



The Regional Active Transportation Plan ~ Project Overview

Stakeholder Advisory Committee
March 15, 2012

Lake McTighe
Senior Transportation Planner
Regional Transportation Planning



Metro | *Making a great place*



This is what active transportation looks like in many places



This is what active transportation looks like in many places





- This is what active transportation looks like in many places

Photos: Jim "K'tesh" Parsons

Downtown Portland and MAX

But, the region has made a lot of progress towards providing the infrastructure and programming for getting around ACTIVELY.





**SPRINGWATER TRAIL
BICYCLE SIGNAL PROJECT**

**CONSTRUCTION EXPECTED
FALL 2011**

INFORMATION 503-742-4702 OR
richard@villco.com or villco.com



Portland Eastbank Esplanade



Sunset Transit Center



Beaverton Transit Center Bike and Ride



Hillsboro Bike Station





Portland Bike Boulevard



Downtown Portland





**Washington County
MAX to Market ride**



Hawthorne Bridge

Springwater Corridor in Gresham





The Tonquin Trail



Fanno Creek Trail and Mid-Block Crossing





	
↑	Gresham City Hall 0.4 MI. 2 MIN.
←	Downtown Gresham 0.3 MI. 2 MIN.
←	Springwater Corridor 0.6 MI. 4 MIN.

Downtown Gresham

Going Street and MLK Crossing



Photos: J.Maus, BikePortland

Trolley Trail, Milwaukie



Gresham Fairview Trail



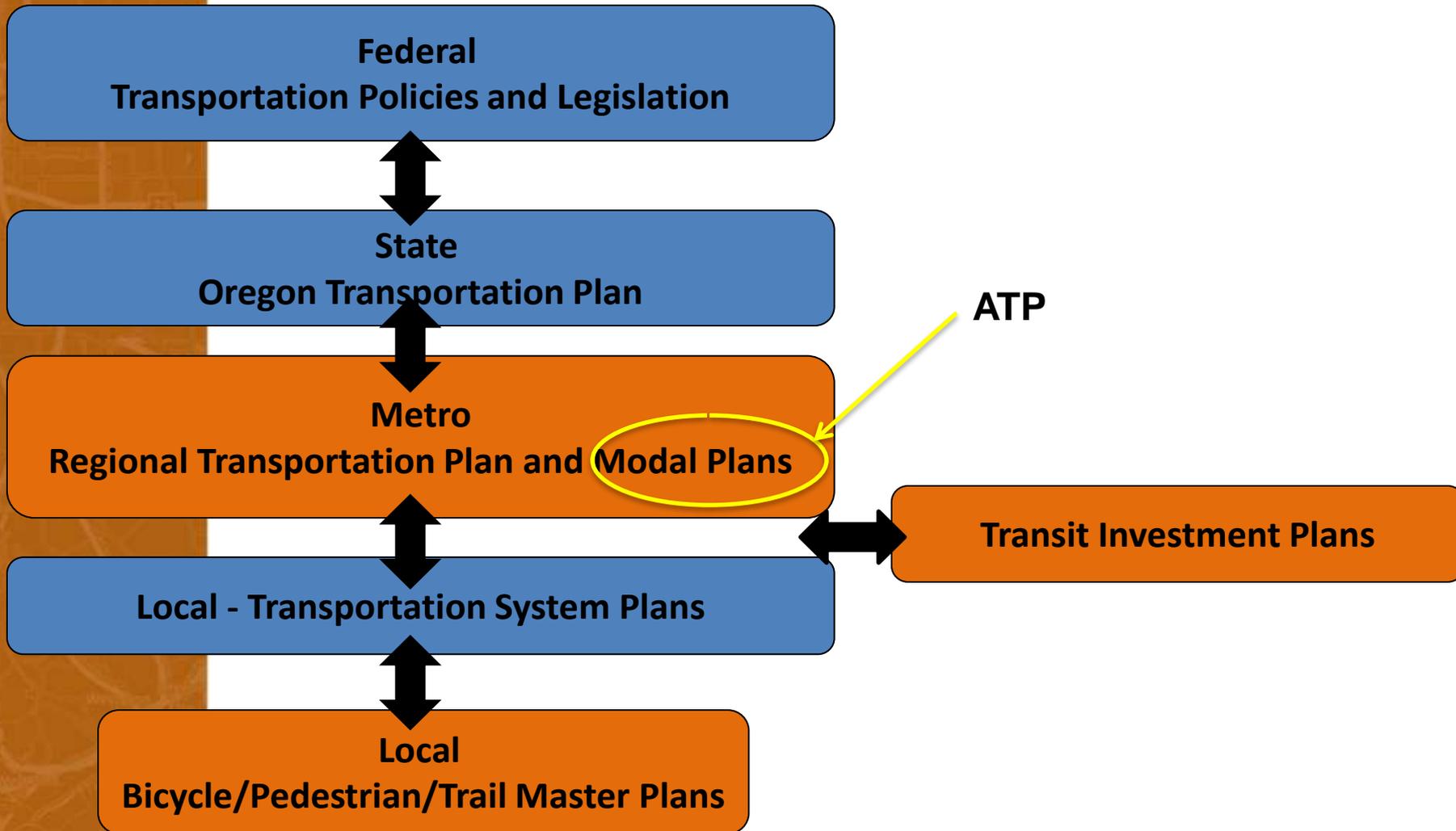
And communities want more

Project Overview

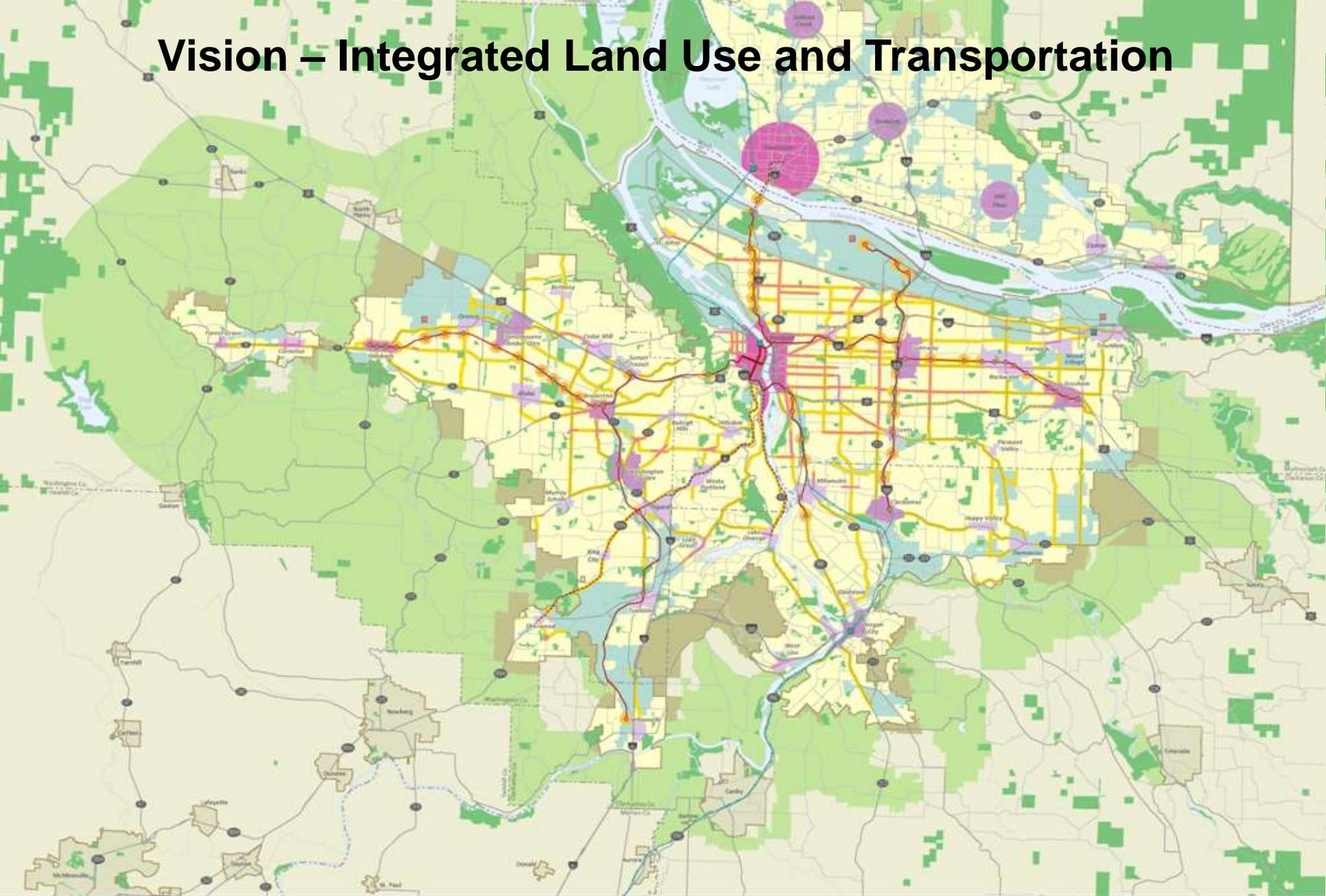


Sunnyside Environmental Elementary, photo: J. Maus

Planning framework



Vision – Integrated Land Use and Transportation



2040 Growth Concept Map
 PENDING LCDC ACKNOWLEDGEMENT
 January 2012

Overview: The Metro 2040 Growth Concept defines the form of regional growth and development for the Portland metropolitan region. The Growth Concept was adopted in December 1995 through the Region 2040 planning and public involvement process. This concept is intended to provide long-term growth management of the region.

efforts including the 2015 Regional Transportation Plan that outlines investments in multiple modes of transportation, and a commitment to local policies and investments that will help the region better accommodate growth within its centers, corridors and employment areas.

- Central city
- Regional center
- Town center
- Station communities
- Main streets
- Employment land
- Parks and natural areas
- Neighborhood
- Rural reserve
- Urban reserve
- Existing high capacity transit
- Planned high capacity transit
- Proposed high capacity transit tier 1
- Mainline freight
- High speed rail
- Neighbor cities
- Airports
- Intercity rail terminal





RTP Goals Chapter 2, Vision, pages 2-8/2-11

1. Foster Vibrant Communities and Efficient Urban Form
2. Sustain Economic Competitiveness and Prosperity
3. Expand Transportation Choices
4. Emphasize Effective and Efficient Management of the Transportation System
5. Enhance Safety and Security
6. Promote Environmental Stewardship
7. Enhance Human Health
8. Ensure Equity
9. Ensure fiscal stewardship
10. Deliver Accountability

"We as a region need to be very clear about what we're doing... we need to think about what our strategies are"



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- An orange vertical sidebar with a textured, marbled pattern is located on the left side of the slide.
- Identified as an implementation activity in the RTP
 - Implement the “Case for Active Transportation” of Blue Ribbon Committee for Trails
 - Build on momentum
 - Develop strategies to achieve six desired outcomes
 - Competitive region, focus funding, new funding
 - Regional connections

Objectives: 1

Develop Guiding Principles and Criteria for evaluating network alternatives and for prioritizing funding and projects in the RTP and local TSPs that include equity, health, safety, economic development and access and are consistent with the region's six desired outcomes. - page 6, SOW

Objectives: 2

Identify the Principal Regional Active Transportation Network, integrating walking, bicycling and public transportation and creating a seamless, green network of on and off-street Regional Bicycle and Pedestrian Parkways connecting the region. - page 6, SOW

Objectives: 4

Develop Active Transportation Policies, Performance Targets, and Concepts that will update existing regional pedestrian, bicycle, trail and transit policies, performance targets and design concepts, and synthesizing policies and priorities from other pedestrian, bicycle, trail and transit plans. - page 6, SOW

Objectives: 3

Prioritize projects and develop a phased Implementation Plan and Funding Strategy that clearly articulates state, regional and local roles and responsibilities. - page 6, SOW

Discussion





Project Phases

PHASE I January - June 2012

Existing Conditions and Framing Choices

PHASE II August 2012-January 2013

Network Concepts and Select Alternative

PHASE III February - June 2013

Identify Priorities/Implementation Plan

PHASE I January - June 2012

Existing Conditions and Framing Choices

Existing conditions report, frame choices, current investments, impacts of active transportation; draft network concepts defined; draft guiding principles and criteria and framing concepts for next phase

SAC: Review findings, provide direction on guiding principles/criteria, draft network concepts and initial proposed policy changes

Refer to SOW page 20, project timeline, and meeting 1 memo

PHASE II July 2012- December 2012

Network Concepts and Select Alternative

Develop concepts; select concept; several alternative approaches to implementing the concept; evaluation/modeling; select preferred alternative; policies and priorities

SAC: Provide direction on concepts, preferred alternative network, policies and priorities.

Refer to SOW page 20, project timeline, and meeting 1 memo

PHASE III January - June 2013

Identify Priorities/Implementation Plan

Develop tiered list of priority projects, phased implementation plan; proposed funding strategy for implementing the project; prepare plan for adoption and amendment to RTP.

SAC: Provide direction on priorities and strategies, final recommended policy changes.

Refer to SOW page 20, project timeline, and meeting 1 memo



Coordination with other projects

- Local TSP updates
- Climate Smart Communities
- SW Corridor Plan
- East Metro Connections Plan
- Community Investment Strategy
- Trail Master Plans
- Local transportation planning efforts
(pages 7-8 SOW)

Discussion



Achieving Our Desired Outcomes



Long Beach CA, Dan Burden

Transportation choices



Safe, easy, green and efficient. Connects people to where they need to go, provides low cost transportation options

Vibrant Communities



Creates 20 minute neighborhoods and vibrant street life, fosters community interaction, keeps eyes on the street, supports local businesses, connects people, creates local identity, uniqueness of place

Equity



Provides transportation options and safe access to essential destinations, lowers household costs, reduces health care costs for everyone

Clean air and water



Reduces pollution and green house gas emissions,
keeps water and air clean for future generations,
saves money

Leadership on climate change



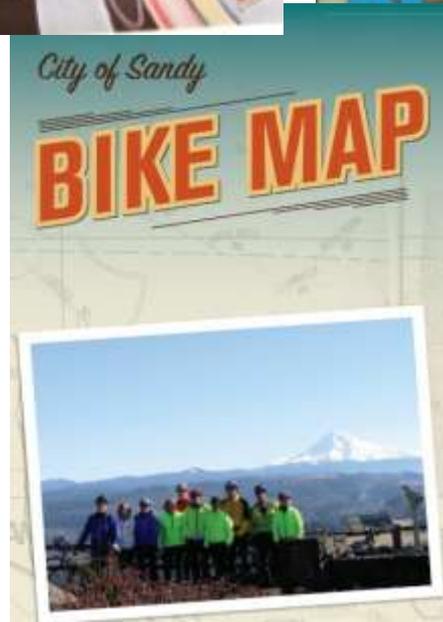
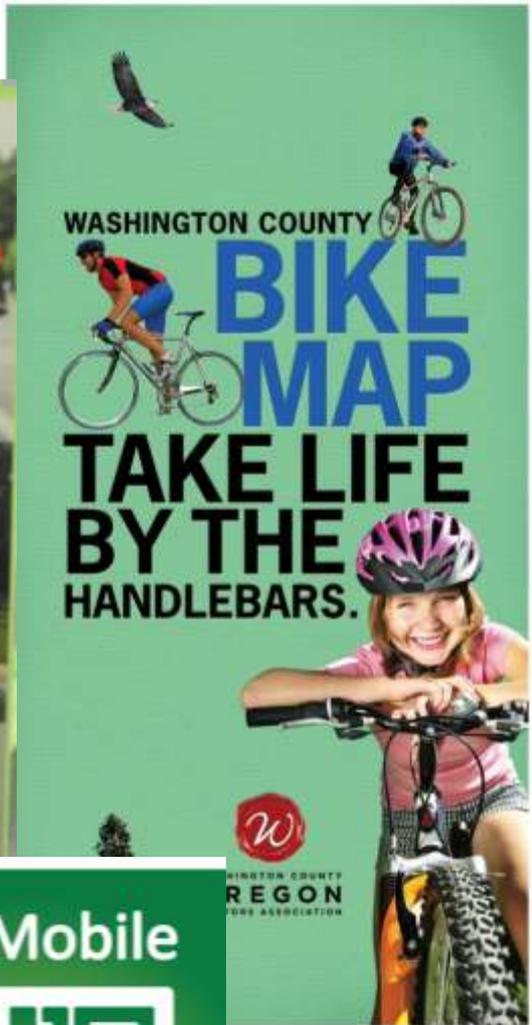
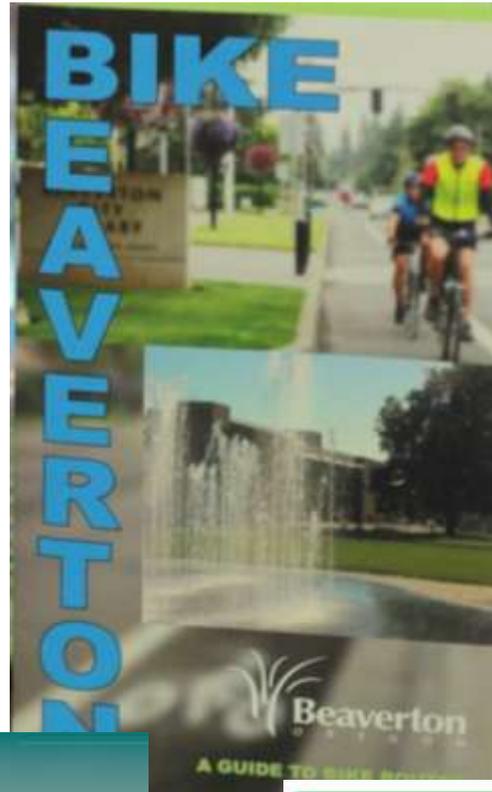
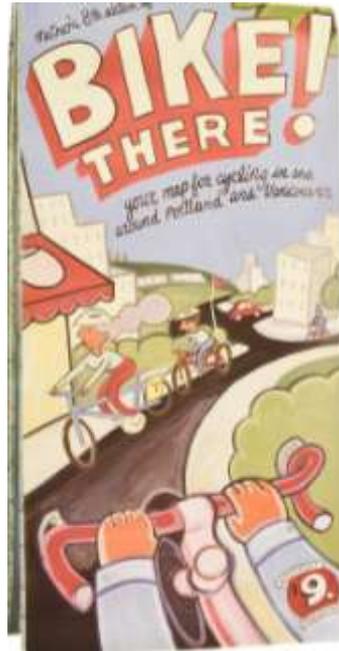
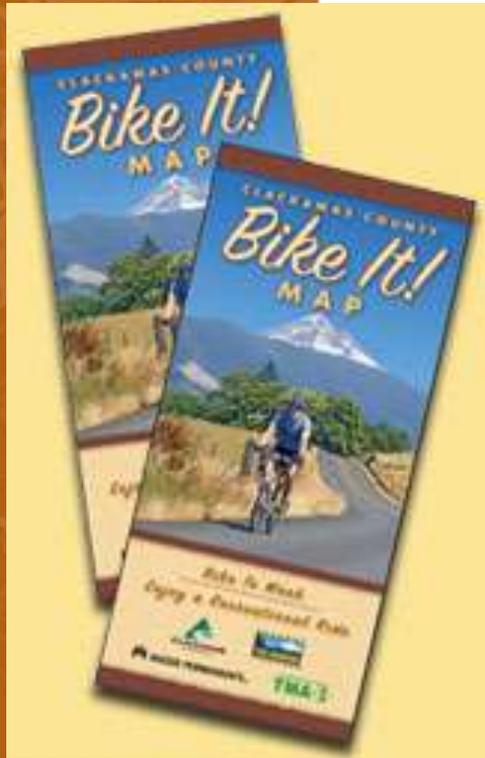
Reduces drive alone trips, increases the number of people walking and biking, connects destinations to bicycle and walking paths

Economic prosperity



Attracts workforce, supports tourism, supports local businesses, creates jobs, fosters new businesses, part of brand identity and marketing

Discussion



What will success look like?



Photo: Dan Burden

SAC Roles and Responsibilities



Photo: Dan Burden

Work Groups



J. Maus, BikePortland

www.oregonmetro.gov/activetransport



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