

Short Title

Follow-Through on Regional Active Transportation Plan Strategies

Concise Description

For the last two years, the Metro Council has supported the development of the region’s first ever Active Transportation Plan (ATP). This plan recommends pedestrian and bicycle network visions, policies, and projects that will help the region achieve its six desired outcomes.

Development of the ATP was identified as a recommended follow up activity in the 2035 RTP. While our region has a few major network pathways, our regional system project list is lacking in sufficient network paths/corridors, lacking as in non-existent. Our region needs to define and build a true regional system that serves the majority of potential users. We aren’t talking about just gaps in current pathways, but rather significant routes that are not yet reflected in plans and project lists. The ATP will promote the region’s ability to compete more effectively for limited funding and coordinate projects for seamless connection.

Addressing the situation is not just a matter of waiting for the local TSPs to catch up with community needs. As the ATP has been developing an amazing array of support requests have materialized. Many of our local communities seem to be hungry to address this – but need help, assistance that Metro has the expertise to provide. Updates to local Transportation System Plans (TSPs), Local Capital Improvement Plans, the next Regional Transportation Plan (RTP) and the Regional Transportation Functional Plan (RTFP) provide opportunities to include policies and best practices for implementation. Current regional and local transportation plans have clear visions and goals for balanced transportation systems which include bicycling, walking and taking transit; however, it seems that they don’t have all of the policies, tools and corridor definitions needed to realize those visions and goals. Best practices for implementable plans include prioritized project lists, concept level designs, funding plans and performance targets. Specific guidelines for some of the pedestrian and bicycle requirements in the RTFP would support performance measurement and consistent implementation across the region.

- We know that reaching city and regional community ambitions for vibrant communities is dependent upon more people walking, bicycling and accessing transit.
- We know reaching the regional clean air goals is dependent upon more people walking, bicycling and accessing transit.
- We know that our regional economic development goals are dependent upon a workforce that can afford their combined household and transportation costs. Enabling more people to walk, bicycle and access transit helps reach local and regional economic goals.

Ambitions and results will only be realized with effective follow-up over the next two years with our regional partners, both at the staff level and the elected level. This budget amendment provides funding for Fiscal Years 2013-2014 and 2014-2015 for 1 Full Time Employee (FTE) and Materials and Services (M&S) to support implementation of the ATP.

Objective

A. Incorporation of the ATP policies and projects into the Regional Transportation Plan and the Regional Transportation Functional Plan during the 2014 update and into other regional projects – “Adopt regionally”

Implementation activities already included in the draft 2014 RTP work scope:

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

Implementation activities proposed for Year 1 if additional resources become available:

1. *Support local jurisdiction staff to add ATP recommended projects to the RTP as well as local transportation system plans and local capital improvement plans.*
2. *Communicate with Metro policy advisory committees, local elected officials, decision makers and other stakeholder groups and interested parties on the proposed changes and recommendations in the ATP, and importance of implementing the ATP and benefits of active transportation.*
3. *Adopt proposed policy/required action changes to the Regional Transportation Functional Plan.*

Implementation activities proposed for Year 2 if additional resources become available:

1. *Refine existing system performance measures and targets (such as a complete networks policy) to meet active transportation goals and new federal performance measure requirements. Develop a sustainable data management tool for periodic reporting on progress toward these targets.*
2. *Work on proposal for RTP project prioritization and submittal criteria, setting modal investment targets based on projects contribution to meeting the RTP non-SOV modal targets.*

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

Implementation activities already included in the draft 2014 RTP work scope:

(No activities included in current work plan- proposed budget)

Implementation activities proposed for Year 1 if additional resources become available:

- 1. Convene partners and stakeholders periodically to build support and maintain momentum.*
- 2. Coordinate and develop partnership with ODOT Active Transportation Program.*
- 3. Remain a participating partner in developing the Oregon Active Transportation Summit.*
- 4. Participate in development of ODOT Bicycle and Pedestrian Plan.*
- 5. Participate in local pedestrian and bicycle advisory committees.*
- 6. Participate in local TSP updates and local capital improvement plan updates to include ATP recommendations.*
- 7. Participate in the refinement of the TriMet Transportation Improvement Program and transit access study implementation.*

Implementation activities proposed for Year 2 if additional resources become available:

- 1. Continue implementation activities from Year 1.*
- 2. Support an ongoing regional active transportation forum, with SAC focusing on development of pipeline projects at the local level,; advancement of best practices, and building of local staff understanding and expertise about the ATP and active transportation, in general*

C. Support best practices for implementing a regional active transportation network that is available for all ages and abilities and helps achieve desired regional outcomes – “Better results on the ground”

Implementation activities already included in the draft 2014 RTP work scope:

(No activities included in current work plan)

Implementation activities proposed for Year 1 if additional resources become available:

- 1. Work with partners on update of ORS 366.514 Oregon’s walking and bicycling bill to require roadway maintenance projects to bring roadways up to design standards for pedestrians and bicyclists.*
- 2. Develop and coordinate regional bicycle and pedestrian counting data collection program and support development of pedestrian and bicycling modeling tools.*
- 3. Propose Metro resolution supporting and recommending use of NACTO Urban Bikeway Design Guide.*

Implementation activities proposed for Year 2 if additional resources become available:

- 1. Develop design guidelines for transit and bicycle parkway interaction.*
- 2. Develop design guidelines for regional trails as transportation facilities.*

3. *Identify resources and partners to maintain and enhance regional bicycle and pedestrian facility data.*
4. *Support continuing Metro’s role in leading regional trail counting.*

Implementation activities not included in the proposed 2-year program:

1. *Participate in PORTAL technical advisory committee and coordinate with TRANS PORT.*
2. *Develop parking data collection to support local jurisdictions develop parking management plans and achieve economic development goal (Parking management is a key tool in increasing levels of walking and bicycling).*

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

Implementation activities already included in the draft 2014 RTP work scope:

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

Implementation activities proposed for Year 1 if additional resources become available:

1. *Coordinate and support active transportation elements of potential new sources of transportation funding (applications for grants, prioritization of local funding sources).*

Implementation activities proposed for Year 2 if additional resources become available:

1. *Continue implementation activities from Year 1.*
2. *Partner with ODOT Active Transportation Program to maintain and grow levels of funding for active transportation programs.*
3. *Develop a “Transit, Bicycle and Pedestrian Funding Guide” for partners.*

Duration

One time

Specific length: FY 13/14 and 14/15

On-going

Cost Estimate

FY 13-14 - \$110,000 for 1 FTE plus \$25,000 for M&S
 FY 14-15 - \$110,000 for 1 FTE plus \$25,000 for M&S
 Total: \$270,000

Funding Options

Higher-than-anticipated revenue at the end of the third quarter has provided additional funds to allocate toward important programming. COO Bennett has made her recommendation for this funding, which includes funding for 1 FTE in FY 13-14 for implementation of the ATP.

Various one-time solutions redirecting some of the third quarter surplus from proposed line items could be utilized to provide for the second year funding for this ATP work. Examples include:

- Reducing the amount of the surplus deposited towards the Rate Stabilization Fund (restore to 2.8% with \$474,000 versus 3% at \$609,000)
- Council Opportunity Fund (which is proposed to be funded to \$350,000)
- Sustainability updates (delay one year, providing \$100,000 towards \$135,000 ATP second year.)

Utilizing contingency funds is another possibility.

We are open to various funding ideas to achieve this important second year funding success.

Relationship to other programs

This proposal is closely related to other Metro programs, including;

- 2040 Growth Concept
- RTP update in 2014
- Regional Transportation Safety Plan
- Climate Smart Communities
- Equity Strategy

Stakeholders

Local jurisdictions will be better prepared to capitalize on funding opportunities for active transportation projects, help them achieve their community ambitions.

Residents of the region will benefit from having more choices for transportation modes and options. According to the health impact analysis for the Climate Smart Communities project, we can also expect better health outcomes for residents who choose active transportation. Reaching the regional clean air goals is dependent upon more people walking, bicycling and accessing transit. The region will also be more affordable by reducing transportation costs.

The region will benefit from transportation infrastructure that is cheaper to build and results in increased capacity on roads and improved air quality. Regional economic development goals are dependent upon a workforce that can afford their combined household and transportation costs. Enabling more people to walk, bicycle and access transit helps reach local and regional economic goals.