division
City of Wilsonville
29799 SW Town Center Loop E.
Wilsonville, Ore. 97070

Dear Katie and Nancy:

Thank you for providing comments on the July 2013 draft of the Regional Active Transportation Plan (ATP). Your comments are helpful and in responding to them I hope that the ATP will be a better plan for the region. The second draft of the ATP reflects many of the changes and suggestions listed in your letter from August 8. Below I respond to each of the points that you raised in your letter. The revised draft ATP is available for review; further comments from the City of Wilsonville would be welcome.

The revised draft can be accessed on Metro's website at www.oregonmetro.gov/activetransport and clicking on the "Active Transportation Plan" link in the green box.

- Throughout the narrative of the plan, present the data with more specific context. Clarify whether the data is regional or local or national and add citations that are consistent with the components of the paragraph it is tied to. Here are a few examples:
    - P. 6: "In the Portland region we make over 18% of our trips walking and by bicycle…" Needs a citation, but also, raises the question of whether this is a regional figure? **This is a regional figure. Citation added.**
    - P. 8: "Regional bike network: 55% complete" Does this include connections between the outer neighborhoods (such as Wilsonville to Oregon City or Lake Oswego)? **Yes, for example Stafford Trail/Road connecting Wilsonville and Lake Oswego. Keep in mind that the "completeness" measurement is only for the identified regional network – those routes identified on the ATP maps as pedestrian and bicycle parkways, regional bikeways, and regional pedestrian corridors. Many streets and community/local trails are not included in those figures.**
    - P. 9: "Nearly 45% of all trips made by car in the region are less than 3 miles." **Citation added.**
    - P. 15: "People are healthier compared to national and state averages." **Citation added.**
    - P. 17: "…the region benefits from nearly $100M a year in bicycle-related tourism." How does this relate to the $90M figure in the same paragraph? **This was clarified. These figures were pulled from two separate studies, one conducted by Alta Planning and Design in 2009 and a recent study conducted for Travel Oregon.**

- The Existing Conditions Findings are good, and it looks as though all of the citations, and additional data is present in the Existing Conditions technical appendix. Not all citations need to be included in the Plan, but the lack of any citations at all makes this section appear

to be too lightweight, given the points that are made. **Agreed. Citations have been added, and more may be added in the next draft.**

- Some data is Portland-specific, some is regional. Need to be clear about which is which. Also if it is Portland-specific data, explain why the data is transferable to other communities in the region. An example of this is on P. 20, "3a) Regional levels ….. One in six of all trips in Multnomah, Clackamas and Washington counties are made by active transportation; 84% of all transit trips are accessed by foot or bicycle….". Is this an accurate representation for the local jurisdictions? Is the transit data relevant where there is very limited transit service? **The example you reference is a regional average, which obviously does not illustrate the unique situations of different local jurisdictions and may not be an accurate representation for some jurisdictions. An attempt was made to clarify as much as possible what area data refer to.**

- The plan needs to reflect the diversity of communities in the region. Acknowledge the difference between downtown Portland, Regional Centers, urban neighborhoods, suburban neighborhoods, hilly areas, and rural areas. Perhaps a new chapter can focus on the real differences between these design types, clarifying/ illustrating the understanding that one size doesn't fit all. Providing more of a focus on context sensitive design could be beneficial. **Agreed. A section was added to Chapter 1 under the heading "how will different communities implement the network?" that acknowledges these differences. If time permits "side bar" examples of how different communities are implementing active transportation will be added. And more information on the design types may also be added.**
    - Tables 3-5, and the Household Activity Survey heat maps, in the Existing Conditions technical appendix, report on mode share by place. There are limits to the data available, but even just this information should provoke a discussion about the differences between the different areas. **Agreed. A table with more detail on walking and bicycle and transit mode share was added to Chapter 3 . If available, additional local level data will be sought out and added to the next draft.**

- Functional classifications – We like the concept of recognizing that we need coherent, continuous, recognizable, and easy to follow routes through the region, and that these routes can take many forms. However, we have concerns that the definitions of the two classifications are not clear enough and will make it difficult to designate routes in suburban areas. Though the design standards are recommended, not required, they are referenced in the text as part of the definition of the classification:
    - P. 33: "Parkways can be any type of facility designed to parkway standards." The plan needs to provide a better, succinct, definition of this type. It may be helpful to link the bike and pedestrian classifications to roadway classification descriptions with which most are more familiar and easily understand. Linking the design standards so closely to the identified route won't work if the recommended design standards can't be met. **The wording on p. 33 was changed to remove the inconsistent use of the word standards – thank you for pointing this out. The definition of the Parkway was enlarged on. Since Bicycle Parkways can be on different types of roadways (e.g. urban arterial, low traffic street) or on a**

regional trail, it may be difficult to link the Bicycle Parkway functional classification to the roadway classification. Pedestrian Parkways are usually either frequent transit routes or regional trails.

The design guidelines are intended to provide a checklist of the highest design desired, with the understanding that this will not be possible in some cases. A new section was added to the Design Guidelines chapter on interim improvements when the highest desired level of design is not feasible. If a route that is identified as a Parkway cannot be developed to a level that makes walking and bicycling not only safe, but comfortable and enjoyable, then it may make sense to identify an alternate parallel route that will provide a similar connection, while providing the minimum level of design on the constrained route.

- P. 34: "On-street Regional Bikeways located on arterial and collector streets are designed to provide separation from traffic." If this means more than bike lanes, it won't accurately portray the majority of on-street bicycle facilities. **The intent of this description is to emphasize the need for separation from traffic to make bicycling attractive to people that may not be bicycling because of proximity top traffic and safety concerns. If additional width is available adding stripped buffers or some other treatment to the bicycle facility can increase feelings of safety and comfort. However, the ATP has clarified that specific design of the facility should be guided by context, including the volume and speed of traffic, and that specific design is determined at the project development level, not at the functional class level.**

- The design standards recognize three different types of conditions (off-street, low traffic, and high- traffic). There needs to be some recognition that additional contextual differences are important to consider during design. If a specific facility can't meet these design standards (e.g, "separation from vehicle traffic is critical" for FC-1 on high traffic streets), does that mean the facility shouldn't be designated as a Bicycle Parkway? **Language was added both to the design guideline tables and to the introduction to the Design Guidelines chapter that context, such as level of activity (current and planned), land use, nearby destinations, frequency of transit service (current and planned), volume of heavy trucks, etc should be considered. If a route cannot be designed to the highest level of design desired, various options could be explored, such as designing to the highest level possible within the constraints to provide an experience that makes bicycling comfortable or identifying an alternate route that provides the same level of connectivity and access to destinations. A section at the end of the Bicycle Network Chapter discusses the potential of identifying alternate routes as Bicycle Parkways if current identified routes have too many constraints.**
  - The plan should more explicitly encourage incremental improvements; the design standards may get in the way of this in constrained corridors. **Good suggestion. A section on "Interim pedestrian and bicycle improvements" was added to the Design Guidelines chapter.**

- There is some inconsistency throughout the plan when referencing "transit" and active transportation. Is this plan really focused on all three modes or should we be more clearly talking about "access to transit"? **Public transit is considered active transportation in the ATP (and other plans and strategies in the U.S.) because so many transit trips are accessed by walking and by bicycle and because transit allows people to travel without a personal vehicle. However, the ATP does not address location of transit service, frequency of service, or funding for transit service, so referring to access to transit could be clearer. [1] Opportunities to clarify the role of transit in active transportation in the ATP will be looked for.**

- Generally, the focus of transit-related statements is on TriMet when it would be appropriate, and accurate, to include the other transit providers in the region (including SMART, C-Tran, Cheriot).**Thank you for bringing this to our attention. This oversight has been addressed.**

- P.25 - 4th bullet calls out TriMet's Transit Investment plan. If calling out one Portland metro area transit system, the plan should include all metro area transit systems. It should also reference other systems such as SMART's Transit Master Plan and pull out a couple of quotes from there if it is calling out TriMet specifics. When this plan talks about a seamless system….we can't ignore the fact that our regional transit is far from seamless. Fare integration for one would be a way to start creating a 'seamless system', but this goes back to our general thought of how transit is talked about in this plan…..are we talking about riding transit or only "access to transit"? **SMART has been added. The ATP is more focused on access to transit, than transit service, etc. as described above. However, we will look for opportunities to reference things like fare integration that would make the active transportation network (which includes the transit network) work better for the active transportation user in the next draft of the ATP.**

---

[1] The Existing Conditions, Findings and Opportunities report provides the following definition:

The Role of Public Transportation in the ATP

Public transportation and active transportation are mutually supportive. Almost all trips on transit include a walking or bicycle trip. Five percent (5%) of all trips made in the region are made by transit. Of those trips, 84% of them start as a walking or bicycle trip. Making it safer and more comfortable to walk and ride a bike increases access to public transportation and encourages the use of public transportation. The region's public transportation systems, operated by TriMet and SMART, are an integral part of the regional active transportation system and enable long distance active transportation trips. The region has an adopted High Capacity Transit system plan (2010) and TriMet and SMART have plans for transit system improvements which will be considered throughout the development of the ATP.

The ATP will:

- Focus on increasing 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. Identify ways to better integrate walking, bicycling and transit.
- Explore ways that funding for transit, pedestrian and bicycle projects can be leveraged and aligned.

The ATP will not:

- Plan new or different transit routes.
- Include funding recommendations for building or operating transit.
- Identify deficiencies and recommend transit frequency improvement areas or routes.

- P. 28 – 2nd bullet lists access to regional destinations… It would be worthwhile to elaborate on essential services, perhaps adding schools and parks. This speaks to student travel and connecting to social activity and recreational land uses. **Agreed. References to schools and parks and other destinations have been added where it makes sense, including the policy implementation actions and in the chapter on an Integrated Active Transportation Network.**

- P. 51 - The photo is of Wilsonville – the description should include mention about the lockers being "at Wilsonville's SMART Central Station". **Corrected.**

- P. 55 - 4. "Transit related funding" - SMART also directly receives federal funding from the FTA as a recognized transit provider in the Portland metro area. A portion of urbanized area (5307) funding can be spent on bus facilities that include shelters/stops and other amenities to support access to transit. **Corrected.**

- Maps: Wilsonville submitted comments on the June 2013 maps. Please coordinate with staff to finalize these maps, both with regard to routes and also functional classification. **We have provided a draft of potential changes to the map, based on conversations with Wilsonville staff, and will work with staff to make sure that the changes are correct.**

- Projects: We have not reviewed the projects. It will be important for the local jurisdictions to have time to review and revise them based on new TSPs, updated priorities, completed projects, and UGB expansion areas. **The project list is still being developed. Metro staff will be working with agencies and jurisdictions to develop a list that we hope will be useful for future planning and reflect local priorities. Projects are the pedestrian and bicycle routes (on-street and trail) and districts that make up the regional active transportation network. Complete routes and districts are identified as individual projects with the idea that seamless corridors and complete districts are needed to support fully functioning pedestrian and bicycle transportation networks. This is a somewhat different approach than many plans currently use; it is yet to be determined if it will be a helpful approach. Projects already listed in the 2035 Regional Transportation Plan, and that help complete regional pedestrian and bicycle routes and districts, are identified on the ATP project list. Some routes and districts already have RTP projects associated with them and some do not.**

Thank you for submitting these comments on the first review draft of the ATP. Please do not hesitate to contact me with any questions about the responses. There is continued opportunity to review and refine the plan so that it is useful for local jurisdictions, agencies and stakeholders.

Sincerely,

Lake McTighe
Senior Transportation Planner

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Metro | *Making a great place*

September 10, 2013

Amanda Owings, P.E.
Traffic Engineer
City of Lake Oswego
380 A Ave.
Lake Oswego, OR 97034

Dear Amanda:

Thank you for providing comments on the policies in the July 2013 draft of the Regional Active Transportation Plan (ATP). An email listing your comments were provided to me by Councilor Donna Jordan. Your comments were helpful and in responding to them I hope that the ATP will be a better plan for the region. Changes made based on your comments are reflected in second draft of the ATP. Below I respond to each of the points that you raised.

The City of Lake Oswego may want to provide more input as the plan is refined during the next several months through the update of the Regional Transportation Plan. A workshop in Clackamas County is being organized for early October to provide time for staff to better understand the ATP and provide additional input. Additionally, Metro is forming a workgroup to help guide ATP updates to the RTP. It would be great to have you or another staff person from Lake Oswego is able to participate. I will be providing you with more information as we put together the group.

The revised draft ATP is available for review on Metro's website at www.oregonmetro.gov/activetransport - click on the "Active Transportation Plan" link in the green box.

- Policy 1.3: Is there a goal of regional consistency? *Yes, thank you for highlighting this. The word consistent has been added.*
- Policy 1.6: How are short trips defined? *A definition has been added –"Short trips are generally defined as one way trips less than three miles." A glossary has been added to the ATP as well.*
- Policy 1.7: Reword the following, "Work with jurisdictions and agencies to provide safe crossings at transit stations and stops and include bicycle parking where applicable." *Language added.*
- Policy 2 (general): Add something about prioritizing completion of the network in areas surrounding schools and parks. We need to get kids walking/biking early in life so that they seek active alternatives as they get older. *Added language to Policy implementing action 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, <u>including schools, jobs parks and nature, transit, services and urban centers,</u> especially in areas where there is a high level of demand for walking, bicycling and transit service." Additional language may be added to implementation actions in Policy 2 after further review.*
- Policy 2.3: reword to include roadways with heavy vehicle/truck traffic. *Added. Also added to the design guidelines tables.*
- Policy 2.11: delete the word "consider". Isn't this the point? The Regional ATP will be a reflection of the plans of the jurisdictions. *Yes, the Regional ATP is intended to be a reflection of the plans of jurisdictions. However, not all of the projects needed to complete the identified*

regional pedestrian and bicycle networks are included in the RTP project list. These projects are not automatically included in the RTP project list. It is up to local jurisdictions to consider adding them.

- Policy 4.3: delete "in addition to capital projects". Active transportation projects will already be on a CIP/TSP/RTP/etc. The importance of this policy is the ability to tack-on ATP work while performing a maintenance project. *Deleted suggested text. Also added "work with stakeholders to explore developing".*
- Policy 5 and 5.6: change analysis to analyses. There are likely many studies that will be used. *Agreed. Change made.*
- Policy 5.4: We need to measure health outcomes first. *Agreed. Made change.*
- ATP factsheet: Whose "minimum requirements" are to be followed when not meeting optional guidelines (local agency's, AASHTO)? *Yes both local agency's and AASHTO.*

Thank you for submitting these comments on the first review draft of the ATP. Please do not hesitate to contact me with any questions about the responses. There is continued opportunity to review and refine the plan so that it is useful for local jurisdictions, agencies and stakeholders.

Sincerely,

Lake McTighe
Transportation Planner

APPENDIX A-2
Comments received during the review and refinement of the Draft Regional Active Transportation Plan – July 2013-January 2014

December 18, 2013

Lake Strongheart McTighe
Project Manager
Active Transportation
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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
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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
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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 land and riparian areas.

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

Where there are significant physical of environmental constraints, such as steep slopes, landslide hazards, or high value natural resource lands and/or riparian areas, identifying alternative routes may be appropriate. The maps included in this chapter illustrate the location of high quality land and riparian areas 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
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Active Transportation
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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

Lake,

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

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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
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trimet.org/bike | trimet.org/walk

APPENDIX A-3
Comments received on the Regional Active Transportation Plan during the unified public comment period – March 21-May 5, 2014

Regional Active Transportation Plan Public Comment Log March 21-May 5, 2014

*** Note staff recommendations to map networks apply to both ATP and RTP Maps**

#	Comment	Source(s)	Date	Staff Recommendation
1	Recommend that the streets below be designated as Regional Pedestrian Corridors On-street 1) Park Avenue from River Road east across McLoughlin to Oatfield Road 2)Courtney Avenue from River Road east to Oatfied Road 3)Oak Grove Blvd from River Road east to Rupert Drive to Oatfield Road 4)Concord Road from River Road east to Oatfield Road 5)Roethe Road from River Road east to Oatfield Road 6)Jennings Avenue from River Road east to McLoughlin (area east is designated appropriately)	Clackamas County (email)	3/20/2014	1) Add Park Avenue segment as requested; segment is partially within and connects to a LRT station area which is also a regional pedestrian and bicycle district. Change is consistent with current methodology to develop ATP maps. 2) through 6): Add as recommended. Routes provide key regional pedestrian connections identified through Clackamas County Active Transportation Plan project.
2	Hwy 224 is designated as a Pedestrian Parkway On-street. Is this correct? It should be designated as a Pedestrian Parkway Off-street facility.	Clackamas County (email)	3/20/2014	Keep designation as on-street. This segment of Hwy 224, the Milwaukie Expressway from the Milwaukie Town Center to Webster, is identified as a 2040 Mixed-Use Corridor which is why it is included as a Regional Pedestrian Parkway. A regional trail is not currently identified along the corridor; ODOT and partners would need to nominate the corridor for a regional trail. At current traffic speeds and volumes a high degree of separation and protection is desirable. Currently bicyclists and pedestrians currently use the shoulder if they need to use the route. However, apart from identifying the location regional trails, the regional pedestrian and bicycle network maps do not identify specific design solutions for pedestrian and bicycle routes. Design guidance for roadways with high traffic speeds and/or volumes is provided in the ATP in the design guidance chapter. As the corridor is developed as a 2040 mixed use corridor pedestrian improvements (such as the possibility of a separated path) would occur within a larger development framework.
3	Add Regional multiuse path (Off-street connection) from Sunnybrook Blvd west of 82nd Avenue (below the Aquatic Park Center) connecting to Harmony Road	Clackamas County (email)	3/20/2014	Trail will be added. This is a Regional Trail, connects to the I-205 MUP and connects to a Pedestrian Parkway.
4	Fuller Road from Harmony Road north to 82nd Avenue – designate Regional Pedestrian Corridor On-street	Clackamas County (email)	3/20/2014	Add as recommended. This street is included on the 2035 RTP "Regional Design Classifications Map" as a Community Street and is part of the Regional Bicycle Network. Change is consistent with current methodology to develop ATP maps.

Regional Active Transportation Plan Public Comment Log March 21-May 5, 2014

*** Note staff recommendations to map networks apply to both ATP and RTP Maps**

#	Comment	Source(s)	Date	Staff Recommendation
5	Hwy 212/224 from I-205 multiuse path east to 122nd Avenue - designate Regional Pedestrian Corridor On-street; from MS/SM Trail at Hwy 212/224 near Orchard View Lane east to 172nd Avenue – designate Pedestrian Parkway matching designation adjacent (to the west) and to the east	Clackamas County (email)	3/20/2014	Add as recommended - extending these sections is consistent with methodology for adding routes; proposed additions are also part of the Regional Bicycle Network, the Regional Arterial and Throughways and Regional Design Classifications Maps. Proposed additions are also part of the Regional Bicycle Network.
6	132nd Avenue from Hubbard north to Sunnyside Road – designate Regional Pedestrian Corridor On-street	Clackamas County (email)	3/20/2014	Add as recommended. Routes provide key regional pedestrian connections identified through Clackamas County Active Transportation Plan project.
7	Remove Hwy 224 as Regional Pedestrian Corridor outside of UGB (near Richardson Creek Natural Area)	Clackamas County (email)	3/20/2014	Change as requested will be made. This is consistent with approach in ATP maps to only include facilities within the UGB.
8	The Clackamas County ATP has the Newell Creek Trail as a Principle Active Transportation route. The Regional ATP doesn't show Newell Creek Trail. It shows Newell Creek Canyon and Beaver Lake Trail. Isn't Metro purchasing property in this area? The County recommends that the Newell Creek Trail be designated as a Regional Pedestrian Corridor.	Clackamas County (email)	3/20/2014	The trail that you refer to as the Newell Creek Trail is on the ATP pedestrian and bicycle maps, but is labeled as the Beaver Lake Trail. This a naming issue - the same trail is referred to both as the Newell Creek Canyon Trail and the Beaver Lake Trail. Metro's trail department will be reviewing and cleaning up naming issues to reduce confusion.
9	Designate Oak Grove Blvd from River Road east to Oatfield Road as a Regional Bikeway On-street	Clackamas County (email)	3/20/2014	Add as recommended. Routes provide key regional pedestrian connections identified through Clackamas County Active Transportation Plan project.
10	Designate Concord from River Road east to Oatfield to Thiessen Road as a Regional Bikeway On-street.	Clackamas County (email)	3/20/2014	Change from Bicycle Parkway to Regional Bikeway functional classification will be made as recommended.
11	Designate Naef Road from River Road to Oatfield to Oetkin Road to Thiessen Road as a Bicycle Parkway Old River Road to Mapleton to Hwy 43 south is one of the County's Principal Active Transportation routes.	Clackamas County (email)	3/20/2014	Add Naef Road as a Bicycle Parkway as recommended. Naef Road is identified as a Principal Active Transportation (PAT) Route in the County's new Active Transportation Plan. Addition is consistent with methodology used to develop the ATP bicycle network.

Regional Active Transportation Plan Public Comment Log March 21-May 5, 2014

*** Note staff recommendations to map networks apply to both ATP and RTP Maps**

#	Comment	Source(s)	Date	Staff Recommendation
12	Old River Road to Mapleton to Hwy 43 is one of the County's Principal Active Transportation routes. Designate Mapleton as a Regional Bikeway On-street.	Clackamas County (email)	3/20/2014	Add as recommended. Routes provide key regional pedestrian connections identified through Clackamas County Active Transportation Plan project.
13	Designate Monroe Street as a Bicycle Parkway in Milwaukie and east of Linnwood Avenue connecting east of 82nd Avenue to Phillips Creek Trail.	Clackamas County (email)	3/20/2014	Change made as requested. Monroe Street is identified as a priority bikeway in Milwaukie and Clackamas County. King Street, which runs parallel to Monroe street will be reclassified as a Regional Bikeway.
14	Add Regional multiuse path (Off-street connection) from Sunnybrook Blvd west of 82nd Avenue (below the Aquatic Park Center) connecting to Harmony Road	Clackamas County (email)		Trail will be added. This is a Regional Trail, connects to the I-205 MUP and connects to a Pedestrian Parkway.
15	Designate Strawberry Lane from Webster to Evelyn Street as a Regional Bikeway.	Clackamas County (email)		Add as recommended. Routes provide key regional pedestrian connections identified through Clackamas County Active Transportation Plan project.
16	Designate Hwy 224 south of Hwy 212/224 split to Clackamas River/Springwater Road as a Bicycle Parkway.	Clackamas County (email)		Added as recommended. Recommendation is consistent with the methodology used in developing the ATP bicycle network; section of Hwy 224 is on 2035 RTP "Arterial and Throughway Map" and identified as s Regional Street on the 2035 RTP "Design Classifications Map."
17	The river crossing south of Wilsonville) is clearly shown (on Pedestrian Network not Bicycle) but not the French Prairie Bridge, why?	Clackamas County (email)	3/20/2014	The French Prairie Bridge is part of both the ATP Regional Pedestrian and Bicycle networks. It is a mapping error that it was left off of the bicycle map. The error will be corrected.
18	Designate Redland Road from Hwy 213/Oregon Trail Barlow Road Trail east to UGB as a Regional Bikeway	Clackamas County (email)	3/20/2014	Added as recommended. Recommendation is consistent with the methodology used in developing the ATP bicycle network; this section of Redland Road is on 2035 RTP "Arterial and Throughway Map" and identified as a Community Street on the 2035 RTP "Design Classifications Map."

Regional Active Transportation Plan Public Comment Log March 21-May 5, 2014

*** Note staff recommendations to map networks apply to both ATP and RTP Maps**

#	Comment	Source(s)	Date	Staff Recommendation
19	Designate SW Stephenson St, SW 35th Ave, Huber St west to Capitol Hwy as Regional Pedestrian Corridors and as Regional Bikeways. (There is a large gap between SW 49th and the Hillsdale to Lake Oswego Trail. This will help fill the gap and provide connectivity.) The routes from Boones Ferry Rd, Stephenson, 35th, Huber, and Capitol Hwy to Barbur Blvd provide connections to multiple destinations and transit stops in the area including Tryon State Park, Stephenson Elementary School (which doubles as a neighborhood park), Jackson Middle School (which doubles as a community park), residential uses (multifamily and single family dwellings), churches, and many services on Capitol Hwy and Barbur Blvd.	Lori Mastrantonio-Meuseur (citizen comment) (email)	3/25/2014	Do not add at this time; but do include in analysis and consideration for including in the 2018 RTP update. Policy discussion is needed to add, since addition of the route would not be consistent with the methodology used in developing the ATP bicycle and pedestrian networks. The streets are identified as City (not Major City) Bikeways in Portland's Bicycle Plan and as City Walkways in the Portland Pedestrian Master Plan.
20	Designate SW Vermont St and SW 45th Ave as a Regional Pedestrian Corridors and Regional Bikeways. The routes along Vermont and 45th provide connections to multiple destinations and transit stops in the area including Gabriel Park, SW Community Center, residential uses (multifamily and single family dwellings), neighborhood commercial uses (medical services, offices and retail uses) and churches in the area.	Lori Mastrantonio-Meuseur (citizen comment) (email)	3/25/2014	SW Vermont is currently designated a Regional Bikeway between the Hillsdale Town Center and SW Oleson Road. Do not add SW Vermont or SW 45th as a Regional Pedestrian Corridor at this time and do not add SW 45th as a Regional Bikeway at this time; but do include in analysis and policy discussion for consideration for inclusion in the 2018 RTP update. Policy discussion is needed to add, since addition of the route would not be consistent with the methodology used in developing the ATP Pedestrian and Bicycle networks. SW Vermont and SW 45th are identified as City (not Major City) Bikeways in Portland's Bicycle Plan and as City Walkways in the Portland Pedestrian Master Plan.
21	The ATP contains virtually no mention of an aging population, except for a tiny mention on 2-37 and 2-38. This is a crucial component to consider in the ATP, and more thought should be given to how access can be improved for the aged in our community.	Sean Carey (Web)	4/10/2014	Add additional reference to aging population where appropriate. The term "all ages and abilities" is used frequently throughout the ATP; where appropriate this language will be enlarged upon to illustrate that it includes seniors.
22	Replace the term "disabled" with the term "people with disabilities	Claudia Robertson (phone)	4/14/2014	Change will be made throughout document.

Regional Active Transportation Plan Public Comment Log March 21-May 5, 2014

*** Note staff recommendations to map networks apply to both ATP and RTP Maps**

#	Comment	Source(s)	Date	Staff Recommendation
23	Please designate the SE Reedway Street right-of-way between SE 23rd Avenue and SE 28th Avenue in Portland as a Regional Pedestrian Corridor and a Regional Bikeway. Currently these designations are shown between 26th and 28th avenues only.	Steve Svigethy (citizen comment) (email)	4/15/2014	Make correction to ATP pedestrian and bicycle network map as proposed. This connection is consistent with City of Portland plans and was intended to be included on the regional maps but was inadvertently left out.
24	We'd like to add the (Clackamas Regional Center) CRC I-205 ped/bike bridge crossing near Sunnyside Road to the Bike and Ped Maps. It is on the constrained Draft RTP project list (Project 11495; Ped/Bike I-205 overpass).	Clackamas County (email)	4/15/2014	Change will be made as requested.
25	p. 10-141, 1st full para. "By 2035, increase by XX percent the miles of completed trails, bikeways, sidewalks, and transit stops on the regional pedestrian and bicycle networks compared to 2010." This assumes that all miles are equally valuable, but we know some will be more useful than others. Is there a way to prioritize them, or reference an existing priority system?	Carol Chesarek (email)	4/22/2014	This performance target is from the Regional Transportation Plan. This observation will be provided to the staff that will be working on performance measures prior to the update of the 2014 RTP (in 2018). This is a good observation, though the performance target is the necessarily the place to reflect priorities. The ATP does not prioritize projects, but does provide recommendations in Chapter 14 on ways to prioritize moving forward.

Regional Active Transportation Plan Public Comment Log March 21-May 5, 2014

*** Note staff recommendations to map networks apply to both ATP and RTP Maps**

#	Comment	Source(s)	Date	Staff Recommendation
26	p. 10-141, Access to Daily Needs. Is this about daily needs, or about equity? Ped options aren't mentioned, and the sentence needs some work to make the meaning clear. "By 2035, increase by 50 percent the number of essential destinations including jobs and education accessible in less than 30 minutes by transit, and the number of essential destinations accessible within 30 minutes by bicycling and public transit for low income, minority, senior and disabled populations, compared to 2005." It isn't clear if access for the disadvantaged is to be measured by bicycling and public transit use combined, or if it is for bicycling (alone) and public transit (alone), or both alone and together? I'm not sure the best way to fix this because I'm not sure what the intent is, or why ped options aren't included.	Carol Chesarek (email)	4/22/2014	This performance target is from the Regional Transportation Plan and is going to be reviewed and worked on prior to the update of the 2014 RTP (in 2018). The target needs work, both on how it is defined and also the methodology. I will add your comments to that discussion. Clarifying language will be added.
27	p. 10-142, #11. "More projects intersect with high value habitat." I can't tell if you are saying this should be encouraged or minimized. This should be minimized. This is a performance measure from the RTP and measures all projects (roadway, bike and ped, etc) so includes more than trails, bike and ped projects. I'd argue that we should keep people out of high value habitats, because the presence of humans disturbs many forms of wildlife. If you want to encourage projects that provide access to nature, it would be best to aim them for habitats that are lower value (which may also include opportunities for habitat enhancement to offset the harm of human intrusion).	Carol Chesarek (email)	4/22/2014	This is from a summary of the results from the performance measure evaluation of the 2035 RTP. Impact to high value habitat should be minimized. Clarifying language will be added.

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*** Note staff recommendations to map networks apply to both ATP and RTP Maps**

#	Comment	Source(s)	Date	Staff Recommendation
28	11-147, (d). "Non-white householders" Can we differentiate among non-whites, or are they all similarly poor users of walking, biking, and transit? I hate to assume that non-whites are all the same. In looking at the following measures (e, f, and g), I also started to wonder how many of these conditions are related. For example, I can imagine that the low-income population might be more often non-white, disabled, and/or younger, which made me wonder how these measures overlap (are we counting the same folks multiple times, and is that overlap helpful?). Also, in (c) and (d) there are suggested actions ("Support continuation of these trends by..."). These suggestions are missing from e, f, and g. Are these all trends we want to encourage, or just to note some?	Carol Chesarek (email)	4/22/2014	The data that you refer to indicates that non-white householders walk, bike and take transit more than white householders (Oregon Household Activity Survey 2011). The data is not broken out by different ethnicities or races. There are many ways that the data can be analyzed. This section provides broad brush information to give a sense of trends in the region. The sections that referenced that do not include suggestions will be reviewed and suggestions will be added if possible.
29	14-188. Halfway down, "NW Bethany Blvd. - NW German Town Rd to NW Cornell" This is the project description that you fixed so that it runs from Cornell only to the county lin.	Carol Chesarek (email)	4/22/2014	Change made, thank you for catching the mistake.
30	The City Club of Portland strongly supports the Regional Active Transportation Plan. The RATP is a vital component of a healthy, equitable, cost---effective transportation system that is better attuned to the needs of all of the region's residents. The RATP will help local jurisdictions around the region implement and build bicycle and pedestrian networks that are safer and better connected.	Bicycle Transportation Advocacy and Awareness Committee, City Club of Portland (letter)	4/26/2014	Thank you for your comment. The comments will be added to both the RTP and ATP public comment reports which will be provided to MPAC, JPACT and the Metro Council prior to these plans being proposed for adoption. Public comments are help policy makers make informed policy decisions.

Regional Active Transportation Plan Public Comment Log March 21-May 5, 2014

*** Note staff recommendations to map networks apply to both ATP and RTP Maps**

#	Comment	Source(s)	Date	Staff Recommendation
31	Oregon Walks is dedicated to promoting walking and making the conditions for walking safe, convenient and attractive for everyone. The Metro 2014 Regional Transportation Plan supports those same goals on an equal footing with other modes in a balanced, multi-modal, long term regional transportation plan. The Regional Active Transportation Plan provides a clear vision and policy direction for the future regional pedestrian system, recognizing the importance of convenient, safe, and direct access to destinations, including safe crossings of busy roads, and separation from fast moving vehicles. Oregon Walks recommends adoption of the Regional Active Transportation Plan and associated RTP amendments, and hopes that the counties and cities of the region will implement the plan both in spirit and in action.	Oregon Walks, Plans and Projects Committee (email)	4/24/2014	Thank you for your comment. The comments will be added to both the RTP and ATP public comment reports which will be provided to MPAC, JPACT and the Metro Council prior to these plans being proposed for adoption. Public comments are help policy makers make informed policy decisions.
32	Letter supports the ATP, specifically ATP focus on determining regional networks based on local jurisdictions' plans to create a complete network; ATP providing design guidance that creates safe and welcoming journeys for pedestrians and bicycle projects; and statest that the ATP does not go far enough to ensure implementation of the proejcts that would build the active transportation network. Supports adoption of the ATP and its key componenets into the RTP.	Safe Routes to School National Partnership; Elders in Action; Oregon Walks; Coalition for a Livable Future; Community Cycling Center; Oregon Public Health Institute; AARP; BTA; 1,000 Friends of Oregon; WTA; Upstream Public Health (joint letter on the RTP and ATP)	5/2/2014	Thank you for your letter. The comments will be added to both the RTP and ATP public comment reports which will be provided to MPAC, JPACT and the Metro Council prior to these plans being proposed for adoption. Public comments are help policy makers make informed policy decisions.

Regional Active Transportation Plan Public Comment Log March 21-May 5, 2014

*** Note staff recommendations to map networks apply to both ATP and RTP Maps**

#	Comment	Source(s)	Date	Staff Recommendation
33	Letter supports the ATP as it pertains to the North Portland Greenway Trail: "npGreenway has reviewed the North Portland segment of the draft Metro Regional Transportation/Active Transportation 2014 Plan (for 2035). npGreenway supports the proposed draft plan as it pertains to the North Portland Willamette River Greenway Trail as it will help create new opportunities for workers to access the Working Waterfront, and for others to get to and use the Willamette River and expanding the network of parks, trails and open space in the North Reach, the River Plan completes major gaps in our region's trail and transportation network. The North Portland Willamette River Greenway Trail is a piece of infrastructure that will ensure the economic viability of the industrial zoned parcels on the North Portland peninsula connecting residents with jobs on the working waterfront while also affording a connection to the rest of the city."	Np Greenway (Friends of North Portland Greenway Trail) (letter on the ATP and RTP)	5/2/2014	Thank you for your letter. The comments will be added to both the RTP and ATP public comment reports which will be provided to MPAC, JPACT and the Metro Council prior to these plans being proposed for adoption. Public comments are help policy makers make informed policy decisions.
34	Trails Map: Add the name "Sandy to Springwater Multimodal Path" to the path on 282nd/Troutdale Rd.	Gresham (RTP letter)	5/2/2014	Change as requested.
35	Existing and Planned Pedestrian Network Map: the Rugg Road path needs to connect to Hogan Road on both the existing and planned network maps	Gresham (RTP letter)	5/2/2014	Change as requested.
36	Existing and Planned Pedestrian Network Map: Add the name "Sandy to Springwater Mutlimodal Path" to the path on 282nd/Troutdale Rd.	Gresham (RTP letter)	5/2/2014	Change as requested.

Regional Active Transportation Plan Public Comment Log March 21-May 5, 2014

*** Note staff recommendations to map networks apply to both ATP and RTP Maps**

#	Comment	Source(s)	Date	Staff Recommendation
37	Existing and Planned Bicycle Network Maps: The Rugg Road path needs to connect to Hogan Road on both the existing and planned network maps; add the name "Sandy to Springwater Multimodal Path" to the path on 282nd/Troutdale Rd.; Glisan has bike lanes all along and should be shown as a built bikeway in the existing network map; Division from 181st to Gresham-Fairview Trail has buffered bike lanes and should be shown as a built bikeway on the existing network map; Construction on the MAX Path is anticipated to being summer/fall of 2014. Should this be shown as a built bikeway on the existing network map?	Gresham (RTP letter)	5/2/2014	Change as requested.No change recommended for the MAX Path status.
38	Section 2.5.5.1 /Figure 2.18: Foster Road is an important thoroughfare for Southeast Portland. Maintaining smooth traffic flow for vehicles is important to East Portland residents. A Bicycle Parkway on Foster Road places a burden on vehicle commuters and is a contentious and polarizing issue even among the LNA board. Specific request: Significant design considerations as well as public outreach and polling needs to be conducted to reassure residents of East Portland and Clackamas county that a design for making Foster Road a bicycle parkway will not severely impact vehicle commute times.	Lents Neighborhood Association (letter; one request specific to the ATP)	5/5/2014	Thank you for your comment. The section titles "Importance of Context in design" in Chapter 9 : Design Guidance, of the ATP, includes specific language that addresses your request. The ATP states that "Considering the context of a project's location, its purpose and the desires of the community is extremely important when determining the type of design for any transportation project. As projects are developed the following types of contextual information should be taken into consideration. (A list of factors is provided as an example, including the needs and desires of the community.)

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*** Note staff recommendations to map networks apply to both ATP and RTP Maps**

#	Comment	Source(s)	Date	Staff Recommendation
39	Letter stresses "the critical link between adoption and success of the ATP and the success of the region's Climate Smart Communities' effort to create a more livable, walkable, inclusive region while reducing greenhouse gas emissions". And, "...adoption, funding, and implementing, at a minimum, the facilities and policies in the ATP is critical to (1) meet the region's obligations to reduce greenhouse gas emissions, and (2) to meet the overwhelming desire of residents for safe, walkable neighborhoods and far better transit service, regardless of anyone's views on global climate change".	1,000 Friends of Oregon (letter)	5/5/2014	Thank you for your letter. The comments will be added to both the RTP and ATP public comment reports which will be provided to MPAC, JPACT and the Metro Council prior to these plans being proposed for adoption. Public comments are help policy makers make informed policy decisions.
40	Proposal to add a new trail concept called "Forest Park to North Plains" as an alternative to the Burlington Northern Rail with Trail conceptual trail alignment. "The first part of the basic idea being offered here is to develop paved pathways along existing high traffic roadways within their existing rights-of-ways. And to clarify, these would be adjacent to, and not on the roadway itself, that is, not simply bike lanes on the roads, but a dedicated paved pathway completely off the high traffic roadways. The second part is to connect these paved pathways with existing low traffic roads, ones where a bicyclist or pedestrian could ride and walk along them with a relative sense of safety to eventually form the entire trail segment linkage from Forest Park to North Plains. Having such a linkage from Forest Park to North Plains has the potential to meet the objectives of the planning being done, specifically, to create connected walking and biking networks, support community visions, and address congestion within the specific area."	Al LePage, National Coast Trail Association (lRTP/ATP letter)	5/5/2014	Thank you for your comment. Regional trails that are part of the RTP and ATP pedestrian and bicycle networks are identified in local transportation system plans and/or local park and trail plans and are also included on the "Metro Regional Trails and Greenways Map." Until trails have gone through that process they are not added to the RTP or ATP maps. Most trails started off as someone's visionary idea. Trail planners and advocates work with local jurisdictions (in this case Portland, and Multnomah and Washington County) to add trail concepts to local plans, and then are considered for addition to the RTP and ATP maps.

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*** Note staff recommendations to map networks apply to both ATP and RTP Maps**

#	Comment	Source(s)	Date	Staff Recommendation
41	SW Walker Road between Roxbury Avenue and Canyon Road: Remove from map or downgrade from Bicycle Parkway to Regional Bikeway. This segment is severely constrained by topography, land uses and mature trees. It has very low potential for becoming a high-quality bikeway route in the long term.	Washington County (RTP letter)	5/5/2014	Change functional classification to Regional Bikeway. Modeling of SW Walker Road, including this section, indicated that the route serves as a "collector" for bicycle travel.
42	NW Thompson Road between Hartford Street and Saltzman Road: Move route (in this and all RTP maps) to the future Thompson Road alignment as adopted in the Washington County TSP, which cuts a diagonal and uses what is now Kenny Terrace. This is the ultimate future alignment for Thompson Road.	Washington County (RTP letter)	5/5/2014	Change as requested.
43	NW West Union Road between Century Boulevard and the Westside Trail: Upgrade from Regional Bikeway to Bicycle Parkway. This is one of the few continuous east-west routes in the area north of Sunset Highway. We aspire to have enhanced bicycle facilities on this road in the future.	Washington County (RTP letter)	5/5/2014	Change as requested.
44	Century Boulevard between West Union Road and TV Highway: Upgrade from Regional Bikeway to Bicycle Parkway. The county and City of Hillsboro envision Century Boulevard as an important north-south route for bicycling, walking and taking transit, while nearby parallel Cornelius Pass Road and Brookwood Parkway have more of an vehicle and freight mobility focus.	Washington County (RTP letter)	5/5/2014	Change as requested.

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*** Note staff recommendations to map networks apply to both ATP and RTP Maps**

#	Comment	Source(s)	Date	Staff Recommendation
45	SW Farmington Road between Reedville Trail and Westside Trail: Upgrade from Regional Bikeway to Bicycle Parkway. This is an important radial route leading into Beaverton. It will eventually be widened to 4 vehicle lanes between 209th and Kinnaman and it would be good to have high-quality bicycle facilities as part of a future design. Bike Parkways are currently sparse in this area of the map.	Washington County (RTP letter)	5/5/2014	Change as requested.
46	SW Hunziker Street between Hall Boulevard and 72nd Avenue: Realign based on SW Corridor planning. At a minimum, show the future realigned Hunziker overcrossing of Highway 217 as shown on Tigard and Washington County TSPs. Or, realign further north to connect with Beveland Street, depending on SW Corridor planning outcomes. To be consistent with local TSPs and SW Corridor planning.	Washington County (RTP letter)	5/5/2014	Change as requested on Regional Pedestrian and Bicycle Maps.
47	NW Century Boulevard between West Union Road and Evergreen Parkway: Add as a Pedestrian Parkway. The county and City of Hillsboro envision Century Boulevard as an important north-south multi-modal route. The southern portion is already shown on the maps.	Washington County (RTP letter)	5/5/2014	Add as recommended. Extension of existing mixed-use corridor, once completed. Extending this section is consistent with methodology for adding routes; proposed addition is also on the Regional Arterial and Throughways and Regional Design Classifications Maps. Proposed addition is also part of the Regional Bicycle Network.
48	NW West Union Road between Century Boulevard and Cornelius Pass Road: Add as Regional Pedestrian Corridor. This would avoid having the Century Boulevard suggestion above be a stub.	Washington County (RTP letter)	5/5/2014	Add as recommended - extending this section is consistent with methodology for adding routes; proposed addition is also on the Regional Arterial and Throughways and Regional Design Classifications Maps. Proposed addition is also part of the Regional Bicycle Network.
49	NW West Union Road between Bethany Boulevard and 143rd Avenue: Downgrade from Pedestrian Parkway to Regional Pedestrian Corridor. This is a short segment of Pedestrian Parkway that doesn't seem to have a larger purpose.	Washington County (RTP letter)	5/5/2014	Change made as requested. This segment was incorrectly identified as a pedestrian mixed-use corridor in the 2035 RTP (all mixed use corridors were automatically designated as Pedestrian Parkways in the ATP pedestrian network).

Regional Active Transportation Plan Public Comment Log March 21-May 5, 2014

*** Note staff recommendations to map networks apply to both ATP and RTP Maps**

#	Comment	Source(s)	Date	Staff Recommendation
50	NW 143rd Avenue between West Union Road and Cornell Road: Remove from map. There are already three other north-south Pedestrian Parkways in the vicinity.	Washington County (RTP letter)	5/5/2014	Change made as requested. This segment was incorrectly identified as a pedestrian mixed-use corridor in the 2035 RTP Pedestrian Network Map (all mixed use corridors were automatically designated as Pedestrian Parkways in the ATP pedestrian network).
51	NW Bronson Road and path between Bethany Boulevard and Cornell Road. Remove from map. This is a useful connection but does not have regional significance. Also, there is already a good density of Pedestrian Parkways in this area.	Washington County (RTP letter)	5/5/2014	Change made as requested. This is a mapping error and will be removed.
52	W Burnside Road from Barnes Road to county line: Remove from map. Also consider removing SW Barnes Road from Miller to Burnside in order to not create a stub. This segment is severely constrained by topography and vegetation, has very few developed land uses (mostly cemetery), and includes only one bus stop pair. The possibility of this becoming a viable pedestrian route is extremely slim. The cuts, fills and retaining walls necessary to build pedestrian facilities here would be cost prohibitive.	Washington County (RTP letter)	5/5/2014	Do not remove Burnside or Barnes from map (Regional Pedestrian Network Map). This segment of Burnside is identified as a 2040 Mixed Use Corridor. It is also a regional bus route. Keeping it on the regional pedestrian network is consistent with the approach to identify all 2040 mixed-use corridors and frequent and almost transit routes as Pedestrian Parkways. The ATP acknowledges that design and pedestrian safety improvements will occur within the context of the project location and constraints.
53	SW Canyon Road from Canyon Drive to US 26: Remove from map or downgrade from Pedestrian Parkway to Regional Pedestrian Corridor. This segment is severely constrained by topography, vegetation and private properties. Most of the bus stops are sited at local street intersections such that walking along the road is limited (though crossing is still an issue). The possibility of this becoming a high-quality pedestrian route is extremely slim. The cuts, fills and retaining walls necessary to build pedestrian facilities here would be cost prohibitive.	Washington County (RTP letter)	5/5/2014	Do not remove from map (Regional Pedestrian Network Map) or change functional classification. This segment of SW Canyon Road is identified as a 2040 Mixed Use Corridor. It is also a regional bus route. Keeping it on the regional pedestrian network is consistent with the approach to identify all 2040 mixed-use corridors and frequent and almost transit routes as Pedestrian Parkways. The ATP acknowledges that design and pedestrian safety improvements will occur within the context of the project location and constraints.

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*** Note staff recommendations to map networks apply to both ATP and RTP Maps**

#	Comment	Source(s)	Date	Staff Recommendation
54	SW Walker Road between Roxbury Avenue and Canyon Road: Remove from map or downgrade from Pedestrian Parkway to Regional Pedestrian Corridor. This segment is severely constrained by topography, land uses and mature trees. It has very low potential for becoming a high-quality pedestrian route in the long term.	Washington County (RTP letter)	5/5/2014	Do not remove from map (Regional Pedestrian Network Map) or change functional classification. This segment of SW Walker Road is identified as a 2040 Mixed Use Corridor. Keeping it on the regional pedestrian network is consistent with the approach to identify all 2040 mixed-use corridors and frequent and almost transit routes as Pedestrian Parkways. The ATP acknowledges that design and pedestrian safety improvements will occur within the context of the project location and constraints.
55	SW Jenkins Road between 158th Avenue and 153rd Avenue: Downgrade from Pedestrian Parkway to Regional Pedestrian Corridor. This could potentially be a map error. The remainder of Jenkins is a Regional Pedestrian Corridor.	Washington County (RTP letter)	5/5/2014	Change made as requested. This is part of an old alignment of the Westside Trail.
56	Willow Creek Transit Center loop: Remove from map. We understand the intent of connecting the transit center to the network, but showing Baseline & 185th is probably sufficient. Other transit stops don't appear to have this level of network detail.	Washington County (RTP letter)	5/5/2014	Change made as requested.
57	198th Avenue between TV Highway and Farmington Road: Add as Regional Pedestrian Corridor. This collector road has a bus route and will be the focus of a county-funded $14 million sidewalk and bike lane project in 2018.	Washington County (RTP letter)	5/5/2014	Add as recommended. Addition is consistent with methodology for adding routes; proposed addition is also on the Regional Design Classifications Maps as a Community Street. Proposed addition is also on the proposed Regional Bicycle Network.
58	The CLF strongly supports the Regional Active Transportation Plan (ATP) and appreciates that it incorporates equity considerations.	Coalition for a Livable Future (CLF)	5/5/2014	Thank you for your comment. The comments will be added to the ATP public comment report which will be provided to JPACT and the Metro Council prior to these plans being proposed for adoption.
59	Implementation of the ATP is essential to meeting our state requirement to address greenhouse gas reductions.	Coalition for a Livable Future (CLF)	5/5/2014	Thank you for your comment. The comments will be added to the ATP public comment report which will be provided to JPACT and the Metro Council prior to these plans being proposed for adoption.
60	The ATP provides a strong roadmap, but the important work of funding the plan is still needed. The ATP is an important tool of considering how to spend out limited dollars.	Coalition for a Livable Future (CLF)	5/5/2014	Thank you for your comment. The comments will be added to the ATP public comment report which will be provided to JPACT and the Metro Council prior to these plans being proposed for adoption.

COALITION FOR A LIVABLE FUTURE

May 5, 2014

Metro Council
600 NE Grand Avenue
Portland, OR 97232

Via email to rtp@oregonmetro.gov

Re: Active Transportation Plan and Regional Transportation Plan

Dear President Hughes and members of the Metro Council:

Thank you for the opportunity to comment on the draft Regional Active Transportation Plan and Regional Transportation Plan.

Active Transportation Plan

As we discussed in a joint letter with ten other organizations, we strongly support the Regional Active Transportation Plan (ATP). Creating this plan is an important step toward developing a healthier, more equitable, more cost-effective transportation system. Improved walking, biking, and transit systems are essential to developing communities that are good for families and good for business.

We appreciate that the ATP incorporates important equity considerations as part of the basic framework for improving access to walking, biking, and transit around the region. An ATP grounded in equity principles will support equal access to jobs, economic opportunities, healthy foods, and essential goods and services; address historical disinvestment for impacted communities; and increase opportunities for meaningful community involvement in active transportation decisions. Among the important policy elements are: (1) the plan's focus on working with jurisdictions to increase safety and access to destinations in areas with low income populations, communities of color, persons with disabilities, people with limited English proficiency, youth and seniors; and (2) the policy to serve essential daily needs, especially in areas that support underserved communities. The ATP also includes performance measures for increased access for underserved populations, and for improving safety. Importantly, the ATP acknowledges the need to develop best practices on engaging underserved communities on active transportation projects.

The ATP is also essential to Metro's Climate Smart Communities Scenarios Project (CSC). The Coalition for a Livable Future is a member of the CSC technical advisory committee, and has been engaged on the project for several years. Based on the project's analysis, is it is clear that implementing the ATP is essential to meeting our requirement to address greenhouse gas

reductions, and also to support the aspirations of local jurisdictions and people around the region for vibrant neighborhoods with safe and reliable transportation options.

While the ATP provides a strong roadmap, the important work of funding the plan is still to come. The ATP and CSC are important tools for considering how to spend our limited transportation dollars, and for making the case for the need for more active transportation funding to improve safety, public health, and a strong local economy.

Regional Transportation Plan

Because the RTP update is largely a technical update, we focus our comments on two specific issues:

First, the Columbia River Crossing I-5 project (CRC) should be removed from the RTP list. ODOT is shutting the project down, with the shutdown to be completed by the end of May. Keeping the CRC in the RTP reflects the past, not the future, of I-5 corridor planning. We support the edits brought forward with other approaches to addressing issues in the I-5 corridor, but without the continued inclusion of the CRC project itself. For the purposes of air quality conformity, any analysis with CRC on the list should include new analysis of air quality in the I-205 corridor in light of recent research by CRC consultant CDM Smith, which found that the CRC would lead to increased travel on I-205 by as much at 39,500 vehicles per day.

Second, the RTP should include findings on how the system has performed over time. Chapter 4 of the draft RTP includes significant information regarding performance evaluation, but only includes *projected* performance based on modeling potential results between 2010 and 2040. At least as important as how well we think the system might do in the future is how well we have actually done, by measuring change in performance over time. The RTP includes some performance information in Chapter One, including VMT, but does not include many of the measures listed in chapter 4 (table 4.2). The RTP states in Section 4.2.2 that an analysis of System Monitoring Performance is done every two years. Key findings should be included in this section of the RTP. The RTP should also include the list of what is actually analyzed, rather than a sample or recommended list.

Thank you again for the opportunity to provide these comments.

Sincerely,

Mara Gross
Executive Director

May 2, 2014

Metro
600 NE Grand Ave.
Portland, OR 97232

Re: Regional Active Transportation Plan

Dear Metro:

We would like to thank Metro for this opportunity to comment on the draft Regional Active Transportation Plan. The organizations signing this letter represent those concerned with health, the environment, walkable and bikeable communities, transit, safe routes to school, older adults, age-friendly communities, equal opportunity, and more. We have collaborated on these comments because of our shared goal of improving the ability for people of all ages, abilities, and incomes to engage in active transportation. There is support and leadership for this goal across the region.

We strongly support the Regional Active Transportation Plan (ATP). The ATP is a vital component of a healthier, more equitable, more cost-effective transportation system that is good for business and better attuned to the interests and needs of all of the region's residents. It will support local jurisdictions around the region to implement and build their own bicycle and pedestrian networks, with improved access to transit.

Addressing the shortcomings of our regional active transportation system, especially network connectivity and safety, will also support efforts to meet many other goals our region has adopted to promote health, livability, sustainability, and prosperity. The ATP does not change local transportation plans; rather, it makes a clear statement about the region's priorities, knits together existing plans from cities and counties, and offers a clear path for support of projects eligible for funding around the region.

The ATP takes up three important points for the active transportation network in our region: gaps, safety, and funding.

Active Transportation Network Gaps: As outlined in the ATP, significant gaps exist in our active transportation networks – our streets are not "complete" for users of all ages and abilities. In real terms, this means sidewalks from our homes to the places we want to go, such as transit stops, schools, community centers, and markets, as well as safe and frequent crosswalks with sufficient crossing time. This is important for those who are interested in travelling actively, but are concerned about whether a walking or bicycling path will take them all the way to their destination.

- Comment: We applaud the ATP's focus on determining regional networks based on local jurisdictions' plans to create a complete network.

Active Transportation Network Safety: The options for our region's residents and visitors to choose to walk, bike or access transit are too often not safe and thus reduces active transportation use and potential. A safe active transportation network is one that functions for people of all ages and abilities, and it's often the thing standing in the way for people who are interested in traveling actively, but are concerned about how they will safely get to their destination.

- Comment: The ATP does an excellent job of providing "design guidance" that creates safe and welcoming journeys for pedestrian and bicycle projects.

Active Transportation Network Funding: Perhaps most importantly, the biggest barrier to building a complete and comprehensive active transportation system that is safe for all users is funding. The active transportation networks (bicycling, pedestrian, access to transit) need to be prioritized as stand-alone projects as well as within other road projects. In particular, for the health and safety of our most active-transportation dependent populations – elders, youth, low income residents including many people of color, and those who cannot drive – projects near schools, local shopping areas, and transit stops must be prioritized in planning and projects at all levels of government. Funding must be tied to projects that ensure active transportation access is implemented.

- Comment: While the ATP addresses the need to complete gaps and improve safety in the active transportation networks, it does not go far enough to ensure implementation of the projects that will build the active transportation networks – and their many economic, health, and environmental benefits for the region.
- Comment: At the current rate of funding, it will take **150 years** to complete regional walking and bicycling networks. If that rate were tripled, most adults would still not have the opportunity to benefit from a comprehensive and complete active transportation network *in their lifetime*.

We stand behind the vision of the Active Transportation Plan for the region, and will be strong supporters in its implementation. We welcome the adoption of the ATP and its key components into the RTP, so that people of all ages, abilities, and incomes can expect that our regional government is working toward a *regional* transportation system that works for everyone. We look forward to working with Metro to ensure these projects are funded and built in a timely manner so that all people and communities can safely use healthy, active transportation to get wherever they need to go.

Thank you for the opportunity to comment on this important plan for our region.

Sincerely,

Kari Schlosshauer, Regional Policy Manager
Safe Routes to School National Partnership

Aaron Brown, Board President
Oregon Walks

Bill Gentile, Chair
Elders in Action Commission

Mary Kyle McCurdy, Policy Director
1000 Friends of Oregon

Gerik Kransky, Advocacy Director
Bicycle Transportation Alliance

Mara Gross, Executive Director
Coalition for a Livable Future

Heidi Guenin, Policy Manager
Upstream Public Health

Gerald J. Cohen, J.D., M.P.A., State Director
AARP Oregon

Mychal Tetteh, Chief Executive Officer
Community Cycling Center

Jenny Cadigan, Executive Director
Westside Transportation Alliance

Elizabeth Baxter, Executive Director
Oregon Public Health Institute

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May 6, 2014

President Tom Hughes
Metro Council
600 NE Grand Avenue
Portland, OR 97232

Re: Active Transportation Plan/Regional Transportation Plan

Dear President Hughes and Metro Council members:

1000 Friends of Oregon is a one of almost a dozen organizations who recently submitted a joint letter in support of the proposed Active Transportation Plan (ATP) update to the Regional Transportation Plan (RTP). The Active Transportation Plan reflects the pedestrian, bicycling, and transit plans of the region's cities, counties, and recreation and transit providers. We are submitting additional comments here to emphasize the critical link between adoption and success of the ATP and the success of the region's Climate Smart Communities' effort to create a more livable, walkable, inclusive region while reducing greenhouse gas emissions.

1000 Friends is a member of Metro's Climate Smart Communities (CSC) advisory committee. Among other things, we have met with citizens and groups around the region to help link local desires for neighborhoods that are safely walkable and have better transit access to the outcomes from Metro's CSC's program. We were also a member of the several advisory and legislative committees that developed the state law requiring Metro to integrate transportation and land use planning to reduce greenhouse gas emissions from the transportation sector, by providing a built environment that both reduces the need to drive and provides real options to driving.

This experience makes clear that adoption, funding, and implementing, at a minimum, the facilities and policies in the ATP is critical to (1) meet the region's obligations to reduce greenhouse gas emissions, and (2) to meet the overwhelming desire of residents for safe, walkable neighborhoods and far better transit service, regardless of anyone's views on global climate change.

As your staff has described, the region can meet its goal of reducing greenhouse gases from the transportation sector if we implement the land use and transportation plans that the cities and counties have already adopted, or are about to, adopt. In addition, the region's residents and elected officials have demonstrated they aspire to doing *better* than just what is in existing transportation and land use plans.

We know that Metro residents want to live in walkable neighborhoods with housing, shopping, schools, and services near one another. The recent survey by DHM Research showed overwhelming support across every part of the region for improving transit, even if it means paying more in some sort of tax or fee. The region also supports providing more sidewalks and bike ways, and fixing the current road system before building more. Carrying out these plans,

and striving to do even better, will have multiple benefits, including improving public health, reducing congestion, supporting local economic development, saving households money, and creating more walkable, bikeable communities.

But we, as a region, have fallen far short in identifying how to pay for the livable communities we want. Implementing the full RTP will cost over $15 billion (including roads as well as active transportation), but the region has budgeted only about $6 billion for all transportation modes.

The region's success in actually *becoming* a Climate Smart Community will turn on increasing funding for active transportation. It also means making active transportation projects a priority, and impact on greenhouse gas reduction a screen, in Metro's distribution of all transportation and land use related funds.

Consistent with this, it is time for the region to develop real solutions for the legitimate transportation challenges that led to the faulty "answer" of the Columbia River Crossing (CRC). We recommend removing the CRC from the RTP, and instead focusing on the individual elements of that highway expansion project that are worthy and far less expensive. These include revamping the downstream railroad bridge, improving access with Hayden Island, and providing high capacity bus alternatives between Vancouver and Portland, all of which will address drawbridge lifts and congestion. The CRC has been declared dead by both Governors; continuing to drag its deadweight around in the RTP is a distraction from pursuing effective transportation and climate solutions that can be implemented quickly.

Thank you for consideration of our comments.

Mary Kyle McCurdy

Policy Director and Senior Staff Attorney

March 20, 2014

Metro ATP: Recommendations from Clackamas County

Pedestrian Network Map Book, February 2014

P. 11

Recommend that the streets below be designated as Regional Pedestrian Corridors On-street

Question: Are all of the roads listed below part of the Clack Co ATP? are they arterials or collectors?

Park Avenue from River Road east across McLoughlin to Oatfield Road **ADDED**

- Courtney Avenue from River Road east to Oatfied Road
- Oak Grove Blvd from River Road east to Rupert Drive to Oatfield Road
- Concord Road from River Road east to Oatfield Road
- Roethe Road from River Road east to Oatfield Road
- Jennings Avenue from River Road east to McLoughlin (area east is designated appropriately)

Old River Road to Mapleton to Hwy 43 south is one of the County's Principal Active Transportation routes. Designate Mapleton as a Regional Bikeway On-street. **This is already identified as a regional bikeway**

P. 12

- Hwy 224 is designated as a Pedestrian Parkway On-street. Is this correct? It should be designated as a Pedestrian Parkway Off-street facility. **I think you are referring to the Clackamas River Greenway? It is not envisioned as a transportation trail, but as a greenway corridor with potential low impact access on soft surface trails – it is not on the current RTP maps. The Sunrise Corridor Trail is included and shown on both the bike and ped maps. Are there other plans to provide for a separated path along Hwy 224?**
- Add Regional multiuse path (Off-street connection) from Sunnybrook Blvd west of 82nd Avenue (below the Aquatic Park Center) connecting to Harmony Road **Added**
- Fuller Road from Harmony Road north to 82nd Avenue – designate Regional Pedestrian Corridor On-street **Added**
- Hwy 212/224 from I-205 multiuse path east to 122nd Avenue - designate Regional Pedestrian Corridor On-street; from MS/SM Trail at Hwy 212/224 near Orchard View Lane east to 172nd Avenue – designate Pedestrian Parkway matching designation adjacent (to the west) and to the east Staff is still reviewing some of the proposed changes **Added**
- 132nd Avenue from Hubbard north to Sunnyside Road – designate Regional Pedestrian Corridor On-street **Added**

P. 13

- Remove Hwy 224 as Regional Pedestrian Corridor outside of UGB (near Richardson Creek Natural Area) **DONE**

P. 16

- The County ATP has the Newell Creek Trail as a Principle Active Transportation route. The Regional ATP doesn't show Newell Creek Trail. It shows Newell Creek Canyon and Beaver Lake Trail. Isn't Metro purchasing property in this area? The County recommends that the Newell Creek Trail be designated as a Regional Pedestrian Corridor. **The trail names are used interchangeably. The trail shown is the Newell Creek Trail and is also called the Beaver Lake Trail (that is what Oregon City is calling it)**

Bicycle Network Map Book, February 2014

P. 11 **Are these part of the County ATP? are they collectors or arterial roadways?**

- Designate Oak Grove Blvd from River Road east to Oatfield Road as a Regional Bikeway On-street
- Designate Concord from River Road east to Oatfield to Thiessen Road as a Regional Bikeway On-street.
- Designate Naef Road from River Road to Oatfield to Oetkin Road to Thiessen Road as a Bicycle Parkway

P.12

- Designate Monroe Street as a Bicycle Parkway in Milwaukie and east of Linnwood Avenue connecting east of 82nd Avenue to Phillips Creek Trail
- Add Regional multiuse path (Off-street connection) from Sunnybrook Blvd west of 82nd Avenue (below the Aquatic Park Center) connecting to Harmony Road
- Designate Strawberry Lane from Webster to Evelyn Street as a Regional Bikeway
- Designate Hwy 224 south of Hwy 212/224 split to Clackamas River/Springwater Road as a Bicycle Parkway

P. 14

- The river crossing south of Wilsonville) is clearly shown (on Pedestrian Network not Bicycle) but not the French Prairie Bridge, why? **Map error. Will be fixed. The bridge is part of the network.**

P. 16

- Designate Redland Road from Hwy 213/Oregon Trail Barlow Road Trail east to UGB as a Regional Bikeway

npGREENWAY
friends of the north portland greenway trail

30 April 2014

Metro Planning and Development
600 NE Grand Ave.
Portland, Oregon 97232
rtp@oregonmetro.org

Re: The METRO draft Regional Transportation Plan/Active Transportation Plan 2014

Dear Metro,

npGreenway wishes to thank Metro and the Planning Staff for the many hours of dedication spent on this project and in the consideration of our comments and participation.

As Metro is are aware, npGreenway is a group of citizens advocating a multiuse trail along the Willamette River from the Steel Bridge to Kelley Point Park. We, along with numerous businesses and organizations feel the North Portland Willamette River Greenway Trail is a vital link in the regional trail and transportation system (that includes the 40-Mile Loop Trail, the Eastbank Esplanade, Springwater Trail and others). npGreenway has reviewed the North Portland segment of the draft Metro Regional Transportation/Active Transportation 2014 Plan (for 2035). npGreenway supports the proposed draft plan as it pertains to the North Portland Willamette River Greenway Trail as it will help create new opportunities for workers to access the Working Waterfront, and for others to get to and use the Willamette River and expanding the network of parks, trails and open space in the North Reach, the River Plan completes major gaps in our region's trail and transportation network. The North Portland Willamette River Greenway Trail is a piece of infrastructure that will ensure the economic viability of the industrial zoned parcels on the North Portland peninsula connecting residents with jobs on the working waterfront while also affording a connection to the rest of the city.

We again thank you for your support of the North Portland Willametter River Greenway Trail.

Sincerely,

Curt Schneider, Co-Chair

On Behalf of npGreenway

Francie Royce	Lenny Anderson	Pam Arden
Curt Schneider	Sarah Angell	Beate Hoelscher
Joe Adamski	Shelley Oylear	Babs Adamski

NATIONAL COAST TRAIL ASSOCIATION

PO Box 11045 – Portland, OR http://www.CoastTrails.org/ / 503-335-3876

"Keeping the Coast for Everyone"

through advocacy, education and action
for public access, trails and coastal preservation

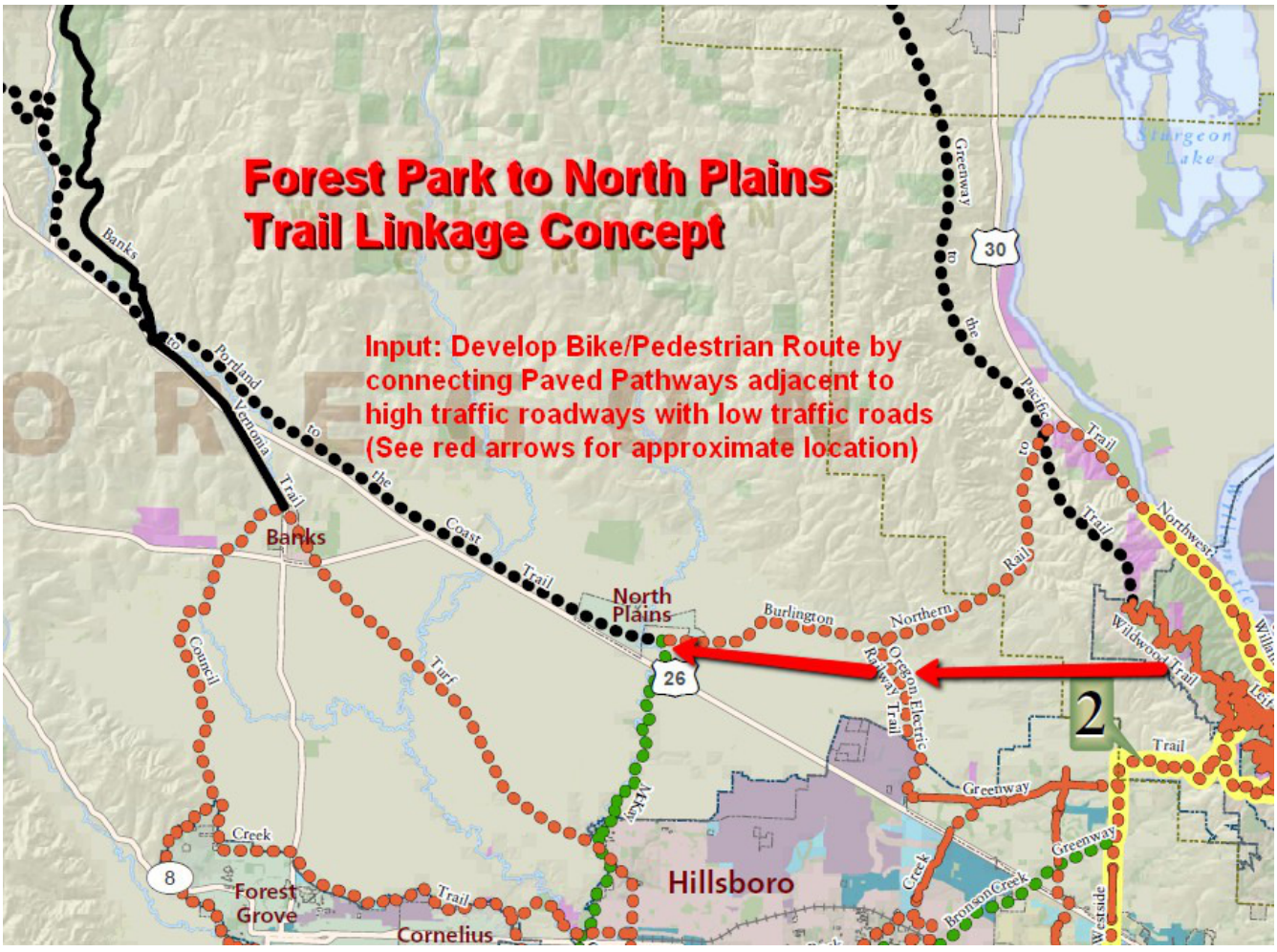
May 5, 2014

Metro
600 NE Grand Ave.
Portland, Oregon 97232

The purpose of this letter is to provide our comments on the the *Regional Transportation Plan and Regional Active Transportation Plan* currently being developed by *Metro*.

We believe our comments are consistent both with one of our purposes as a non-profit organization, specifically developing trails that connect out to the Oregon coast, and also that of the *Regional Active Transportation Plan* "to strive for a regional network for walking and biking."

It's apparent that both our organization and Metro, as reflected on the various proposed and existing trail connections from Forest Park west to the Oregon coast, **share the vision and goal of realizing a recreational trail from Portland to the coast!**



One of the proposed routes already existing on Metro planning maps is to develop a "Burlington and Northern Rail to Trail." This is a wonderful vision and potential route, however, given it apparently continues to be used as an active rail line, and could continue as such for years to come in hauling either forest products and/or milled lumber, **we propose the "Forest Park to North Plains" trail linkage concept** in the graphic.

This is only an approximate concept, the specifics and feasibility of which would need to be worked out through field and other research.

The first part of the basic idea being offered here is to develop paved pathways along existing high traffic roadways within their existing rights-of-ways. And to clarify, these would be adjacent to, and not on the roadway itself, that is, not simply bike lanes on the roads, but a dedicated paved pathway completely off the high traffic roadways.

The second part is to connect these paved pathways with existing low traffic roads, ones where a bicyclist or pedestrian could ride and walk along them with a relative sense of safety to eventually form the entire trail segment linkage from Forest Park to North Plains.

Having such a linkage from Forest Park to North Plains has the potential to meet the objectives of the planning being done, specifically, to create connected walking and biking networks, support community visions, and address congestion within the specific area.

Also, **on a larger scale, realizing the Forest Park to North Plains trail linkage, means we are one step closer towards realizing the larger vision of a trail all the way to the Oregon coast**, especially in light of recent developments towards moving forward along the *Salmonberry River Trail Corridor* with a potential "rails-to-trails" conversion along the *Port of Tillamook* rail line to the coast!

We hope our input to *Metro's* regional policy advisory committees to help inform their recommendation to the *Metro Council* on what mix of investments and actions best support the region's vision for healthy and equitable communities and a strong economy, especially in keeping with the goal to strive for a regional network for walking and biking, serves both the planning process and future generations.

Thank you for your consideration, respectfully,

Al LePage

Al LePage, Executive Director

cc: Board of Directors, *National Coast Trail Association*
Mel Huie, Trails Coordinator, *Metro*

ATP comments 4/22/14

Hi Lake,

I read through the full ATP. You did a great job, and I only found a few minor things to suggest. A few places in chapters 10 and 11 I wasn't clear on the intention, so there are questions and suggestions.

One long term suggestion. In many places in the document, there is a list of bike/ped destinations. These are described in different ways, and usually there is a list of examples. Those lists also vary in each location. I found this tiring. I can see that there might be some value in reminding folks what the types of destinations are, and providing a list for people who dive into the middle of the document. But when the document is revised, I hope we can define a phrase that can represent that list, and then replacing all those references with the phrase. A reference to destinations that meet daily needs might work well. I'm not suggesting changing this now. **Thank you, this is a very helpful suggestion. I went through the document and changed wording where it made sense.**

Here my specific comments and questions:

p. 16, 2nd bullet. "minatory" should be "minority" **I could not find this typo – it may (hopefully) have already been corrected**

p. 24, bullet at bottom of page. "update and are adopted" is awkward. I suggest "are updated and adopted" instead. **Change made**

p. 6-71, 1st para, 4th line. "where routes missing" appears to be missing a work, consider "where routes were missing" **change made**

p. 8-95, 2nd para, "Missing frequent or almost frequent transit routes were added." seems awkward compared to the sentences before and after this. Consider "Frequent or almost frequent transit routes that were missing were added." **Change made**

p. 9-121, 3rd para. "PStreet-fronting" is a typo. **Could not find; I believe it was already fixed.**

p. 10-138, 2nd bullet. Appears to be missing a comma, and not sure you need "area" after UGB. Consider this: "Because so few walking, bicycling, and transit trips occur outside of the urban growth boundary, including these areas in the performance measure can give a less accurate result." **Made change**

p. 10-141, 1st full para. "By 2035, increase by XX percent the miles of completed trails, bikeways, sidewalks, and transit stops on the regional pedestrian and bicycle networks compared to 2010." This assumes that all miles are equally valuable, but we know some will be more useful than others. Is there a way to prioritize them, or reference an existing priority system? **This is a good observation, though I don't think the performance target is the necessarily the place to reflect priorities. I will provide all of the observations that you made about the performance measures to the staff that will be working on performance measures prior to the update of the 2014 RTP (in 2018). The performance targets and measures are from the RTP.**

p. 10-141, Access to Daily Needs. Is this about daily needs, or about equity? Ped options aren't mentioned, and the sentence needs some work to make the meaning clear. "By 2035, increase by 50 percent the number of essential destinations including jobs and education accessible in less than 30 minutes by transit, and the number of essential destinations accessible within 30 minutes by bicycling and public transit for low income, minority, senior and disabled populations, compared to 2005." It isn't clear if access for the disadvantaged is to be measured by bicycling and public transit use combined, or if it is for bicycling (alone) and public transit (alone), or both alone and together? I'm not sure the best way to fix

this because I'm not sure what the intent is, or why ped options aren't included. **This performance target is going to be reviewed and worked on prior to the update of the 2014 RTP (in 2018). The target needs work, both on how it is defined and also the methodology. I will add your comments to that discussion.**

p. 10-141 and 142, "Performance Measures" The lead-in to the numbered list is confusing. **I've worked on the intro paragraph to give a better explanation.** Does the list show where the 2010 adopted RTP does not meet performance targets? **It summarizes the results of the performance measures, including those that were not met.** Since the items in the numbered list are mostly "bad" that seems to be the intent, but the text leading up to the list doesn't say that's what it is. I was expecting a list of Performance Measures that we should be using, not a list of targets we're not meeting.

p. 10-142, #11. "More projects intersect with high value habitat." I can't tell if you are saying this should be encouraged or minimized. **This should be minimized. This is a performance measure from the RTP and measures all projects (roadway, bike and ped, etc) so includes more than trails, bike and ped projects.** I'd argue that we should keep people out of high value habitats, because the presence of humans disturbs many forms of wildlife. If you want to encourage projects that provide access to nature, it would be best to aim them for habitats that are lower value (which may also include opportunities for habitat enhancement to offset the harm of human intrusion).

10-143, last line. Typo: "netowrk" **fixed**

11-147, (d). "Non-white householders" Can we differentiate among non-whites, or are they all similarly poor users of walking, biking, and transit? **this data shows that non-white householders walk, bike and take transit more than white householders. The data is not fine enough to break it out by different ethnicities or races.** I hate to assume that non-whites are all the same. In looking at the following measures (e, f, and g), I also started to wonder how many of these conditions are related. **I am sure many of them are.** For example, I can imagine that the low-income population might be more often non-white, disabled, and/or younger, which made me wonder how these measures overlap (are we counting the same folks multiple times, and is that overlap helpful?). Also, in (c) and (d) there are suggested actions ("Support continuation of these trends by..."). These suggestions are missing from e, f, and g. Are these all trends we want to encourage, or just to note some? **Will look at missing suggested actions.**

14-188. Halfway down, "NW Bethany Blvd. - NW German Town Rd to NW Cornell" This is the project description that you fixed so that it runs from Cornell only to the county line (which is the UGB in this location), not all the way to Germantown. Germantown should be spelled as one word, but you're going to replace "NW German Town" with "county line" so it won't matter. ;) **Change made, thank you for catching that.**

Best regards, and thanks for all your good work on this.

Carol Chesarek

City Club of Portland

Good citizens are the riches of a city

April 26, 2014

Metro
600 NE Grand Ave.
Portland, OR 97232

Dear Metro Councilors and staff:

The City Club of Portland strongly supports the Regional Active Transportation Plan (RATP). The RATP is a vital component of a healthy, equitable, cost-effective transportation system that is better attuned to the needs of all of the region's residents. The RATP will help local jurisdictions around the region implement and build bicycle and pedestrian networks that are safer and better connected.

In June 2013, the City Club's members overwhelmingly adopted the recommendations of an extensive research report (*No Turning Back*) on the role of bicycles in Portland's transportation system. By adopting the report, the City Club concluded there is an urgent need to create a bicycle network that is better integrated, better connected, and above all, safer for all types of bicycle riders and all neighborhoods of the city. (Read the report online at http://bit.ly/PDXBike.)

The City Club recognizes the significant amount of work and collaboration between Metro planning staff, local jurisdictions, and numerous community groups and individuals that has poised this plan to be a useful and relevant document for everyone in the region. The City Club's own research concurs with many of the RATP's findings and recommendations, in particular the need for a more thoroughly connected system of separated and low-stress bikeways, well-integrated with the needs of other roadway users.

A better-connected and safer regional active transportation system means much more than more transportation choices for residents. It also supports efforts to meet many other goals our region has adopted to promote health, livability, sustainability, and prosperity.

Although the City Club's research focused on the City of Portland, we also recognize that city and county lines do not dictate the travel patterns of our region's residents. That is why it is paramount that we pursue a *regional* system of safe routes for people riding bicycles, walking, accessing transit, and using other modes of transportation.

City Club of Portland
Good citizens are the riches of a city

Gaps in these routes put vulnerable users in unsafe situations, and also deter many residents from biking or walking at all. At a regional scale, these gaps represent more troubling barriers to residents' health and safety.

The RATP does not change local transportation plans. Instead, it brings together these local plans in a strategic way, affirming our regional vision and priorities and offering better assurance that projects can be funded. The RATP is a vital component of regional transportation planning, and the whole region can be proud to adopt and implement it via the Regional Transportation Plan.

Taxpayers and transportation users expect leaders to plan for active transportation in a coordinated, responsible way. While the RATP addresses the need to complete gaps and improve safety in the active transportation networks, it is insufficient without adequate funding and timely implementation. The City Club urges Metro and JPACT to support the adoption of the RATP, but we also urge you to go further to look for and take hold of opportunities to create a fully-funded system whenever funding decisions are made.

The City Club of Portland strongly supports the Regional Active Transportation Plan, and we urge you to do so as well, so that Metro and local jurisdictions can continue moving forward toward a *regional* transportation system that works for everyone.

Thank you for the opportunity to comment on this important plan for our region, and for your leadership on this issue.

Sincerely,

Craig Beebe
Chair, Bicycle Transportation Advocacy and Awareness Committee
City Club of Portland

March 25, 2014

Metro ATP Review
Recommendations from;
Lori Meuser
11426 SW Oak Creek Drive
Portland, OR 97219

Pedestrian Network Map Book and Bicycle Network Book, February 2014

P. 11

- Designate SW Stephenson St, SW 35th Ave, Huber St west to Capitol Hwy as Regional Pedestrian Corridors and as Regional Bikeways. (There is a large gap between SW 49th and the Hillsdale to Lake Oswego Trail. This will help fill the gap and provide connectivity.)

  The routes from Boones Ferry Rd, Stephenson, 35th, Huber, and Capitol Hwy to Barbur Blvd provide connections to multiple destinations and transit stops in the area including Tryon State Park, Stephenson Elementary School (which doubles as a neighborhood park), Jackson Middle School (which doubles as a community park), residential uses (multifamily and single family dwellings), churches, and many services on Capitol Hwy and Barbur Blvd.

- Designate SW Vermont St and SW 45th Ave as a Regional Pedestrian Corridors and Regional Bikeways.

  The routes along Vermont and 45th provide connections to multiple destinations and transit stops in the area including Gabriel Park, SW Community Center, residential uses (multifamily and single family dwellings), neighborhood commercial uses (medical services, offices and retail uses) and churches in the area.

From:	Rod Yoder
To:	Regional Transportation Plan rtp
Cc:	Lake McTighe; John Mermin; PnP Committee Oregonwalks
Subject:	Regional Active Transportation Plan and associated RTP amendments
Date:	Thursday, April 24, 2014 1:28:51 PM

Oregon Walks is dedicated to promoting walking and making the conditions for walking safe, convenient and attractive for everyone. The Metro 2014 Regional Transportation Plan supports those same goals on an equal footing with other modes in a balanced, multi-modal, long term regional transportation plan. The Regional Active Transportation Plan provides a clear vision and policy direction for the future regional pedestrian system, recognizing the importance of convenient, safe, and direct access to destinations, including safe crossings of busy roads, and separation from fast moving vehicles.

Oregon Walks recommends adoption of the Regional Active Transportation Plan and associated RTP amendments, and hopes that the counties and cities of the region will implement the plan both in spirit and in action.

Plans and Projects Committee
Oregon Walks

From: John Mermin
To: Lake McTighe
Subject: Comment received on ATP
Date: Monday, April 14, 2014 1:25:24 PM

Hi Lake see below for a comment that came in through the RTP survey that pertains to the ATP:

The ATP contains virtually no mention of an aging population, except for a tiny mention on 2-37 and 2-38. This is a crucial component to consider in the ATP, and more thought should be given to how access can be improved for the aged in our community.

Commenter: Sean Carey
Date 4/10/2014

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

MAKING A GREAT PLACE

Metro