



Metro | Agenda

Meeting: Metro Technical Advisory Committee
 Date: Wednesday, October 7, 2015
 Time: 10:00 a.m. to Noon
 Place: Council Chamber

Time	Agenda Item	Action Requested	Presenter(s)	Materials
10:00 a.m.	CALL TO ORDER Updates from the Chair		John Williams, Chair	
	Citizen Communications to MTAC		All	
10:10	Designing Livable Streets Draft Work Plan <i>Purpose Statement: Seek feedback on the draft work plan for the Designing Livable Streets project, a component of the 2018 Regional Transportation Plan</i>	Information / Discussion	Lake McTighe, Metro	
10:55	Regional Freight Strategy Draft Work Plan Overview <i>Purpose Statement: To inform MTAC about the process and schedule</i>	Information / Discussion	Tim Collins, Metro	
11:15	Introduction to the Regional Snapshots Series <i>Purpose Statement: Provide MTAC with background on the purpose of the series as well as an introduction to the first installment on housing</i>	Information / Discussion	Ted Reid, Rebecca Hamilton, Ashley Eaton, Metro	
Noon	Adjourn			

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2015 MTAC Tentative Agendas

<p>July 1 Cancelled</p>	<p>July 15</p> <ul style="list-style-type: none"> • Powell-Division Transit Action Plan and Action Plans for the Cities of Gresham and Portland • Urban Growth Management decision
<p>August 5</p> <ul style="list-style-type: none"> • Clackamas and Washington County Industrial Land Readiness Project • Urban Growth Management decision – Chief Operating Officer Recommendation • Commercial Cannabis Facilities 	<p>August 19 Cancelled</p>
<p>September 2</p> <ul style="list-style-type: none"> • Urban Growth Management decision 	<p>September 16</p> <ul style="list-style-type: none"> • Draft RTP update work plan • 2018 RTP /2018-21 MTIP Transportation Equity Assessment
<p>October 7</p> <ul style="list-style-type: none"> • Designing Livable Streets • Regional Freight Strategy • Regional Snapshots 	<p>October 21</p> <ul style="list-style-type: none"> • Recommendation to MPAC on 2018 RTP update work plan • Industrial lands infrastructure – ODOT • Financing programs
<p>November 4</p>	<p>November 18</p>
<p>December 2</p>	<p>December 16</p>

Parking Lot:

- Travel Options topic plan
- Tigard Tree Grove presentation
- Willamette Falls tour
- Metro Equity Strategy
- Housing Equity



Metro | Memo

Date: September 28, 2015
To: Metro Technical Advisory Committee (MTAC) and interested parties
From: Lake McTighe, Transportation Planner
Subject: Designing Livable Streets project draft work plan overview

Purpose

Seek feedback on the draft work plan for the Designing Livable Streets project, a component of the 2018 Regional Transportation Plan.

Background

Transportation design is one of eight policy priority areas that are proposed to be the focus of the 2018 Regional Transportation Plan (RTP) update.¹ The policy priorities define the primary focus of the technical work, policy discussions and engagement activities to support development of the 2018 RTP. Each of the policy priority areas has a work group that will provide input to staff on draft materials and implementing policy direction from the Metro Council and regional policy committees.

The transportation design policy priority area will be addressed through the Designing Livable Streets project, June 2015 through 2018. The Designing Livable Streets work plan is part of the overall work plan for the 2018 Regional Transportation Plan that will be considered for approval by the Metro Council in December 2015.

The Designing Livable Streets project will update and provide new design guidance for roadways and mixed-use paths to achieve regional goals and policies for a balanced transportation system that serves all users. The Designing Livable Streets project will:

- Update current regional street design guidelines and policies.
- Create design guidelines for regional multi-use paths.
- Develop tools, best practices and other resources to support implementation.
- Convene workshops, forums and tours to engage, build partnerships, and increase awareness and knowledge of the role of designing livable streets in improving safety and creating healthy, equitable communities and a strong economy.

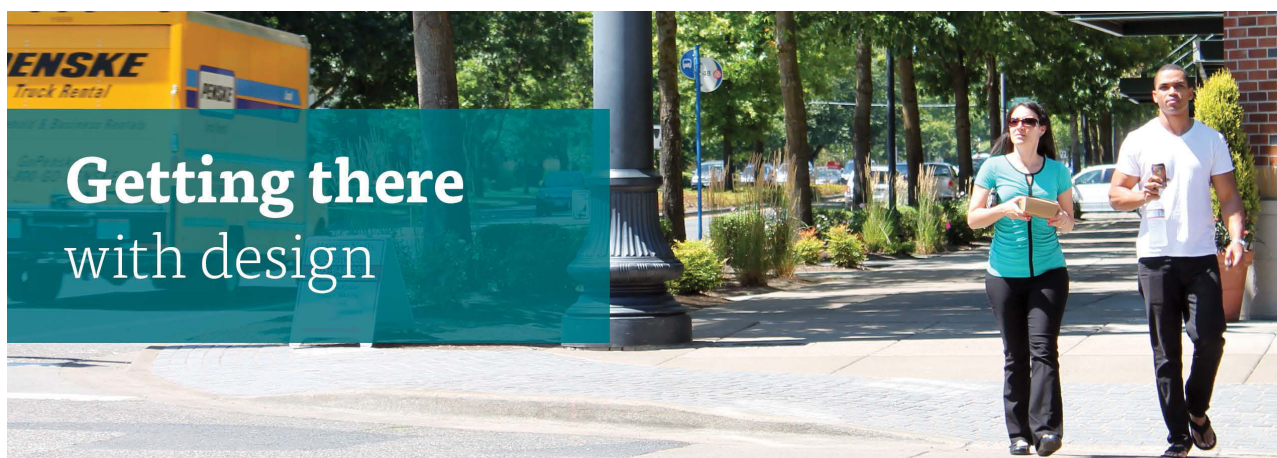
Key Questions for MTAC

1. What would you like to see come out of the Designing Livable Streets project?
2. Do you have comments or suggestions for the draft work plan?
3. Would you like to participate in the Designing Livable Streets work group(s)?
4. What other ways would you like to stay engaged in the Designing Livable Streets project?

Attachments

1. Project fact sheet
2. Draft "at-a-glance" timeline and work plan
3. Draft work plan

¹ Eight policy priorities: Transit, Transportation Equity, Finance, Performance & Return on Investment, Freight, Transportation Design, Transportation Safety, and Policy Actions.



Getting there with design

Designing Livable Streets

Metro is working with local, regional and state partners to update regional transportation design policies and guidelines.

Transportation design is one of eight policy priority areas of the 2018 Regional Transportation Plan update and will help shape the vision for how our shared streets look and function.

Livable streets support the economic, social and environmental health of our region.

Everyone has a stake in how our streets are designed. From the delivery truck driver, to the high school student bicycling to class, to the mother driving her kids to swim lessons, and the office worker running to catch the bus, how we get there matters.

Metro's Designing Livable Streets project will update and develop new design guidelines and policies for our regional transportation network, including creating new design guidance for regional multi-use paths. In addition to the design guidelines and policies, additional resources to support implementation will be developed.

Metro will work with partners to organize workshops, forums, tours and other activities to highlight best practices in street design in the region and throughout the world.

Why are livable streets important?

The Federal Highway Administration states that livability in transportation is about leveraging the quality, location, and type of transportation connections and services available to help achieve broader regional and community goals. In other words, creating livable streets is not an end unto itself but a way to

achieve safer and healthier communities, improved access to jobs, school, nature and services, cleaner air and water, economic prosperity, and reduced greenhouse gas emissions.

As the region continues to grow, designing streets that are livable will help us grow in a healthy, prosperous and equitable way.

What will be included in the project?

Updating the current *Creating Livable Streets, Green Streets, and Trees for Green Streets* design guidelines and developing new guidelines for designing regional multi-use paths and trails is the core of the project. Resources such as local case studies, a visual library, a resource library, schematics of design treatments and community stories will be developed for use by local jurisdictions, agencies and communities.

Throughout the project on-the-ground workshops and forums, featured speakers and best practices tours will create opportunities for engagement and learning. Ultimately the project will recommend updated policies related to transportation design and safety in the 2018 Regional Transportation Plan (RTP).

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

Metro Council President
Tom Hughes

Metro Council
Shirley Craddick, District 1
Carlotta Collette, District 2
Craig Dirksen, District 3
Kathryn Harrington, District 4
Sam Chase, District 5
Bob Stacey, District 6

Auditor
Brian Evans

Metro Regional Center
600 NE Grand Ave.
Portland, OR 97232-2736



September 16, 2015

Why is an update of the guidelines needed?

The current design guideline handbooks were last updated in 2002. Since that time:

- Regional transportation policy has evolved with the adoption of an outcomes-based planning framework.
- Adopted regional freight, safety and active transportation plans and the 2014 Climate Smart Strategy include recommended changes and updates.
- The role of livable streets to help address traffic congestion and improve safety and mobility options for all modes is better understood.
- National research and efforts related to street design have continued to expand, especially for bikeway and intersection designs.

Who has a role in developing the design guidelines?

Metro will work with a wide range of partners and the public on the project. Metro's technical advisory committees, MTAC and TPAC, will provide guidance and expertise through a technical work group and regular committee updates. Metro will seek expert peer review of the updated draft design guidelines. Meetings will be open to the public. Additional public engagement activities are yet to be scheduled, but will take place throughout 2016 through 2018 as part of the 2018 RTP update.

What is the project timeline?

The project has four phases starting mid-2015 and concluding in 2018 with the adoption of updated policies in the 2018 RTP.

Phase 1 Listening and Learning – June to Dec. 2015

With input from partners, the project work plan and desired outcomes will be finalized in this phase of the project.

Phase 2 Visualizing Livable Streets – Jan. to Feb. 2017

Working with partners and the public, the draft update, and new design guidelines and policies will be completed in this phase of the project.

Phase 3 Telling the Story – March to Dec. 2017

Guided by partners and the public, the design guidelines, resources and related policy updates in the 2018 RTP will be finalized in this phase of the project.

Phase 4 Putting it Into Practice – 2018 and beyond

Working with partners and the public, the final design guidelines will be published and updated policies adopted in the 2018 RTP. Ongoing activities will support implementation of the design guidelines and policies into the future.

Contact

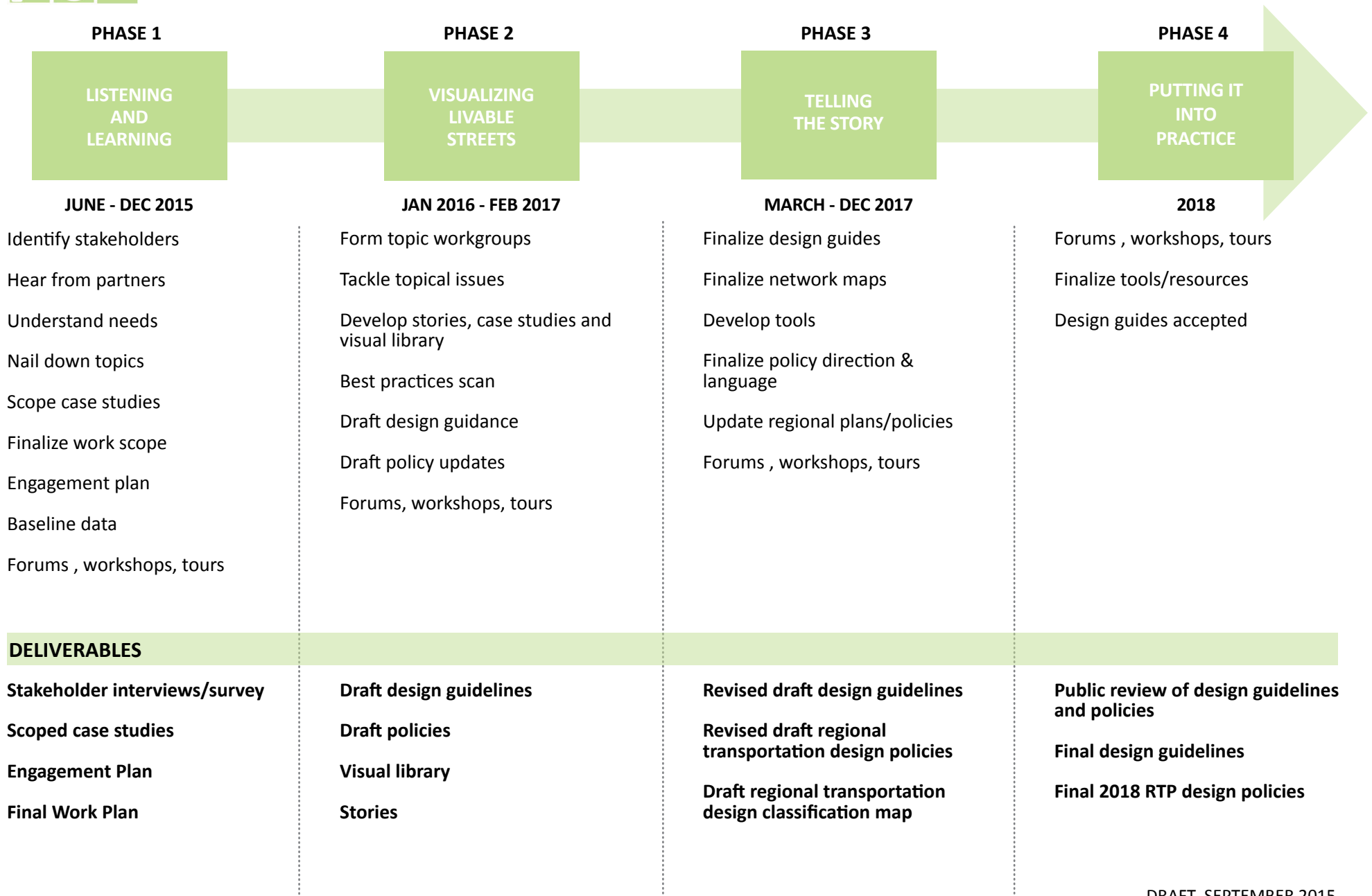
Lake McTighe, project manager | 503-797-1660 | lake.mctighe@oregonmetro.gov

For more information on the 2018 Regional Transportation Plan and related projects or to receive periodic email updates and notices of public comment opportunities, visit www.oregonmetro.gov/rtp.



2018 RTP | DESIGNING LIVABLE STREETS WORK PLAN

Getting there with design



Getting there



Designing Livable Streets Draft work plan

September 8, 2015

OVERVIEW

Transportation design is one of eight policy priority areas that are proposed to be the focus of the 2018 Regional Transportation Plan (RTP) update. The policy priorities define the primary focus of the technical work, policy discussions and engagement activities to support development of the 2018 RTP. Each of the policy priority areas has a work group that will provide input to staff on draft materials and implementing policy direction from the Metro Council and regional policy committees.

The transportation design policy priority area will be addressed through the Designing Livable Streets project. The Designing Livable Streets work plan is part of the overall work plan for the 2018 Regional Transportation Plan that will be considered for approval by the Metro Council in December 2015.

The purpose of the Designing Livable Streets project is to update and provide new design guidance for roadways and mixed-use paths to achieve regional goals and policies for a balanced transportation system that serves all users.

The 2015-17 Designing Livable Streets project will:

- Update current regional street design guidelines and policies.
- Create design guidelines for regional multi-use paths and trails.
- Develop tools, best practices and other resources to support implementation.
- Convene workshops, forums and tours on transportation design to engage, build partnerships, and increase awareness and knowledge of the role of designing livable streets in improving safety and creating healthy, equitable communities and a strong economy.

The Designing Livable Streets project was identified as an implementation activity in the 2010 Regional Transportation Plan. It is funded in part with Regional Flexible Funds and is included in the 2015-16 Unified Planning Work Program adopted by JPACT and the Metro Council in May 2015. The project started June 2015 with the development of the draft work plan and will be completed in 2018 when updated policies and design guidance are adopted in the 2018 Regional Transportation Plan.

BACKGROUND

Metro street design guidelines were first developed in 1997 to provide a set of tools for achieving regional livability goals, including protecting air and water quality. A primary goal was to implement the 2040 Growth Concept by linking land-use and transportation planning and providing design guidance for

streets that was responsive to surrounding land uses. The design guidelines provided tools to address state and federal transportation policies related to context sensitive design, the Clean Water Act and the awareness of the impacts of transportation on endangered species.

The program started with the release of the *Creating Livable Streets* handbook. Since then the program has grown to include a suite of handbooks, including Green Streets, Trees for Green Streets, Green Trails, and Wildlife Crossings.

The Regional Transportation Functional Plan (RTFP), the implementing plan of the Regional Transportation Plan (RTP), specifies that city and county street design regulations shall allow implementation of the recommended designs. Additionally, transportation projects funded with federal Regional Flexible Funds must follow the design guidelines. Metro utilizes the handbooks when assessing and commenting on transportation projects and programs, providing technical design assistance through ongoing involvement in local transportation planning, project conception, funding, and design. The program addresses Federal context-sensitive design solutions initiatives and MAP-21 requirements to develop mitigation strategies to address negative impacts of transportation projects.

The current design guideline handbooks were last updated in 2002. Since that time:

- Regional transportation policy has evolved with the adoption of outcomes based planning framework.
- Adopted regional freight, safety and active transportation plans and the 2014 Climate Smart Strategy include recommended changes and updates.
- The role of livable streets to help address traffic congestion and improve safety and mobility options for all modes is better understood.
- National research and efforts related to street design have continued to expand, especially for bikeway and intersection designs.

The Designing Livable Streets Project is intended to address these changes.

PROJECT OBJECTIVES

Project objectives will be refined with input from partners at the start of the project.

- Address recommendations from the 2010 Regional Freight Plan, 2012 Regional Transportation Safety Plan and 2014 Regional Active Transportation Plan.
- Increase knowledge and understanding of best practices and context sensitive design and the associated benefits.
- Inspire and educate with imagery and visualizations.
- Visually reflect the unique areas of the region and the needs of diverse and different communities.
- Provide up-to-date, state of the practice transportation design guidance to achieve desired regional and local goals and outcomes while balancing the needs of all modes.
- Support context sensitive design and best practices in transportation projects throughout the region.

PROJECT ELEMENTS

The Designing Livable Streets project has seven main elements. The detailed work plan identifies the tasks to complete these elements.

1. **UPDATE Creating Livable Streets—Street Design Guidelines** - The Creating Livable Streets design handbook was last updated in 2002. Initial topics identified to be included in the current update are arterial crosswalk spacing, transit and freight supportive street design, sizing of arterials and throughways, and bicycle facility design. Other topics may be added through stakeholder input.

Update of Creating Livable Streets will incorporate truck and street design recommendations from a 2007 technical report of the Metro Freight and Goods Movement Plan; best practices in bikeway facility design to support the Regional Bicycle Parkway and Regional Bikeway functional classifications; new pedestrian and bicycle network concepts and functional classifications in the Regional Transportation Plan; the 2014 Regional Active Transportation Plan; concurrent updates of the Regional Freight Plan and Regional Transportation Safety Plan.

Two additional handbooks developed by Metro, *Green Trails – Guidelines for environmentally friendly trails* and *Wildlife Crossings – Providing safe passage for urban wildlife*, will be referred to and inform the updated and new design guidelines.

2. **UPDATE Green Streets—Innovative Solutions for Stormwater and Stream Crossings** - This handbook was last updated in 2002. Stormwater management strategies and green street designs will be reviewed and updated as needed.
3. **UPDATE Trees for Green Streets—An Illustrated Guide** - This handbook was last updated in 2002. The update will address new information on invasive species, the role of street trees in reducing green house gases, and the role of street trees in improving overall street livability. A model tree street tree ordinance may be included.
4. **DEVELOP Regional Multi-Use Path Design Guidelines** - Integrating off-street trails, or multi-use paths, with the on-street transportation system is a regional strategy for increasing levels of active travel. Design guidelines for off-street paths are funded with federal transportation dollars are needed.
5. **DEVELOP Resources** This element of the project will develop resources to support implementation of livable streets, such as case studies, visual library, resource library, schematics of design treatments, and community stories. These resources will be developed to be useful for local governments, agencies and organizations for a variety of purposes. Additionally, new methods for disseminating the design guidelines and supporting materials, such as web based handbooks and combining the handbooks into one document will be explored.
6. **HOLD forums, workshops, best practice tours** - Throughout the project there will be opportunities to learn more about new approaches with on-the ground workshops and forums, featured speakers and best practices tours. In addition to other engagement opportunities, these events will be used to increase understanding, awareness and knowledge of design in

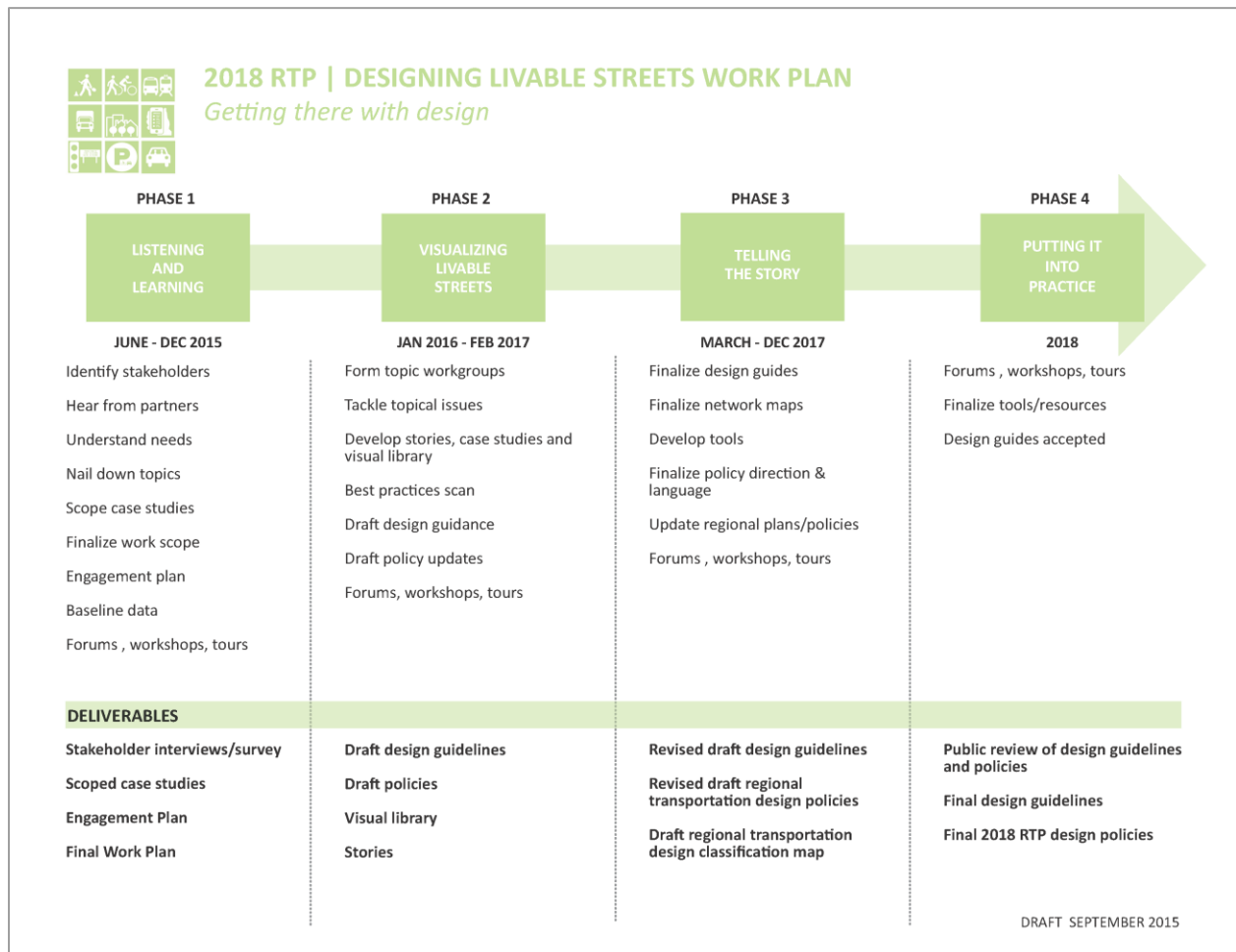
transportation. These events will be coordinated with other agencies and partners to take advantage of overlapping projects and focus areas.

- DRAFT policy updates** – Coordinating with the 2018 Regional Transportation Plan policy actions technical work group, the Designing Livable Streets project will draft new and updated policy language and maps for the update Regional Transportation Plan.

PROJECT TIMELINE AND TASKS

The Designing Livable Streets project timeline and phases are coordinated with the update of the 2018 Regional Transportation Plan and the other policy priority areas. The project started in June 2015 with the development of the draft work plan. The updated and new design guidelines will be finalized in 2017 and updated policies will be prepared for adoption into the Regional Transportation Plan in 2018.

The following schematic provides an at-a-glance summary of the timeline and phases of the project.



PHASE 1 | June – Dec 2015

LISTENING & LEARNING

The purpose of this phase is to identify key stakeholders and partners and use a variety of methods to listen and learn and understand their needs to finalize the work plan and engagement plan. Background research and baseline data will be conducted/collected and local case studies will be scoped.

Major Tasks	Stakeholders – Identify and develop a working list of key stakeholders/partners drawn from involvement in developing current guidelines; TPAC and MTAC membership; experts in the field. Refine list through interviews and other research. Begin to identify potential membership for technical work group(s).
	Survey - Conduct an on-line survey to determine how the handbooks and program are being used and how they could be improved. Solicit input from city, county, agency staff (working on trails, transportation, freight, TSMO, transportation options, green practitioners, drainage, urban forestry), neighborhood associations, CPOs, advocacy groups (bike/ped, freight, trails, green infrastructure), Metro advisory committees, Metro transportation and trails staff. Use input to refine work and engagement plan.
	Interviews – Conduct one-on-one interviews with key stakeholders/partners to understand issues, concerns, opportunities. Use input to refine work and engagement plan.
	Scope local case studies – Develop approximately six scoped case studies, including background research, walking audits, photographs, and street interviews. Highlight different contexts and best practices in design.
	Scan of other programs – Research what other cities and regions are doing to get an understanding of the ways in which new approaches in transportation design are shared, formats for handbooks, and types of technical assistance offered, and how.
	Other guidelines review – Conduct a literature search to determine what guidelines exist. Identify how these resources relate to and could inform the update.
	Track changes to Metro guidelines – Develop an initial set of recommended changes to the current guidelines.
	Illustration review - Research illustration, cross-section and schematic design options for the update, including continuing with the current “look.”
	Finalize engagement strategy – Based on information collected in this phase, including updating list of stakeholders and ways/places to engage and update.
	Finalize work plan – Based on information collected in this phase, including additional topic areas and issues and ideas for forums, workshops and tours.
Partnerships & Engagement	Feedback on draft work plan from TPAC and MTAC
	Interviews and survey to inform stakeholders and the project
Engagement	Mark Fenton presentation and walking audit in Washington County- w/DLCD
Milestone	Metro Council and JPACT approve overall RTP work plan
Deliverables	<ol style="list-style-type: none"> 1. Stakeholder interviews and survey 2. Scoped case studies 3. Scan of other programs and guidelines 4. Track changes of initial changes to guidelines 5. Final work plan 6. Engagement strategy/stakeholder list

PHASE 2 | Jan 2016 – Feb 2017

VISUALIZING LIVABLE STREETS

The purpose of this phase is to draft the updated and new design guidelines and policy updates. This work will be accomplished with input from partners and stakeholders.

Major Tasks	Form technical work group(s) -Confirm membership for technical work group(s) for the project. More than one group may be needed depending on topic areas. Develop meeting schedule and work group materials.
	Complete IGA with ODOT
	Develop RFP and secure for consultant
	Work through topical issues -With technical work group(s) to address identified topics, including design classification descriptions, arterial crosswalk spacing, transit and freight supportive street design, sizing of arterials and throughways, bicycle facility and trail design, stormwater management and street trees.
	Review 2014 RTP design classification map – Identify changes/updates needed.
	Develop photographic/image library – Create new photographs of examples of livable streets and communities in the region; assemble images from other places applicable to the region.
	Update/create new renderings and street cross sections –In guidelines.
	Create schematics and visualizations -Of design classifications in a variety of contexts, including dense urban, neighborhood, town center, suburban, transit hub.
	Complete case studies –Of best practices in the region.
	Personal stories - Understanding how design impacts the daily lives of people living in our region is a powerful tool for visualizing design. People from different communities describe how transportation design affects their life.
	Draft design guidelines - Incorporate recommendations from the METRO Freight and Goods Movement Plan: Truck and Street Design Recommendations Technical Report (May 2007); Regional Transportation Safety Plan; Regional Active Transportation Plan;
	Draft policy updates -Coordinating with 2018 RTP Policy action and Safety work groups
	Partnerships & Engagement
Updates to TPAC and MTAC	
Updates to County Coordinating Committee TACs and Portland transportation group	
Coordinate with Regional Snapshot transportation topic	
2018 RTP public engagement opportunities	
2018 RTP Regional Forums	
Wokshop, forum or other event(s) to be determined	
Milestone	Draft updated and new design guidelines
	Draft RTP policy changes and updates
Deliverables	1. Finalized IGA
	2. Consultant RFP
	3. Draft design guidelines, design renderings and street cross sections
	4. Draft policies for Regional Transportation Plan
	5. Visual library, schematics, case studies
	6. Personal stories for print and web

PHASE 3 | March – Dec 2017

TELLING THE STORY

The purpose of this phase of the project will be to finalize the design guidelines and related policy updates in the 2018 Regional Transportation Plan.

Major Tasks	Finalize design guides for review- Working with experts within Metro, with a consultant team and with peer workgroups, review and revise design guidelines.
	Finalize design classification map – For 2018 RTP
	Develop resources/tools for sharing – Including visual library, schematics for use in grants, plans, project development, stories, best practices, case studies, costs, benefits, etc. Identify best methods for making resources easily available.
	Finalize policy direction and language – For inclusion in the draft 2018 RTP
	Identify expert peer reviewers – To provide substantive input and comments on draft design guidelines.
	Conduct expert peer review – Incorporate feedback with technical work group.
Partnerships & Engagement	Technical work group(s)
	Updates to TPAC and MTAC
	Updates to County Coordinating Committee TACs and Portland transportation group
	Coordinate with Regional Snapshot transportation topic
	2018 RTP Regional Forums
	2018 RTP public engagement opportunities
Milestone	Final drafts of design guidelines for available for public review
	Final draft of policy guidance for Regional Transportation Plan
Deliverables	<ol style="list-style-type: none"> 1. Revised draft design guidelines 2. Revised draft regional transportation design policies 3. Draft regional transportation design classification map

PHASE 4 | 2018 and beyond
PUTTING IT INTO PRACTICE

The purpose of this phase is to wrap up the project, finalizing the resources developed, publishing the design guidelines, and preparing the updated policies for adoption in the 2018 Regional Transportation Plan. Activities identified through the project will be acted on moving forward to support implementation.

Major Tasks	Publish guidelines - To be accepted as part of the 2018 Regional Transportation Plan
	Prepare documentation for 2018 RTP adoption
Partnerships & Engagement	Presentations to TPAC, MTAC, MPAC and JPACT
	Updates to County Coordinating Committee TACs and Portland transportation group
	Workshop, forum or other event(s) to be determined
	2018 RTP Regional Forum
	2018 RTP public engagement opportunities/public comment period
Milestone	Updated and new design guidelines publishes and accepted as part of the 2018 RTP
	2018 Regional Transportation Plan adopted with updated design policies
Deliverables	<ol style="list-style-type: none"> 1. Public review of design guidelines and policies 2. Final published updated and new design guidelines 3. Final RTP design policies

PROJECT ADMINISTRATION AND STAKEHOLDER ENGAGEMENT

This project will be managed by Metro staff in the Planning and Development Department, and completed in cooperation and collaboration with the Oregon Department of Transportation and TriMet. Metro staff will work cross departmentally within Metro, specifically for elements relating to trails, stormwater/green streets, trees for green streets, and wildlife crossings.

The project will be guided by the input of a wide range of partners and the public. Technical development of the project elements will be guided by a Technical Work Group; more than one work group may be needed to address the variety of issues (e.g. freight design and street trees). Metro will seek expert peer review of the draft updated and new design guidelines for substantive professional input. A consultant team will be engaged for the development of the guidelines.

As a policy priority area of the 2018 RTP update the project will be managed in close coordination with other components of the RTP update and with RTP public engagement and comment opportunities. Opportunities to coordinate and collaborate with partner agencies, including ODOT and DLCD, will be actively sought out in order to more effectively increase understanding, awareness and acceptance of livable street design. Metro’s technical advisory committees, TPAC and MTAC, will also serve in an important coordination role, given their geographic and agency-representative makeup. Additionally, County Coordinating Committee TACs and Portland’s transportation group will be updated regularly. Opportunities to engage with other interested stakeholders will be sought out. Ultimately, JPACT, MPAC and the Metro Council will be asked to accept the final design guidelines and adopt updated policies in the 2018 Regional Transportation Plan.

Partners

A wide range of partners and the public will give input to the project. Below is a list of many of the partners that will be engaged. The list is not comprehensive.

- Metro Council
- Joint Policy Advisory Committee on Transportation (JPACT)
- Transportation Policy Alternatives Committee (TPAC)
- Metro Policy Advisory Committee (MPAC)
- Metro Technical Advisory Committee (MTAC)
- Oregon Department of Transportation
- TriMet
- South Metro Area Regional Transit (SMART)
- Cities and counties in the region
- City/county departments of transportation, health, & environment
- Port of Portland
- Portland Freight, Bicycle and Pedestrian Committees
- City and county bicycle, pedestrian and transportation committees
- The Intertwine Alliance
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Department of Land Conservation and Development (DLCD)
- US Fish and Wildlife Service
- National Marine Fisheries Services
- Neighborhood groups and CPOs
- Community groups and organizations involved in transportation, health, environmental stewardship and water quality
- Bicycle Transportation Alliance
- Oregon Walks
- National Safe Routes to School Partnership
- Audubon Society
- 1,000 Friends of Oregon,
- Consultants/professionals working in fields related to the program

DESCRIPTION OF CURRENT DESIGN GUIDELINES



Creating Livable Streets—Street Design Guidelines (2002). This handbook describes how communities can design streets to better serve walking, biking and transit while also preserving the region’s mobility needs. Street design elements such as wide sidewalks, marked crosswalks, landscaped buffers, bikeways, on-street parking, street trees, pedestrian-scale lighting, bus shelters, benches and corner curb extensions provide an environment that is not only attractive, but can slow traffic speeds and encourage walking, bicycling and use of transit. The guidelines described in the handbook serve as tools for improving existing streets and designing new streets. They reflect the fact that streets perform many—and often conflicting—functions and there is a need to reconcile conflicts among travel modes. A section of the handbook provides guidance for making design tradeoffs to respond to changes in land use or when right of way is limited.

Green Streets—Innovative Solutions for Stormwater and Stream Crossings. This handbook describes basic stormwater management strategies and illustrates “green” street designs with features such as street trees, landscaped swales and special paving materials that allow infiltration and limit stormwater runoff, helping protect stream habitats. The handbook also provides guidance on balancing the needs of protecting streams and wildlife corridors from urban impacts and providing access across those streams as part of good transportation design.

Trees for Green Streets—An Illustrated Guide. This handbook describes the role of street trees in managing stormwater. Appropriate tree species are illustrated in the book, with a list of major characteristics. The street tree guide focuses on the Portland region, but tree suggestions apply to any West Coast temperate climate from Vancouver, B.C., to parts of Northern California. The handbook is intended for use in conjunction with the Creating Livable Streets and Green Streets handbooks.

Wildlife Crossings – Providing safe passage for urban wildlife. This handbook describes an approach to identifying wildlife inventory and linkages and mitigating the ecological effects of roads on wildlife populations through wildlife crossings. Examples and case studies are provided of planning activities, along with implemented wildlife overpasses, underpasses, culverts, and at-grade treatments.

Green Trails – Guidelines for environmentally friendly trails. This handbook describes approaches to developing trails and paths that are friendly to the surrounding environment, keeping impacts on natural resources to a minimum. The focus is on trails in environmentally sensitive areas and recommends strategies for avoiding or limiting the impacts on wildlife, water quality and water quantity.

Getting there




2018 REGIONAL TRANSPORTATION PLAN UPDATE

Designing Livable Streets

Draft Work Plan

Presentation to MTAC
October 7, 2015

Lake McTighe, Project manager



Designing Livable Streets




SE Division Street, Portland case study

One of eight proposed policy priority areas for the 2018 Regional Transportation Plan update

2

Project elements



NE Multnomah Avenue, Portland case study

- Update current regional street design guidelines and policies
- Create design guidelines for regional multi-use paths
- Develop tools, best practices and other resources to support implementation
- Convene workshops, forums and tours

Work plan pg. 3-4

3

Why an update is needed



N Lombard and Ivanhoe, Portland case study

- RTP policy framework has evolved
- Adopted Freight, Active Transportation, and Safety plans and Climate Smart Strategy
- Relationship of livable streets congestion, safety and mobility better understood
- Street design has continued to evolve, especially for bikeway and intersection designs

Work plan pg. 1-2

4

Project objectives



SE Division Street, Portland case study

- Address recommendations from freight, active transportation, and safety plans and climate strategy
- Increase knowledge and understanding
- Inspire and educate
- Reflect unique areas of the region and the needs of diverse and different communities
- Provide up-to-date, state of the practice transportation design guidance
- Support context sensitive design and best practices in transportation projects

Work plan pg. 2

5

2018 RTP | DESIGNING LIVABLE STREETS WORK PLAN

Getting there with design

Work plan pgs. 4-9

PHASE 1	PHASE 2	PHASE 3	PHASE 4
LEARNING AND LEARNING JUNE - DEC 2015 Identify stakeholders Hear from partners Understand needs Nail down topics Scope case studies Finalize work scope Enactment plan Baseline data Forums, workshops, tours	VOICING DIVERSE STREETS JAN 2016 - FEB 2017 Form topic workgroups Tackle topical issues Develop stories, case studies and visual library Best practices scan Draft design guidance Draft policy updates Forums, workshops, tours	TELLING THE STORY MARCH - DEC 2017 Finalize design guides Finalize network maps Develop tools Finalize policy direction & language Update regional plans/policies Forums, workshops, tours	IMPLEMENTING INTO PRACTICE 2018 Forums, workshops, tours Finalize tools/resources Design guides accepted
DELIVERABLES Stakeholder interviews/survey Scoped case studies Engagement Plan Final Work Plan	Draft design guidelines Draft policies Visual library Stories	Revised draft design guidelines Revised draft regional transportation design policies Draft regional transportation design classification map	Public review of design guidelines and policies Final design guidelines Final 2018 RTP design policies

6

Questions for MTAC

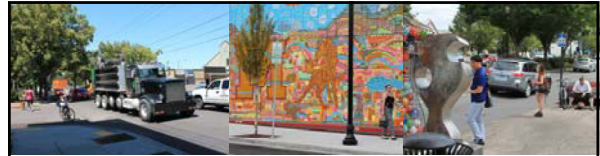


SW Broadway, Portland case study



Orenco Station, Hillsboro case study

1. What would you like to see come out of the Designing Livable Streets project?
2. Do you have comments or suggestions for the draft work plan?
3. Would you like to participate in the Designing Livable Streets work group(s)?
4. What other ways would you like to stay engaged in the Designing Livable Streets project?



N Lombard and Ivanhoe, Portland case study

Downtown Milwaukee case study

A Avenue, Lake Oswego case study

Stay connected at www.oregonmetro.gov/rtp



N Lombard and Ivanhoe, Portland case study



A Avenue, Lake Oswego case study



Metro | Memo

Date: September 30, 2015
To: Metro Technical Advisory Committee
From: Tim Collins, Senior Transportation Planner
Subject: 2018 Regional Freight Strategy - Draft Work Plan

Purpose

Seek feedback on the draft work plan for the Regional Freight Strategy, a component of the 2018 Regional Transportation Plan.

Background

Freight is one of eight policy priority areas that are proposed to be the focus of the 2018 Regional Transportation Plan (RTP) update.¹ The policy priorities define the primary focus of the technical work, policy discussions and engagement activities to support development of the 2018 RTP. Each of the policy priority areas has a work group that will provide input to staff on draft materials and implementing policy direction from the Metro Council and regional policy committees.

The freight policy priority area will be addressed through the 2018 Regional Freight Strategy, from June 2015 through September 2018. The 2018 Regional Freight Strategy updates the 2010 Regional Freight Plan. The Regional Freight Strategy work plan is part of the overall work plan for the 2018 Regional Transportation Plan that will be considered for approval by the Metro Council in December 2015.

The Regional Freight Strategy will:

- Document key freight trends and challenges and update existing data
- Document relevant research and existing systems conditions for freight and goods movement
- Update freight vision and supporting policies
- Update regional freight needs
- Update the freight investment strategy and freight action plan

Key Questions for MTAC

1. What would you like to see come out of the Regional Freight Strategy?
2. Would you like to participate in the regional freight work group?
3. What other ways would you like to stay engaged in the Regional Freight Strategy?

Attachments

1. Project fact sheet
2. Draft “at-a-glance” timeline and work plan

¹ Eight policy priorities: Transit, Transportation Equity, Finance, Performance & Return on Investment, Freight, Transportation Design, Transportation Safety, and Policy Actions.

Getting there by moving freight

Regional Freight Strategy

Metro is working with local, regional and state partners and the public to update our region's strategy for moving freight and goods for the next 25 years.

The Portland metropolitan region is the trade and transportation gateway and economic engine for the state of Oregon. Metro is working with the Port of Portland, Oregon Department of Transportation (ODOT), and other local and regional partners to develop a regional freight strategy that updates the 2010 Regional Freight Plan.

Development of the Regional Freight Strategy will occur from late 2015 to Fall 2018, as part of the 2018 Regional Transportation Plan (RTP) update. The strategy will provide an updated vision, investment strategy and action plan for moving commodities in the region.

Why is the regional freight strategy important?

A regional freight strategy is important because the movement of freight and goods transcends local jurisdictional boundaries, and includes multiple modes, employment and industrial centers, economic clusters and important regional and local freight access and delivery points. The region also functions as the trade and transportation gateway for Oregon and provides market access for many southwest Washington businesses.

The regional freight strategy will provide a coordinated vision and approach for

enhancing freight and goods movement and prioritizing freight investments based on clear priorities.

What will be included in the regional freight strategy?

The strategy will serve as the freight component of the 2018 RTP and provide direction for moving commodities and enhancing access to global, national and regional markets, reliable supply chains, connections to and between marine and airport terminals, industrial areas, intermodal facilities, rail yards and other key freight destinations in the Portland metropolitan region.

The regional freight strategy will include four major elements:

- 1) regional freight trends and challenges
- 2) regional freight vision and supporting policies to guide future investments and actions
- 3) freight investment priorities to address current and future needs
- 4) priority near-term and long-term actions to advance implementation of the strategy over the next 25 years.

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

Metro Council President

Tom Hughes

Metro Council

Shirley Craddick, District 1
Carlotta Collette, District 2
Craig Dirksen, District 3
Kathryn Harrington, District 4
Sam Chase, District 5
Bob Stacey, District 6

Auditor

Brian Evans

Metro Regional Center
600 NE Grand Ave.
Portland, OR 97232-2736



September 16, 2015

The regional freight strategy will build on the 2010 Regional Freight Plan. Development of the strategy will be guided by an existing federal, state and regional policy framework consisting of MAP-21, the Oregon Transportation Plan, the 2040 Growth Concept, the Regional Framework Plan and the Regional Transportation Plan.

The final strategy will provide local and regional partners with an updated blueprint for prioritizing freight projects and freight-supportive policies and multimodal investments to help enhance freight mobility and goods movement in the region, improve the region's economic competitiveness, and minimize environmental and community impacts.

How does this work support other efforts?

By clearly defining the vision and implementation strategy for freight improvements throughout the region, the strategy will support the 2018 RTP update and other relevant projects and programs, including but not limited to the Regional Safety Strategy, Designing Livable Streets tools and best practices, and the Regional Travel Options Strategic Plan, among others.

The strategy will also integrate data collected to support a comprehensive update to the region's freight model and recommendations from the 2013 Westside Freight Access and Logistics Study, the Economic Value Atlas and the Over-dimensional Truck Study, both of which are anticipated to begin in late 2015.

The strategy will reinforce the importance of a shared responsibility for the success of region's freight system in helping build healthy and equitable communities and a strong economy.

Getting involved

A freight strategy work group will be convened in 2016 and 2017 to advise Metro staff and review draft materials and analysis. Work group members will include topical experts and representatives from port districts, the Oregon Department of Transportation, the Portland Freight Committee, the city of Portland, and Multnomah, Clackamas and Washington counties. Meetings will be open to the public. Meeting information will be posted on Metro's website at www.oregonmetro.gov.

Additional engagement activities are yet to be scheduled, but will take place throughout 2016 through 2018 as part of the 2018 RTP update.

Contact

Contact Metro to receive periodic email updates on development of the 2018 Regional Freight Strategy and notices of public comment opportunities:

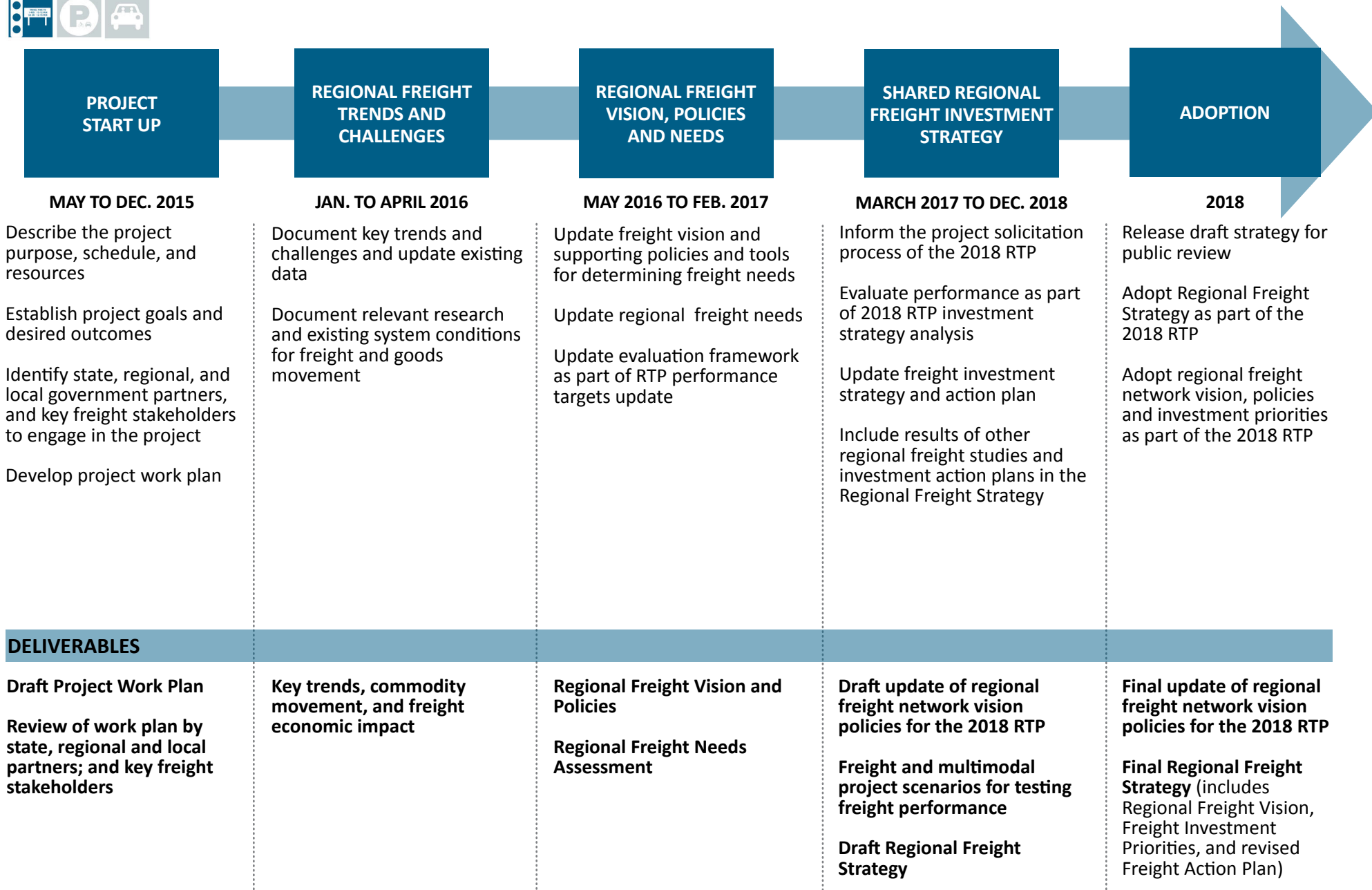
Regional transportation planning
503-797-1750
trans@oregonmetro.gov

For more information on the 2018 RTP, visit www.oregonmetro.gov/rtp.



2018 RTP | REGIONAL FREIGHT STRATEGY WORK PLAN

Getting there by moving freight





The Portland metropolitan region is more than a collection of houses and buildings – it's our home. As our region grows, our home is changing. Here's a look at where we are now.

33,500
New residents in the region between 2013 and 2014



2.6
Average household size



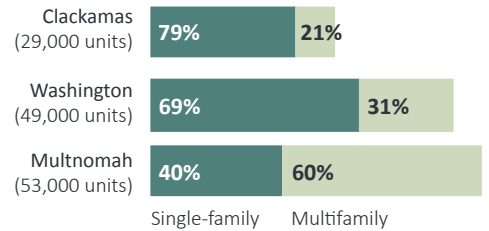
50%
Population growth due to people moving to the region

What type of housing is being built and where?

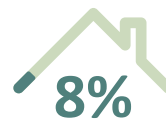


67%
Single-family homes make up 67% of the region's housing

Units by type developed since 1998



3 in 5 households own their own home



In areas added to the urban growth boundary since 1998, only 8% of the planned housing has been built

What's it like to buy or rent a home right now?

Weekly hours needed to work to afford a two-bedroom apartment



78.5 hrs at **\$9.25/hr**
(Median salary of a cook in the region)



40 hrs at **\$18.15/hr**
(Median salary of a social worker in the region)

"We got heartbroken once or twice a week for two and a half months."

– Freddie and Leslie

Bought a home in Northeast Portland after 13 failed offers.

"I thought about [moving to a new apartment] a little while ago, but the rents are getting too high."

– Silvia

Rents an apartment in a Beaverton neighborhood that she loves.



1 in 5 households are cost burdened

Spending more than 45% of their income on housing and transportation costs



For more information and the rest of the story, visit: oregonmetro.gov/snapshot