600 NE Grand Ave.
Portland, OR 97232-2736
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Metro | *Agenda*

Meeting:	ATP Stakeholder Advisory Committee meeting
Date:	Thursday, July 19, 2012
Time:	2:30-4:30 p.m.
Place:	Room 501, Metro, 600 NE Grand Ave., Portland, 97232
Purpose:	Review first draft of Existing Conditions report
Outcome(s):	SAC members provide initial feedback on the report

2:30 p.m.	Introductions, SAC members and guests
2:40	ATP project update and intro to the Existing Conditions report – Lake McTighe -*Refresher on project objectives and timeline* -*Immediate next steps* -*What is in the report; placeholders*
2:50	Findings from the Existing Conditions report – Lake McTighe, John Mermin -*Quick presentation on findings and opportunities (Introduction of report)*
3:05	Discussion on Findings and Opportunities and overall report -*Exercise: Top 3 findings* -*Questions: Are there are other topic areas that need to be reflected in the findings?* -*General comments and questions*
4:25	Next steps
4:30	Adjourn

Next meeting date:
2:00-5:00 p.m., Thursday Sept. 6, room 401, Metro. Follow up meeting to review the final draft of the Existing Conditions report and discuss the Network Concepts

SAC Work Groups meeting dates:
Dates TBD Work Group members

Immediate next steps to finalize the existing conditions:
July 19 – SAC meeting to review report
Aug. 6 – Deadline for comments/changes to the report
Aug. 27 – Final report sent to SAC for review
Sept. 4 – Metro Council worksession on report
Sept. 6 – SAC meeting to review final draft
Sept. 7 – Deadline for comments on final report

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Metro | *Memo*

Date: July 19, 2012
To: ATP Stakeholder Advisory Committee
From: Lake McTighe, Active Transportation Program
Subject: Review of DRAFT 1 of the ATP Existing Conditions Report

Thank you for reviewing the first draft of the Existing Conditions report for the Regional Active Transportation Plan (ATP). The purpose of the report is to describe the current status of active transportation in the region and to provide the foundational information for developing the Regional ATP. Your input will ensure that all of the necessary information and perspectives are included.

There are placeholders in the draft report for additional maps/analysis/narrative. This additional information, along with your comments and changes, will be included in the second, and final, draft that will be reviewed at the Sept. 6 SAC meeting.

Comments and changes to Draft 1of the report are due on **Monday, August 6.**

Questions to consider when reviewing Draft 1 of the Existing Conditions report:

1. Are there additional findings and opportunities that should be highlighted?

2. Are there other goals, objectives, outcomes and criteria that should be included in the report?

3. Are there other plans and policies that should be included and referred to in developing the ATP?

4. Does the Best Practices checklist (Appendix 2) accurately reflect the plans? Are there other best practices that should be added? Any that should be removed?

5. Will the report provide the necessary information to develop the ATP and achieve the project objectives?

6. Is there a topic or area related to active transportation that is not, but should be included in the report?

Immediate next steps to finalize the existing conditions:
July 19 – SAC meeting to review report
Aug. 6 – Deadline for comments/changes to the report
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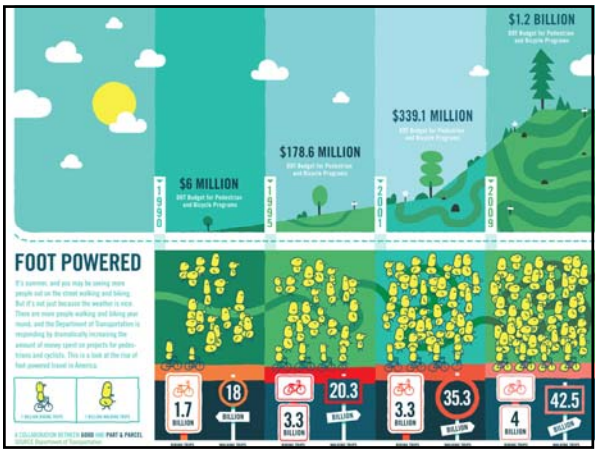
Regional ATP DRAFT Existing Conditions Report

ATP Stakeholder Advisory Committee
July 19, 2012

Metro | *Making a great place*



ATP Project Phases

We are here

PHASE I January - June 2012
Existing Conditions and Framing Choices

PHASE II July 2012-January 2013
Network Concepts and Select Alternative

PHASE III February - June 2013
Identify Priorities/Implementation Plan

Immediate timeline for finalizing EC report

Today – SAC review report
Aug. 6 – Deadline for comments/changes
Aug. 27 – Final report sent to SAC for review
Sept. 4 – Metro Council worksession on report
Sept. 6 – SAC meeting to review final draft
Sept. 7 – Deadline for comments on final report

Objectives: 1

Develop Guiding Principles and Criteria for evaluating active transportation network alternatives and for prioritizing funding and projects.

EC report: Chapter 4, Vision, Goals Objectives, & Principles and Chapter 7, Existing Criteria

Objectives: 2

Identify the Principal Regional Active Transportation Network, integrating walking, bicycling and public transportation and creating a seamless, green network of on and off-street Regional Bicycle and Pedestrian Parkways connecting the region.

EC report: Chapter 4, RTP network visions and Chapter 5, Existing System

Objectives: 3

Develop Active Transportation Policies, Performance Targets, and Concepts that will update existing policies and performance targets and design concepts, synthesizing policies and priorities from other plans.

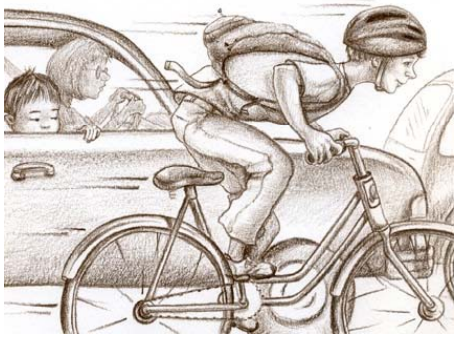
EC report: Chapter 2, Chapter 4

Objectives: 4

Prioritize projects and develop a phased Implementation Plan and Funding Strategy that clearly articulates state, regional and local roles and responsibilities.

EC report: Chapter 4, and Chapter 8, current funding

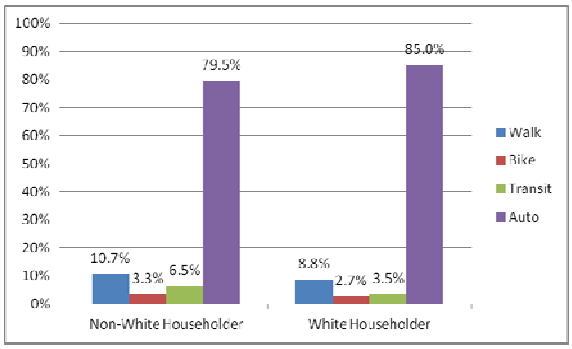
Findings



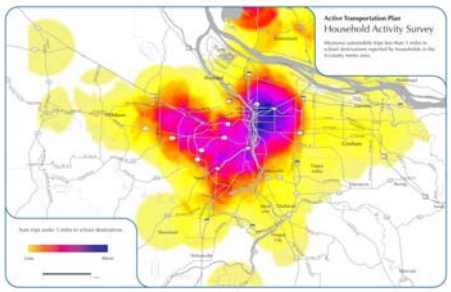
A. Walking, bicycling and transit ridership for all trips have **increased** since 1994 while the percent of those driving, for all trips, has decreased. The region has met the 2035 target for bicycle mode share; regional active transportation mode share targets may be too low.

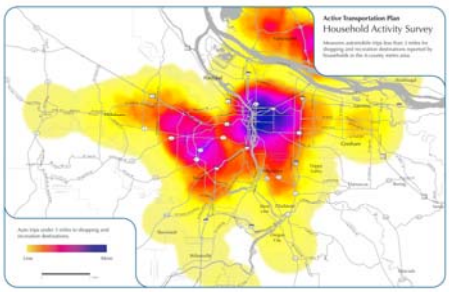
Regional active transportation mode share **17.8% of all trips** (Chapter 2, p.24)

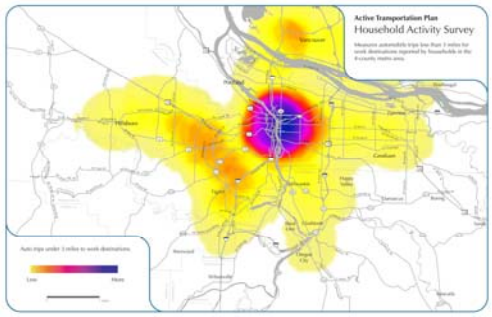
B. Households with lower income levels make more of their trips using active travel, especially by walking, than households with higher incomes. Non-white householders make a greater percentage of their trips by walking, bicycling and transit than white householders. (Chapter 2, p.29)



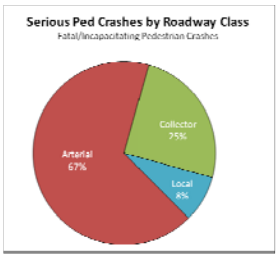
C. Within the 4-county region, 43.7 % of all trips made by auto are less than 3 miles in length. Nearly 15% are less than 1-mile. There is opportunity to replace short trips made by car in the region with bicycling and walking trips. (Chapter 2, p.37)

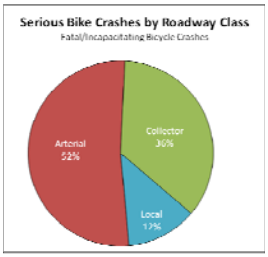






D. Arterial streets are the main facility type of the on-street regional bicycle and pedestrian networks. They also have the highest serious crash rate of any street facility type for all modes of travel, including walking and bicycling. There is opportunity to dramatically increase safety for pedestrians and bicyclists by focusing improvements for active transportation on arterials. (Chapter 3, p. 54)



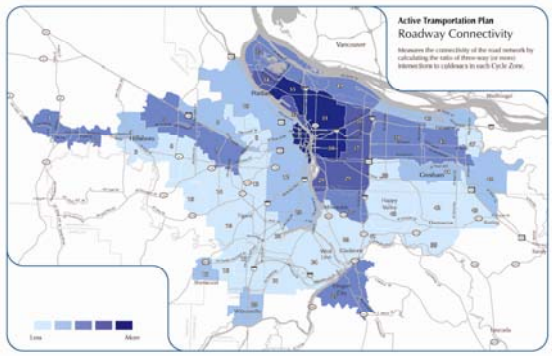


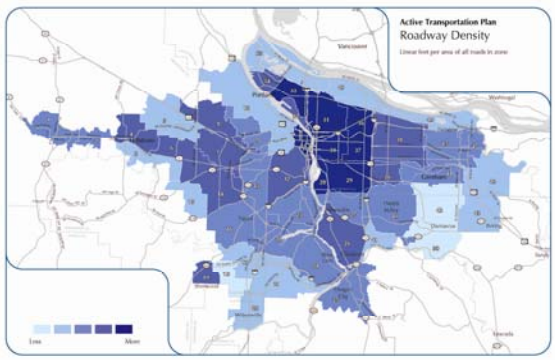
E. Including bicycle and walking projects in roadway preservation projects, and following best-practice design guidelines, would improve the region's ability to make regional pedestrian and bicycle routes complete streets. (Chapter 4, p.125)

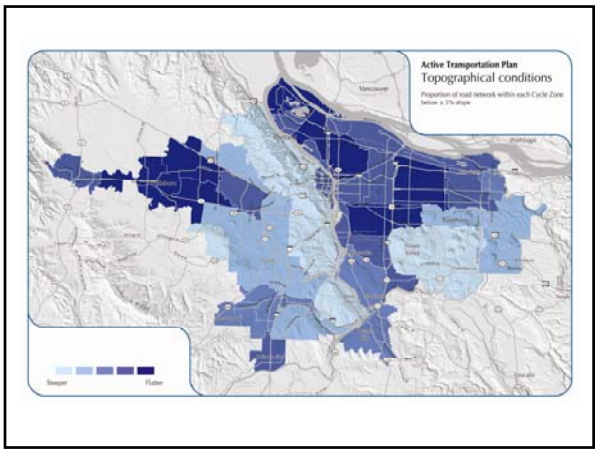
F. Prioritized project lists, design concepts, funding plans and performance targets and measures are key elements of implementable pedestrian and bicycle plans. (Chapter 4, p. 121, and Appendix 1 & 2)

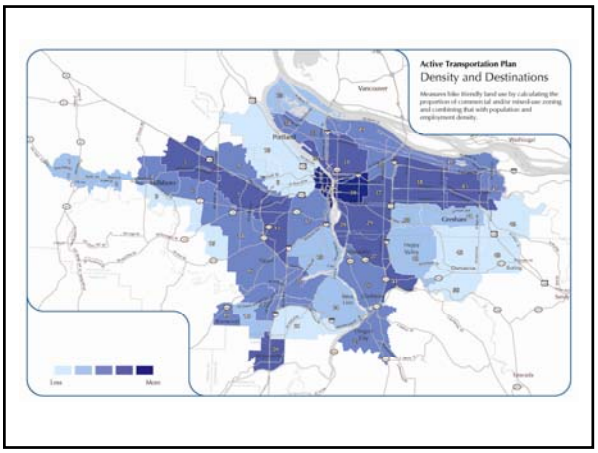
G. Specific guidelines for some of the pedestrian and bicycle requirements in the Regional Transportation Functional Plan (RTFP) would support performance measurement and consistent implementation across the region. (Chapter 4, p.121)

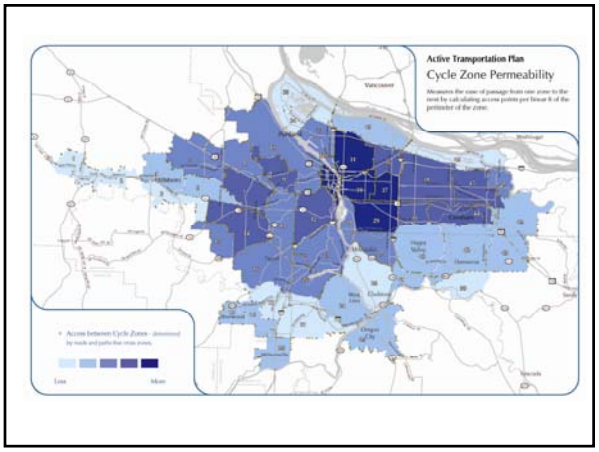
H. Analysis of the regional bikeway network found that the region varies widely in its existing conditions for cycling. Large differences exist for factors that influence cycling such as road connectivity, road density, permeability, land use mix/density, as well as the existing bikeways in the region in terms of bike network density, bike network connectivity and bikeway comfort. (Chapter 5, p.148)

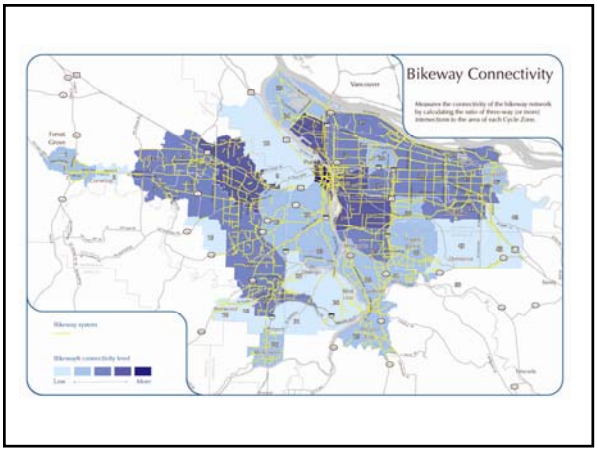


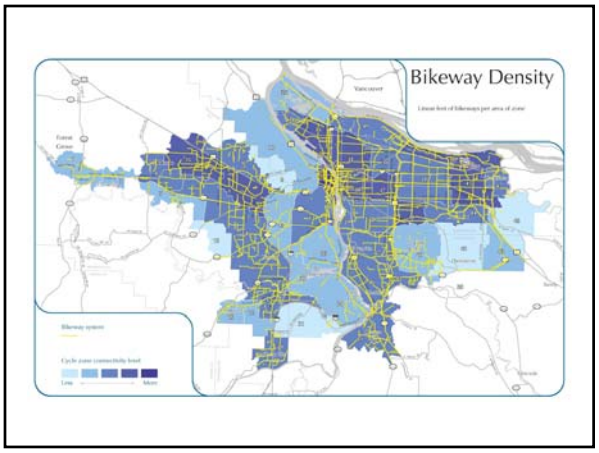


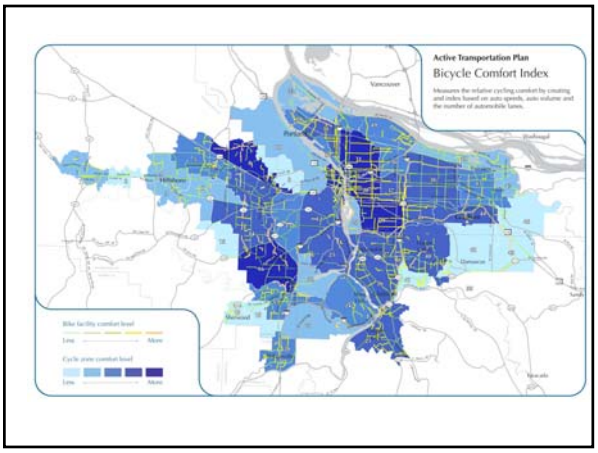

Active Transportation Plan
Topographical conditions


Active Transportation Plan
Density and Destinations

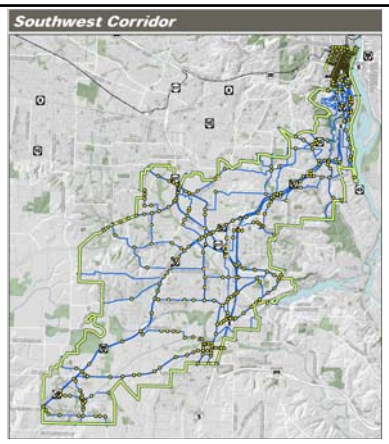

Active Transportation Plan
Cycle Zone Permeability


Bikeway Connectivity

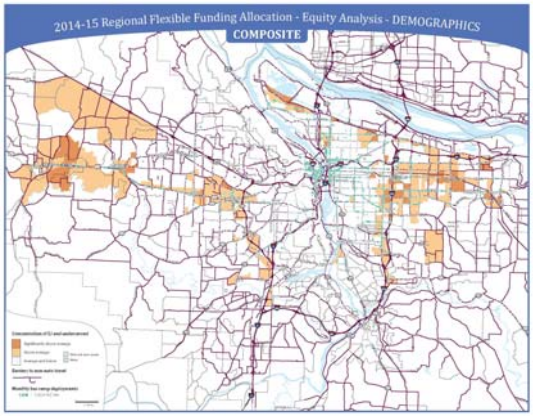

Bikeway Density

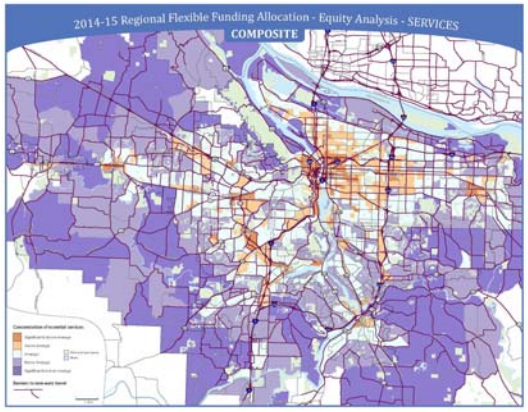

Active Transportation Plan
Bicycle Comfort Index

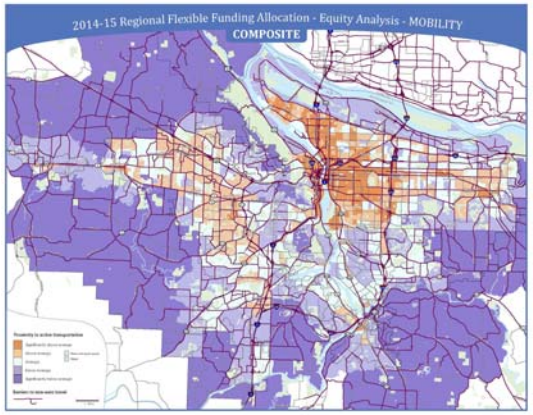
I. *Findings from Analysis of the Pedestrian Network is underway.* In the SW Corridor project area, the 475 improved crossings provide approximately 15% of desired crossings for the study area. Applying a 530-foot buffer to the improved crossings revealed significant gaps between crossings along the major roadways. A total of 2,770 improved crossings would be needed to provide an improved crossing every 530 feet in the study area. (Chapter 5, p.134, 161)



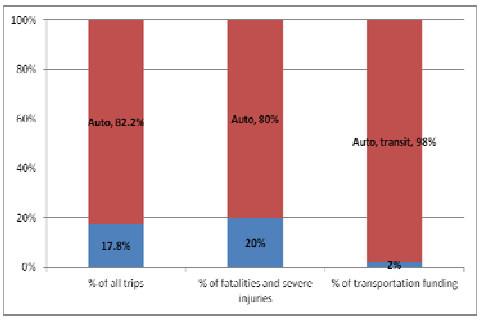
J. There are areas of the region that are underserved by active transportation, have less access to essential services, and have higher environmental justice and underserved communities. In general, these communities are in East Multnomah County, Portland east of I-205, Forest Grove, Cornelius, Aloha and Beaverton. Some of these areas also overlap with higher levels of air pollution from transportation sources. (Chapter 7, p.192)







K. Current transportation revenue is not adequate to fully implement the identified regional pedestrian and bicycle visions. Due to financial constraints and priorities, the RTP's project lists do not contain all of the pedestrian and bicycle projects needed to implement the regional bicycle and walking network visions nor to achieve many of the regional transportation targets. (Chapter 4, p. 109, Chapter 5, p.175, and Chapter 8, p. 219)



L. Lack of data on walking and bicycling, especially accurate counts of pedestrian and bicycle activity, make it difficult to adequately measure demand and performance. (Chapter 9, p.222)

M. In the Portland region, people engage in more physical activity and have lower rates of obesity than nationally or at the state level. The region's investment in walkable and bikeable communities is a contributing factor. Among other factors, the built environment, such as street connectivity/density and density and quality of pedestrian and bicycling infrastructure contribute to how much people, walk, bike and take transit. (Chapter 3, p. 43)