

# Metro | Agenda

**Meeting:** Metro Council Work Session  
**Date:** Tuesday, July 8, 2014  
**Time:** 2 p.m.  
**Place:** Council Chamber

**REVISED 7/1/2014**

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## CALL TO ORDER AND ROLL CALL

- |                            |   |   |
|----------------------------|---|---|
| <b>2 pm</b>                | <b>1. ADMINISTRATIVE/ COUNCIL AGENDA FOR JULY 10, 2014/ CHIEF OPERATING OFFICER COMMUNICATION</b>       |   |
| <b>2:10 pm</b><br>(30 Min) | <b>2. EDUCATION PROGRAM INTEGRATION AND VISION - <u>INFORMATION / DISCUSSION</u></b>                    | <b>Grant Spickelmier, Oregon Zoo</b>                  |
| <b>2:40 pm</b><br>(30 MIN) | <b>3. 2014 REGIONAL TRANSPORTATION PLAN (RTP) ORDINANCE NO. 14-1340 - <u>INFORMATION/DISCUSSION</u></b> | <b>Elissa Gertler, Metro<br/>John Williams, Metro</b> |
| <b>3:10 pm</b><br>(15 Min) | <b>4. METRO ATTORNEY COMMUNICATIONS</b>   | <b>Alison Kean, Metro</b>                             |
| <b>3:25 pm</b>             | <b>5. COUNCIL COMMUNICATION</b>   |   |

## ADJOURN

### **Metro's Nondiscrimination Notice:**

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Agenda Item No. 2.0

**EDUCATION PROGRAM INTEGRATION  
AND VISION**

Metro Council Work Session  
Tuesday, July 8, 2014  
Metro, Council Chamber

# METRO COUNCIL

## Work Session Worksheet

**PRESENTATION DATE:** July 8, 2014

**LENGTH:** 30 minutes

**PRESENTATION TITLE:** Education Program Integration and Vision

**DEPARTMENT:** Oregon Zoo

**PRESENTER(S):** Grant Spickelmier, Education Curator, 503-525-4268,  
grant.spickelmier@oregonzoo.org

### WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: Provide information and receive input on the zoo's environmental literacy framework and an update on development of the new education center.
- Outcome: Council will be informed about the joint planning and implementation between the Oregon Zoo and Metro's Sustainability Center; understand the educational outcomes established to achieve the goals of the Oregon Environmental Literacy Plan; understand opportunities for providing input; and be updated on the progress for developing the future, bond-funded education center.

### TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

Over the last several years conservation education staff from the Oregon Zoo and Metro's Sustainability Center have collaborated to increase awareness, reach a more diverse audience and maximize community action on behalf of the environment.

A shared set of educational outcomes is being developed to guide all Metro conservation and education programming. This environmental literacy framework is aligned with the Oregon Environmental Literacy Plan. The framework's clearly defined outcomes are intended to be shared across different program areas to help measure performance and success, allocate resources efficiently and better integrate Metro with other educational partners in the community. The Council's input and feedback is welcomed while the framework development is in progress and, in the future, as milestones and updates are shared.

A key resource for accomplishing this framework is the future education center which is funded by the 2008 voter-approved bond and currently under design. A brief project update will also be provided.


### QUESTIONS FOR COUNCIL CONSIDERATION

- Does the Council have any questions about this information?
- Should additional information be included in a future update?

### PACKET MATERIALS

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

Materials following this page were distributed at the meeting.

 **Metro | Agenda**

Meeting: Metro Council  
Date: Thursday, July 10, 2014  
Time: 2 p.m.  
Place: Mt. Hood Community College / Town & Gown Room (Gresham, OR)

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### CALL TO ORDER AND ROLL CALL

1. INTRODUCTIONS
2. CITIZEN COMMUNICATION
3. CONSIDERATION OF JUNE 26, 2014 COUNCIL MEETING MINUTES
4. THE REGIONAL TRAILS MAPS AND THE MT. SCOTT/SCOUTERS MOUNTAIN TRAIL LOOP MASTERS PLAN PRESENTATION **Jim Desmond, Metro**
  - 4.1 **Resolution No. 14-4546**, For the Purpose of Approving the Regional Trails and Greenways Map.
  - 4.2 **Resolution No. 14-4547**, For the Purpose of Approving the Mt. Scott/Scouters Mountain Trail Loop Master Plan.
5. 1<sup>ST</sup> YEAR LEVY AND SYSTEM PLAN PRESENTATION **Kathleen Brennan Hunter, Metro  
Justin Patterson, Metro  
Heather Nelson-Kent, Metro**
6. NATURE IN NEIGHBORHOODS CAPITAL AND CONSERVATION EDUCATION GRANTS PRESENTATION
  - 6.1 **Resolution No. 14-4548**, For the Purpose of Approving Seventh Round Funding for Nature in Neighborhoods Capital Grants.
  - 6.2 **Resolution No. 14-4549**, For the Purpose of Approving 2014 Nature in Neighborhoods Conservation Education Community Grants.
7. ORDINANCES – FIRST READ
  - 7.1 **Ordinance No. 14-1339**, for the Purpose of Amending Metro Code 7.03 (investment policy) for Fiscal Year 2014-2015.
  - 7.2 **Ordinance No. 14-1340**, For the Purpose of Amending the 2035 Regional Transportation Plan to Comply with Federal and State Law; and to Amend the Regional Framework Plan.
8. CHIEF OPERATING OFFICER COMMUNICATION **Martha Bennett, Metro**
9. COUNCILOR COMMUNICATION

### ADJOURN

**THERE WILL BE NATURE TOURS FOLLOWING ADJOURNMENT TO SHOWCASE BEAVER CREEK NATURAL AREAS AND YOUTH ECOLOGY CORPS**

## Television schedule for July 10, 2014 Metro Council meeting

**Please Note: There will be no audio recording of the July 10 Council Meeting**

<b>Clackamas, Multnomah and Washington counties, and Vancouver, WA</b> Channel 30 – Community Access Network <i>Web site:</i> <a href="http://www.tvctv.org">www.tvctv.org</a> <i>Ph:</i> 503-629-8534 <i>Date:</i> Thursday, July 10 (NO BROADCAST)	<b>Portland</b> Channel 30 – Portland Community Media <i>Web site:</i> <a href="http://www.pcmtv.org">www.pcmtv.org</a> <i>Ph:</i> 503-288-1515 <i>Date:</i> Sunday, July 13, 7:30 p.m. (NO BROADCAST) <i>Date:</i> Monday, July 14, 9 a.m. (NO BROADCAST)
<b>Gresham</b> Channel 30 - MCTV <i>Web site:</i> <a href="http://www.metroeast.org">www.metroeast.org</a> <i>Ph:</i> 503-491-7636 <i>Date:</i> Monday, July 14, 2 p.m. (NO BROADCAST)	<b>Washington County and West Linn</b> Channel 30– TVC TV <i>Web site:</i> <a href="http://www.tvctv.org">www.tvctv.org</a> <i>Ph:</i> 503-629-8534 <i>Date:</i> Saturday, July 12, 11 p.m. (NO BROADCAST) <i>Date:</i> Sunday, July 13, 11 p.m. (NO BROADCAST) <i>Date:</i> Tuesday, July 15, 6 a.m. (NO BROADCAST) <i>Date:</i> Wednesday, July 16, 4 p.m. (NO BROADCAST)
<b>Oregon City and Gladstone</b> Channel 28 – Willamette Falls Television <i>Web site:</i> <a href="http://www.wftvmedia.org/">http://www.wftvmedia.org/</a> <i>Ph:</i> 503-650-0275 Call or visit web site for program times.	

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

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# Zoo Quest

P A S S P O R T

*Summer 2014*

## **Welcome to Zoo Quest!**

Get ready to embark on a Zoo Quest  
adventure at the Oregon Zoo.

Your quest is to discover how  
everyday electronics affect wildlife.

You will come face-to-face with  
animals from around the world—  
and along the way, learn how  
you can make a difference.

This passport will guide your journey.

Good luck in completing the quest!





## How Zoo Quest Works

- 1. Pick up your Zoo Quest Passport** at the Zoo Quest orientation station near the Zoo entrance.
- 2. Follow the clues** to six more stations throughout the Zoo.
- 3. Using the clues and the Zoo Map, guess each station location.** When you reach the correct location, you will see a Zoo Quest sign or one of our Zoo Ambassadors at a discovery cart.
- 4. At the station, answer the question in your passport** by reading the Zoo Quest sign or taking part in an activity with a Zoo Ambassador.
- 5. Stamp your passport page** for that station with the stamp you'll find there.
- 6. Go to Stations 1-5.** (You may do these in any order and by following any path in the Zoo.)
- 7. When you're done with Stations 1-5, go to Station 6 to get your Zoo Quest sticker for completing the Zoo Quest.**

## Station 1

.....

### Clue:

*These animals hear each other from miles away*

*But when it comes to their future, they don't  
have much say.*

*Mining the metals that electronics contain*

*Has damaged their habitat – and their Asian  
terrain.*

### Question:

*How are these animals connected to everyday  
electronics?*



## Station 2

.....

### Clue:

*In Africa's savannas these huge mammals roam  
Both land and water provide them a home.  
But humans have disrupted their way of life  
Strip-mining for ore has caused them much strife.*

### Question:

*What can you do to help this animal?*



### Station 3

.....

**Clue:**

*This animal needs sea ice to hunt and breed*

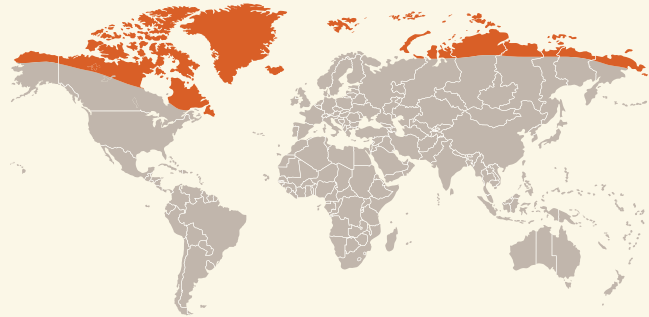
*But sea ice is melting and it cannot feed.*

*Earth's air is warming, greenhouse gases are why*

*Factories emit them making devices we buy.*

**Question:**

*How does electronics production affect this animal?*



## Station 4

.....

### Clue:

*In the great Northwest are two creatures we love.*

*One swims in the streams, one soars up above.*

*Generating electricity to keep devices powered on*

*Makes it harder for them to hunt and to spawn.*

### Question:

*What can we do to avoid harming animals  
with our electronics?*



## Station 5

.....

### Clue:

*You won't find these beings on display at the zoo  
But we must remember that they are animals, too.  
Throwing away electronics can make them sick.  
Look for "recycling" near the bobcats – hurry, go  
quick!*

### Question:

*Why should we try to reduce e-waste?*



## Station 6

.....

### Clue:

*It's almost the end of your journey of learning*

*Near the exit you'll find the reward you've been earning.*

*There, make your pledge to help a good cause:*

*Before buying new electronics, remember to pause.*

### Question:

*Congratulations – you've completed the Zoo Quest! What will **you** do to reduce the impact of your electronics on wildlife?*

## About Electronics

Electronics are devices and equipment that contain many small electrical parts. Everyday electronics include:

- Cell Phones
- Computers
- Digital Cameras
- E-Books
- Hand-held Gaming Devices
- Home Game Systems
- Laptops
- MP3 Players
- Smartphones
- Televisions
- Tablets

It's hard to imagine life without electronics! They entertain us, allow us to communicate with each other, help us find and share information, and so much more.

But, our electronic devices can also be harmful to animals around the world. Producing, using, and disposing electronics all damage habitats, and can expose people and other animals to hazardous materials.

## What You Can Do

There are lots of ways you can lessen the impact of your electronics on people and other animals.

### Resist

Delay buying new electronics – or avoid buying them at all. **Resist** being pressured by advertising or friends to have the latest new product.

### Reduce

Maintain and keep your electronics as long as possible. Extending their life will **reduce** your need for new ones. Fix them when they are broken and regularly upgrade their software. Share your electronic devices with family members and friends.

### Reuse

Reusing electronics means fewer new ones need to be produced. **Reuse** yours by selling or donating electronics you don't use, or by buying used instead of new. See Metro's "Find a recycler" tool at [www.oregonmetro.gov/recycler](http://www.oregonmetro.gov/recycler) for organizations that reuse electronics.

### Recycle

When your electronics reach the end of their life, **recycle** them. Don't just throw them away. Recycling reduces the material that must be mined and refined.



Computers, monitors, and TVs can be recycled for free through the Oregon E-Cycles Program. Other electronic components and devices may also be recycled.

To find an electronics recycler, use Metro's "Find a Recycler" tool at [www.oregonmetro.gov/recycling](http://www.oregonmetro.gov/recycling) or call Metro Recycling Information at 503-234-3000.

1. Gold and tin mining for electronics causes deforestation, forcing the Asian elephant out of its habitat. Mining also pollutes the water with toxic substances.
2. We can help hippos by resisting buying new electronics, which will reduce the demand for coltan.
3. Manufacturing electronics takes energy, contributing to global warming and melting of sea ice, which polar bears need to survive.
4. Resist, reduce, reuse, and recycle electronics. (Station is between the salmon and eagle exhibits.)
5. E-waste contains valuable and scarce materials, as well as substances that are toxic to people and other animals. (Station is near the bobcats.)
6. Fill out and sign the pledge in this passport. (Station is by the mountain goats, near the Zoo Exit.)

## ZOO QUEST PLEDGE

To lessen the impact of my electronics on animals and people, I pledge to:

### **Resist**

Hold off on buying new electronics.

### **Reduce**

Keep my electronics working by protecting or repairing them.

### **Reuse**

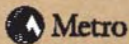
Buy used electronics instead of new.

### **Recycle**

Take “dead” electronics to a recycling center.

*(Please check off the things you are willing to do!)*

Signed: \_\_\_\_\_



[www.oregonmetro.gov/recycling](http://www.oregonmetro.gov/recycling)

# Staff Response to Councilor Stacey

## Councilor Stacey's RTP Chronology

### February 2014

Metro staff issues the ATP active transportation plan public review draft. Policy 2.3 of that draft parent page 12–163) calls for "facilitating safe and comfortable walking, bicycling and access to transit such as... Improved crossings, lighting and other safety features especially on roadways with high-traffic speeds, volumes, or heavy truck traffic."

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*Staff Comment: Agree with Councilor Stacey.*

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March 21, 2014

Metro staff issues a public review draft of the 2014 RTP. The review draft contains Pedestrian Policy 2, implementing Pedestrian Policy 2 of the ATP. It includes the following language about safe pedestrian crossings on arterials:  
"Regionally, more attention is needed toward providing safe crossings, particularly of multi lane arterials, which tend to serve as barriers to walking. Two thirds of the region's fatal and severe injury pedestrian crashes occurred on arterial roadways, with half occurring on streets with 4 lanes or more. Regional policy calls for safe crosswalks spaced no more than 530 feet apart (unless there are no intersections, bus stops or other pedestrian attractions), including features such as markings, medians, refuge islands, beacons, and signals, as appropriate. Crossings should be located at or near all transit stops. Where crossings are not provided, pedestrians will often cross anyway, without the benefit of a safe place to cross. Pedestrian crashes on high speed arterial streets often result in a fatality or severe injury."

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*Staff Comment: Underscored text above does not consider the following:*

- 1. This language came from a similar misstatement included in the Regional Safety Plan. If the Regional safety plan had been fully vetted and adopted this language would have been caught sooner. This language jumbles a few different policies. What is adopted is a longstanding street connectivity requirement for new residential/mixed-use development to build local streets at a 530 feet spacing. In principle, the Regional Safety Plan (and best practices in general), support carrying this standard to arterial street crossings, but the staff opinion is that we haven't adequately laid that policy foundation in the RTP -- but could as part of the 2018 update.*

2. *We also have guidance in the 2010 RTP that states for "Transit/Mixed-use corridors" (AKA 2040 Corridors – the yellow lines on the 2040 growth concept map) we recommend spacing crossings at least every 530 feet and ideally more like 200 to 400 feet. The effect of this existing policy covers almost all arterial streets in the region, by virtue of the fact almost all have been designated "corridors", with the exception of a few arterials located in industrial or employment areas. Thus, this existing provision accomplishes much of what Councilor Stacey is asking for, albeit not the entire arterial network. The staff opinion is that this provision could best be revisited as part of the ATP/Best Practices update planned for 2014-15 and 2015-16, as a lead-in to the next RTP.*

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**May 5, 2014**

On the final day of the public review comment period for the 2014 RTP, Washington County staff submits an objection to the language in pedestrian policy 2 highlighted above. The objection asserts that "introducing more frequent conflict points along arterials may affect safety and regional mobility," and calls for more review and discussion of the language.

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*Staff Comment: Agree with Councilor Stacey.*

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**May 8, 2014**

Metro Council approves resolution to accept draft RTP project list for air quality performance review. The packet for this meeting did not include Washington County's request to remove the 530 foot requirement or staff's policy change in Comment to the request.

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*Staff Comment: The electronic packet did not include the updated comment/Comment log since the council packet deadline was prior to the end of the public comment period. However, the hard copy materials presented at the meeting, and did include the Washington County comments in question and proposed language drafted by staff. The full Council was present at the May 8 meeting and received a hard copy of the full comment and Comment packet, including a call-out in the cover memo that the packet included new items.*

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**June 10, 2014**

Metro staff compiles a 37-page list of all comments received on the 2014 RTP, including proposed amendments, and in this list indicates its acceptance of Washington County staff's objection to Pedestrian Policy 2. Metro staff drops the

530 foot crosswalk spacing standard, and the exceptions to the standard, from Policy 2. Staff's changes to the draft 2014 RTP are not presented to Metro Council.

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*Staff Comment: This account is true, but this same language and exceptions are still included one page later in the RTP when it discusses transit/mixed-use corridors: "The experience of people walking and pedestrian access along transit-mixed use corridors is improved with features such as wide sidewalks with buffering from adjacent motor vehicle traffic, street crossings spaced no more than 530 feet apart—an ideal spacing is 200 to 400 feet where possible (unless there are no intersections, bus stops or other pedestrian attractions), special crossing elements at some locations, special lighting, benches, bus shelters, awnings and street trees." Thus, the Comment to Washington County was only for new text that had been added as part of this RTP update, not existing language from the 2010 RTP.*

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#### **June 20, 2014**

Metro staff submits the list of comments and proposed changes in RTP language to MPAC as part of the agenda packet for MPAC's June 25 meeting. I first see the staff-approved policy language changes on June 24.

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### **Councilor Stacey's RTP Questions**

- 1. The 530-foot basic standard for safe pedestrian crossings is derived from the Metro Code requirement for intersection spacing in new street development. If 530 feet is a good ground rule for connectivity, isn't it an appropriate minimum standard for safe pedestrian crossings when there are not intersections within 530 feet?**

*Staff Comment: Generally, this is true. However, the existing standard was developed in 1996 as part of an overall street connectivity policy and was primarily analyzed for traffic impacts (such as infiltration in neighborhoods). The purpose of the connectivity study was to guide new streets being built in the region, and thus applied only to residential and mixed-used development. The 1996 study actually recommended a closer spacing for pedestrian/bike accessways where full street connections are not possible -- that is our adopted standard of 330 feet in the existing RTP for pedestrian connections in lieu of a full street.*

*At the time these standards were adopted, arterial crossings were specifically left out, but could be revisited in the 2018 RTP with the new information that the Regional Safety Plan and ATP have brought forward (along with an industry-wide shift toward multi-modalism since 1996).*

**2. The standard allows exceptions where there is no bus stop or other pedestrian attraction within a stretch of 530 feet or more. Why isn't this sufficient flexibility to address local conditions?**

*Staff Comment: It may be sufficient, but the staff opinion is that the Regional Safety Plan wasn't fully vetted, and therefore didn't attempt to fully address exceptions where a pedestrian crossing could be safely and reasonably dropped from an arterial street. This is an area where the RTP does not make a clear policy tradeoff between pedestrian safety and accessibility and access management, which the RTP promotes as an alternative to road widening. This balance would best be addressed in the upcoming ATP/Best Practices update.*

**3. Washington County's objection is based on concern that more frequent pedestrian crossings (or "conflict points" to use the county's language) on arterials "may affect safety and regional mobility." Indeed, isn't the purpose of this standard to improve safety, by reducing the appalling (60+ percent) portion of fatal and severe-injury pedestrian-vehicle crashes that occur on arterials? Doesn't "regional mobility" include safe walking?**

*Staff Comment: Yes, regional mobility should encompass safe travel by all modes. That is the policy framework of the RTP, but the degree to which it has been codified in the Regional Transportation functional plan is the real issue: local jurisdiction are required to apply regional connectivity standards to new mixed-use and residential development, but though there is general guidance promoting safe crossings, there is no functional plan standard for spacing of arterial street crossings.*

*The recommendations of the Regional Safety Plan do focus on arterial street crossings, and will be a starting point for updating our best practice design guidelines and potentially regional policy in the 2018 RTP.*

**4. Why did Metro staff accept Washington County's objection?**

*Staff Comment: Staff agreed with the Washington County request because the Regional Safety Plan was never adopted by JPACT or the Metro Council, it lacks the full standing of the ATP or other modal plans that adopted by resolution, and therefore warrants a full vetting before our committees before new policy is drawn from the plan.*

*Washington County disagrees with some findings of the safety plan and makes valid points regarding process that are not possible to resolve during this RTP update timeline. There may be other jurisdictions with similar concerns that would have emerged in a full vetting process.*

*Reverting to existing language for the RTP section in question would have a limited effect on the ground, as the existing RTP already contains guidance for spacing of pedestrian crossing on arterials along transit/mixed-used corridors, which not only*

*cover the bulk of the region, but also (by design) the places most relevant to providing for safe pedestrian crossings.*

**5. Why hasn't Metro Council been directly involved in discussing policy changes to the draft RTP?**

*Staff Comment: the Council adopted the RTP work program, which provides the specific boundaries for what could be adopted in this update to the RTP, in light of a very short update timeline. The work plan specifically avoids major policy changes beyond the ATP and Regional Safety Plan.*

*Staff has provided several Council updates at work sessions to highlight the major changes from both plans, though the bulk of the changes came from the ATP - the language challenged by Washington County came from the Safety Plan, and the staff opinion is that it was incorporated into the draft RTP prematurely (and thus our concurrence in dropping that proposed change).*

*In a less time-constrained RTP update, it might have been possible to discuss the particular change called out by Washington County and Councilor Stacey, but even in that scenario, staff believes a change of this consequence requires better foundational technical work and consensus-building to be fully supported at JPACT. We do think we would have the opportunity to do this as part of the upcoming ATP/Best Practices effort.*





# Beaverton

O R E G O N

Mayor's Office

June 30, 2014

Mr. John Mermin  
Metro  
600 NE Grand Avenue  
Portland, OR 97232

RE: Draft 2014 Regional Transportation Plan

Dear Mr. Mermin:

Thank you for the opportunity to comment on the 2014 Regional Transportation Plan (RTP).

At the last MPAC meeting held on June 25<sup>th</sup>, members were offered the opportunity to comment and review comments from other jurisdictions about the 2014 RTP update. We noted that one of the insertions, number 152, references comments from Washington County requesting that intersection improvements to 185<sup>th</sup> and Walker Road and 185<sup>th</sup> and Cornell Road be listed as locations for "potential grade separation at these intersections." The City of Beaverton does not support this change.

As you may know, the City of Hillsboro and the City of Beaverton have different philosophies for moving traffic. Hillsboro supports the efficient movement of large volumes of traffic through their community, while the City of Beaverton is attempting to calm traffic and make much of the City more pedestrian and bicycle friendly. As we all know, changes in traffic patterns in one community have impacts downstream, and the addition of grade separated overcrossings would allow substantially more traffic to be processed.

Further, the intersection of 185<sup>th</sup> and Cornell is in Hillsboro and even more worrying, the intersection of 185<sup>th</sup> and Walker straddles the City of Beaverton and the City of Hillsboro. Also worrying is that McKinley Elementary School is located between the intersection of 185<sup>th</sup> and Cornell Road and the intersection of 185<sup>th</sup> and Jenkins Road. As you can imagine, additional traffic from the adjacent intersections would adversely impact conditions at the school.

To reiterate, we urge you not to support the inclusion of comment 152, requesting potential grade separation at 185<sup>th</sup> and Cornell and at 185<sup>th</sup> and Walker Road as the construction of these projects will adversely impact the City of Beaverton.

Thank you for your consideration.

Sincerely,

Denny Doyle  
Mayor



## *Interoffice Memorandum*

**Date:** July 3, 2014

**To:** Andrew Singelakis, Director

**From:** Christina Deffebach, Policy Analyst

**RE:** Councilor Harrington's comments on Regional Transportation Plan

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This memo addresses the questions you had about Washington County's comments on the RTP, as raised by Councilor Harrington in your recent phone conversation. The County submitted comments on the public review draft on May 5, 2014 and submitted final project revisions in April for inclusion in the air quality conformity modeling. The Washington County project list was endorsed by the Washington County Coordinating Committee in January 2014 for submission to Metro for the RTP. The questions relate to the county comment and/or RTP project numbers:

- 185<sup>th</sup> and potential grade separated intersections (Public comment # 152)
- Pedestrian crossings (Public comment #215)
- TV Highway Corridor recommendations (Public comments #209 and #222)
- Medians (Public comment #217)
- Safety project examples (Public comment #219)
- Walker Road (project # 11233 and #11234)

### **185<sup>th</sup> and potential grade separated intersections (Public comment #152)**

The county submitted a request for project changes on 185<sup>th</sup> in response to Metro's call for projects revisions for air quality conformity analysis in April. The RTP project list, including the change on 185<sup>th</sup>, was approved by Metro Council resolution with support from MPAC and JPACT. The change request emerged from efforts to resolve the long-standing disagreements on the future of 185<sup>th</sup> between local TSPs and the RTP through the County TSP update process.

Currently, 185<sup>th</sup> is adopted as a 7-lane facility in the 2010 RTP and the Hillsboro TSP and a 5-lane facility in the Washington County TSP and the Beaverton TSP. At Hillsboro staff's request, the County staff agreed to retain the existing 185<sup>th</sup> as a 7-lane facility in the RTP project list submitted in January, and modify the County TSP accordingly. During discussion on the TSP, Beaverton staff objected and County staff agreed to retain 185<sup>th</sup> as a 5-lane facility in the County TSP with the condition that the intersections of 185<sup>th</sup> at Walker and Cornell remain as Major Intersections. In the County TSP, Major Intersections are potential candidates for grade separation, additional at-grade turn lanes and/or other intersection design solutions.

For consistency to the TSP, the County staff submitted a request to the RTP project list to change 185<sup>th</sup> from seven lanes to five lanes and add the two intersections on 185<sup>th</sup> as Major Intersections. The RTP project list short-hand for this was grade separation, which doesn't fully cover the intent of the Major Intersection designation. These projects are included on the State Aspirational list, consistent with the County's long term horizon.

**Pedestrian crossings on arterials (Public Comment #215)**

The County noted that the Public comment version of the RTP jumbled two different Metro policies – the 530' local street connectivity policy and the policy on pedestrian crossings. Metro staff agreed and proposed clarifying language: regional policy does not require pedestrian crossings to be located every 530' nor on all arterials.

**TV Hwy recommendations in section 5.3.2.4 (Public Comment #209 and #222)**

The public review draft of the RTP included very specific project descriptions from the TV Hwy recommendations. County staff proposed changes to make the recommendations more consistent with other corridor descriptions in Chapter 5 Implementation. The changes were reviewed with ODOT and Hillsboro and Beaverton staff and are also included in County TSP.

**Walker Rd project (project #11233 and #11234)**

Project 11233, Walker Rd has been included in the RTP as a 5-lane road from 185<sup>th</sup> to Hwy 217 since at least the 2002 RTP as reflected in three projects (11233, 11233 and 11234). The County's project list revised the project limits of both 11233 and 11234 to reflect that the section from 153<sup>rd</sup> – 173<sup>rd</sup> will be completed prior to the 173<sup>rd</sup> – 185<sup>th</sup> section. Project 11234 is now consistent with the MSTIP project (173<sup>rd</sup> to Murray) scheduled to be completed by 2016.

**Medians (Public comment #217)**

County proposed that the term "where possible" be added to the statement that all 4-lane roads should include medians because of local access and truck turning needs.

**Safety projects (comment #219)**

County suggested that the term "may" instead of "should" be used to describe safety efforts to clarify that all of the projects are not required, but are examples.

I hope this addresses Councilor Harrington's questions. If this mischaracterizes her concerns or if she has further questions, please let her know she can contact me at 503-846-3406 while you are on vacation.

cc: Andy Back, PDS Manager