

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Metro Policy Advisory Committee (MPAC)
Date: Wednesday, April 12, 2017
Time: 5 to 7 p.m.
Place: Metro Regional Center, Council Chamber

- | | | | |
|----------------|------------|---|----------------------------|
| 5:00 PM | 1. | CALL TO ORDER, INTRODUCTIONS, CHAIR COMMUNICATIONS | Mark Gamba, Chair |
| | | • ICE Discussion | |
| 5:45 PM | 2. | CITIZEN COMMUNICATIONS | |
| 5:50 PM | 3. | COUNCIL UPDATE | Metro Council |
| 5:55 PM | 4. | MPAC MEMBER COMMUNICATIONS | |
| 6:05 PM | 5. | CONSENT AGENDA | |
| | * | • MTAC Nomination | |
| | * | • Consideration of March 8, 2017 Minutes | |
| | 6. | INFORMATION/DISCUSSION ITEMS | |
| 6:10 PM | 6.1 | * Vision Zero and Regional Transportation Safety Action Plan Update | Lake McTighe, Metro |
| 7:00 PM | 7. | ADJOURN | |

* Material included in the packet

Material will be provided at the meeting

Upcoming MPAC Meetings:

- Wednesday April 26, 2017
- Wednesday May 10, 2017
- Wednesday May 24, 2017

For agenda and schedule information, please contact Nellie Papsdorf:
503-797-1916 or Nellie.Papsdorf@oregonmetro.gov.

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2017 MPAC Work Program

As of 4/4/17

*Items in italics are tentative; **bold** denotes required items*

<p><u>Wednesday, April 12, 2017</u></p> <ul style="list-style-type: none"> • ICE Discussion (45 min) • Vision Zero and Regional Transportation Safety Action Plan Update – Information/Discussion (Lake McTighe, Metro; 45 min) 	<p><u>Wednesday, April 26, 2017</u></p> <ul style="list-style-type: none"> • 2018 RTP Update: Building the RTP Investment Strategy – Information/Discussion (Ellis, Metro; 40 min) • 2018 RTP: Regional Freight Plan Update – Information/Discussion (Tim Collins, Metro; 30 min)
<p><u>Wednesday, May 10, 2017</u></p> <ul style="list-style-type: none"> • 2018 RTP: Regional Transit Strategy – Information/Discussion (Jamie Snook, Metro; 40 min) • Powell-Division Transit LPA and RTP Amendment – Recommendation (Elizabeth Mros-O’Hara, Metro; 30 min) • 2018 RTP Update: Building the RTP Investment Strategy – Recommendation (Ellis, Metro; 40 min) 	<p><u>Wednesday, May 24, 2017</u></p> <ul style="list-style-type: none"> • <i>Eco-Industrial Strategies and Lessons Learned from Gresham Vista Business Park – Information/Discussion (Shannon Stadey, City of Gresham/Ken Anderton, Port of Portland; 30 min)</i>
<p><u>Wednesday, June 14, 2017</u></p>	<p><u>Wednesday, June 28, 2017</u></p>
<p><u>Wednesday, July 12, 2017</u></p>	<p><u>Wednesday, July 26, 2017</u></p> <ul style="list-style-type: none"> • 2018 RTP: Digital Mobility (Frisbee, Metro; TBD) • 2018 RTP: Resilience (Ellis, Metro; TBD)

<u>Wednesday, August 9, 2017</u> <ul style="list-style-type: none"> Regional Business Food Scraps Policy Update (Jennifer Erickson/Pam Peck, Metro; 30 min) 	<u>Wednesday, August 23, 2017</u> - <i>cancelled</i>
<u>Wednesday, September 13, 2017</u>	<u>Wednesday, September 27, 2017</u>
<u>Wednesday, October 11, 2017</u>	<u>Wednesday, October 25, 2017</u>

Upcoming events:

- December 2017: RTP Regional Leadership Forum #4 (Drafting Our Shared Plan for the Region)
- June 2018: RTP Regional Leadership Forum #5 (Finalizing Our Shared Plan for the Region)

Parking Lot:


- Presentation on health & land use featuring local projects from around the region
- Greater Portland, Inc. update
- "Unsettling Profiles" presentation by Coalition of Communities of Color
- Washington County Transportation Futures Study
- System development charges (SDCs)
- City of Portland inclusionary housing
- November 2017: 2018 RTP – Investment Strategy Findings and Background on Regional Leadership Forum #4
- Economic Value Atlas
- Affordable housing grants

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: March 14, 2017
To: MPAC
From: Tom Kloster, Interim MTAC Chair 
Subject: MTAC Nominations for MPAC Consideration

We have received nominations for the City of Vancouver and Multnomah County: Other Cities MTAC seats.

The City of Vancouver has nominated Teresa Brum to be their primary member.

Multnomah County: Other Cities have nominated Erika Palmer, City of Fairview, to be their primary member. They have nominated Chris Damgen, City of Troutdale, to be their alternate.

Please consider these nominations for MTAC membership. Per MPAC's bylaws, MPAC may approve or reject any nomination submitted.

If you have any questions or comments, please do not hesitate to contact me.

Thank you.



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METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes

March 8, 2017

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Steve Callaway
Sam Chase
Carlotta Collette
Betty Dominguez
Amanda Fritz
Mark Gamba
Jeff Gudman
Kathryn Harrington
John Hayes
Jerry Hinton
Gordon Hovies
Larry Morgan
Luis Nava
Nathan Phelan
Craig Prosser
Martha Schrader
Loretta Smith

AFFILIATION

City of Hillsboro, Largest City in Washington County
Metro Council
Metro Council
Citizen of Clackamas County
City of Portland
City of Milwaukie, Other Cities in Clackamas County
City of Lake Oswego, Largest City in Clackamas County
Metro Council
Forest Grove School District, Governing Body of a School District
City of Gresham, Second Largest City in Multnomah County
Tualatin Valley Fire & Rescue, Special Districts in Washington County
City of Troutdale, Other Cities in Multnomah County
Citizen of Washington County
Peninsula Drainage District #1, Special Districts in Multnomah County
TriMet
Clackamas County
Multnomah County

ALTERNATES PRESENT

Marc San Soucie
Jennifer Donnelly

AFFILIATION

City of Beaverton, Second Largest City in Washington County
Oregon Department of Land Conservation and Development

OTHERS PRESENT: Kelly Betteridge, Radcliffe Dacaney, Katherine Kelly, Gretchen Buehner, Adam Barber, Eric Hesse, Laura Kelly, Eric Banks, Carl Armstrong, April Barperson, John Griffiths

STAFF: Elizabeth Mros-O'Hara, Christopher Spencer, Roger Alfred, Nellie Papsdorf, Elissa Gertler, Ted Reid

1. CALL TO ORDER, SELF INTRODUCTIONS, CHAIR COMMUNICATIONS

MPAC Chair Mark Gamba called the meeting to order at 5:04 p.m. Chair Gamba proceeded to have attendees introduce themselves.

Chair Gamba gave a reminder that the March 22, 2017 MPAC meeting was cancelled in lieu of the Metro Regional Partnership Forum within the newly constructed Oregon Zoo Conservation

Education Center. He encouraged MPAC members and alternates to attend and noted that registration information with further details was available at the meeting.

- **2016 Compliance Report**

Chair Gamba introduced the 2016 Compliance Report by stating that the Metro Chief Operating Officer is required to annually submit to Metro Council the status of compliance by cities and counties with the requirements of Metro Code Chapter 3.07, the Urban Growth Management Functional Plan, as well as Metro Code Chapter 3.08, the Regional Transportation Functional Plan. Chair Gamba explained that the report was submitted to Metro Council on February 23, 2017 and that per the Metro Code was required to be submitted to MPAC and JPACT as an informal non-action item for review. He noted that compliance with the Functional Plan included meeting requirements for maintaining housing capacity, protecting water quality and flood management, protecting industrial lands, continuing concept planning in areas added to the Urban Growth Boundary (UGB), and protecting and enhancing fish and wildlife habitat. He added that compliance with the Regional Transportation Functional Plan included meeting requirements for transportation system design, development and update of transportation system plans, transportation project development, regional parking management, and amendment of comprehensive plans.

2. CITIZEN COMMUNICATIONS

There was none.

3. COUNCIL UPDATE

- Councilor Carlotta Collette mentioned that flyers were distributed inviting members and alternates to attend speaker events. First with Tony Pickett to discuss equitable housing and land trusts at Metro, second with a panel on brownfields renewal at Oregon Health and Sciences University (OHSU) in the Life Sciences Building.
- Councilor Collette noted hearings on Chehalem Ridge on planned trails, parks, play areas and visitor amenities that preserve critical natural areas and habitats, along with a online survey. She stated that Metro Council would consider the final master plan in Fall of 2017.
- Councilor Collette mentioned the Urban Growth Management Task Force and an update for Metro Council on agriculture and natural resources. She stated that the proposal included everyone on the task force and would allow cities to propose urban growth expansions mid-cycle every three years.
- Councilor Collette mentioned findings in Stafford Areas with a several proposed hearings with Metro and Clackamas County. She stated that adopted reserves in Clackamas County would allow the City of Wilsonville to expand in 2018.
- Councilor Collette announced Mr. Scott Cruickshank as the Metro General Manager of Venues, including the Performing Arts center and the Oregon Zoo. She added that restoration activities on the Arlene Schitzer Hall were scheduled for June 2017.
- Councilor Collette remarked an open house event at the Oregon Zoo's newly constructed Education Center and reminded attendees on the Regional Partnership Forum. She stated that it would provide an opportunity to set regional goals.
- Ms. Elissa Gertler, Metro Director of Planning and Development, provided an update on 2040 planning grants. She noted that Metro would begin cycle five for community

development grants, also known as 2040 grants. She explained that Metro Council would award grants in September 2017.

4. MPAC MEMBER COMMUNICATION.

- Councilor Jeff Gudman discussed population projections within the Urban Growth Boundary going to 2065. He stated that the current expansion rate is about 2.5 people per household. He stated that recommendations related to the UGB are one of the most important recommendations that MPAC provides to Metro Council. He summarized the data by stating that by 2065 there will be an estimated addition of 250,000 people to get to a 2.6 person per household density.
- Councilor Collette asked Councilor Gudman clarification on if the numbers represent housing units or people. Chair Gamba answered that it reflects acreage.
- Councilor Gudman stated that if acreage in the UGB was static then there would be an estimated 10 people per acre. He added that there has been an average addition of 850 acres per year since the UGB was established in 1979. He explained that if the current trend continued that it would translate to an additional 50,000 acres in the UGB over the next 50 years. He summarized his key point as that the region would continue to densify and the question is what the implications are.
- Councilor Sam Chase asked clarifying questions on the number of acres listed on the projection for 2065. Councilor Gudman noted an error on the projection and corrected the estimate to closer to 42,000.

5. CONSENT AGENDA

- **MTAC Nomination**
- **Consideration of the November 9, 2016 Minutes**
- **Consideration of the January 25, 2017 Minutes**
- **Consideration of the February 22, 2017 Minutes**

MOTION: Councilor Jeff Gudman moved, and Councilor Marc San Soucie seconded, to adopt the consent agenda.

ACTION: With all in favor, the motion passed.

6. INFORMATION/DISCUSSION ITEMS

6.1 Powell-Division Transit Locally-Preferred Alternative (LPA) and RTP Amendment

Chair Gamba provided a brief update on the Regional Transportation Plan (RTP) and Regional Flexible Funds Allocation (RFFA). He stated the item is for information and discussion on the Powell-Division Transit and Development Project's Locally Preferred Alternative, the Division Transit Project, and the related 2014 Regional Transportation Plan resolution for Metro Council to adopt the LPA. He stated that the packet included the draft materials and that Metro is working with project partners to incorporate comments on the materials. He added that the next MPAC meeting would include revised materials. He explained that MPAC would be asked to recommend Metro Council adoption of the revised resolution and ordinance on May 10, 2017. He then introduced Ms. Elizabeth Mros-O'Hara, Metro, to lead the discussion.

Key elements of the presentation included:

Ms. Mros-O'Hara introduced herself and project members at the table: Ms. Kelly Betteridge, TriMet, Ms. Radcliffe Dacaney, City of Portland, and Ms. Katherine Kelly, City of Gresham. She stated the presentation would be information and discussion on the public comment period for the LPA with the resolution and updates to the 2040 Regional Transportation Plan. She added that materials would be revised to reflect work with partners and the public comment, with a scheduled hearing at Metro Council on March 23, 2017.

Ms. Mros-O'Hara announced that the presentation would discuss project features, engagement practices, timeline of events, and local jurisdictional adoption. She noted that the project features strong collaborations within the region for the Bus Rapid Transit (BRT) project to connect City of Portland with City of Gresham over a span of 14 miles. She stated the engagement practices were done in depth and that the steering committee had roughly half of the members as community representatives. She added that they attempted to practice engagement through an equity lens and that it was reflected in the project goals. She announced that engagement was done through multiple recurring meetings in communities and combined survey responses. She stated that the result was a greater involvement from the community towards transit options, equitable housing and safety and active transportation. She acknowledged extensive work between Metro, City of Portland, and City of Gresham to provide funding and collaboration with communities.

Ms. Mros-O'Hara stated that the project area was a priority due to the emphasis placed on regional transit and the high rate of ridership between Gresham and Portland along the Division Line, as well as heavy congestion in the area. She noted that the LPA was focused on mode of transit, location of route, and position of stations. She added that this would be the first BRT to connect town downtown areas and would include 40 stations placed with community consideration. She noted area differences along Division Street and that the LPA attempted to provide transit that responds to the needs of transit dependent persons. She brought attention to a map that depicted where project improvements would be focused, and added that the nature of improvement would be done in the same scope of characteristics of the neighborhood.

Ms. Mros-O'Hara noted that outer Division would require more extensive improvements and would include traffic signal changes to expedite bus transit along the corridor. She added that the buses are 60% larger in size and would have multiple entrances in order to increase the efficiency of rider pickup at designated stops. She discussed other project features such as sheltered stations and leveled platforms for Americans with Disabilities Act (ADA) accessibility. She then discussed improvements on inner Division, noting that improvements would be done to fit within the characteristics of the neighborhood.

Ms. Mros-O'Hara stated that the improvements done would result in a 15-20% increase in speed and efficiency along the corridor. She added that the LPA included adopted resolutions from the City of Gresham, City of Portland, TriMet, Multnomah County, and Oregon Department of Transportation (ODOT). She noted that City of Portland adopted the LPA with conditions of approval to include a commitment to housing investment. She stated that community members reflected a need for improvements on Powell as BRT is moved from Powell to Division, and added that Vision Zero work would be performed by City of Portland along outer Division. She noted that a Memorandum of Understanding (MOU) was agreed on to provide reliable transit service Mount Hood Community College (MHCC) once it was determined that BRT would not connect to MHCC. She then concluded her presentation by stating that they would return to MPAC on May 11, 2017

with new materials after the comment period, with a decision of adoption of the LPA scheduled for June 2017. She added that based off the timeline, service is scheduled to begin in 2021.

Member discussion included:

- Mr. Gordon Hovies stated that this was a long needed project and that he was aware of emergency issues in the area. He asked if there was any utilization of emergency call data for local police and fire stations. Ms. Mros-O'Hara responded that City of Portland was working of safety improvements and noted the designation of Division Street as a High Crash Corridor would utilize this type of data.
- Mr. Hovies recalled issues of a lack of sidewalks and crosswalks along the corridor that impedes safety for pedestrians. Ms. Mros-O'Hara stated that they were working to improve the number of crosswalks and that there was a potential to include painted crosswalks with rapid flashing beacons to improve safety.
- Councilor Jerry Hinton stated that he was glad the project was moving forward. He noted disappointment that MHCC would not be directly served but approved of the configuration to reliably serve those constituents.
- Mr. John Griffiths asked how many stations would this serve and if there was a possibility for expedited services along the route. Ms. Betteridge responded that those served by expedited services would most likely rely on MAX service with BRT serving transit riders who need to make more frequent stops between destinations. She added that there were about six stops and three stations per mile, according to concepts.
- Councilor Kathryn Harrington stated her appreciation for the level of involvement in planning, including the designation of stations along inner and outer Division. She added that the constituents served would be those who access Portland Community College (PCC) Sylvania, medical care, and schools. She gave thanks for the work and economic development planning and highlighted the capabilities for improvement on the corridor.
- Ms. Betty Dominguez stated her agreement with Councilor Harrington but stated that City of Portland was better served by transit than the student of MHCC. Ms. Betteridge replied that it was unfortunate that MHCC could not be served by BRT but stated that the data that reflected how people reach MHCC showed that they could be well served by improvements to alternative routes in the area.
- Ms. Dominguez added that there was an issue serving MHCC students who needed access to the campus during off hours. She added that she approved of the other line improvements, but noted that there were still underserved communities in the area until further funding could be secured.
- Chair Gamba reflected on the development of MAX service to Milwaukie as a related project, and noted that there were possibilities of using purchased land and construction areas for affordable housing development.
- Councilor Collette asked if the project could be considered eligible for planning grants. Ms. Gertler stated that it was an eligible project as it contains action plans to spur community development and would serve as a model for investment strategies, noting that City of Portland has \$30 million dedicated to affordable housing initiatives.

2018 Urban Growth Management Decision: Work Program Summary

Chair Gamba introduced the topic by recounting the Metro Council 2015 urban growth management decision that acquired MPAC direction to staff on several efforts, including direction

to expedite the following urban growth management decision. He stated that the topic was informational only and that Mr. Ted Reid, Metro Staff, would lead the presentation after an introduction from Ms. Gertler.

Key elements of the presentation included:

Ms. Gertler stated that the discussion is focused on how to secure Metro Council decision in 2018 for the growth management cycle. She stated that each cycle has its own development and market related issues. She noted that the process attempted to respond to community needs and that the UGB is central to Metro activities to protect designated lands and programs. She acknowledges that the 2015 decision did not result in an expansion of the UGB and reviewed growth from 2006. She explained that development has included continued discussions and guidelines to address transit issues at regional and state levels. She stated that Metro Council recognized a need for flexibility to expand the UGB for cities that make a compelling case to do so and that Metro Council is only interested in expanding if there was a need to do so.

Mr. Reid stated that there was an attempt to change the process in the UGB cycle to center around practical decisions and to develop guiding concepts for cases for expansion. He explained that the 2040 Growth Concept is the road map and the focus was on accommodating growth on main streets. He announced that there had been changes over time for growth management from a point forecast to a range forecast in order to accommodate for uncertainty in projections. He continued to discuss the concept of capture of how much growth to accommodate. He stated that policy development of the 2040 growth concept considered multiple processes of growth from outward growth, upward growth, or a focus on density in urban centers with the possible growth in neighboring jurisdictions. He shared that the final concept took consideration of all possibilities to recognize growth within the UGB but also to recognize market trends for housing on the edge of expansion areas. He stated that city proposals must accommodate growth and have implications for congestion and greenhouse gas emissions. He added that an analysis on the forecast of growth, land inventory, and historical trends are required for cities to make the case towards expansion.

Mr. Reid continued to discuss city proposals and that Metro Council adopted a policy where support of expansions was contingent on local concept planning. He added that inclusion of property owners in concept plans is necessary and that cities must use best practices to encourage affordable housing from an outcome based approach. He noted that the UGRTF recommended improving growth management by allowing more flexibility to the process. He added that expectations needed clarification for what is needed for expansions proposals. He concluded the presentation by stating that MPAC direction was needed to select options in Fall 2018, with Metro Council decision by end of year 2018.

Member discussion included:

- Councilor Gudman stated his appreciation for the community based approach for regional outcomes. He asked what would be used to determine the reach towards desired goals and outcomes. Mr. Reid responded that Metro Council developed the policy on the desired outcomes that provide guidance. He stated that when new information is presented, cities are responsible for presenting a case that shows that they would address regional outcomes. He noted that there is flexibility as outcomes would vary depending on the city and tools used would be land use models, housing prices, live and work areas, and a variety of housing options across the region.

- Mayor Steve Callaway asked what criteria would be used for consideration of proposals. Mr. Reid replied that state law restricts expansion unless there could be a demonstrated regional need to expand, but that the law does not specify a particular way to prove the need to expand. He explained that it would be based on policy discussions on the merits of city proposals to local and regional aspirations and outcomes and how much growth can be accommodated in the region. He added that criteria were being determined with MTAC.
- Mayor Callaway asked who the peers are in peer reviewed technical analysis of proposals for expansion. Mr. Reid responded that they would be individuals with expertise in economics and demography. He added that city and county planners would be involved to determine land for redevelopment or infill.
- Mayor Callaway remarked that there were unresolved issues in the prior UGB decision and if they would be addressed for the 2018 cycle. Mr. Reid replied that issues were expected for all UGB decisions but that there was a specific desire to improve responsiveness for cities making proposals.
- Ms. Jennifer Donnelly asked if decisions were based on the adoption of urban and rural reserves. Mr. Reid confirmed that it was contingent on adoption.
- Councilor Collette noted that the decision was determined for reserves in Washington County but not Clackamas County.
- Mr. Griffiths asked if the UGB addressed farmland in relation to food production. Mr. Reid responded that reserves address carrying capacity and noted the distinction between uses of urban verse rural reserves.
- Mr. Griffiths stated that local food production should be a concern addressed in the analysis. Chair Gamba noted that climate issues and overpopulation were not issues of concern when the process was determined and agreed that the loss of farmland would have negative implications.
- Councilor Harrington provided a background on urban and rural reserves and noted that 80% of the UGB area border in Washington County was farmland. She explained that there would be different aspirations depending on the jurisdictions rate of urbanization or proximity to natural areas. She added that cities make differing requests based on their needs and a community based approach would allow opportunity to see areas for improvement.
- Commissioner Martha Schrader remarked that the most used analysis for farmlands was soil type classification. She explained that this had issues and that a different center of analysis should be used. She added that farmland had been sacrificed for development and gave an example in the City of Canby where they determined a loss of farmland was of less impact than the benefits of housing or employment development.
- Councilor Collette stated that the function plan would attempt to approach the process efficiently and acknowledged the need for greater criteria than soil classification. She noted that the loss of farmland could result in benefits to employment and housing and may result in a positive trade-off. She explained that if city proposals show practical planning and infrastructure development then Metro Council is more willing to expand the UGB.
- Chair Gamba questioned if cities who are not interested in development would have lands considered as buildable lands brought into the UGB. Mr. Reid responded that they have considered them so in the past such as land exchanges with disincorporated City of Damascus. He added that this would have implications to local governments.
- Councilor Collette stated that lands are not used in calculations but that exchanges are a larger process. She added that if this was of regional priority then further discussions could explore possibilities.

ADJOURN

Closing remarks of MPAC members included:

- Mr. Luis Nava stated that the federal administration would pose new challenges towards planning safe and inclusive communities. He explained that migration patterns are towards areas of comfort and lower rates of discrimination. He stated his appreciation to local representatives who support underserved communities and recounted citizen concerns over a lack of public involvement due to fear of discrimination.
- Commissioner Amanda Fritz reflected Mr. Nava's citizen concerns within City of Portland. She asked what other jurisdictions are doing to ensure safe communities in the region.
- Councilor Collette remarked that Metro Council adopted a resolution that supports safe and livable communities and that it mirrored other jurisdictions proposals.
- Commissioner Schrader explained personal efforts to help individuals through paperwork and improving access to immigration attorneys for those who require services.
- Commissioner Fritz remarked that City of Portland granted \$50,000 to Metropolitan Public Defender Services but that there was a requested need for \$250,000.
- Councilor Collette stated that she has heard similar concerns and related it towards apprehension to receive medical services from open clinics.
- Commissioner Loretta Smith stated that Multnomah County confirmed a sanctuary resolution to reaffirm Multnomah County's position to not turn over users of shelters and clinics to Immigration and Customs Enforcement (ICE). She continued to discuss advancements from the Metropolitan Public Defenders to secure funding and highlighted paperwork services that they offer. She mentioned the possibility of healthcare funding constraints and the subsequent rallying and mobilization of concerned individuals.
- Councilor Harrington stated that Metro Council's resolution to reaffirm support for safety and justice used wording from Multnomah County's resolution. She added that a strategy to advance diversity, equity and inclusion took three years to develop. She noted that the first step for advancement is to acknowledge apprehension and fear in the community to make progress. She added that it is important to continue to find funding for programs that instill a sense of culture in youth groups.
- Mr. Nava added that the Department of Homeland Security's (DHS) Civil Rights and Liberties office records cases of abuse that could be discussed. He recommended communication with DHS to send a strong cohesive message.

MPAC Chair Mark Gamba adjourned the meeting at 7:01 p.m.

Respectfully Submitted,



Christopher Spencer
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MARCH 8, 2017

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1.0	Handout	03/08/2017	Invitation to Regional Partnership Forum	030817m-01
3.0	Handout	03/08/2017	TOD Project Seven-Day Notice	030817m-02
3.0	Handout	03/08/2017	Brownfield Renewal	030817m-03
3.0	Handout	03/08/2017	Equitable Housing Development	030817m-04
3.0	Handout	03/08/2017	2040 Planning and Development Grants Applications and Awards Calendar	030817m-05
3.0	Handout	03/08/2017	2040 Planning and Development Grants Process	030817m-06
4.0	Handout	03/08/2017	Projected Assessment of Urban Growth	030817m-07
6.1	PowerPoint	03/08/2017	Powell-Division Transit and Development Project	030817m-08
6.2	PowerPoint	03/08/2017	2018 Urban Growth Management Decision Work Program Overview	030817m-09
N/A	Handout	03/08/2017	March Metro Parks and Nature Hotsheet	030817m-10

MPAC Worksheet

Agenda Item Title: 2018 RTP: Vision Zero and Regional Transportation Safety Action Plan update

Presenter: Lake McTighe, Metro

Contact for this worksheet/presentation: lake.mctighe@oregonmetro.gov 503-797-1660

Purpose/Objective

The purpose of this agenda item is to update and receive policy direction from MPAC on the transportation safety policy area of the 2018 Regional Transportation Plan, including:

- The update of the Regional Transportation Safety Action Plan.
- A regional Vision Zero framework and target.
- Transportation safety performance measures.
- Identification of safety projects in the 2018 Regional Transportation Plan (RTP).
- Identification and use of Regional High Injury Corridors.

Action Requested/Outcome

This is an information and discussion agenda item. No formal action is requested. Staff are seeking policy direction on:

- Using the Vision Zero framework and a goal of zero traffic related deaths and fatalities by 2035 in the 2018 RTP.
- Using the transportation safety system evaluation measures – share of safety projects (which necessitates identifying safety projects in the 2018 RTP) and crash exposure - in lieu of a crash prediction model, to help evaluate the 2018 RTP project list.
- Using the Regional High Injury Corridors as a tool to help inform prioritizing investments in the 2018 RTP.

What has changed since MPAC last considered this issue/item?

This is the first time that the update of the Regional Transportation Safety Plan has been brought to MPAC. The update is a policy focus area of the 2018 RTP process, of which MPAC has been getting regular updates. MPAC also provided policy direction on the development of the first Regional Transportation Safety Plan, completed in 2012.

What packet material do you plan to include?

1. Memo “Vision Zero and Regional Transportation Safety Action Plan update”
2. Safety Technical Work Group members
3. Regional Safety Strategy Work Plan at-a-glance
4. Vision Zero video “ How many people do you think are killed or seriously injured in Portland-area traffic crashes?” – <https://vimeo.com/205966652/6beae6bd27>
5. On-line Regional High Injury Corridors – <https://gis.oregonmetro.gov/RHIC/> – (printed maps will be provided at the meeting)

Reports with Electronic Links provide additional details on information provided in the memo and WILL NOT be included in the printed packet.

6. Draft Transportation Safety Policy Framework Report, July 2016 – <http://www.oregonmetro.gov/sites/default/files/2018RTP-Transportation-Safety-Policy-Framework-Report.pdf>
7. Draft Transportation Safety Performance Measures and Targets Report, January 2017 <http://bit.ly/PerformanceJanuary2017>

8. 2012 Regional Transportation Safety Plan – <http://www.oregonmetro.gov/regional-transportation-safety-plan>
9. 2012 Metro State of Safety Report – <http://www.oregonmetro.gov/state-safety-report>

Memo

Date: April 3, 2017
To: MPAC and interested parties
From: Lake McTighe, Senior Transportation Planner
Subject: Vision Zero and Regional Transportation Safety Action Plan update

Purpose

The purpose of this agenda item is to update and receive policy direction from MPAC on the transportation safety policy area of the 2018 Regional Transportation Plan, including:

- The update of the Regional Transportation Safety Action Plan.
- A regional Vision Zero framework and target.
- Transportation safety performance measures.
- Identification of safety projects in the 2018 Regional Transportation Plan (RTP).
- Identification and use of Regional High Injury Corridors.

Policy questions

Metro staff seeks policy direction from MPAC on the following transportation safety policy issues:

1. Using the Vision Zero framework and a goal of zero traffic related deaths and fatalities by 2035 in the 2018 RTP.
2. Using the transportation safety system evaluation measures – share of safety projects (which necessitates identifying safety projects in the 2018 RTP) and crash exposure - in lieu of a crash prediction model, to help evaluate the 2018 RTP project list system-wide.
3. Using the Regional High Injury Corridors as a tool to help inform prioritizing investments in the 2018 RTP.

Background & framing the discussion

Transportation safety is one of the policy focus areas in the update of the 2018 Regional Transportation Plan (RTP). As part of the 2018 RTP, Metro is updating the Regional Transportation Safety Action Plan, including transportation safety targets, performance measures, policies, strategies and actions. The first Regional Transportation Safety Plan was completed in 2012, but was not adopted.

This is the first time that staff has brought the 2018 RTP transportation safety policy area to MPAC. However transportation safety has been identified as a key issue at each of the Regional Leadership Forums. Safety has also been identified as a top regional issue in other RTP public engagement activities, including on-line polls, community interviews to support the first Transportation Snapshot (April 2016), and culturally-specific discussion groups convened in partnership with the Diversity Equity and Inclusion team. In the most recent on-line survey, which had 2,640 responses, maintenance and then safety were identified as the top two “biggest needs” for our transportation system. Additionally, transportation safety is part of most regional discussions involving transportation planning and projects, from corridor plans to RFFA funded projects.

Transportation safety is a policy focus of the 2018 RTP because traffic deaths and serious injuries continue to occur on our region's roadways. Between 2011-2015, the years for which we have the most recent crash data, there were 2,597 fatal and serious injury crashes in the region; the number of pedestrian deaths and serious injuries has increased annually from 2011-2015, putting the region on an upward trend for fatal and serious crashes. Traffic related crashes are considered a major public health issue – they continue to be the leading cause of death for young people ages 1 to 24, they are the number one cause of death among on-duty law enforcement officers nation-wide, and they are a leading cause of injury mortality in Oregon.

While addressing transportation safety is critical to the health and well being of people in the region, it also plays an important role in achieving other regional goals, including economic prosperity, equity and vibrant communities. Transportation safety supports other Metro programs and projects including high capacity corridor planning, Transit Oriented Development, placemaking, economic development, and Designing Livable Streets. Elements developed in the update of the Regional Transportation Safety Action Plan will be used in the update of the Designing Livable Streets handbooks where transportation safety will be more fully integrated.

Transportation safety work program

To help address transportation safety in the region, the **safety work program** adopted by JPACT and the Metro Council (as part of the 2018 RTP work program) in December 2015 calls for the following key tasks:

1. Convene a regional Transportation Safety Technical Work Group of community advocates and federal, state and local government safety experts to provide input and expertise on the update of the Regional Transportation Safety Action Plan.
2. Update safety 2011-2015 crash data in the 2012 Metro State of Safety Report.
3. Develop data, methods and analytic tools needed to address transportation safety performance measures required by MAP-21 and FHWA.
4. Develop regional safety system performance measures.
5. Develop updated safety targets, exploring the Vision Zero and Toward Zero Deaths frameworks.
6. Identify High Injury Corridors in the region, building on the 2012 safety plan's identification of arterials as the most dangerous roadways.
7. Update regional policies, strategies and actions in the 2018 Regional Transportation Safety Action Plan to reach targets.
8. Formally adopt and incorporate the 2018 Regional Transportation Safety Action Plan into the 2018 RTP.

Process to date

The Transportation Safety Technical Work Group, consisting of community advocates and federal, state and local government safety experts met four times starting in May 2016, to guide the transportation safety policy area. Input on the transportation safety policy area has also been provided by/through:

- Metro Council
- Regional Leadership Forums
- Transportation Policy Alternatives Committee (TPAC)
- Metro Technical Advisory Committee (MTAC)
- 2018 RTP Equity and Performance Measures Work Groups

- Public comment opportunities

The Transportation Safety Work Group has **developed the following elements for the 2018 Regional Transportation Safety Action Plan. Metro is seeking policy guidance from MPAC on these elements.** The Work Group is now working on identifying Emphasis Areas, Strategies and Actions for the plan. A draft plan will be available for review in October 2017.

A. Transportation Safety Policy Framework

The Transportation Safety Policy Framework Report (July 2016) summarizes current federal, state, regional, and local policies, providing the policy context for the update of the transportation safety plan and establishing a Vision Zero target. Development of the report included an assessment of current state, regional and local activities and actions related to transportation safety, as well as policy direction to incorporate equity and public health perspectives into the safety plan update.

Overall the policy review found:

- 1) Continued emphasis, at all levels of government, on the need to reduce fatal and serious injury traffic crashes.
- 2) A growing use of the Vision Zero and Toward Zero deaths framework at the national, state, regional and city level as an approach to reduce fatal and serious injury traffic crashes.
- 3) Development of data-driven policies, plans and investment strategies that are effective at reducing fatal and serious injury traffic crashes.
- 4) Recognition of vulnerable users; while fatalities and serious injuries for auto-only crashes are declining, in large part because of better auto technology, the rate of bicycle and pedestrian crashes is not.
- 5) Explicit integration of equity and public health perspectives into policies, plans and investment strategies as there is growing recognition that fatal and serious traffic crashes is a public health crisis that can be solved, and that historically marginalized communities, including people of color, people with lower incomes and older adults are more vulnerable to fatal and serious injury crashes.

B. Vision Zero target and annual targets

Regional targets set time bound, quantifiable goals for achieving the region's desired policy outcomes for investment in the region's transportation system. The transportation safety measure uses observed crash data to track progress towards the target.

The Transportation Safety Work Group refined the existing 2014 RTP safety performance target of reducing fatal and serious crashes by 50% by 2030, and developed the following recommended target:

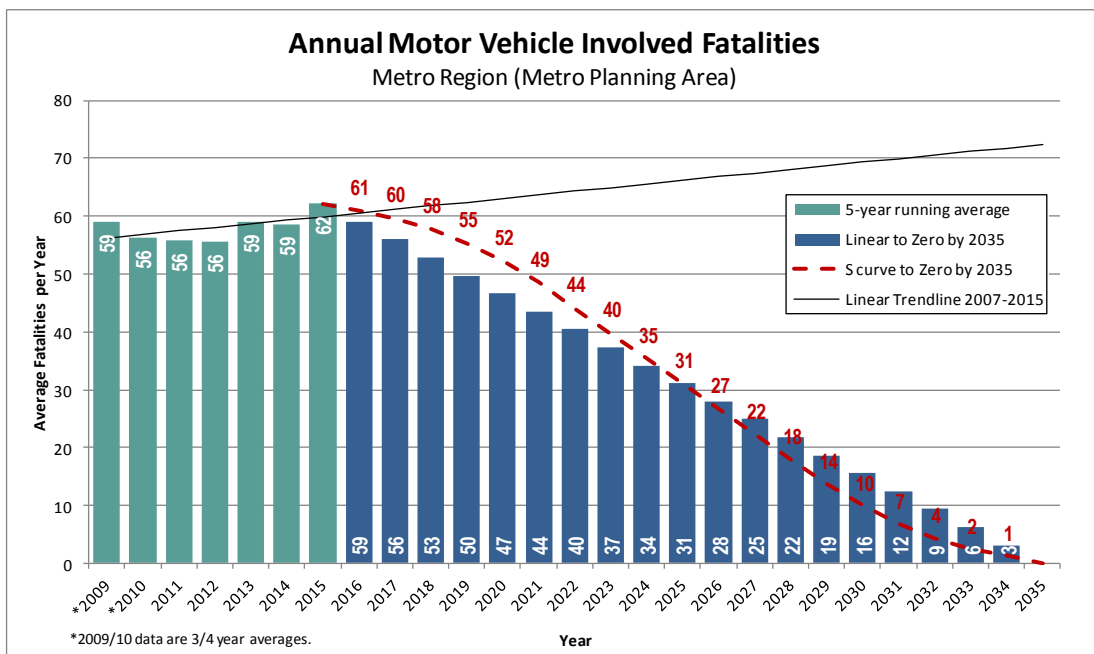
"By 2035 eliminate transportation related fatalities and serious injuries for all users of the region's transportation system, with a 16% reduction by 2020 (as compared to the 2015 five year rolling average), and a 50% reduction by 2025."

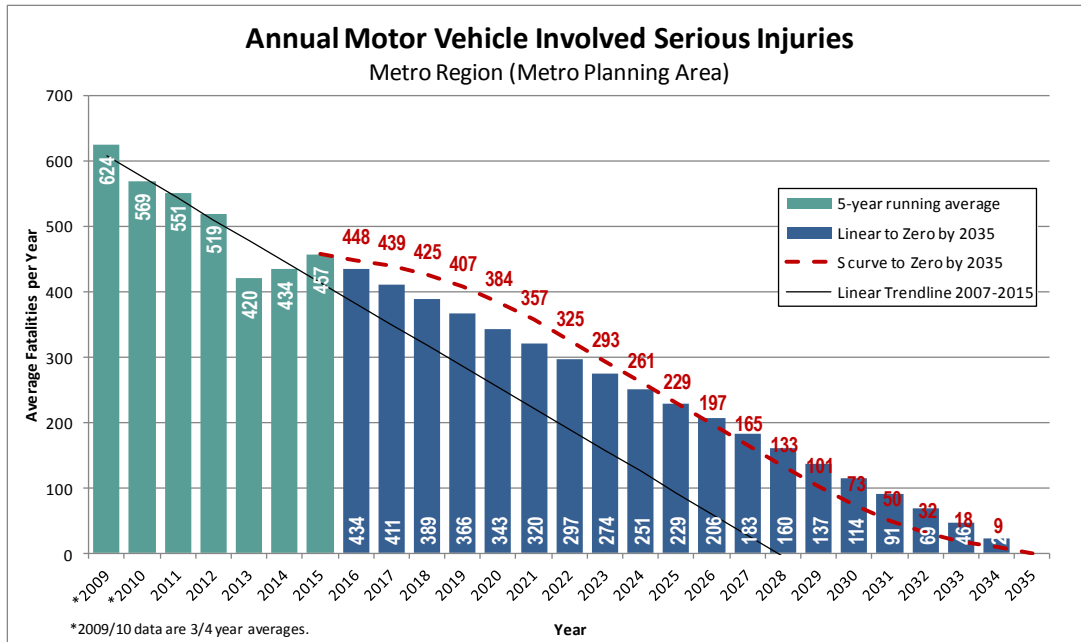
The Work Group recommends having a specific target end-date (2035) that does not change over time in subsequent RTPs, and recommends having two interim targets for 2020 and 2025.

The recommended Vision Zero target is consistent with the statewide 2035 target adopted by the Oregon Transportation Commission in 2016. The City of Portland has adopted a target of zero by 2025. Clackamas County uses a Toward Zero Deaths framework, and Washington County and Hillsboro are considering targets of zero fatalities and serious injuries in their draft safety transportation plans.

Complying with Federal transportation safety performance measure requirements will help the region and Metro track progress towards the 2035 Vision Zero target. State DOTs and regional MPOs must now report on the federally required transportation safety performance measures identified in MAP-21 and the Fast Act. Metro will track annual motor vehicle involved fatal and serious injuries using a five year rolling average of the number of people killed and seriously injured in traffic crashes in the region, by mode, per 100 million vehicle miles traveled, and per 100 thousand people.

Metro is recommending using the “S-curve” methodology used by ODOT to identify annual targets, working back from the target of zero fatalities and serious injuries in 2035, shown in the two graphs below. The linear trendline for fatalities is rising due to pedestrian fatalities. The numbers above the “S-curve to zero” are the annual targets for fatal and serious injury traffic crashes.





A Vision Zero framework

Vision Zero is a multi-national approach to road traffic safety that aims to achieve a transportation system with no fatalities or serious injuries in road traffic. Many cities in the U.S. have adopted Vision Zero and many more cities, and regions, are considering adoption. Toward Zero Deaths is the United States' highway safety vision and states that "zero is the only acceptable target for our nation, our families and us as individuals." Examples from other communities show the benefit of using the Vision Zero framework. New York City launched Vision Zero in 2014, and in 2015 saw the lowest number of fatalities since 1910 when the city started tracking traffic related deaths. In 2008, Sweden, the first country to adopt Vision Zero, had 4 traffic deaths per 100,000, in North America it is 12.

A Vision Zero framework involves more than setting a target of zero fatalities and serious injuries. It provides a framework for safety plans, policies, and investment strategies that requires collaboration across jurisdictions and new ways of approaching transportation safety:

- 1) Focus on fatalities and serious injuries – death and serious injuries are not acceptable; they are not accidents, but crashes that can be prevented.
- 2) Factor human behavior and errors into roadway design.
- 3) Focus on responsibility of the transportation system and design, rather than individual responsibility; we are all part of the solution.
- 4) Industry can be stimulated, rather than forced, to support safer transportation.
- 5) Saving lives is cheap – not expensive.

To help illustrate how a change in mindset is part of the Vision Zero framework, Metro followed the example of several states in the U.S. and produced a video asking community members in the region "How many people do you think are killed or seriously injured in

Portland-area traffic crashes?” ([LINK to video](#)) The video provides a useful way to help people better understand the impact of Vision Zero.

The Transportation Safety Work Group recommended using a Vision Zero target and framework in the 2018 Regional Transportation Safety Action Plan, and using the “S-curve to zero” methodology employed by ODOT to set annual fatal and serious crash targets.

C. [Safety system evaluation measures and a definition of safety projects](#)

Regional System Evaluation Measures compare the base year conditions with alternative investment packages (projects) to document how well each package of transportation investments performs on an array of measures that are linked to RTP goals. The RTP has never included forecasted system evaluation measures for safety. The proposed system evaluation measures – location and level of investment of safety projects in the RTP, and exposure to increased vehicle miles traveled – are interim measures until a crash prediction model is developed (after the 2018 RTP). Both system evaluation measures were initially identified and recommended by the RTP equity Work Group.

The first system evaluation measure, Share of Safety Projects, identifies the number, cost, percent and location of safety projects in the 2018 RTP investment packages region-wide, and the number, cost, percent and location of safety projects in areas with historically marginalized communities to identify where and at what level of investment the package of future transportation projects address transportation safety. This measure necessitates defining a safety project. While all transportation projects should be developed with safety as a goal, the Transportation Safety Work Group has developed a draft definition of safety projects:

capital infrastructure projects with the primary purpose of reducing the occurrence of traffic related fatalities and serious injuries, allocating a majority of the project cost to a documented safety countermeasure(s) to address a specific documented safety problem (as indicated by location-specific data on fatalities and serious injuries, and/or where it is determined that the specific project can with confidence produce a measurable and significant reduction in such fatalities or serious injuries), or addresses systemic safety for vulnerable users, including people walking and bicycling, people with disabilities, older adults and youth.

The second system evaluation measure, Exposure to Crash Risk, approximates the risk of exposure to crashes by identifying whether the package of future transportation investments increases or decreases the sum of all non-freeway vehicle miles traveled in Transportation Area Zones for RTP investment packages region-wide, and in historically marginalized communities. Those areas with an above average increase in vehicle miles traveled will be flagged for further investigation. Vehicle miles traveled is one of many factors that contribute to crash risk; one quarter of the crashes in the region can be explained by vehicle miles traveled. Obviously the other factors are important and will be included in a full crash model; this interim measure will help decision makers understand where safety interventions to counter exposure to vehicle miles traveled may be necessary.

The Transportation Safety, Equity, and Performance Measures Work Groups provided input throughout the development of the system evaluation measures. The Transportation Safety Work Group recommended moving forward with the measures and continuing to test and refine them.

D. Regional High Injury Corridors

Regional High Injury Corridors (HICs) are stretches of roadways in the Portland metropolitan area where the highest concentrations of fatal and serious crashes for auto-only, bicycle and pedestrian occur on the regional transportation network.

A majority (60%) of severe crashes in the region occur on 23% of the roadways on the regional transportation network, and 6% of all streets in the region. High Injury Intersections are also identified. The Regional HICs align with high crash corridors identified by Portland, Washington County and Hillsboro. They also align with ODOT's high risk bicycle and pedestrian corridors and ARTS corridors.

The 2012 Metro State of Safety Report identified several factors contributing to high severe crash rates in the region: arterial roadways, multi-lane roadways, lack of lighting, and behavior (e.g. drunk driving). At the time, however, Metro lacked the ability to quantify risk by specific roadways. To address this need, Metro developed a replicable and quantitative assessment of the crash performance on roadways on the regional transportation network to support planning and prioritization of corridor safety efforts. Metro reviewed several methodologies to identify an approach that worked for the region, and that developed HICS that are:

- Replicable, so that it could be used over time to track changes;
- Quantifiable, so that assessments could be made objectively;
- Focused on fatal and severe crashes and not fender benders;
- Focused on the regional transportation network;
- Corridors and not only hot spots;
- Capturing a majority of fatal and severe crashes in the region (60%), but not all of them, resulting in a subset of roadways in order to support planning and prioritization;
- Normalized by segment length.

Metro produced a draft online map of the Regional High Injury Corridors. Link to map: <https://gis.oregonmetro.gov/RHIC/>.

The Transportation Safety Work Group recommends making the tool available to help prioritize investments in the 2018 RTP.

Next Steps

Between now and fall 2017, the Transportation Safety Work Group will develop the updated 2018 Regional Transportation Safety Action Plan and identify policies, strategies and actions to meet safety targets. The draft 2018 Regional Transportation Safety Action Plan is anticipated to be available for review in late fall 2017.

- April 4 – Transportation Safety Work Group provides input on draft content for the Draft 2018 Regional Transportation Safety Action Plan
- April 12- MPAC provides policy direction on transportation safety policy area
- April 20 – JPACT provides policy direction on transportation safety policy area
- July 27- Transportation Safety Work Group provides input on strategies and actions
- September 14 - Transportation Safety Work Group provides input on draft plan
- October – November 2017 – TPAC and MTAC provide input on Draft 2018 Regional Transportation Safety Action Plan

Attachments and Electronic Links

1. Safety Technical Work Group members
2. Regional Safety Strategy Work Plan at-a-glance
3. Vision Zero video “ How many people do you think are killed or seriously injured in Portland-area traffic crashes?” – <https://vimeo.com/205966652/6beae6bd27>
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6. Draft Transportation Safety Performance Measures and Targets Report, January 2017 <http://bit.ly/PerformanceJanuary2017>
7. 2012 Regional Transportation Safety Plan – <http://www.oregonmetro.gov/regional-transportation-safety-plan>
8. 2012 Metro State of Safety Report – <http://www.oregonmetro.gov/state-safety-report>



2018 REGIONAL TRANSPORTATION PLAN

Transportation Safety Technical Work Group Roster

Metro is working with local, regional and state partners and the public to update the region's shared vision and strategy for investing in the transportation system for the next 25 years.

To support development of the 2018 Regional Transportation Plan, Metro staff are convening eight technical work groups to provide input to the project team on implementing policy direction from the Metro Council and regional policy advisory committees. In this role, the work group members review and provide feedback to Metro staff on draft materials and analysis, keep their respective elected officials and agency/organization's leadership informed to identify issues and concerns early on, and integrate input from partners and the public. The work groups also help identify areas for further discussion by the Metro Council and regional technical and policy advisory committees.

Work group members include topical experts and representatives from the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC) or their designees, and other community, business, city and county partners. Meetings of the technical work groups are posted on Metro's calendar at www.oregonmetro.gov/calendar and www.oregonmetro.gov/rtp.

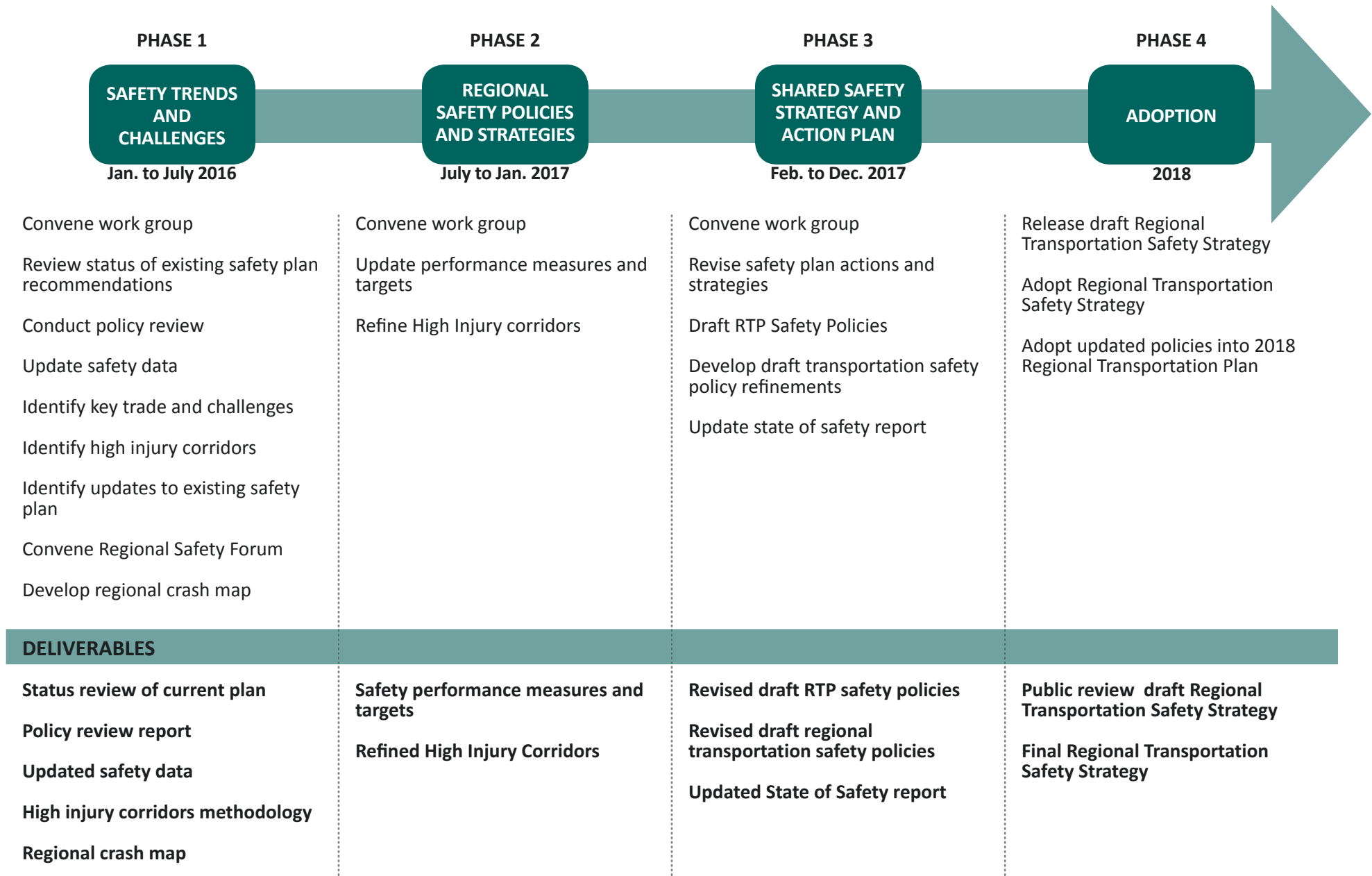
Safety Work Group | as of 1/17/17

	Name	Affiliation
1.	Lake McTighe	Metro lead
2.	Anthony Buczek	Metro
3.	Chris Strong	City of Gresham
4.	Clay Veka Zef Wagner/Dana Dickman (alternate)	City of Portland
5.	Jeff Owen	TriMet
6.	Dyami Valentine Stacy Shetler (alternate)	Washington County
7.	Mike Ward	City of Wilsonville
8.	Kari Schlosshauer	National Safe Routes to School
9.	Joe Marek	Clackamas County
10.	Aszita Mansor	Multnomah County – Planning and Engineering
11.	Becky Bodonyi Brendon Haggerty (alternate)	Multnomah County – Public Health
12.	Katherine Burns Lidwien Rahman	ODOT Region 1
13.	Tegan Enloe	City of Hillsboro
14.	Luke Pelz Stacy Revay (alternate)	City of Beaverton
15.	Amanda Owings	City of Lake Oswego
16.	Noel Mickelberry	Oregon Walks
17.	Nick Fortey	Federal Highway Administration
18.	Stephanie Noll	Street Trust



2018 RTP | REGIONAL SAFETY STRATEGY WORK PLAN

Getting there safely



Materials following this page were distributed at the meeting.

Presence and Projections

- Oregon's Latino population is **473,729** (**12.1%** percent of the state's population).
- Latino/as represent **22.5%** percent of all Oregon students, up from 10.3 percent in 2000.
- 85.5 percent Oregon's Latino population are of Mexican origin (up from 78 percent in 2000 and 82 percent in 2010)
- Of the **120,000** undocumented immigrant residents in Oregon, 75% are of Mexican origin.
- Almost one half of the state's Latino/as – **192,546 or 43%--** reside in Washington Co. 84,000, Multnomah Co. 79,500, and Clackamas Co. 29,000
- A significant percentage of Latino/as reside in Malheur (31.5), Morrow (31.3), Hood River (29.5), Marion (24.3), Umatilla (23.9), and Jefferson (19.3) counties.
- Remaining counties with over 10,000 Latino/a residents include Yamhill, Lane, Jackson, and Deschutes.
- Oregon is on pace to become **24%** Latino/a by **2030**.
- The Latino student population is likely to be **42%** percent of the overall student population by **2030** and the outright majority sometime between 2030 and 2040.

Education Disparities

- Latinos on average are lagging **behind** their White peers in every measure of **reading, science, math, and writing**.
- Large urban and suburban districts are consistently at the same level as the statewide average and those gaps seem to consistent across grades and subject areas.
- The Smarter Balanced Exam format is not currently serving Latino students well as achievement gaps appear to be widening.
- The difference between all Latino and White students on the **Science** exam was **47.0** and **67.4** percent respectively.
- **Math** and ELA exams saw a 15.2-point gap (Latino= **31.4%** and White=**46.2%**).
- In 2012-13, of the 641 expulsions statewide, 324 were Latino students (50.5 percent). • The suspension rate for Latino/as was 15.8 percent during the same time period.
- Only **59.5** percent of Latino/as are graduating in **four years**, the number increases to **71.1** percent when considering **fifth year** graduation rates.
- In their Freshman year, **72.2** percent of Latino/as are on target to successfully graduate from high school.

- Only **34.2** percent of Latino/a students are taking the **SAT**. Political Representation and Civic Engagement

Political Representation and Civic Engagement

- Latinos are only 2.2 percent of state representatives, 1.7 percent of county commissioners and elected judges, and 0% at the highest levels of government (federal and gubernatorial).
- On school boards, Latinos most often do not number more than one in any district they represent. Standing in as the “only Latino” on school boards and other elected office is the very definition of tokenism.
- The current Latina/o voting bloc of 4.9 percent will double and become much more representative of the overall percentage of Latina/os in the state
- The **63 organizations** that primarily or exclusively **serve Oregon’s Latino/a** community tend to be concentrated in the **Portland metro area** and Willamette Valley more generally.

Entrepreneurship and Business Ownership

- In 2012, there were 15,437 firms owned by Latino/as (with or without employees) and 2,483 firms with employees.
- In 2012, Latino/as owned 4.5 percent of all firms, regardless of employees, and 3.0 percent of firms with paid employees.
- In 2012, the number of Latino/a businesses with employees increased significantly in the Accommodation & food services (574), Construction (510), Administration/support/ waste/remediation (386), Professional/scientific/ technical services (199), Retail trade (167), Healthcare and social assistance (150), Manufacturing (121), Other services (96), Agriculture (76), and Transportation/warehouse (62).
 - o These 10 industries represent 84 percent of all Latino/a firms with employees.
 - o Latina/os are still severely underrepresented in the business-owning class.
- In 2012, Latino/a firms added \$443 million to Oregon’s economy in terms of wages paid to employees.
- In 2012, sales receipts (a key measure of revenue) of Latino/a-owned businesses totaled \$2.2 billion.
- Mexican and Mexican Americans own 72 percent of Latino/a firms, Puerto Ricans own 3.3 percent, Cubans own 2.7 percent, and “Other” Latinos own 22 percent

OR population	3’900,000
Latino Population	473,729
Mexicans	405,000

Puertoricans	10,300		
Latinamericans	54,200	(South Americans)	10,000

Student Enrolment (Latinos) 22.5%

Clackamas	8,770	14.7%
Multnomah	20,591	22%
Washington	24,487	27.9%

Voting Eligible Population

Total = 473,729

Male = 246,334 (Under 18 94,000 Native 86,000) (Over 18 153,000 Native 64,000)

Naturalized 20,000 Non US Citizen 76,000

Female = 227,395 (Under 18 90,000 Native 84,000) (Over 18 138,000 Native 67,000)

Naturalized 15,000 Non US Citizen 55,000

Latino Owned Business

2002

Female owned 2,603 Sales 70,731,000

Male owned 3,302 Sales 1,150,437,000

2012

Clackamas 1,071 Multnomah 3,349 Washington 2,925

Female 7,035 Sales 247,857,000

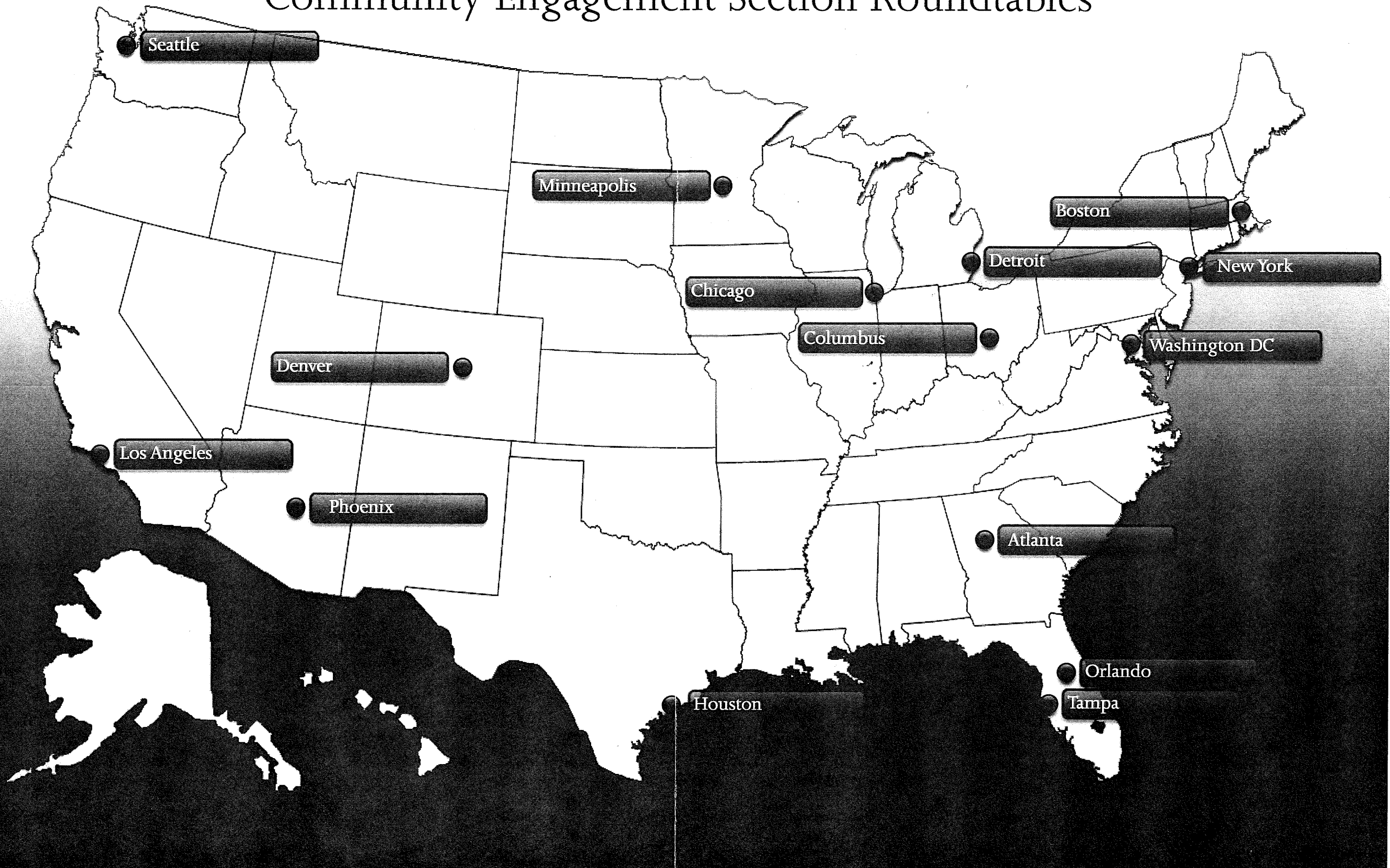
Male 7,720 Sales 1,414,247,000

2012

1. Accommodation & food services (574)
2. Construction (510)
3. Administration/support/waste/remediation (386)
4. Professional/scientific/technical services (199) 63
5. Retail trade (167)
6. Healthcare and social assistance (150)
7. Manufacturing (121)
8. Other services (96)
9. Agriculture (76)
10. Transportation/warehouse (62)

Over the ten-year period, the relative positions of particular industries have changed but the ten industries where you find the vast majority of Latino/a-owned firms in 2002 are the same ten industries as 2012. Three new industries appeared just out of the top 10 in 2012 and those include: Wholesale trade (38), Real estate/property management (33), and Educational services (31). The U.S. Census collects data on 20 industries to encompass the full range of business enterprises in the United States. The aforementioned industries are consistently the ten industries where Latino/a firms predominate.

2014 Map of DHS CRCL Community Engagement Section Roundtables



2018 RTP: Vision Zero and Transportation Safety Plan Update

Metro Policy Advisory Committee

April 12, 2017

MPAC policy direction on:

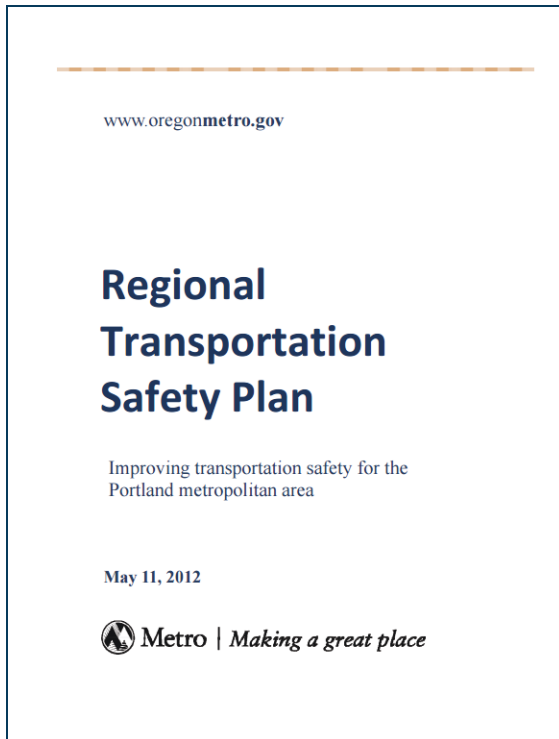
Transportation safety policy area of the 2018
Regional Transportation Plan

1. Vision Zero framework and target
2. Transportation safety performance measure & identification of safety projects in the 2018 RTP
3. Identification and use of regional High Injury Corridors

Transportation Safety - Policy focus of the 2018 Regional Transportation Plan



2012 Regional Transportation Safety Plan




- Safety target: 50% reduction of fatal and severe crashes by 2030 compared to 2005
- Safety Goals and Objectives in 2014 RTP
- Recommended actions based on 2007-2009 crash data analysis

<http://www.oregonmetro.gov/regional-transportation-safety-plan>

Key findings & example actions of the 2012 Plan

- Arterials are the major safety challenge in the region
 - Identify high severity crash arterials
- Alcohol/Drugs, Speed, and Aggressive Driving are major factors to be addressed
 - Convene targeted work group to develop targeted strategies
- Higher Vehicle Miles Traveled (VMTs) = more serious crashes
 - Support regional and state policies to reduce VMT
- Streets with more lanes = higher serious crash rates, particularly for people walking and bicycling
 - Increase the number of safe crossings on arterials in the region

2011- 2015

A photograph of a man in a black t-shirt and blue jeans riding a black bicycle on a paved path. He is wearing sunglasses and holding a cell phone to his ear with his left hand. In the background, another person in a light blue shirt and jeans is walking away. The scene is outdoors with a concrete wall and some greenery in the background.

2,286 life changing injuries

311 deaths and life changing injuries

>\$1 billion annually in societal costs

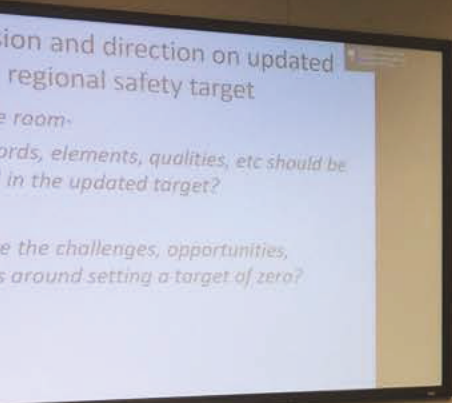
***ODOT crash data,
2011- 2015***



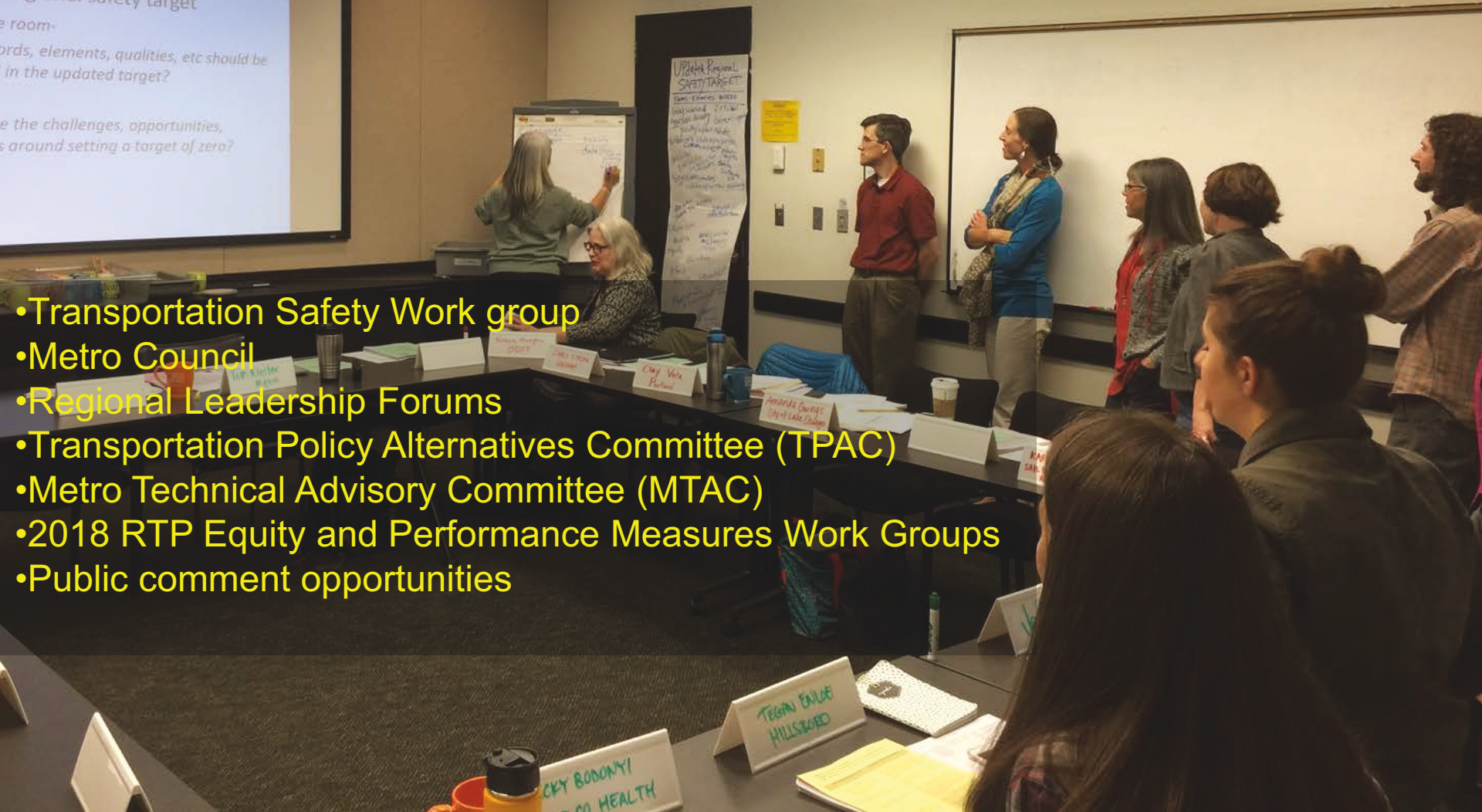
Motor vehicle traffic deaths
Leading cause of death for young
people (under age 25)

CDC, 2013

2018 update: Process and partner engagement



- Transportation Safety Work group
- Metro Council
- Regional Leadership Forums
- Transportation Policy Alternatives Committee (TPAC)
- Metro Technical Advisory Committee (MTAC)
- 2018 RTP Equity and Performance Measures Work Groups
- Public comment opportunities



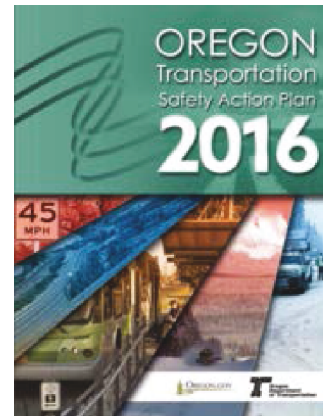
A. Transportation Safety Policy Framework



Policy: Continued emphasis on need to reduce deaths and severe traffic crashes



**VISION
ZERO
SF**



**VISION
ZERØ**
SAFER STREETS FOR SEATTLE



A young man with short dark hair is walking on a concrete sidewalk. He is wearing a yellow and white t-shirt with a graphic, blue jeans, and black and red sneakers. He has a necklace with a circular pendant and a black beaded bracelet. To his right is a blue pole and a street with a white bicycle lane symbol on the pavement. In the background, there are trees, a white van, and a blue car. The text "Policy: Growing recognition that safety for vulnerable users needs to be prioritized" is overlaid in yellow on the right side of the image.

**Policy: Growing
recognition that
safety for
vulnerable users
needs to be
prioritized**

Policy: Explicit integration of equity and public health

CDC WINNABLE BATTLES FINAL REPORT



U.S. Department of
Health and Human Services
Centers for Disease
Control and Prevention

"In 2006, American Indians experienced the highest fatality rate per 100,000 population – 31.17."

B. Vision Zero target and annual targets



Recommended 2018 RTP Vision Zero target for 2035

By 2035 eliminate transportation related fatalities and serious injuries for all users of the region's transportation system, with a 16% reduction by 2020 (as compared to the 2015 five year rolling average), and a 50% reduction by 2025.

Vision Zero is a framework

Traditional Approach



Traffic deaths are inevitable
Perfect human behavior
Prevent collisions
Individual responsibility
Saving lives is expensive

Vision Zero



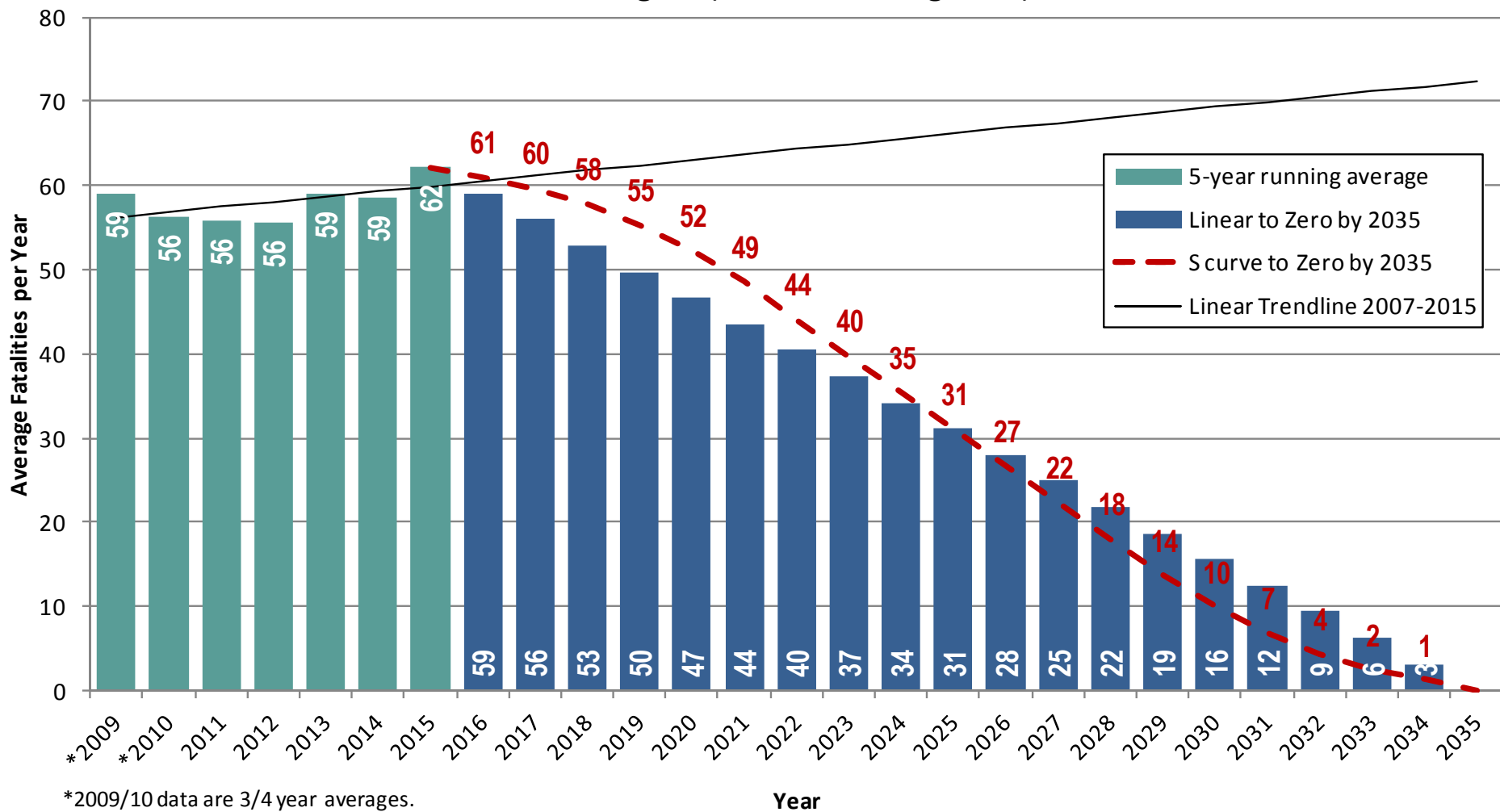
Traffic deaths are preventable
Integrate human failing in approach
Prevent fatal and severe crashes
Systems approach
Saving lives is cheap

“What’s your goal?” video



Annual Motor Vehicle Involved Fatalities

Metro Region (Metro Planning Area)



A photograph of a white bus stopped at a bus stop. The bus has a sign on its front that reads "4 TO GRESHAM TC". A bicycle is mounted on a rack at the front of the bus. A person is standing on the sidewalk next to the bus. In the background, there are trees, a street with cars, and a bus stop shelter. The sky is blue with some clouds.

C. Transportation safety performance measures

Evaluation Measures for 2018 RTP Investment Packages

Share of safety projects in 2018 RTP

- Where are safety projects located?
- What time period are they scheduled for?
- What is share of total cost of RTP projects?
- What is share in historically marginalized communities?

Evaluation Measures for 2018 RTP Investment Packages

Exposure to VMT in 2018 RTP- Approximate risk of exposure to crashes

- Where are non-freeway vehicle miles traveled (VMT) per area increasing higher than regional average?
- What is crash history in those areas?
- What transportation investments are planned in those areas?
- Are those areas in historically marginalized communities?

D. Regional high injury corridors

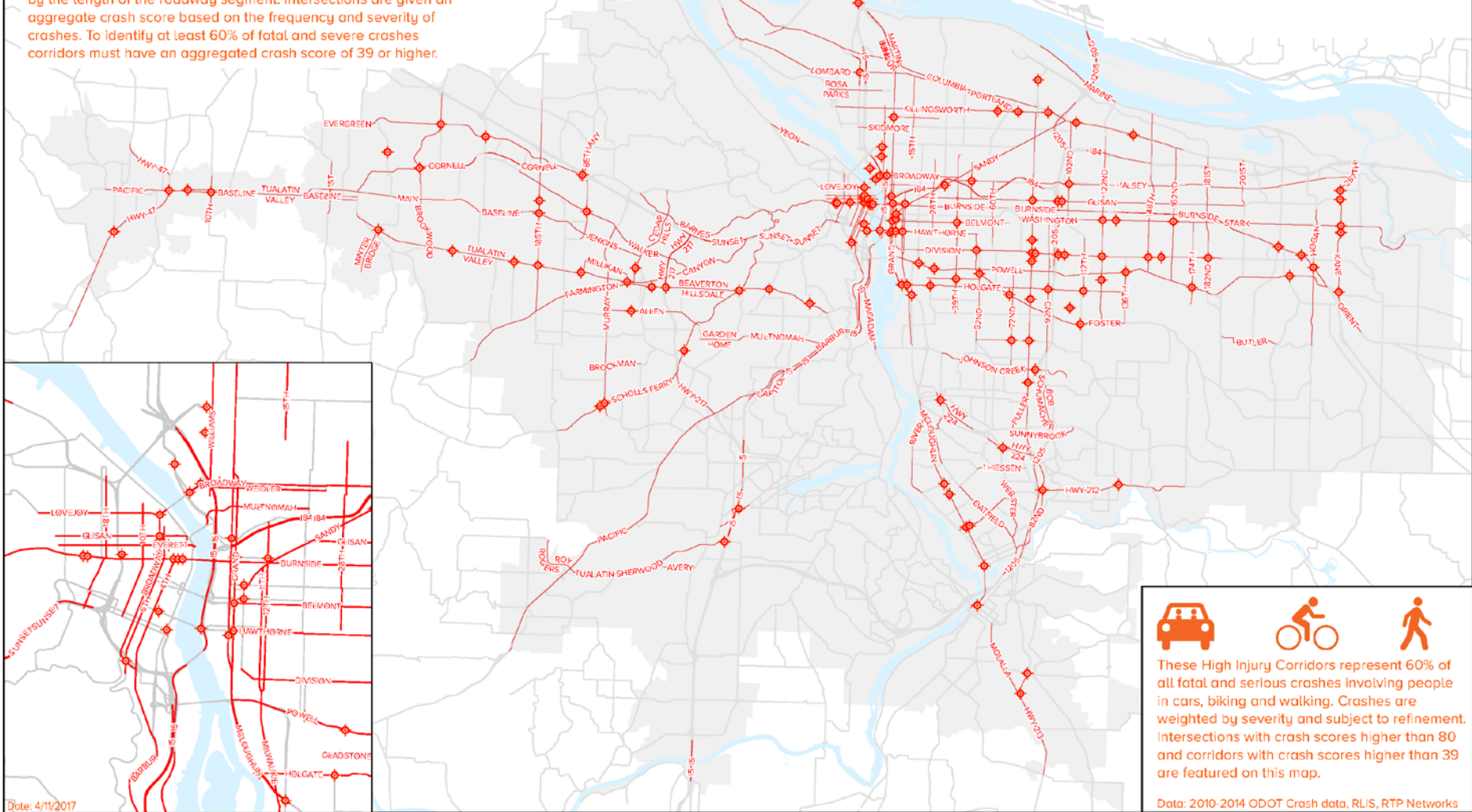




High Injury Corridors and Intersections in Greater Portland

Roadway segments where the highest concentrations of severe crashes involving a motor vehicle occur on the regional transportation network. Corridors are given an aggregate crash score based on the frequency and severity of crashes, normalized by the length of the roadway segment. Intersections are given an aggregate crash score based on the frequency and severity of crashes. To identify at least 60% of fatal and severe crashes corridors must have an aggregated crash score of 39 or higher.

◆ High injury intersections **DRAFT**
Intersections with weighted crash scores*

~ High injury corridors - combined modes
Corridors with weighted crash scores*



  
These High Injury Corridors represent 60% of all fatal and serious crashes involving people in cars, biking and walking. Crashes are weighted by severity and subject to refinement. Intersections with crash scores higher than 80 and corridors with crash scores higher than 39 are featured on this map.

Data: 2010-2014 ODOT Crash data, RLIS, RTP Networks

Next steps

- April 20 – JPACT provides policy direction on transportation safety policy area
- July 27- Transportation Safety Work Group provides input on strategies and actions
- September 14 - Transportation Safety Work Group provides input on draft plan
- October-November – TPAC and MTAC provide input, Draft 2018 Regional Transportation Safety Action Plan available for review

MPAC policy direction requested – Thank you!

- Using the Vision Zero framework and target in 2018 RTP
- Using transportation safety system evaluation measures
- Using the Regional High Injury Corridors as a tool to help inform prioritizing investments in the 2018 RTP



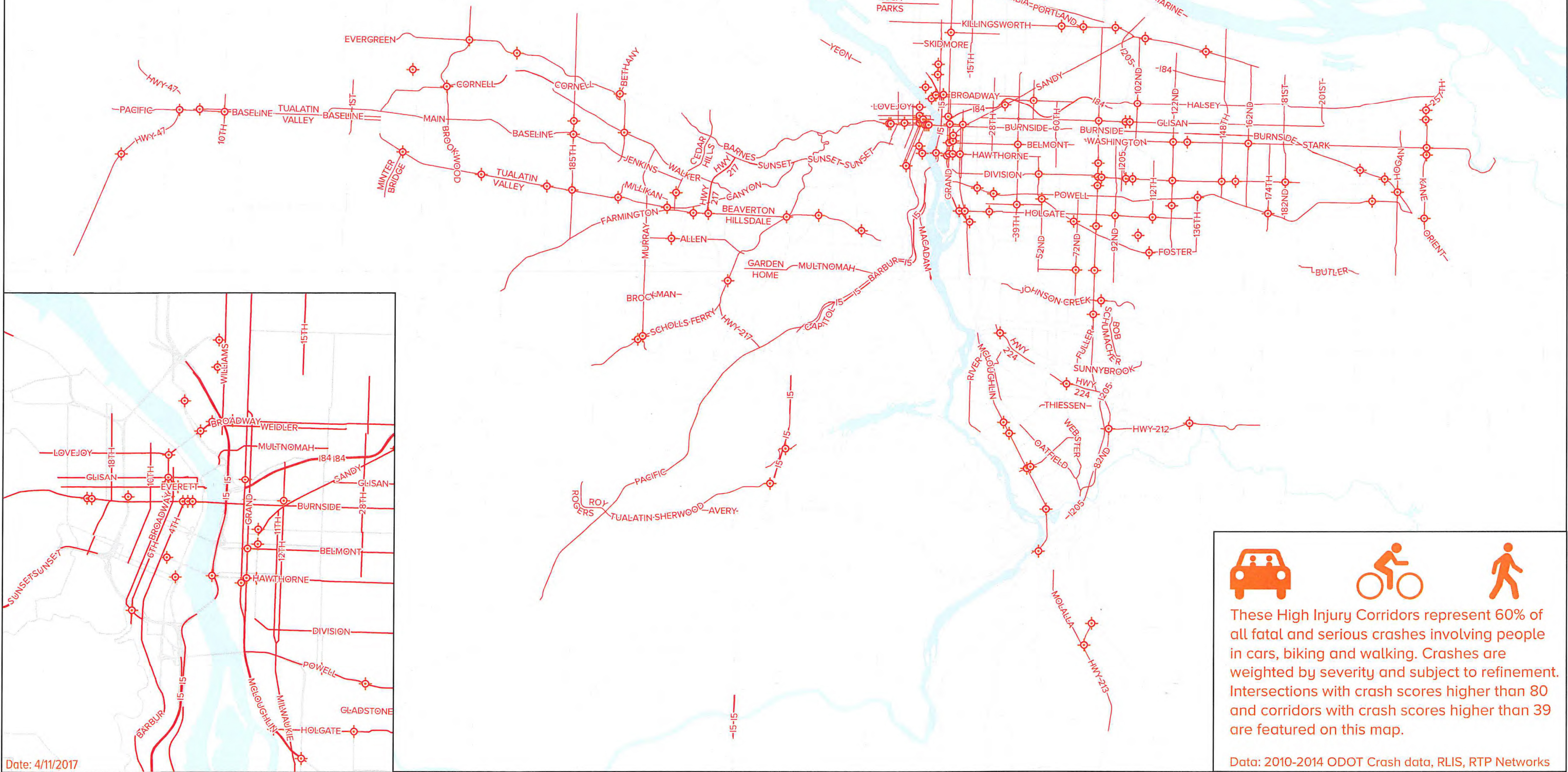
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 High injury intersections
*Intersections with weighted crash scores**

DRAFT

 High injury corridors - combined modes
*Corridors with weighted crash scores**



These High Injury Corridors represent 60% of all fatal and serious crashes involving people in cars, biking and walking. Crashes are weighted by severity and subject to refinement. Intersections with crash scores higher than 80 and corridors with crash scores higher than 39 are featured on this map.



April hotsheet

Parks and nature

Metro's parks and natural areas preserve more than 17,000 acres of our region for recreational enjoyment and environmental protection. Supported through voter-approved bond measures and a property tax levy, Metro's parks and natural areas attract more than a million visitors from around our region.

Farmington Paddle Launch: Paddlers will be able to launch kayaks, canoes and other nonmotorized boats into the Tualatin River starting in May at Farmington Paddle Launch. Join Metro, Tualatin Riverkeepers and Clean Water Services for the Discovery Day grand opening June 24. The launch site at southwest Farmington and River roads was built in partnership with Clean Water Services. It provides a key stop between Rood Bridge and Eagle Landing parks along the Tualatin River Water Trail, a vision to provide river access points every five miles. Farmington Paddle Launch cost \$888,500 to plan and build. Money came from a \$287,500 grant from the Oregon Parks and Recreation Department and the Metro natural areas bond measure that voters approved in 2006. Contact: Tannen Printz, 503-813-7570

Troutdale 40-Mile Loop trail master plan: Metro suspended the Troutdale 40-Mile Loop trail planning project March 9 in response to opposition from community members. Metro and the City of Troutdale co-hosted a Feb. 22 open house attended by about 200 residents to plan the route of a future trail. A majority of comments at the open house and through an online survey opposed any trail. Closing the six-mile gap in the 40-Mile Loop in Troutdale and Gresham remains a regional priority based on its inclusion in the East Metro Connections Plan. That plan was approved by Troutdale, Gresham, Multnomah County, Metro and other local governments in 2012 and identified a north-to-south walking and bicycling trail as a major need for residents in the area. Contact: Robert Spurlock, 503-813-7560

Waste reduction and management

Metro manages the Portland region's garbage, recycling and compost systems, and encourages residents and businesses to make the most of what they don't want.

Asbestos testing: On April 1, Metro is expanding its requirement of documentation for loads of construction waste that may contain asbestos. The requirement will apply to a broader list of building materials brought to Metro Central and Metro South transfer stations. Loads with these materials that have no paperwork, and any building materials containing more than 1 percent asbestos by volume, will be directed to other sites for testing and disposal. Find an updated list of building materials and more at oregonmetro.gov/asbestosrules. Contact: Ken Ray 503-797-1508

Land use and transportation

Working together, our region can reduce traffic, improve our economy and maintain what make this region a great place. Metro works with 24 cities and 3 counties to protect local values and preserve our region's farms and forests.

Urban and rural reserves: The Metro Council and the Clackamas County Board of Commissioners have directed staff to finalize urban and rural reserve designations. The two bodies began public hearings in March. Contact: Ted Reid, 503-797-1768.

Urban growth boundary reform: The Legislature is considering the Urban Growth Readiness Task Force's recommendations for improving the UGB review process. H.B. 2095 would allow the Metro Council to add up to 1,000 acres to the UGB midway through the six-year urban growth review cycle. The proposal was unanimously endorsed by the UGR Task Force in 2016 and received a unanimous do-pass recommendation from the Oregon House Committee on Agriculture and Natural Resources. Contact: Andy Shaw, 503-797-1763.

2040 planning and development grants: Metro opens a new cycle of grants to help communities plan for housing and job opportunities inside the urban growth boundary and in urban reserves. Up to \$2 million is available in the first annual cycle of the program, formerly known as community planning and development grants. Half the funds are dedicated to projects that have a strong focus on historically marginalized communities or reducing barriers to equitable housing. Application materials will be available in mid-April, with letters of interest due May 26. Contact: Craig Beebe, 503-797-1584.

Community Placemaking grants: Metro's newest grant program opens for applications April 1. The program will provide grants of \$5,000 to \$25,000 to local governments, nonprofits and other organizations interested in creative projects that strengthen social fabric and foster connection to place. Up to \$100,000 is available in this first semi-annual opportunity; applications are due May 26. Contact: Dana Lucero, 503-797-1755.

Regional flexible funds: On April 13, the Metro Council will consider JPACT's March 16 recommendation that the remaining \$3 million in regional flexible funds go to Gresham's Complete Cleveland Avenue project, on the condition that Gresham commit \$2 million in local development fees to complete sidewalks on a half-mile stretch of Division. The funds, which come from the federal government, are expected to be available in 2019. Contact: Craig Beebe, 503-797-1584.