

 **Metro** | *Memo*

Date: November 13, 2012  
To: ATP Stakeholder Advisory Committee (SAC)  
From: Lake McTighe, Metro  
Subject: Network principles, evaluation criteria and concepts

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### **Purpose**

The purpose of the Nov. 15 meeting is for the SAC to:

- **Finalize agreement** on the principles for the regional active transportation network and evaluation criteria. A track changes and clean version of the principles and criteria are attached, reflecting changes recommended by the SAC at the Oct. 18 meeting.
- **Provide further input** to refine the Pedestrian Network Concept(s) and alternative Bicycle Parkway Concepts. Our objective is for the SAC to feel comfortable with the general approach of the concepts so that staff can begin to develop them for evaluation.
- **Determine if workgroups on evaluation methodology are desired.** Would the SAC like to participate in workgroups on the evaluation methodology used for the evaluation.

### **Background**

The final Regional Active Transportation Plan will include a mapped Regional Active Transportation System that is made up of the Regional Pedestrian Network and Regional Bicycle Network. Both networks integrated with the Regional Transit Network. The Regional Bicycle Network will include a functional classification of bikeways with the Regional Bicycle Parkway being the highest Functional Classification.

**Draft pedestrian and bicycle network concepts** are being developed. The SAC has given direction that it is assumed that the **principles for the active transportation network** will apply to all of the draft network concepts and to the final preferred networks. The principles are elements that any network concept should have, e.g. safety. The **evaluation criteria** developed by the SAC will be used to evaluate the different network concepts in order to compare them and better understand the benefits and tradeoffs of each concept. The alternative networks will be evaluated to demonstrate benefits and tradeoffs of the alternatives. The SAC will make a recommendation on the final preferred bicycle and pedestrian network concepts.

### **Development of Draft Network Concepts**

Staff and members of the SAC participated in two workgroups to begin developing the bicycle and pedestrian network concepts introduced at the Oct. 18 SAC meeting. The workgroups responded to draft network concepts developed by staff. The direction given at the workgroups is summarized below. Staff incorporated the suggested changes into the refined network concepts that will be discussed at the November 15<sup>th</sup> meeting.

#### ***Pedestrian Network Concept***

Staff proposed developing one regional pedestrian network concept (as opposed to a set of alternatives) for evaluation. The network concept will be evaluated to assess the potential of various improvements to increase access, equity, safety and increase pedestrian activity. Input at the Nov. 7<sup>th</sup> workgroup meeting provided guidance on developing the existing network:

1. Use the 2035 RTP Pedestrian Network of 2040 corridors and districts and regional trails as a starting place.

2. Add the Portland to Milwaukie Lightrail and Greenline HCT routes and station communities.
3. Consider adding the WES station areas. (Note: *all except one WES station are included in a center. Staff proposes adding the station area near Wilsonville.*)
4. Consider removing or reclassifying trails that do not provide direct connections to regional destinations or access to transit.
5. If possible use adopted boundaries for station communities. (Note: *not all station communities have adopted boundaries. Therefore, staff proposes using a half mile network buffer around each station.*)
6. Include urban growth boundary changes to base map.
7. Consider including proposed South Hillsboro town center in the analysis (Note: *would be included in bicycle network analysis as well.*)
8. Consider parallel bike/ped corridors with ped on transit corridor and bicycle on parallel lower traffic route.
9. Overlay proposed bicycle parkway networks with ped network. Add any bicycle parkways that fill a ped gap to the ped network.
10. Add regional destinations such as colleges, universities, airport and railway stations, parks and natural areas (those on 2040 Growth Concept map), large employers to base map. Try to “hit” as many of these types of destinations with corridors.
11. Consider adding “connectors” to make last mile connection to some destination.
12. Need to better define regional trip.

### ***Principal Regional Network of Bicycle Parkways***

Three bicycle parkway network concepts will be developed for evaluation. The current existing network and the planned 2035 network will also be evaluated. Input at the Nov. 6<sup>th</sup> workgroup meeting provided input to further develop the draft concepts that staff had prepared:

1. Radial concept not appropriate for the region. However, even if it is not used understand the trade-offs of not using (e.g. less direct route to city center). Try to incorporate some of its (the radial) principles in other concepts when possible, e.g. direct routes into center of region, fewer number of routes (for ease/simplicity of prioritization).
2. Continue bicycle parkways through centers, not just to centers.
3. The final concept could be a hybrid depending on the geography and road network.
4. When identifying major city bikeways, the city of Portland focused on current and future high volume routes.
5. It is important to consider access to the parkways. Bicycle parkways can serve local trips and center to center trips.
6. Consider keeping parkways away from the fringe of the region – want to draw users from both sides.
7. Look at current and future land use patterns and high demand traffic flows, not just 2040 designations.
8. Try to hit as many major employment centers, hospitals, HCT stations, universities and other regional attractions; local connectors will then connect to the regional parkway.
9. Consider adding two tiers of bikeways.
10. Two mile spacing of parkways (in grid network) seems about right.
11. Consider that the bicycle parkways are intended to serve a wide variety of trip types, not just work and recreation.
12. Consider future development of roadways and land and how it could help pay for the system.
13. Focus on regional centers and hit as many town centers as possible.
14. Keep in mind that all regional centers are not the same.

15. Identify corridors that provide the most direct connection.

**Next steps**

- November-December – Develop network concepts, finalize evaluation methodology
- December – proposed workgroups on evaluation methodology
- December -January– updates to county coordinating committee TACs and Portland, if needed
- December-January – evaluate concepts using criteria
- January – Feb –results of evaluation
- January – retreat with Executive Council for AT
- February – public open house on network concepts
- February – update to Metro Council and Committees