600 NE Grand Ave.
Portland, OR 97232-2736

Metro | *Agenda*

Meeting:	ATP Stakeholder Advisory Committee meeting
Date:	June 6, 2013
Time:	3-5 p.m.
Place:	Room 501, Metro, 600 NE Grand Ave., Portland, 97232
Purpose:	Review final maps, vision, policies/actions, approach to categorizing projects for prioritization, implementation activities

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3:00 Endorsement and adoption timeline – concerns and options

- Report back from staff and SAC members on recent presentations to stakeholder groups and Metro Advisory Committees and open house.
- Report back from SAC members on community/organization understanding of the plan and how it relates to local planning processes and project development.

Review and discuss the following elements of the ATP

3:30 Policy recommendations and actions

4:00 Approach to categorizing projects for prioritization

4:45 Follow up and implementation activities

5:00 Adjourn

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Metro | *Memo*

Date: May 31, 2013
To: ATP Stakeholder Advisory Committee
From: Lake McTighe, Transportation Planner
Subject: June meeting - Regional Active Transportation Plan – Final Plan Elements

MEETING PURPOSE

- Report back from staff and SAC members on recent presentations to stakeholder groups and Metro Advisory Committees and open house.
- Report back from SAC members on community/organization understanding of the plan and how it relates to local planning processes and project development.
- Provide comments to refine elements, listed below, which will comprise major sections of the plan.

PLAN ELEMENTS for DISCUSSION at MEETING

- Approach to categorizing active transportation projects for prioritization in the RTP.
- Policy recommendations and actions
- Follow up and implementation activities

PLAN ELEMENTS for REVIEW

Staff will not present on these elements, however SAC members are welcome to raise questions/comments/concerns for committee consideration

- Active transportation vision
- Maps of the recommended regional pedestrian and bicycle networks
- Updated functional classifications for the bicycle networks and new functional classes for the pedestrian networks
- Design guidelines for the regional bicycle and pedestrian networks, for each functional class

PROJECT TIMELINE

A final document will be finished by the end of June. Staff will be seeking recommendation to endorse the plan from MPAC and JPACT to the Metro Council in August. Endorsement does not adopt the plan into the RTP, but authorizes staff to begin steps to work with local jurisdictions and stakeholders to integrate the ATP into the RTP during the regular update of the RTP scheduled for spring 2014. Modifications to the ATP will be possible during the RTP update.

May 23 Public Open House - *Stakeholder input on the plan*
Virtual Open House, through June 14 - www.oregonmetro.gov/activetransport
May 31 TPAC – *overview of plan elements, provide input*
June 5 MTAC - *overview of plan elements, provide input*
June 6 ATP Stakeholder Advisory Committee meeting – *review plan elements*
June 13 JPACT - *overview of plan elements, provide input*
June 25 Metro Council Work session - *overview of plan elements*
June 26 MPAC- *overview of plan elements, provide input*

June 28 TPAC - *final plan overview*

July 19 TPAC – *asked to provide recommendation to JPACT*
July 17 MTAC - *asked to provide recommendation to MPAC*
August 1 JPACT - *recommendation for endorsement*
August 6 Metro Council (tentative) – *presentation on the final plan*
August 14 MPAC - *recommendation for endorsement*
August 15 Metro Council – *request to endorse the plan*

August 2013-June 2014 - Networks and policies recommended for incorporation into the RTP.
2018 RTP update – amendments to the Regional Transportation Functional Plan

ATTACHMENTS

1. Active Transportation Vision
2. DRAFT Regional Bicycle and Pedestrian Recommended Networks – LINK to MAPS
3. DRAFT Network Concepts, Functional Classes and Design Guidelines
4. DRAFT Policy Recommendations and Actions
5. DRAFT Approach to categorizing projects
6. DRAFT Initial Implementation Activities
7. Link to Existing Conditions, Findings and Opportunities Report
8. Link to Regional Bicycle Network Evaluation Report
9. Link to Regional Pedestrian Network Analysis Report

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Regional Active Transportation Plan
DRAFT Active Transportation Vision

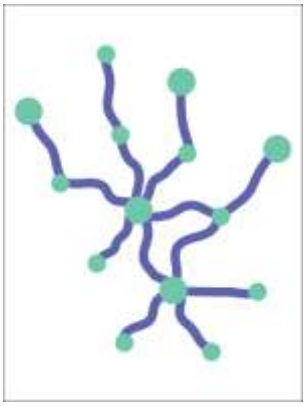
Active transportation is a part of the region's vision for a complete transportation system

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. People of all ages and abilities can walk and bike easily and safely for many of their daily needs and 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 because they incorporate physical activity into their daily routines they are healthier and happier.

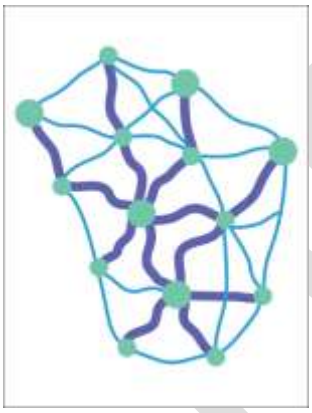
Regional Active Transportation Plan
Regional Bicycle and Pedestrian Network Concepts & Functional Classes

REGIONAL BICYCLE NETWORK CONCEPT

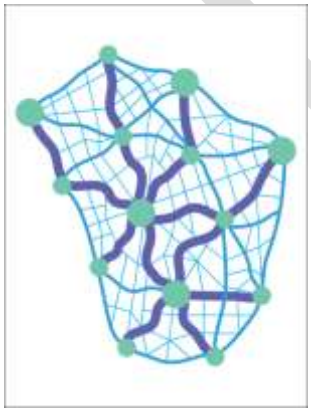
A dense network of off-street trails, in-street separated bikeways, bicycle boulevards and other bicycle facilities make up the regional bicycle network. Regional Bicycle Parkways form the spine of the regional bicycle network and connect **Regional Bicycle and Pedestrian Districts,** areas, such as the region's urban centers, where bicycle activity is highest or has the potential to be high. The regional bicycle network has a functional hierarchy similar to that of a street network. The functional classification system described below replaces the current bicycle network classification system in the Regional Transportation Plan.



Regional Bicycle Parkways are a new functional class for bicycles and are the highest functional class for bicycle facilities. Bicycle Parkways are high quality and high priority routes and make up the spine of the bicycle network – the highways of bicycle travel. They provide safe, comfortable and efficient bicycle travel within and between centers. They provide connections to key destinations and routes outside of the region. Parkways can be any type of facility designed to parkway standards. Facility types can include shared use paths, separated in-street bikeways and bicycle boulevards. Shared use paths identified as regional bicycle parkways are also regional pedestrian parkways. Adequate width and separation between pedestrians and bicyclists are provided on shared use path parkways.



Regional Community Bikeways can be any type of facility, including off-street trails, separated in-street bikeways and bicycle boulevards. On-street community bikeways located on arterial and collector streets are designed to provide separation from traffic on streets with higher auto speeds and volumes. Community bikeways provide connections to regional bicycle parkways and to destinations that parkways do not reach– they are the arterials of bicycle travel.



Local Bikeways trails, streets and connections not identified as regional bicycle parkway or community bikeway. Local bikeways are the local collectors of bicycle travel. They are typically shorter routes with less bicycle demand and use. These routes are not identified on the regional bicycle map, but are an important part of the system allowing for door to door bicycle travel.

Regional Active Transportation Plan
Regional Bicycle and Pedestrian Network Concepts & Functional Classes

REGIONAL PEDESTRIAN NETWORK CONCEPT

All streets (except limited access highways) and off-street trails are part of the regional pedestrian network. The Principal Regional Pedestrian Network is comprised of Regional Pedestrian Parkways linking Regional Pedestrian and Bicycle Districts and forms the spine of the entire regional pedestrian network. The regional pedestrian network is organized into functional classes; this is the first time the Regional Transportation Plan has provided functional classes for pedestrian facilities.

Regional Pedestrian Parkways are a new functional class for pedestrian facilities and the highest functional class for pedestrian facilities. They are high quality and high priority routes for pedestrian activity. A connected network of on and off-street parkways are anchored by pedestrian districts providing access to transit and key destinations in the region. Pedestrian districts are the region's urban centers where pedestrian activity is highest. On-street parkways mirror frequent transit routes. Shared use paths, which are also regional bicycle parkways, connect to the on-street network, transit and nature. Adequate width and separation between pedestrians and bicyclists are provided on shared use path parkways. The principal pedestrian network provides the spine for regional pedestrian corridors and local pedestrian corridors to make a complete regional pedestrian network.

Regional Community Pedestrian Corridors is the second highest functional class of the regional pedestrian network and the second highest priority. On-street community pedestrian corridors are any major or minor arterial on the regional arterial network that is not part of the principal regional pedestrian network. Off-street community pedestrian corridors are community trails/shared use paths not included in the principal regional pedestrian network. Community pedestrian corridors experience less transit access and/or pedestrian activity.

Local Pedestrian Connectors are all streets and trails not included in the principal regional or regional corridor networks. Local connectors experience lower volumes of pedestrian activity and on-street connectors are typically on residential and low-volume/speed roadways. Connectors, however, are an important element of the regional pedestrian network because they allow for door-to-door pedestrian travel.

FUNCTIONAL CLASS AND DESIGN TYPES

High level design guidelines were identified for completing and upgrading the region's bicycle and pedestrian networks. The guidelines serve as a checklist to ensure that the regional active transportation network is developed to make walking and bicycling easy, safe and comfortable. The guidelines should be used in conjunction with fully developed design guidelines such as those listed below. Note that Metro's guidelines recommend wider widths for shared use paths and separated bikeways.

- Metro Creating Livable Streets: Street Design Guidelines for 2040 (for pedestrian elements)
- National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide
- Washington County Bicycle Design facility Toolkit
- Oregon Department of Transportation Bicycle and Pedestrian Design Guide
- Institute of Transportation Engineers Designing Walkable Urban Thoroughfares: A Context Sensitive Approach
- AASHTO Guide for the Development of Bicycle Facilities, 4th Edition

Table 1: Regional Bicycle Network Functional Classification Design Types and Design Guidelines

Functional Class 1 (FC-1) **Regional Bicycle Parkway** The highest functional class for bicycle facilities. High quality and high priority routes, the highways for bicycle travel, connecting to and through regional centers. Parkways can be any type of facility designed to parkway standards, including off-street shared use paths, separated in-street bikeways and bicycle boulevards. Shared use path bicycle parkways are also pedestrian parkways.	**Functional Class 2 (FC-2)** **Community Bikeway** High-quality routes with seamless connections to bicycle parkways. Community bikeways can be any type of facility, including off-street trails, bike lanes and bicycle boulevards. On-street community bikeways located on arterial and collector streets are designed to provide separation from traffic on streets with higher auto speeds and volumes.	**Functional Class 3 (FC-3)** **Local Bikeway** Primarily local streets and trails providing the door to door connections for bicycle travel. They are typically shorter routes with less bicycle demand and use. Includes all streets and trails not identified as a bicycle parkway or community bikeway.
FC-1 Design Type A Off-street shared use path • Minimum width of 14'; additional width and bifurcation where expected demand warrants. • Marked high-visibility crosswalks with lighting at all crossings of collector and arterial roads, additional crossing features where appropriate. • Lighting of path is desirable. • Bike signals and detection at signals are desirable. • Way finding and bike parking are included. • Separation of pedestrians and bicyclists. • Seating and pull outs are provided.	FC-2 Design Type A Off-street • Preferred width of 12', minimum width of 10'. • Marked crosswalks with lighting at all crossings of collector and arterial roads, additional crossing features where appropriate. • Lighting of path may be desirable. • Way finding and bike parking are included.	FC-3 Design Type A Off-street • Local standards apply.

FC-1 Design Type B Low traffic street (ADT <6,000 and posted speed is 30 or less) • Where ADT <3,000, bicycle boulevard treatments including traffic calming and diversion measures may be appropriate. • Where bike boulevard treatments are not used, 7' bike lanes are preferred; 6' bike lanes are minimum treatment. Crossing treatments at all crossings of collector and arterial roads. • Context-based traffic calming is desirable. • Lighting along bikeway and at intersections.	FC-2 Design Type B Low traffic street (ADT <6,000 and posted speed is 30 or less) • Where ADT <3,000, bicycle boulevard treatments including traffic calming and diversion measures may be appropriate. • Where bike boulevard treatments are not used, 7' bike lanes are preferred; 5' bike lanes are minimum treatment • Crossing treatments at all crossings of arterial roads. • Context-based traffic calming is desirable. • Lighting along bikeway and at intersections.	FC-3 Design Type B Low traffic street • Local standards apply.
FC-1- Design Type C High traffic street (ADT >6,000 or posted speed is 35 or more) • Separation from vehicle traffic is critical. Use cycle tracks, buffered bike lanes (minimum 6' lane, 4' buffer) or protected bikeways such as a parallel path. Attention to treatment of intersections and driveways is critical. Preferential treatments such as green coloring, bike boxes, bike signals, turn queue boxes, and advance stop lines should be used as appropriate. • Arterial-type traffic calming is desirable. • Lighting along bikeway and at intersections.	FC-2 Design Type C High traffic street (ADT >6,000 or posted speed is 35 or more) • Separation from traffic is critical. Buffered bike lanes (minimum 6' lane, 4' buffer) or 7' bike lanes are preferred; 5' bike lanes are minimum treatment.). • Attention to treatment of intersections and driveways is desirable. Preferential treatments such as green coloring, bike boxes, bike signals, turn queue boxes, and advance stop lines may be used as appropriate. • Arterial-type traffic calming is desirable. • Lighting along bikeway and at intersections.	N/A

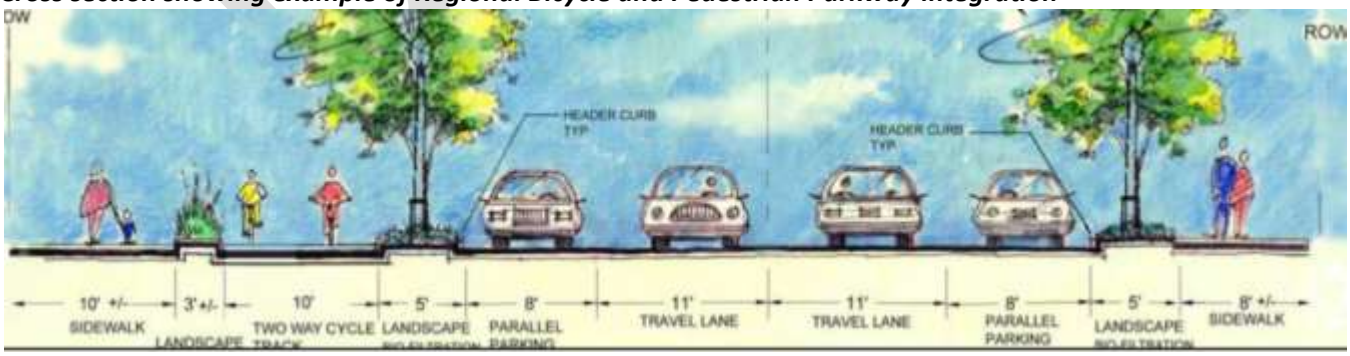
Table 2: Regional Pedestrian Network Functional Classification Design Types and Design Guidelines

Functional Class 1 (FC-1) **Regional Pedestrian Parkways and Districts** Highest functional class of pedestrian facilities for the regional network. Roadway corridors mirror frequent transit routes. Districts and corridors are areas with current or planned higher levels of pedestrian activity. Functional class 1 off-street shared use paths are also regional bicycle parkways.	**Functional Class 2 (FC-2)** **Community Pedestrian Corridors** Second highest functional class of the regional pedestrian network. On-street community pedestrian corridors are major or minor arterials on the regional arterial network that are not Regional Pedestrian Parkways. Off-street community pedestrian corridors are regional trails that are not Pedestrian Parkways.	**Functional Class 3 (FC-3)** **Local Pedestrian Connectors** All streets and trails/paths not included in the principal regional or regional corridor networks. Local connectors experience lower volumes of pedestrian activity and on-street connectors are typically on residential and low-volume/speed roadways. Allow for door-to-door pedestrian travel.
FC-1 Design Type A Off-street shared use path • Minimum width of 14'; additional width and bifurcation where expected demand warrants. • Marked crosswalks at all crossings of collector and arterial roads, additional crossing features where appropriate. • Marked high-visibility crosswalks with lighting at all crossings of collector and arterial roads, additional crossing features where appropriate. • Lighting of path is desirable. • Pedestrian countdown heads at all signals. • Short signal cycle lengths (90s or less), pedestrian-friendly timing, and lead pedestrian intervals at signals are desirable. • Separation of pedestrians and bicyclists. • Seating and pull outs are provided. • Way finding included.	FC-2 Design Type A Off-street shared use or pedestrian only path • Preferred width of 12', minimum width of 10'. • Marked crosswalks with lighting at all crossings of collector and arterial roads, additional crossing features where appropriate. • Lighting of path may be desirable. • Way finding included.	FC -3 Design Type A Off-street shared use or pedestrian only path • Local standards apply.

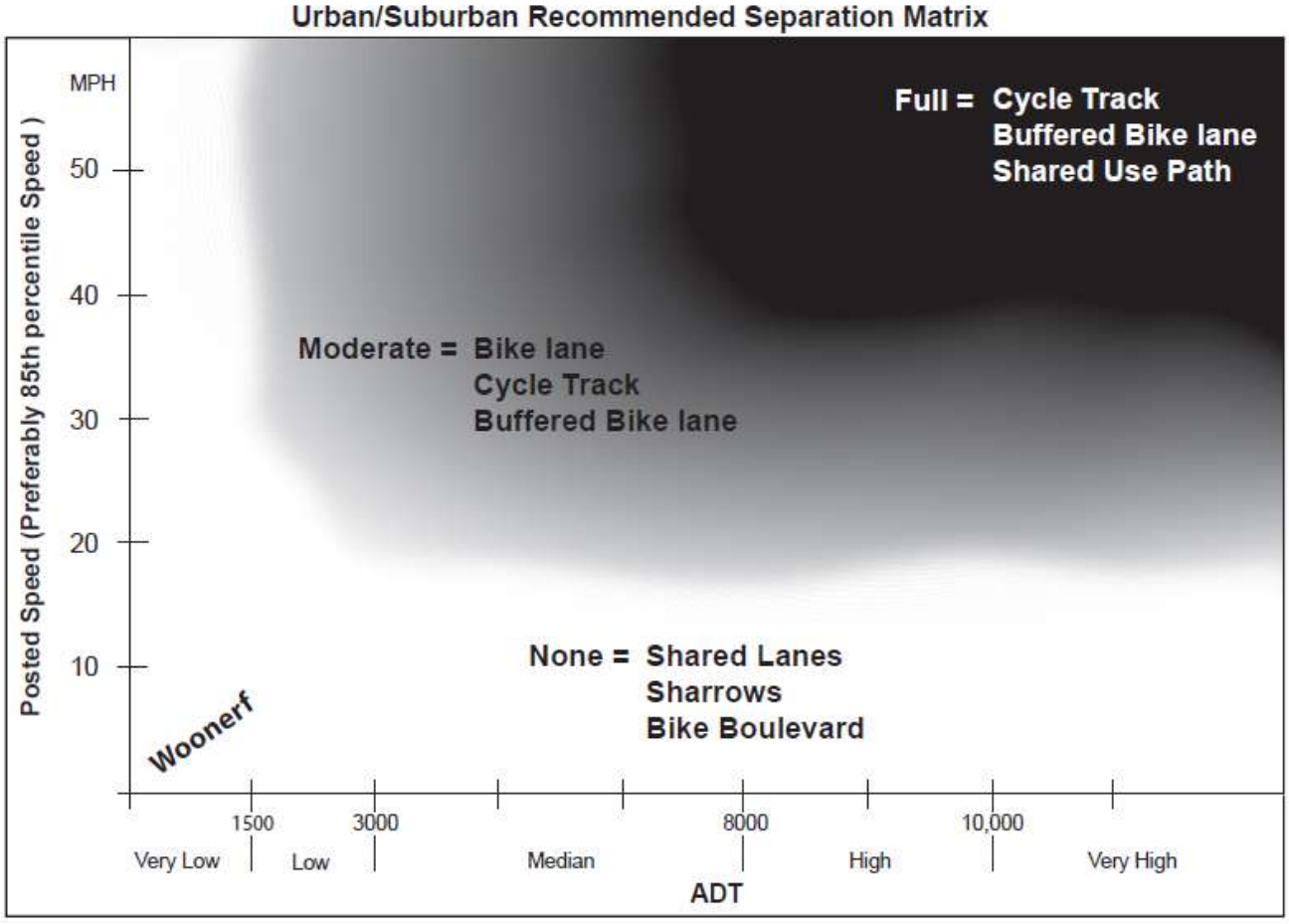
FC-1 Design Type B Low traffic street (ADT <12,000 and posted speed is 35 or less)	FC-2 Design Type B Low traffic street (ADT <12,000 and posted speed is 35 or less)	FC-3 Design Type B Low traffic street
• Minimum sidewalk plus buffer width of 10'. • Buffer width includes width of on-street parking, landscape buffer, furnishing zone; cycle track can serve as a buffer. • Pedestrian clear zone of 6' or more. • Street trees between roadway and pedestrian clear zone. • Marked crosswalks provided ≤530' spacing along corridor using context sensitive placement • Crossing features such as refuge islands, curb extensions, raised crosswalks, raised intersections, and beacons or signals where appropriate. • Lighting at all crosswalks. • Pedestrian-scale lighting along corridor. • Pedestrian countdown heads at all signals. • Short signal cycle lengths (90-s or less), pedestrian-friendly timing, and lead pedestrian intervals at signals are desirable. • Walkable street-fronting retail uses and on-street parking is desirable in centers and along Main Streets. • Medians desirable along corridors with 4+ lanes. • Minimize driveway count and width. • Context-based traffic calming is desirable.	• Minimum sidewalk plus buffer width of 10'. • Buffer width includes width of on-street parking, landscape buffer, furnishing zone; cycle track can serve as a buffer. • Pedestrian clear zone of 5' or more. • Street trees between roadway and pedestrian clear zone. • Marked crosswalks provided every ≤530'along corridor using context sensitive placement. • Crossing features such as refuge islands, curb extensions, and beacons or signals where appropriate. • Lighting at all crosswalks. • Pedestrian-scale lighting along corridor. • Pedestrian countdown heads at all signals. • Short signal cycle lengths (90-s or less), pedestrian-friendly timing, and lead pedestrian intervals at signals are desirable.	• Local standards apply.

FC- 1 Design Type C High traffic street (ADT >12,000 or posted speed is 40 or more) • Minimum sidewalk plus buffer width of 17’; raised cycle track can serve as buffer. • Buffer width includes width of on-street parking, landscape buffer, furnishing zone. • Pedestrian clear zone of 6’ or more. • Street trees between roadway and pedestrian clear zone. • Marked crosswalks provided ≤530’ spacing along corridor using context sensitive placement. • • Crossing features such as refuge islands, curb extensions, raised crosswalks, raised intersections, and beacons or signals where appropriate. • Lighting at all crosswalks. • Pedestrian-scale lighting along corridor. • Pedestrian countdown heads at all signals. • Short signal cycle lengths (90-s or less), pedestrian-friendly timing, and lead pedestrian intervals at signals are desirable. • Walkable street-fronting retail uses and on-street parking is desirable in centers and along Main Streets. • Medians desirable along corridors with 4+ lanes. • Minimize driveway count and width. • Context-based traffic calming is desirable.	FC- 2 Design Type C High traffic street (ADT >12,000 or posted speed is 40 or more) • Minimum sidewalk plus buffer width of 14’; raised cycle track can serve as buffer. • Buffer width includes width of on-street parking, landscape buffer, furnishing zone. • Pedestrian clear zone of 6’ or more. • Street trees between roadway and pedestrian clear zone. • Marked crosswalks provided ≤530’ spacing along corridor using context sensitive placement. • • Crossing features such as refuge islands, curb extensions, raised crosswalks, raised intersections, and beacons or signals where appropriate. • Lighting at all crosswalks. • Pedestrian-scale lighting along corridor. • Pedestrian countdown heads at all signals. • Short signal cycle lengths (90-s or less), pedestrian-friendly timing, and lead pedestrian intervals at signals are desirable. • Walkable street-fronting retail uses and on-street parking is desirable in centers and along Main Streets. • Medians desirable along corridors with 4+ lanes. • Minimize driveway count and width. • Context-based traffic calming is desirable.	N/A

Cross section showing example of Regional Bicycle and Pedestrian Parkway integration



Source: Livable Centers Initiative



Source: ODOT Bicycle and Pedestrian Design Guidelines

Separation Context Matrix

Context	Need for Separation
1. Land Use indicators	
Urban Center, CBD	Decreases
Suburban	Increases
Buildings at back of sidewalk	Decreases
Buildings set back from roadway (parking lots front street)	Increases
On Street Parking	Decreases
Short block length	Decreases
Long block length	Increases
2. Traffic speed/volume indicators	
Signal coordination timed at higher than posted speeds	Increases
Signal coordination timed at lower than posted speeds	Decreases
Peak Hourly Traffic Volume greater than 10%	Increases
3. Roadway characteristics	
Wide roadway / multiple travel lanes	Increases
Steep grades: uphill	Increases
Steep grades: downhill	Decreases
4. Bicycling demand indicators	
Popular Route to School	Increases
Provides continuity of bike lanes, routing or trail	Increases
Other high-use indicators	Increases

Source: ODOT Bicycle and Pedestrian Design Guidelines

Metro

DRAFT Regional Active Transportation Plan

Principles for the Regional Active Transportation Network
The following principles are used to **guide policies and development** of the regional active transportation network.

1. Cycling, walking, and transit routes are integrated and connections to regional centers and regional destinations are seamless.
2. Routes are direct, form a complete network, are intuitive and easy-to-use and are accessible at all times.
3. Routes are safe and comfortable for people of all ages and abilities.
4. Routes are attractive and travel is enjoyable.
5. Routes are integrated with nature and facility designs are context sensitive.
6. Relieves strain on other transportation systems.
7. Increases access to regional destinations for low income, minority, disabled, non-English speaking, youth and elderly populations.
8. Measurable data and analysis inform the development of the network and active transportation policies.
9. Implements regional and local land use and transportation goals and plans to achieve regional active transportation modal targets.

Regional Active Transportation Network Evaluation and Prioritization Criteria

Access. How well does the active transportation network improve access to destinations?

Safety. How well does the active transportation network make it safer to walk and ride a bike for all users, regardless of age and ability?

Equity. How well does the active transportation network increase access low income, minority, disabled, non-English speaking, youth and elderly populations?

Increased activity. By how much does the network increase the number of trips made by walking and bicycling?

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Regional Active Transportation Plan
DRAFT Policy Recommendations and Actions

1.1 Make walking and bicycling the most convenient and enjoyable transportation choices for short trips.

Actions

1.1.1 Implement the regional active transportation network according to the Principles for the Regional Active Transportation Network.

1.1.2 Prioritize projects that connect people to destinations that serve essential daily needs.

1.1.3 Include way finding, street markings and clear connections to make the regional pedestrian and bicycle networks easy to navigate on foot or by bicycle. Provide data in an open format to support third-party mobile application and map development.

1.1.4 Implement recommendations of the Metro State of Safety Report.

1.1.5 Include education and encouragement in project scope to raise awareness and use of projects and networks when completed.

1.2 Build a well-connected regional network of complete streets and off-street paths that is integrated with transit and prioritize safe, convenient and comfortable pedestrian and bicycle access for all ages and abilities.

Actions

1.2.1 Adopt a complete streets policy into the Regional Transportation Plan.

1.2.2 Endorse use of complete streets checklist for planning and project development.

1.2.3 Prioritize pedestrian and bicycle travel on adopted regional pedestrian and bicycle routes.

1.2.4 Provide physically separated bicycle facilities on roadways with high traffic speeds and volumes.

1.2.5 Complete gaps and overcome barriers in the regional pedestrian network.

1.2.6 Encourage and support the use of the Active Transportation Plan design guidelines.

1.2.7 Endorse the use of the NACTO (National Association of City Transportation Officials) Bike Design Guide and Washington County Bike Design Tool Kit as best design standards.

1.2.8 Develop design guidelines for transit and bicycle parkway interaction.

1.2.9 Develop design guidelines for regional trails as transportation facilities.

1.2.10 Update local transportation system plans to include the regional pedestrian and bicycle networks.

1.2.11 Update Regional Transportation Plan project list to include projects to build out the identified pedestrian and bicycle networks.

1.2.12 Develop proposal Regional Transportation Plan project prioritization and submittal criteria, including setting modal investment targets based on projects contribution to meeting the non-single occupancy vehicle modal targets.

1.2.13 Coordinate with Regional Transportation Option program and grants to deliver complete corridors for active travel.
1.2.14 Coordinate with Transportation System Management Options program and grants to deliver complete corridors for active travel.
1.2.15 Update Regional Flexible Funds polices to include active transportation elements in all funded projects.

1.3 Ensure that the regional active transportation network equitably serves all people.

Actions

1.3.1 Encourage, partner, and utilize minority-owned, women-owned and emerging small businesses to plan and develop the regional active transportation networks.
1.3.2 Work with Transportation Management Associations and partner organizations to provide awareness programs and address barriers to active transportation for underserved groups.
1.3.3
1.3.4 Prioritize complete pedestrian and bicycle access to destinations in areas with above average underserved populations.
1.3.5 Develop best practices on engaging underserved communities on active transportation projects

1.4 Complete pedestrian and bicycle networks to match roadway network level of completeness.

Actions

1.4.1 Adopt a 'complete network' policy into the Regional Transportation Plan.
1.4.2 Adopt policy in the Regional Transportation Plan and Regional Transportation Functional Plan to bring up pedestrian and bicycle networks up to standard through maintenance roadway projects in addition to capital projects.
1.4.3 Include parallel and/or complementary pedestrian and bicycle routes with transit and roadway projects.

1.5 Utilize data and analysis to guide transportation investments.

Actions

1.5.1 Support collection and maintenance of regional pedestrian and bicycle data.
1.5.2 Work with stakeholders and partners to identify desirable and practical data to be collected and maintained at a regional level.
1.5.3 Develop a regional plan for bicycle count locations to support the regional bicycling modeling tools.
1.5.4 Develop method to count and estimate pedestrian activity to support development of regional pedestrian modeling tools.
1.5.5 Collaborate with local, state, and federal partners to develop new and refine existing transportation models and forecasting tools to accurately predict pedestrian and bicycle travel demand generated by capital and programmatic

improvements and to model system performances that include bicycling and walking.

1.5.6 Support the Oregon Household Activity Survey to include pedestrian and bicycle activity, including the relationship between bicycle and transit travel in the region.

1.5.7 Partner with health organizations to incorporate health outcomes into planning and funding decisions.

1.5.8 Further develop the regional Bicycle Comfort Index and a Pedestrian Comfort Index to help identify routes that do not meet design guidelines for people of all ages and abilities, and to inform design approaches for new routes and route upgrades.

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REGIONAL ACTIVE TRANSPORTATION PLAN

Criteria for Identifying Project Priority Categories

Improvements to the regional pedestrian and bicycle networks were evaluated to understand impacts on access to destinations (access), increasing access for underserved populations (equity), and safety. The measures listed below were used to sort projects into four prioritization categories.

Table 1: Criteria and Measures for Grouping Projects into Outcome Categories

Criteria		Measure
Completing the Regional Active Transportation Network	Pedestrian	Project is located on the regional pedestrian network. Priority is given to projects that complete Pedestrian Parkways and Districts.
	Bicycle	Project is located on the regional bicycle network. Priority is given to projects that complete Bicycle Parkways and Districts.
Access to destinations, including transit, via walking and bicycling.	Pedestrian	Project is on a corridor, trail or district where access to essential destinations within a one mile walk is increased for a high number of people.
	Bicycle	Project is in a cycle zone with a high number of bicycle trips.
		Bicycle route has high modeled volumes.
		Project is in a cycle zone with high bicycling potential.
Equity. Access to destinations, including transit, via walking and bicycling for low income, minority, disabled, non-English speaking, youth and elderly populations.	Pedestrian	Project is on a corridor, trail or district with above average share of underserved populations.
	Bicycle	Project is in a cycle zone with above average share of underserved populations
Safety. Increased safety of the pedestrian and bicycle network.	Pedestrian	Project provides separation/protection from traffic or overcomes a barrier to travel
	Bicycle	Project provides separation/protection from traffic or overcomes a barrier to travel
Increased Activity. Increased levels of bicycling and walking.	This criterion is addressed by the access criterion. Increase in bicycling trips was measured using the bicycle modeling tools. The transportation modeling tools indicate an increase in walking in the region; the potential for increased walking activity is assumed with the increase in access to destinations.	

Pedestrian outcome categories

The Pedestrian Network Analysis evaluated the impact of improvements to regional pedestrian corridors, districts and trails for increasing access, equity and safety. The results of the evaluation were used to group the Pedestrian Parkways and districts and trails into outcome categories. Outcome categories are one way to understand the potential outcomes of improvements in different parts of the region using the criteria of **access, equity, safety and increased activity.**

Within the outcome categories pedestrian project that provides separation from traffic and/or removes a barrier, such as crossing a busy street, are considered to improve pedestrian safety. Increasing access for a high number of people in areas with essential destinations within walking distance is assumed to have the potential to increase walking activity.

The outcome categories and the areas they identify provide *broad brush* guidance for implementing the regional active transportation network.

Prioritization of projects

For the purposes of the Regional Active Transportation Plan, the recommended list of projects is prioritized using the outcome categories, with projects falling into category one being the highest priority. All projects included in the Regional Active Transportation Plan project list must be on the regional active transportation network. Other criteria, such as cost and feasibility are not considered in the prioritization.

Outcome categories

Category 1 areas - equity, improved access for the highest number of people and safety
Projects in these areas have the potential to increase access to destinations for underserved populations, increase access to destinations for a *high number* of people, thus having the potential to greatly increase levels of walking for daily needs, and improve safety by providing separation from traffic or overcoming barriers.

Category 2 areas –improved access for the highest number of people and safety
Projects in these areas primarily have the potential to increase access to destinations for a *high number* of people, thus having the potential to greatly increase levels of walking for daily needs, and improve safety by providing separation from traffic or overcoming barriers.

Category 3 areas – equity
Projects in these areas primarily increase access to destinations for areas with above average underserved populations and have the potential to increase levels of walking for daily needs, and improve safety by providing separation from traffic or overcoming barriers.

Category 4 areas– improving access and safety
Projects in these areas increase access to destinations and have the potential to increase levels of walking for daily needs, and improve safety by providing separation from traffic or overcoming barriers.

Table 2: Pedestrian Outcome Categories and Criteria

	Criteria
Category 1	Project is on a Pedestrian Parkway or Pedestrian District; AND Project is in a corridor, trail or district with above average % of underserved populations; AND Project is in a corridor, trail or district where improvements increase access for a high number of people; AND Project provides separation from traffic or overcomes a barrier.
Category 2	Project is on a Pedestrian Parkway or Pedestrian District; AND Project is in a corridor, trail or district where improvements increase access for a high number of people; AND Project provides separation from traffic or overcomes a barrier.
Category 3	Project is on a Pedestrian Parkway or Pedestrian District; AND Project is in a corridor, trail or district with above average % of underserved populations; AND Project provides separation from traffic or overcomes a barrier.
Category 4	Project is on the Regional Pedestrian Network ; AND Project is in a corridor, trail or district where improvements increase access; AND Project provides separation from traffic or overcomes a barrier.

Bicycle outcome categories

The Regional Bicycle Evaluation evaluated improvements to the regional bicycle network for increasing access, equity and safety. The results of the evaluation were used to group cycle zones and Bicycle Parkways into outcome categories. Outcome categories are one way to understand the potential outcomes of improvements to the bicycle network in different parts of the region using the criteria of **access, equity, safety and increased activity.**

Within the outcome categories bicycle projects that provides separation from traffic and/or removes a barrier, such as crossing a busy street, are considered to improve safety. The Bicycle Network Evaluation found that in areas with dense population, jobs and destinations and where density and connectivity of the bicycle network was improved that bicycling activity also, in general, increased. Increased access is measured by increased levels of bicycling activity.

The outcome categories and the areas they identify provide *broad brush* guidance for implementing the regional active transportation network.

Prioritization of projects

For the purposes of the Regional Active Transportation Plan, the recommended list of projects is prioritized using the outcome categories, with projects falling into category one being the highest priority. All projects included in the Regional Active Transportation Plan project list must be on the regional active transportation network. Other criteria, such as cost and feasibility are not considered in the prioritization.

Outcome categories

Category 1 areas - equity, improved access for the highest number of people and safety

Projects in these areas have the potential to increase access to destinations for underserved populations, increase access to destinations for a *high number* of people, thus having the potential to greatly increase levels of bicycling for daily needs, and improve safety by providing separation from traffic or overcoming barriers.

Category 2 areas –improved access for the highest number of people and safety

Projects in these areas primarily have the potential to increase access to destinations for a *high number* of people, thus having the potential to greatly increase levels of bicycling for daily needs, and improve safety by providing separation from traffic or overcoming barriers.

Category 3 areas – equity

Projects in these areas primarily increase access to destinations for areas with above average underserved populations and have the potential to increase levels of bicycling for daily needs, and improve safety by providing separation from traffic or overcoming barriers.

Category 4 areas– improving access and safety

Projects in these areas increase access to destinations and have the potential to increase levels of bicycling for daily needs, and improve safety by providing separation from traffic or overcoming barriers.

Table 3: Bicycle Project Outcome Categories and Criteria

	Criteria
Category 1	Project is on a Regional Bicycle Parkway or District ; AND Project is in a cycle zone with above average % of underserved populations; AND Project is in a cycle zone with high bicycling activity; OR Project is in a cycle zone with high bicycling potential; OR Project is identified as a high usage route; AND Project provides separation from traffic or overcomes a barrier.
Category 2	Project is on a Regional Bicycle Parkway or District; AND Project is in a cycle zone with the highest bicycling activity; OR Project is in a cycle zone with high bicycling potential AND Project provides separation from traffic or overcomes a barrier.
Category 3	Project is on a Regional Bicycle Parkway or District; AND Project is in a cycle zone with above average % of underserved populations; AND Project provides separation from traffic or overcomes a barrier.
Category 4	Project is on the Regional Bicycle Network; AND Project is in a cycle zone with medium-low bicycling activity; OR Project is in a cycle zone with medium-low bicycling potential AND Project provides separation from traffic or overcomes a barrier.

Metro

Regional Active Transportation Plan Implementation Activities

Recommended pedestrian and bicycle network visions, policies and projects that will help the region achieve it six desired outcomes and transportation goals and targets are included in the Regional Active Transportation Plan (ATP). The following implementation activities have been identified to implement the recommendations of the ATP.

A. Incorporation of the ATP policies and projects into the Regional Transportation Plan and the Regional Transportation Functional Plan during the 2014 update and into other regional projects

Included in post-adoption work plan, 2013-2014

1. Local jurisdictions can add recommended projects into the Regional Transportation Plan financially constrained or state project list.
2. Adopt updated pedestrian, bicycle and integrated active transportation maps, concepts, functional classes and design guidelines into the Regional Transportation Plan.
3. Incorporate language and policy changes into the Regional Transportation Plan.
4. Use regional pedestrian and bicycle networks in Climate Smart Communities Scenario C.
5. Integrate regional bicycle and pedestrian parkway projects and design guidelines into SW Corridor plan and utilize project priorities for Powell-Division Transit Project and Community Investment Initiative.
6. Local jurisdictions update TSPs with ATP recommendations.

Additional identified implementation activities not currently in work program

1. *Support local jurisdiction staff to add ATP recommended projects to the RTP and local project lists.*
2. *Communicate with Metro policy advisory committees, local elected officials, decision makers and other stakeholder groups and interested parties on the proposed changes and recommendations in the ATP, and importance of implementing the ATP and benefits of active transportation.*
3. *Further develop performance measures (such as a complete networks policy) for tracking completion and performance of the transportation system to meet active transportation goals.*
4. *Adopt proposed policy/required action changes to the Regional Transportation Functional Plan.*
5. *Work on proposal for RTP project prioritization and submittal criteria, perhaps setting modal investment targets based on projects contribution to meeting the RTP non-sov modal targets.*

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

Included in post-adoption work plan, 2013-2014

1. (No activities included in current work plan)

Additional identified implementation activities not currently in work program

1. *Support an ongoing regional active transportation forum, building on success of SAC.*
2. *Convene partners and stakeholders periodically to build support and maintain momentum.*
3. *Coordinate and develop partnership with ODOT Active Transportation Program.*

4. *Remain a participating partner in developing the Oregon Active Transportation Summit.*
5. *Participate in development of ODOT Bicycle and Pedestrian Plan.*
6. *Participate in local pedestrian and bicycle advisory committees.*
7. *Participate in local TSP updates to include ATP recommendations.*

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

Included in post-adoption work plan, 2013-2014

1. (No activities included in current work plan)

Additional identified implementation activities not currently in work program

1. *Work with partners on update of ORS 366.514 Oregon's walking and bicycling bill to require roadway maintenance projects to bring roadways up to design standards for pedestrians and bicyclists.*
2. *Metro resolution supporting and recommending use of NACTO Urban Bikeway Design Guide.*
3. *Develop guidelines for transit and bicycle parkway interaction.*
4. *Develop guidelines for regional trails as transportation facilities.*
5. *Develop parking data collection to support local jurisdictions develop parking management plans and achieve economic development goal (Parking management is a key tool in increasing levels of walking and bicycling).*
6. *Develop and coordinate regional bicycle and pedestrian counting data collection program and support development of pedestrian and bicycling modeling tools.*
7. *Identify resources and partners to maintain and enhance regional bicycle and pedestrian facility data.*
8. *Participate in PORTAL technical advisory committee and coordinate with TRANS PORT.*
9. *Support continuing Metro's role in leading regional trail counting.*

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

Included in post-adoption work plan, 2013-2014

1. Amend the MTIP process to provide for placement of conditions on funding for transportation improvements in the MTIP that require local governments to meet design standards for bicycle and pedestrian improvement and to include bicycle and pedestrian improvements in all roadway projects.

Additional identified implementation activities not currently in work program

1. *Partner with ODOT Active Transportation Program to maintain levels of funding for active transportation programs.*
2. *Develop a "Transit, Bicycle and Pedestrian Funding Guide" for partners.*
3. *Participate and coordinate with Community Investment Initiative to include regional bicycle and pedestrian priority infrastructure in package of improvements.*
4. *Coordinate and support active transportation elements of **potential new sources of** transportation funding.*