

 Metro | Memo

Date: January 10, 2013
To: ATP Stakeholder Advisory Committee (SAC)
From: Lake McTighe, Metro
Subject: Overview of responses to SAC direction on principles, criteria, network evaluation methodologies, draft maps

Purpose

The purpose of this memo is to provide an overview of Metro staff's responses to direction the SAC and SAC workgroups have provided on the principles, criteria, network concepts and evaluation methodologies.

Background

The SAC met on November 15 and provided additional direction on the principles and criteria and the draft bicycle and pedestrian network concepts. SAC pedestrian and bicycle workgroups met on Dec. 5 and 6 respectively and provided direction on the proposed methods and measures for evaluating the bicycle network concepts and the pedestrian network improvements.

Principles and criteria

SAC members had a discussion on the relationship of principles, implementing strategies, policies and standards and requirements. The SAC agreed to remove Principle # 4 (Buffers from traffic are provided on routes with high traffic volumes or speeds) as a principle and include it as a policy or standard. The SAC also discussed a policy or standard that took advantage of manmade and natural corridors, and on the width of regional routes that could accommodate growing capacity and help achieve modal active transportation targets. Metro staff is tracking these suggested policies/implementation standards and will bring them to the SAC at a future meeting for consideration.

Pedestrian Network

There is agreement that the network to be evaluated is regional districts and corridors (includes trails). The discussion about the network leaned towards prioritization and what the vision is for the regional pedestrian network. The SAC still needs to confirm what destinations will be included in the evaluation. Refer to the Metro memo on proposed approach.

Bicycle Parkway Networks

The SAC agreed on the three concepts – Grid, Spiderweb and Mobility Corridors. There was some concern that the network of parkways may not be dense enough. The discussion also leaned towards prioritization, such as looking for near term opportunities for implementation. Members provided comments and changes to Metro staff which were incorporated. Updated maps will be available at the Jan. 10 meeting.