

August 13, 2013

President Tom Hughes  
Metro  
600 NE Grand Avenue  
Portland Oregon

RE: Draft Regional Active Transportation Plan

Dear President Hughes,

First and foremost, thank you for the time extension until January 2014 for review and comment on the Draft Regional Active Transportation Plan (ATP). The new timeline will allow staff and policymakers adequate time to review all of the new information it contains and to begin discussions about its implications for local transportation plans and the concurrent Regional Transportation Plan (RTP) update. We appreciate your responsiveness to our concerns.

Given the new timeline, we would also encourage you to delay action on the resolution. While we appreciate the effort to meet the regional concerns (particularly with the need for extensive local review) with the draft resolution issued on July 23, 2013, we are still uncomfortable with Metro taking action at this point. Primarily, the regional mayors would prefer to see the ATP as a guiding or reference document, rather than obligatory and binding. The proposed resolution would close off any conversation as to whether adoption of the ATP into the RTP is the most appropriate action.

Much of the Draft ATP is well done and compatible with local plans. It reflects many hours of analysis of the active transportation system as a whole and begins to integrate it with the full regional transportation system. This is a valuable effort that brings all local transportation plans together and puts forth a proposed connected network with draft project improvements for transit, bicycles and pedestrians. It acknowledges the necessary safety, health, and economic vitality components, and specifically works to balance the pedestrian, bicycle, transit, freight and motor vehicle needs in future.

While the ATP itself may be compatible with local plans, we do have concerns with the five new policies and more than 30 actions and their potential inclusion in the RTP. These policies and actions, as well as the new bikeway and walkway design guidelines, maps, and project lists will need much discussion between now and January. The ATP notes 225 miles of new bike routes (a 19% increase), 57 miles of new Pedestrian Parkways, and 242 new miles of Regional Pedestrian Corridors. Over 200 miles of regional trails were also recommended to be added. How all of these ATP components and the Regional Transportation Plan mesh and are translated to the local level remains to be seen. We look forward to working through these issues.

In addition to those listed above, initial concerns identified by regional mayors include:

- 
- Leave matters of implementation to local decision makers. To the extent that assistance is required in coordinating plans between jurisdictions, Metro could serve in that role.
- Neither the ATP nor its polices, goals or guidelines should be tied to federal funding.
- Impact on Freight
  - Potential for "Road Diet" as a solution – in an April 2013 Washington County Transportation Survey prepared by DHM Research of Washington County residents found that "*residents*

*are more likely to disagree than agree that they would be okay with the county narrowing roads to add sidewalks and bike lanes (72% disagreed)".*

- Agreement with issues in the June 13, 2013 letter from the Portland Freight Committee.
- Mandatory nature of the policies (see, for example, action item 2.10, which directs Metro to update the RTP and implementing plan of the RTP "to include **requirements** that will implement the recommended networks and policies of the ATP.")

Given our desire to see the ATP serve as a guiding document, as well as concerns with the policies and actions, if Metro chooses to take action on the ATP in September, we ask that the resolution be amended to

- Delete references to incorporation of the ATP or elements thereof into the RTP
- Limit the resolution to the ATP and not the policies and actions; and
- Limit the "acknowledgement" of the ATP only as a "concept plan," as further outreach with the public is needed before a decision can be made as to whether to incorporate the ATP into the RTP.

We are attaching a proposed resolution that conforms to this request.

Thank you for your consideration.

Sincerely,



Lou Ogden  
Mayor, Tualatin

On behalf of the mayors listed below

Mayor Shane Bemis, Gresham  
Mayor Wade Byers, Gladstone  
Mayor John Cook, Tigard  
Mayor Jeff Dalin, Cornelius  
Mayor Doug Daoust, Troutdale  
Mayor Lori DeRemer, Happy Valley  
Mayor Jeremy Ferguson, Milwaukie  
Mayor Mark Hardie, Maywood Park  
Mayor David Hatcher, North Plains  
Mayor Heather Kibbey, Rivergrove  
Mayor Tim Knapp, Wilsonville  
Mayor Bill Middleton, Sherwood  
Mayor Doug Neeley, Oregon City  
Mayor Gery Schirado, Durham  
Mayor Ron Shay, King City  
Mayor Patricia Smith, Wood Village  
Mayor Steve Spinnett, Damascus  
Mayor Kent Studebaker, Lake Oswego  
Mayor Pete Truax, Forest Grove  
Mayor Mike Weatherby, Fairview  
Mayor Jerry Willey, Hillsboro

cc: Metro Councilors

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ACKNOWLEDGING ) RESOLUTION NO.  
THE WORK COMPLETED TO DATE AND )  
INITIATING FURTHER REVIEW OF THE ) Introduced by Councilor Kathryn Harrington  
REGIONAL ACTIVE TRANSPORTATION )  
PLAN PRIOR TO ADOPTION AS A )  
COMPONENT OF THE REGIONAL )  
TRANSPORTATION PLAN )

WHEREAS, the Metro Council, with the advice and support of the Metro Policy Advisory Committee (“MPAC”) and the Joint Policy Advisory Committee on Transportation (“JPACT”), adopted the 2035 Regional Transportation Plan (“RTP”) in 2010 by Ordinance No. 10-1241B; and

WHEREAS, the RTP supports the completion of a fully developed regional active transportation network and identifies development of a Regional Active Transportation Plan (“ATP”) as an implementation activity that is a critical part of the identified strategy to develop the regional active transportation network; and

WHEREAS, planning and implementing a regional active transportation network is a component of the region’s work to develop vibrant, prosperous and sustainable communities with safe and reliable transportation choices, that minimize greenhouse gas emissions and that distribute the benefits and burdens of development equitably in the region; and

WHEREAS, the Metro Council adopted Resolution No. 11-4239 (For the Purpose of Supporting Development of a Regional Active Transportation Plan) directing staff to apply for a Transportation Growth Management grant application to the Oregon Department of Transportation to help fund development of the Regional Active Transportation Plan; and

WHEREAS, Metro worked with the Executive Council for Active Transportation, Metro’s advisory committees and a regional Stakeholder Advisory Committee comprised of staff and representatives from Clackamas, Multnomah and Washington counties, the cities of Cornelius, Fairview, Forest Grove, Gresham, Hillsboro, and Portland, the Oregon Department of Transportation, TriMet, and other stakeholders representing public health, parks and active transportation perspectives to develop the Draft ATP; and

WHEREAS, local governments have expressed concern about the Draft ATP’s five policies and numerous implementation actions, as well as whether the ATP, its policies and implementation actions should be incorporated into the RTP; and

~~WHEREAS, the Draft ATP recommends updates to the RTP regional pedestrian and bicycle networks and functional classifications, and new projects, design guidelines, policies and implementing actions that will help achieve the region’s Six Desired Outcomes and existing RTP goals, objectives and performance targets; and~~

WHEREAS, the Metro Council, JPACT, MPAC, Metro Technical Advisory Committee (“MTAC”), Transportation Policy Advisory Committee (“TPAC”) and the Stakeholder Advisory Committee have considered the Draft ATP and recognize that additional review of the draft plan, its

polices and implementation actions is needed ~~as part of the comprehensive update of the RTP in 2013-14;~~  
and

WHEREAS, the Draft ATP project list will be available for cities, counties and agencies to consider ~~incorporating into the RTP as part of the update to the RTP in 2013-2014;~~ and

WHEREAS, additional review of the ATP, its policies and implementation actions items will be provided contemporaneously with the update of the RTP in 2013-2014.

WHEREAS, MPAC and JPACT have accepted the draft plan to formally acknowledge the work completed to date with the understanding that opportunities for further review and refinement of the Draft ATP ~~will be included in the update to the RTP;~~ NOW THEREFORE

BE IT RESOLVED that the Metro Council:

1. Acknowledges the Draft Regional Active Transportation Plan, exclusive of its policies and implementation actions, attached to this resolution as Exhibit A, to formally acknowledge the work completed to date as a "concept plan".
2. Directs staff to provide opportunities for further review and refinement of the draft plan, its policies and implementation actions by local governments, ODOT, TriMet and other stakeholders through the contemporaneous with the comprehensive update of the Regional Transportation Plan ~~and prepare policy and project amendments to the Regional Transportation Plan for final public review as part of the Regional Transportation Plan update in 2014.~~
3. Declares that Resolution No. 13-XXXX does not adopt the Draft Regional Active Transportation Plan, its policies or implementation actions or direct local plans.
- 3.4. Acknowledges that further regional discussion is needed as to the appropriate form of the ATP and whether the ATP, its policies and implementation actions should be incorporated into the RTP. The resolution acknowledges the draft plan for final review and refinement as part of the Regional Transportation Plan update in 2014, to be adopted by ordinance as a component of the Regional Transportation Plan following public hearings in 2014.

ADOPTED by the Metro Council this X day of September, 2013.

---

Tom Hughes, Council President

Approved as to form:

Alison Kean Campbell, Metro Attorney