



### **Stakeholder Advisory Committee Meeting**

Regional Active Transportation Plan

**1:30-4:30 p.m. March 15, 2012**

Metro Regional Center Room 501

SAC Members present: Katherine Kelly, Gresham,  
Heidi Guenin, Upstream Public Health  
Jessica Engelmann, TriMet  
Brad Choi, Hillsboro  
Stephanie Routh, Willamette Pedestrian Coalition  
Rob Sadowsky, Bicycle Transportation Alliance  
Lidwien Rahman, ODOT  
Roger Geller, PBOT  
Derek Robbins, Forest Grove  
Aaron Brown, Youth Rep. / The Intertwine  
Todd Borkowitz, Citizen Rep.  
Jeff Owen, Wilsonville  
Allen Schmidt, Portland Parks and Recreation  
Jose Orozco, Cornelius  
Hal Bergsma, Tualatin Hills Parks and Recreation  
Lori Mastrantonio-Meuser, Clackamas County  
Suzanne Hansche, Elders in Action  
Shelley Oylear, Washington County  
Kate McQuillen, Multnomah County

SAC Members absent: Carla Danley, OPAL and ABE Rep.  
Allen Barry, Fairview

Metro Staff present: Lake McTighe, Rex Burkholder, Kathryn Harrington, Tom  
Kloster, Josh Springer, Mel Huie, Dylan Rivera, Anthony Butzek,  
Heath Bracket, Mathew Hampton, Chris Myers, Brooke Jordan,  
Robert Spurlock

Guests: Jane McFarland, Multnomah County



Project Manager Lake McTighe of Metro began the meeting at 1:40pm

Meeting Summary: Ms. McTighe gave a presentation on the ATP, which provided context, objectives, a timeline and organizational structure for the project. Four objectives include: (1.) Develop Guiding Principles and Criteria for evaluating network alternative 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; (2.) Identify the Principal Regional Active Transportation network, integrating walking, biking, and public transportation and creating a seamless, green network of on and off-street Regional Bicycle and Pedestrian Parkways connecting the region (comments: add in mobility in #1, create options that allow people to get around faster); (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, synthesize policies and priorities from other pedestrian, bicycle, trail and transit plans; (4.) Prioritize projects and develop a phased Implementation Plan and Funding Strategy that clearly articulates state, regional, and local roles and responsibilities. Currently, the ATP is apparent in the RTP but there is no clear direction for prioritizing and implementing projects.

Referring to Objective 1, Ms. Kelly noted that adding mobility as a criteria and/or guiding principle could create options for network users to get from location A to B faster

Referring to Objective 2, Ms. Rahman referred to the RTP Mobility Corridors and noted that every Mobility Corridor has an active transportation network.

Ms. Routh noted the importance of data and evaluation and asked if the project would include any recommendations on data, noting that it is important to quantify success. Ms. McTighe replied that Task 9 in the workplan focused on data protocols and maintenance and agreed that data was a critical foundation.

Ms. Guinen commented on the federal reauthorization bill, and how a lack of transportation funding could affect Safe Routes to School programs and projects. She asked what role MPOs (in light of less federal funding) could play in expanding/continuing Safe Routes to School. She stated that MPOs should support the program. There was a conversation about programs like Safe Routes to School crossing jurisdictional boundaries, and how new and existing projects would fit into the ATP. Ms. McTighe noted that Safe Routes programming will be considered as part of the funding and implementation strategy for the ATP.

Mr. Sadowsky noted that Safe Routes to School provide programming, education *and* infrastructure; 70-90% of funding is for programming.



Ms. Rahman stated that there are a lot of schools and that access to these schools may be more of a local focus. The committee needs discuss regional v. local, identifying the projects/corridors that provide regional high level mobility and the destinations that are served. So, high schools or universities may be regionally focused, but not elementary schools.. Ms. Rahman noted that the regional/local designation could vary by school with some Safe Routes facilities as part of the regional system. She then asked that the project should identify which jurisdictions are including Safe Routes in their local plan.

Ms. McFarland noted that a current drawback to Safe Routes to School is that it does not include high schools, and this may be more of a regional focus.

Mr. Geller said reconciling the regional-local conflict (i.e. the regional nature of corridors coupled with the local nature of trips) will be interesting and a challenge.

Mr. Robbins then noted that the developed corridors should have signs specifically identifying its function/role in the network. (e.g. “regional Westside Trail”, “Bethany local access trail”, “elementary school Safe Route”)

Mr. Geller asked if the goal is to identify pedestrian and bicycle districts as areas to focus regional investment or if they would be limited to focus on the “spine” or corridors. Ms. McTighe replied that the SAC shouldn’t feel limited to any particular structure at this point. The Concepts could include connected districts and/or corridors. The goal is good coverage everywhere, and the focus here will be the regional structure that the dense “local” network connects to.

Mr. Geller commented that SAC should start thinking about similarities between other high capacity transit systems like bus systems, ride share and other connections. Ms. McTighe noted that AT facilities will be cheaper and can be implemented faster than transit such as light rail.

Mr. Robbins noted that the transit analogy “a high capacity system for biking and walking” was helpful.

Ms. McTighe then discussed project phases, including (1.) looking at existing conditions and framing choices, (2.) developing network concepts and selecting alternatives, (3.) identifying priorities and implementing the plan. Ms. McTighe stated that the ATP will be coordinated with other related projects as well such as local TSP updates, Climate Smart Communities (CSC), SW Corridor Plan and East Metro Connections.



Mr. Sadowsky asked if there are other ATPs in regions or cities (such as Salt Lake City) that could be studied for best practices. Ms. McTighe noted that an informal scan of regional bike/pedestrian plans has been done and could be written up to describe what has been done from other places. The review has shown that only in Canada and Europe are ATP plans that integrate transit. There are interesting plans in Seattle and Tennessee, but both have a less prioritized strategy.

Ms. Oylear discussed the difference between transportation and recreation, and that data on this difference could inform investment priorities. Mr. Borkowitz commented that getting your workout in addition to transportation is a big benefit to ATP. Ms. McTighe said that SAC shouldn't get too hung up on the distinction between recreation and transportation. Ms. Rahman commented that the ATP is a transportation plan and that what destinations are accessed can help determine the location of routes. Mr. Bergsma noted that it will also be important to take into consideration the infrastructure that is already in place, building on it. Mr. Sadowsky and Mr. Bergsma both mentioned access to parks and through trails, and that location informs design, e.g. circuitous vs. direct. Ms. Rahman also noted way-finding and lights as an outcome for design. Ms. McTighe stated that both circuitous, very low stress, direct on-road routes are needed and that separated bicycling and walking routes are also needed, and that there is not one trail type that will fit all situations.

Ms. Engelmann mentioned that other projects such as Climate Smart Communities (CSC) are relying heavily on the outcomes of the ATP. Ms. McTighe added that CSC has identified scenarios in which the region can achieve GHG emissions reduction goals via the community design. Ms. Engelmann stressed the need for the ATP to match up timing with other projects such as CSC.

Ms. McTighe noted that bike and walking is still considered by some as a nice amenity, but not yet thought of as a factor to economic prosperity. Research shows an impressive return on bike/pedestrian investment.

The SAC and guests participated in Success/Fail exercise, identifying outcomes to the planning process that would signify success or failure. The SAC broke into three groups and generated ideas for about 5 minutes. They then reconvened and discussed some of the ideas. Ms. McTighe asked each group to pick a success and a failure to report back on. The full list of responses is included in the Themes for Success and Failure document.

Ms. McTighe then discussed SAC's role as a committee decision making process. Mr. Sadowsky asked if there would be a committee chair. Ms. McTighe stated that she had not thought the group would be chaired. Mr. Bergsma stated that he was more comfortable



with the current structure with Metro staff facilitating the meetings. Ms. McTighe stated that the current structure would remain.

Mr. Geller recommended propping up folded name cards if a member would like to speak. The SAC agreed. Ms. Guenin recommended holding up fingers “1,2,3” method of voting. 1 meaning firm yes, 2 meaning okay but discussion needed, 3 meaning a firm no. Ms. McTighe stated that this method, along with SAC ground rules would be posted at each meeting.

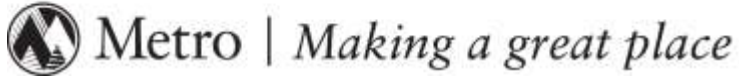
Mr. Brown asked about the different roles of ECAT and SAC. Ms. McTighe explained that ECAT is focused on building support and developing relationships in the business and health communities and that the SAC is the workgroup where recommendations and policy changes will originate. Ms. McTighe stated that SAC will make recommendations to the Metro Council. Mr. Bergsma asked how decisions will be made going through all of the various committees. Ms. McTighe stated that using her discretion she would get back to the SAC if there were looming questions, change of direction etc. Minor changes that raised at other (e.g. TPAC, JPACT) committee meetings would be incorporated at staff’s discretion. The SAC would be notified but would be convened to discuss only if the change was significant. Ms. Engelmann recommended that there be a champion on each engagement committee, including MPAC, JPACT and TPAC. She explained further that action is more readily taken when a member is well-versed with the ATP. The ATP needs enthusiasm, not just acceptance, Ms. Engelmann said. Ms. McTighe agreed.

Ms. McTighe then asked members to fill out the stakeholder engagement form and to indicate relevant groups and organizations members have contact with regarding the ATP.

Lastly, Ms. McTighe explained the work group structure. There are four proposed groups, Bike Policy and Infrastructure, Pedestrian Policy and Infrastructure, Funding Strategies and Freight, Bike, Pedestrian and Transit Interface. The SAC agreed to the four groups.

Mr. Sadowsky recommended joint meetings for at least the Bike and Ped groups so work is not duplicated. Mr. Geller asked who else could be involved in the work group. Ms. McTighe explained that additional members (other than SAC) could be invited to attend some or all of the workgroup efforts. This provides an opportunity to engage more people and to bring in other expertise and perspectives.

Mr. Bergsma mentioned developing a marketing strategy, and figuring out how to get people to support and buy into the project could be the focus of an additional work group. Ms. McTighe thought that ECAT could potentially participate.



Ms. Guenin asked if any current members are able to represent freight. Mr. Sadowsky noted that he serves on the Oregon Access Management Task Force. Ms. McTighe noted that if needed the SAC could utilize the Regional Freight Task Force.

Ms. Engelmann asked for questions the work groups will explore in advance. Ms. McTighe reminded SAC that all meeting materials and work group outcomes will be shared with all members at least a week in advance.

Notes prepared by Josh Springer and Brooke Jordan

Follow up actions suggested by the SAC:

- Consider including a scan and review of other regional active transportation planning efforts in the Existing Conditions report.
- Develop draft questions for work groups to focus efforts.
- Identify members of JPACT and MPAC that will focus on the ATP and provide an additional “voice” on the committees.
- Consider forming a marketing workgroup.

Attachments:

- Updated “Themes of Success and Failures”
- Draft Stakeholder Engagement Matrix (based on input from SAC)