



Agenda topic: Metro Draft Regional Transportation Plan

Special Guest: Lake McTighe, Senior Transportation Planner

Attendees:

Ed Abrahamson, Irvington
Paul Anthony, Humboldt
Steve Cole, Irvington
Carol Gossett, Sullivan's Gulch
Ken Peterson, Grant Park
Sydra Cooperdock, NECN Volunteer
Guest: Lake McTighe, Metro Senior Transportation Planner

Regional Transportation Plan (RTP) and Active Transportation Plan (ATP)

In compliance with federal requirements, Metro develops a Regional Transportation Plan (RTP) every 4 years which takes into account current air quality standards as well as other federal requirements related to the plan. The regional projects developed under the plan are eligible to receive federal funding. The Regional Active Transportation Plan (ATP) is a subset of the RTP. The RTP contains updated bike and pedestrian policies that are informed by the Regional Active Transportation Plan (ATP).

References to "region" within the document refer to the Urban Growth Boundary (UGB). Metro's boundary includes the three county area including Multnomah, Washington, and Clackamas Counties. There is still a substantial amount of rural land in the 3 counties that is not in the UGB or urban reserves. Policy definitions related to travel time being considered for the plan include average local trips at 3 miles for bikes and ½ mile for pedestrians. One of the Regional Active Transportation Plan's objectives is to make trips more convenient for bike riders and pedestrians. Another objective of the plan is to better connect transit and walking.

The ATP intends for bikeways on high traffic routes to include separated bike lanes where possible. The Plan proposes bikeways every 2 miles on major bike/pedestrian routes.

Plan recommends increased funding to bike and pedestrian projects; current funding is too low to complete current projects. The Plan doesn't suggest specific dollar amounts; it does make recommendations for better use of funding

Questions from the Subcommittee

Ed: How can we include funding for crossing the street safely? How do we connect to regional funds on this? Safe street crossings on NE Fremont are a priority.

Lake: Safe crossings on Fremont are eligible for federal funding because they're on the bike/pedestrian maps – if they aren't already on it, they can be added to the Project List as a project bundle i.e. Safe Street Crossings in NE Portland.

The Plan covers big projects, such as the Sullivan's Gulch Bike Trail, but also smaller key projects like making it easier to cross the street

Steve: Is Portland behind regional cities (like Seattle and Vancouver) as far as transportation?

Lake: Those cities have more political backing for bike and pedestrian issues so they have more funding, but Portland has the benefit of geography, that is to say, the City of Portland is not very hilly and bike and pedestrian movement is easier than more hilly areas.

Ken: What about maintenance costs?

Lake: The gas tax can be used by regions to help maintain bike and pedestrian facilities on roadways; maintenance costs for bike/pedestrian projects are not as expensive to maintain compared to heavily used bus routes and high truck traffic areas.

Ken: I am a member of the NE/SE 20's Bikeway Project Advisory Committee and we have been discussing crosswalks as part of that project. However, there is resistance because of the cost of maintaining crosswalks, like repainting.

Lake: Much of the deterioration of paint in crosswalks is due to street traffic driving over the crosswalks.

Steve: What about the cost of maintaining car vs. bike/pedestrian infrastructure?

Lake: There are many benefits to creating well-designed bike and pedestrian facilities including health related issues. The relationship between exercise and health are beginning to influence transportation policy and infrastructure planning. Active Transportation Plan - Metro has been working on an update for the Plan since July 2013.

The Preview and Overview draft will be released to the public in draft format on March 21, 2014 and will remain in review through May 5. The release of the RTP for public comment will include the Regional Active Transportation Plan.

Lake mentions that there is still some political resistance, which includes feelings that too much money will be allocated to bike and pedestrian projects and not enough to roadways. This resistance is based on the need for safe streets in areas that are not served by frequent bus service and those areas that do not have TriMet light rail service. Metro will submit documents to the Metro Council including action on the ATP resolution and final action on the RTP ordinance on July 17, 2014.



**Infrastructure Subcommittee Meeting
Thursday, January 23, 2014, 1:00 – 2:00pm
NECN Office – Conference Room
DRAFT Minutes**

The list of proposed projects for Metro's Regional Transportation Plan, which includes updated regional bike and pedestrian policies, will be made available to Metro's TPAC (Transportation Policy Alternatives Committee) for pre-public review (Carol as contact) on February 18, prior to the February 27 TPAC meeting. The Transportation Subcommittee next meets on February 27 and can review the list of proposed projects at that meeting.

Action Items

Review Project List, which includes all the projects slated for the four-year 2014 Active Transportation Plan

Proposed topic for February 27 Meeting

The Transportation Subcommittee will promote and host a "workshop" to review the project list, identify neighborhood priorities and submit feedback (via LUTC and NECN board) to Metro.