




WASHINGTON COUNTY OREGON

April 21, 2011

TO : WCCC Transportation Advisory Committee
FROM : Andy Back, Principal Planner 
SUBJECT: **WCCC TAC MEETING**

DATE: Thursday April 28, 2011
TIME: 1:30 – 3:00 p.m.
PLACE: Beaverton Library Conference Room
12375 SW Fifth Street -- Beaverton

A G E N D A

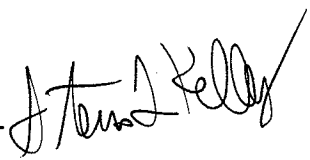
- * 1. Transportation Development Tax (TDT) Project List Amendments Action (10 minutes)
- * 2. Tri-Met: Pedestrian Network Analysis Information (15 min.)
- * 3. Regional Flexible Funds Allocation Process: Status Discussion (40 min.)
- * 4. Bicycle and Pedestrian "System of Countywide Interest" Discussion (15 min.)
- * 5. TPAC Meeting Information
- 6. Updates: Information
ODOT, Metro, TriMet, THPRD, Port of Portland
- 7. Other Business
 - Tri-Met: Portland to Lake Oswego Transit Project

The next regular WCCC TAC meeting is scheduled for **1:30 PM Thursday May 26, 2011.**

* -- Material enclosed in packet



Memorandum

To: WCCC Transportation Advisory Committee
From: Steve L Kelley, Transportation Development Tax Coordinator 
Date: April 21, 2011
Re: Transportation Development Tax – Project List Amendment

Attached on the following pages are the proposed Transportation Development Tax (TDT) project list amendments received to date. Washington County staff is still reviewing the project list submissions, and several issues have been identified. Washington County staff intends to review the project list submissions, and bring findings and questions to the meeting. Staff is not sure that all issues will be resolved; however, the intention is that at a minimum action can be taken on a recommendation to the WCCC on appropriate and time sensitive projects.

Several people have asked about the relationship between the attached project eligibility calculations, and the potential availability of credits. Expenditure of the TDT revenue is a different and separate process than determination of TDT credit eligibility. Credit eligibility is not affected by the attached TDT project eligibility calculations.

ATTACHMENTS

ATTACHMENT

Procedurally, a jurisdiction wishing to amend the Transportation Development Tax project list, should submit a request to the County Transportation Development Tax Coordinator that includes the following information:

- Jurisdiction,
- Road name,
- Project Limits,
- Brief Project Description,
- Project Cost (in current year dollars –not year of expenditure),
- Other project funding sources expected, and;
- Expected project completion timeframe.

PROJECT ELIGIBILITY CALCULATIONS

After projects are submitted, Washington County staff shall need to determine the proportion of the project related to capacity (see table below), and assess the future growth share.

GUIDELINE FOR DETERMINING PROPORTION OF IMPROVEMENT RELATED TO CAPACITY

Type of Improvement	Percent of Improvement Related to Need for Extra Capacity*			
	100%	75%	50%	25%
Add through-lane	✓			
Add turn lane	✓			
Extend existing or construct new roadway	✓			
Grade separate intersection	✓			
Reconfigure intersection (e.g., roundabout)	✓			
Add signal interconnect or adaptive Signal system	✓			
Add new signal, upgrade existing traffic signal, or change signal phasing		✓		
Do minor lane widening requiring reconstruction			✓	
Realign roadway				✓
Add backage road to improve access				✓

*For projects with multiple improvement elements, percentage of improvement related to extra-capacity need is equal to the element having the highest individual assigned percentage. Improvements not listed on this table have no significant extra-capacity element which would qualify them for SDC eligibility.

The table above is used to determine of the proportion of improvement related to capacity. Washington County staff will assess the future growth share based on a methodology similar to the one used during the development of the TDT.

AMENDMENT PROCESS

The process for adding projects to the TDT project list has defined by both the adopted TDT Ordinance (A-Engrossed Ordinance 691, as amended by Ordinance 729); and the Inter-Governmental Agreements established between Washington County and each City within Washington County. The general procedure is outlined below:

1. Review by Washington County transportation planning staff,
2. Review and recommendation by the WCCC Transportation Advisory Committee,
3. Review and recommendation by the Washington County Coordinating Committee, and
4. Adoption by the Washington County Board of Commissioners via Resolution and Order.

	Road Name	From	To	Project Description	Project Cost	Other Funding Sources	Expected Timeframe	Action	Reason
89	Hillsboro 234th	at TV Hwy		Add SB lane, NB/SB RT turn overlaps	\$500,000		2008-2017	Add	
	Hillsboro 234th	Alexander	TV Hwy	Remove median, widen to 5 lanes with bike lanes	\$300,000		2008-2017	Add	
	Hillsboro 253rd	Evergreen	North UGB	New 3 Lane	\$3,000,000		2008-2017	Add	
	Hillsboro Amberwood	at 206th		Add EB right turn lane, modify signal	\$800,000		2018-2025	Add	
	Hillsboro Brookwood	At Huffman		Signal Installation	\$400,000		2008-2017	Add	
	Hillsboro Brookwood	Airport/Library	Huffman	Interconnect 5 signals wireless	\$40,000		2008-2017	Add	
	Hillsboro Brookwood	at Veterans		Signal Installation	\$400,000		2008-2017	Add	
	Hillsboro Brookwood	Veterans	Cornell	Widen to add NB lane	\$500,000		2008-2017	Add	
	Hillsboro Cherry	at Cornelius Pass		Signal Installation	\$500,000		2008-2017	Add	
	Hillsboro Cornell	at 17th		Right in right out only	\$400,000		2008-2017	Add	
	Hillsboro Cornell	at 21st		Signal Installation	\$400,000		2008-2017	Add	
	Hillsboro Cornell	at 25th		Add 2nd SB left, 2nd NB thru lane	\$4,000,000		2008-2017	Add	
	Hillsboro Lincoln	at Cornell		Install signal or roundabout	\$1,200,000		2008-2017	Add	
	Hillsboro Minter Bridge	at Minter Bridge		Add NB right turn lane, curb radius improvements	\$500,000		2018-2025	Add	
	Hillsboro New Collector	229th	Cornelius Pass	3 Lane with signals at 229th & Corn Pass	\$3,200,000		2008-2017	Add	
	Hillsboro Huffman	253rd	West UGB	New 3 Lane with bike lanes	\$7,000,000		2017-2025	Add	
	Hillsboro 28th	Baseline Main	Cornell	Widen 3 lanes, signal or alt at Grant	\$4,943,785		2008-2017	Amend	Fix "From" Description, Timeframe
	Hillsboro Main	(Main) at 1st Ave		Add westbound right turn	\$977,417		2026+	Remove	Not required with core conversion project
	Hillsboro 10th	Walnut	Washington	Widen to 3 lanes	\$8,806,118		2026+	Remove	Does not work
	Hillsboro 10th	at Baseline		Add turn lanes	\$3,176,603		2026+	Remove	Does not work
	Hillsboro 13th/River	at TV Hwy		Add EB right turn lane and NB left turn lane	\$977,417		2026+	Remove	Not in CIP near term
	Hillsboro 185th	at Walker		Add 2nd SB and EB left turn lanes, WB right turn lane	\$4,398,375		2026+	Remove	Not in CIP near term
	Hillsboro 231st	LRT	Baseline	Widen to 3 lanes	\$10,814,531		2008-2017	Remove	Not in CIP near term
	Hillsboro 234th	at Johnson		Install signal	\$450,000		2026+	Remove	Not in CIP near term
	Hillsboro Airport (Butler)	Shute	Brookwood	Widen to 3 lanes	\$2,345,723		2026+	Remove	Not in CIP near term
	Hillsboro Alocek	Amberwood	Cornelius Pass	Extend 3 lane	\$3,909,666		2018-2025	Remove	Not in CIP near term
	Hillsboro Amberglen	Walker	206th	New 3 Lane	\$4,105,149		2008-2017	Remove	Not in TSP yet
	Hillsboro Amberwood	206th	Cornelius Pass	Widen to 3 lanes	\$2,932,250		2018-2025	Remove	Not in CIP near term
	Hillsboro Bentley	at Brookwood		Add EB left turn lane	\$772,466		2026+	Remove	Not in CIP near term
	Hillsboro Brookwood	TV Hwy	River	extend 3 lanes	\$13,449,329		2008-2017	Remove	Not in CIP near term
	Hillsboro Century Blvd/229th	Evergreen		Extend 3 lane, including Hwy 26 overcrossing	\$14,676,863		2018-2025	Remove	Not in CIP near term
	Hillsboro Cornell	at 229th	West Union	Add EB to SB right turn lane, add westbound 2nd left turn lane	\$1,954,833		2026+	Remove	Not in CIP near term
	Hillsboro Cornell	at 185th		Add NB and SB double left turn lanes, add NB right turn lane	\$2,443,542		2026+	Remove	Not in CIP near term
	Hillsboro Cornell/Main	at 10th		Add NB and SB double left turn lanes, add NB right turn lane	\$3,811,924		2026+	Remove	Not in CIP near term
	Hillsboro Edgeway	LRT	Walker	New 3 Lane	\$8,405,782		2026+	Remove	Not in CIP near term
	Hillsboro Evergreen	at 229th		Add NB/SB right turn lanes, protected-permitted N/S signal	\$1,221,770		2026+	Remove	Portion built in 2010, remainder not in CIP
	Hillsboro Minter Bridge	at TV HWY		Convert NB through-left to separate left turn lane and change N/S signal phasing to New 3 Lane	\$635,321		2026+	Remove	Not in CIP near term
	Hillsboro Quatama	227th	Baseline	Widen to 3 lanes	\$4,943,785		2026+	Remove	Not in CIP near term
	Hillsboro Quatama	LRT	227th	Widen to 3 lanes	\$8,210,289		2026+	Remove	Not in CIP near term
	Hillsboro River	at Road Bridge		Add eastbound right turn lane	\$742,756		2026+	Remove	Not in CIP near term
	Hillsboro Wilkins	Cornelius Pass	Edgeway	New 3 Lane	\$5,797,705		2026+	Remove	Mostly built Corn Pass to Amberwood Drive
	Hillsboro Witch Hazel	at River		Signal Installation	\$386,233		2026+	Remove	Not required with core conversion project
	Hillsboro Evergreen Park	253rd	Imbrie Dr	Interconnect 7 signals wireless	\$100,000		2008-2017	Add	
	Hillsboro Evergreen Road	Alocek	188th Ave	Interconnect 5 signals wireless	\$70,000		2008-2017	Add	
	Hillsboro Brookwood Parkway	Evergreen	US-26	Add bike lanes	\$600,000		2008-2017	Add	
	Hillsboro 227th Avenue	Quatama	Dogwood	Add bike/ped bridge, sidewalk	\$800,000		2008-2017	Add	
	Hillsboro Dogwood	231st		Add sidewalks	\$250,000		2008-2017	Add	
	Hillsboro 209th	at TV Hwy	Northern Stub	New 3 lane	\$800,000		2017-2025	Add	Sub-element of the Evergreen-WestUnion link
	Hillsboro Cornelius Pass	West Union	Cherry	Intersection improvements	\$2,500,000		2008-2017	Add	Safety and capacity for Sohl
	WashCo Cornelius Pass	Evergreen	EB Ramp Terminal	Signal interconnect	\$200,000		2008-2017	Add	
	WashCo Cornelius Pass	Evergreen	211th	Widen to Add 3rd NB lane	\$2,500,000	\$1M IOF grant	2008-2017	Add	
	WashCo Jackson School Road at EB HWY 26 ramp Terminal	WashCo	Evergreen	Add bike lanes	\$400,000		2008-2017	Add	
	WashCo Jackson School Road at WB HWY 26 ramp Terminal	WashCo	Cornelius Pass	Signal Installation	\$500,000		2008-2017	Add	
	WashCo Scotch Church/Meek Road	at Jackson School		Signal Installation	\$500,000		2008-2017	Add	
	WashCo Scotch Church/Meek Road	at Jackson School		Realignment and Signal Installation	\$1,000,000		2008-2017	Add	

89	Road Name	From	To	Project Description	Project Cost	Other Funding Sources	Expected Timeframe	Action	Reason
WashCo	Baseline	West of Lisa Dr	Brookwood	Widen non-five lane sections to five lanes	\$35,328,000		2025+	Amend graphic	Amend eligible share to growth to 100%
Hillsboro	Century	Baseline	Lois	New 3-lane with Rock Crk bridge	\$16,000,000		2018-2025	Amend graphic	Amend segment north of Lois / Amend cost
WashCo	Cornelius Pass	Amberwood	TV Hwy	Widen to 5 lanes	\$45,421,082		2008-2017	Remove	Removing to allow revision for completed links
WashCo	Cornelius Pass	Amberwood	Light Rail	Widen to 5 lanes; rebuild Rock ck bridge	\$8,500,000		2008-2017	Add	
WashCo	Cornelius Pass	Frances	TV Hwy	Widen to 5 lanes	\$10,000,000		2017-2025	Add	
WashCo	209th	TV Hwy	Farmington	Realign and widen to three lanes	\$32,443,592		2008-2017	Remove	Not in CIP near term
WashCo	Baseline	at 185th		Grade separation	\$27,036,326		2018-2025	Remove	Not in CIP near term
WashCo	Baseline	at Cornelius Pass		Add 2 thru and modify signal	\$1,776,673	TIF	2025+	Remove	Completed
WashCo	Evergreen	25th	253rd	Widen to 5 lanes	\$12,408,960	TIF	2008-2017	Remove	TIF funded, balance North by development
WashCo	Glencoe	Evergreen	Jackson	Widen to 3 lanes	\$22,865,008		2018-2025	Remove	Not in CIP near term
WashCo	Kinnaman	at 209th		Signal Installation	\$234,740		2025+	Remove	Not in CIP near term
WashCo	Walker	185th	Stucki	Widen to 5 lanes	\$13,286,423		2018-2025	Remove	Not in CIP near term

Transit depends on safe and convenient pedestrian access

Every transit rider is a pedestrian. Whether walking or using a mobility device, all TriMet customers depend on being able to get to and from a stop safely and comfortably. Providing safe, convenient and attractive sidewalks, pedestrian crossings and transit stops is imperative to ensuring riders have a positive experience. As a result, TriMet and its regional partners are working collaboratively as part of the Pedestrian Network Analysis Project to develop an objective, data-driven system for prioritizing places around the region where pedestrian infrastructure investments will provide safer and more comfortable access to transit. This effort is designed to:



Wide sidewalks facilitate a safer pedestrian environment by creating a buffer from auto traffic and enhancing sightlines.

- **Prioritize safety:** Arterials are the most suitable type of roadway for transit service and often the only choice. There are usually many destinations along arterials and the roads are designed to handle large vehicles, like buses. However, from a pedestrian perspective arterials can be difficult to cross and uncomfortable, or even dangerous to walk along. This is particularly true when there are missing sidewalks, unprotected crossings, or very little buffer provided between fast moving traffic and pedestrians. This study first and foremost examines how to improve pedestrian safety.
- **Cost-effectively provide service:** It costs an average of \$29 per ride to provide LIFT paratransit service to people who are unable

to use more cost effective bus or rail service due to a lack of pedestrian access. Investments in sidewalks, protected crossings, traffic-calming and streetscaping are long-term fiscally prudent investments that help people maintain their independence by being able to access fixed route transit even as their mobility lessens over the years.

- **Foster environmental stewardship:** Improving access to transit enables people to meet more of their needs without driving and helps the region reduce its greenhouse gas emissions.
- **Create great places: People like to walk.** Creating engaging, easy, desirable places where people want to walk helps communities stay vibrant and attract private investment.



This Line 52-Farmington/185th bus stop is in project focus area No. 1. It lacks sidewalks, a buffer from 40 mph traffic and a direct protected crossing.

Benefits of a more pedestrian accessible transit system

An accessible transit system has many benefits:

- **Keeping people healthy:** The U.S. Centers for Disease Control and Prevention recommends adults get 30 minutes of moderate-intensity activity five days a week, such as walking. The median amount of time public transit users walk is 19 minutes.
- **Saving families money:** Transportation costs are often the second biggest expense in a family's budget. According to the American Automobile Association (AAA), the average annual cost of owning a car in 2010 was \$9,520. By comparison, a TriMet annual Adult All-Zone Pass costs \$968, just over 10 percent of the cost of owning a car.
- **Maintaining independence:** Public transportation provides travel options to people who do not want to, cannot afford to, or are unable to drive, like the very young and very old.

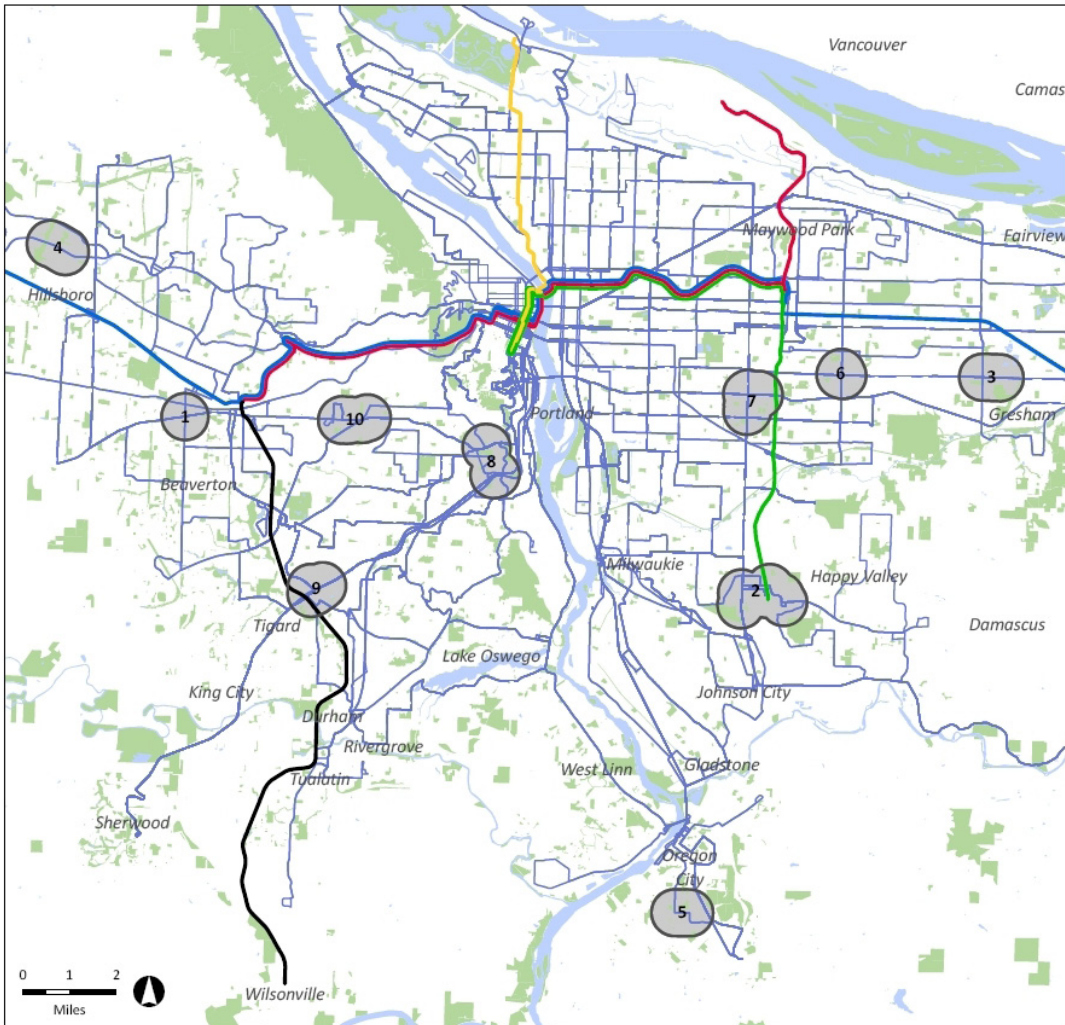
The Pedestrian Network Analysis Project

The Pedestrian Network Analysis Project identifies key locations within the Portland region where pedestrian investments will provide improved access to transit stops and have the strongest potential to improve pedestrian safety, both actual and perceived, and increase the number of people walking and using transit.

TriMet has more than 7,000 stops. Using Geographic Information Systems (GIS) data TriMet and its jurisdictional partners located areas near transit stops that exhibited the highest amount of opportunity and need. Sixty-six clusters of stops, encompassing roughly 600 stops were identified as high need/high opportunity areas. From these clusters, TriMet and its partners chose 10 key focus areas to place attention first*:

1	City of Beaverton	SW Farmington Rd. & Murray Blvd.
2	Clackamas County	Clackamas Town Center
3	City of Gresham	SE Division St & 182nd Ave.
4	City of Hillsboro	Cornell Rd. – Tanasbourne Area
5	City of Oregon City	Warner Milne Rd. – Red Soils Campus
6	City of Portland	SE Division & 122nd Ave.
7	City of Portland	SE Powell & 82nd Ave.
8	City of Portland	SW Bertha Blvd – Hillsdale Area
9	City of Tigard	Tigard WES Station
10	Washington County	Beaverton-Hillsdale Hwy & Scholls Ferry Rd.

*Numbers indicate location on map, and do not indicate project prioritization.



Pedestrian Access Network Project focus areas. Numbers correspond to the table on previous page.

Next steps

TriMet staff will walk each area, document existing conditions, and assess pedestrian needs near transit stops. The Pedestrian Network Analysis Project is expected to be complete by July 1, 2011.

After July, TriMet will continue to work with its partners to move pedestrian investments forward in the 10 focus areas and to generally promote ways communities can help make areas near transit stops safer, more convenient and more pleasant to walk.



Before and after photos show the bus stop and pedestrian improvements that were made outside a major grocery store on Highway 8 in Hillsboro.

More information

Jessica Tump
 TriMet Project Planning
 Capital Projects
 503-962-2137 or tumpj@trimet.org

Technical Advisory Committee

April Bertelsen, City of Portland
 Christina Fera-Thomas, City of Hillsboro
 Judith Gray, City of Tigard
 Katherine Kelly, City of Gresham
 Nancy Kraushaar, City of Oregon City
 Lori Mastrantonio-Meuser, Clackamas County
 Jane McFarland, Multnomah County
 Lake McTighe, Metro
 Margaret Middleton, City of Beaverton
 Lidwien Rahman, Oregon Depart. of Transportation
 Amy Rose, Metro
 Stephanie Routh, Willamette Pedestrian Coalition
 Steve White, Oregon Public Health Institute
 Aisha Willits, Washington County

Available in other formats:

trimet.org
 503-238-7433
 TTY 503-238-5811

**Favor de llamar al
 503-238-7433 si necesita ésta
 información en español.**




See where it takes you.



WASHINGTON COUNTY OREGON

April 20, 2011

To: WCCC TAC
From: Clark Berry, Senior Planner 
Subject: **Regional Flex Fund Allocation Project Proposals**

Metro's Regional Flex Fund Allocation (RFFA) schedule indicates that we need to submit project summaries no later than June 17. These summaries are not the final nominations, but are an opportunity for Metro staff and their various committees to review and comment on preliminary proposals. According to the tentative schedule I've laid out, at the May 26th TAC meeting, we should develop a recommendation to forward these projects to the WCCC for endorsement at their June 6th meeting. The goal is to have no more than six summary submittals (construction and development categories) submitted by the combined jurisdictions of Washington County. For final nominations, it is likely that we will be able to submit no more than one or possibly two Active Transportation construction project, one Freight project and one development project in each of those categories. The actual final number of project nominations, however, will depend upon the project costs and the availability of any local supplementary funds.

To get greater clarity about the projects that have been discussed to date, and in case there is a need to narrow the number of projects to six or fewer, a draft project evaluation spreadsheet containing separate Active Transportation and Freight worksheets is attached. Based upon limited available information about these proposals, they have been evaluated High (H), Medium (M) or Low (L) within the categories according to the weighted Metro criteria. **At the April 28th TAC meeting, please be prepared to comment on this evaluation and offer up any additional projects for consideration.** Keep in mind that these evaluations will only be used if there are more than six summary projects to submit to Metro. If there are six or fewer projects to submit, no evaluation will be needed at this time, although it may be used later to help determine which projects the WCCC will submit for final nomination.

If you have any comments or questions before the meeting, please contact me. Thanks, and see you on the 28th.

Attachment

Regional Flexible Fund Active Transportation and Complete Streets Project Evaluation - DRAFT												
Project	Jurisdiction	Description	Est. Cost ²	Improves Access to/from High Priority Destinations (H ³)	Improves Safety (H)	Serves EJ Community (H)	Completes Last Mile (M)	Increases Use/Ridership by Good Experience (M)	Serves High Density or Growth Areas (M)	Includes Outreach/Education Element (L)	Leverages Funds (L)	Reduces Need for Hwy. Expansion (L)
Westside Trail	THPRD	WSLRT to Hwy. 26	NA	H	H	H	H	H	M	NA	Y	Y
Crescent Trail	Tigard/Beaverton	Tigard to Beaverton TC	NA	H	M	M	H	H	H	NA	N	Y
Cedar Hills/Butner	Wash. Co.		NA	M	H	M	M	M	H	NA	Y	N
Tonquin Trail	Wash. Co.	124th Ave. vicinity	NA	L	M	L	L	H	M	NA	Y	N
Hillsboro Regional Center	Hillsboro	Baseline/Oak	NA	H	H	H	M	H	H	NA	N	Y
Farmington Rd.	Beaverton	Farmington @ Murray	NA	H	H	M	M	H	H	NA	Y	Y
Cedar Creek/Tonquin Trail	Sherwood	Old Town to 99W	NA	H	M	L	M	H	M	NA	Y	Y
Notes:												
¹ Indicates County staffs High (H), Medium (M) or Low (L) assessment of how well project meets Metro criteria. Criteria with a Low priority assigned by Metro were evaluated by County staff using a Yes (Y) or No (N) assessment.												
² Information not available (NA)												
³ Criteria weighted by Regional Flex Fund Task Force as either High (H), Medium (M) or Low (L) relative priority												

Regional Flexible Fund Green Economy & Freight Project Evaluation - DRAFT														
Project	Jurisdiction	Description	Est. Cost ²	Reduces Freight Delay (H ³)	Increases Freight Access to High Priority Uses (H)	Helps Green Economy & Economic Opportunity for EJ (H)	Improves Safety (M)	Reduces Air Toxics/Particulate Matter (M)	Reduces Impacts to EJ (M)	Increases Freight Reliability (M)	May not Get Funding Otherwise (L)	Leverages Other Funds (L)	Reduces Need for Hwy. Expansion (L)	Multi-modal Component (L)
Pacific/Hwy. 47 Intersection	Forest Grove	Roundabout and signal replacement	NA	M	L	H	H	M	M	L	Y	Y	Y	Y
Hwy. 99W/Elwert/Sunset/Kruger Intersection	Sherwood/Wash. Co.	Roundabout and signal replacement	NA	H	M	L	H	H	L	M	Y	Y	Y	Y
Boones Ferry/Grahams Ferry/Day Intersections	Wilsonville	Add lanes	NA	H	H	L	L	M	L	H	Y	Y	Y	N
Wilsonville Freight Study	Clack. Co./Wilsonville/Wash. Co.	Identify ITS strategies to improve truck movement through intersections and traveler info. Signs	NA	H	H	L	L	M	L	H	Y	Y	Y	N
Oregon St./Tonquin Intersection	Wash. Co./Sherwood	Roundabout	NA	H	H	L	M	M	L	M	N	Y	Y	N

Notes:

¹Indicates County staff's High (H), Medium (M) or Low (L) assessment of how well project meets Metro criteria. Criteria with a Low priority assigned by Metro were evaluated by County staff using a Yes (Y) or No (N) assessment.

²Information not available (NA)

³Criteria weighted by Regional Flex Fund Task Force as either High (H), Medium (M) or Low (L) relative priority



WASHINGTON COUNTY OREGON

April 21, 2011

TO : WCCC Transportation Advisory Committee
FROM : Blair Crumpacker, Senior Planner
SUBJECT: **Bicycle and Pedestrian "System of Countywide Interest"**

At the March 24 WCCC Transportation Advisory Committee (WCCC TAC) meeting we briefly discussed the question of whether certain elements of the planned bicycle and pedestrian systems might be included in a "System of Countywide Interest." We believe the intent of this System of Countywide Interest is to identify the portions of our planned bicycle and pedestrian systems that are important to all county local governments and residents as opposed to particular geographic subareas or subgroups of county residents. We suggested taking time at your March, April and May meetings to discuss the proposal before returning to the WCCC with a recommendation regarding how to proceed.

The Washington County Coordinating Committee (WCCC) has expressed interest in using a "System of Countywide Interest" to help guide selection of active transportation projects for the Regional Flexible Funds (RFF) allocation process. As you are aware, the RFF allocation process is underway and on a fairly aggressive schedule. (Summaries of RFF candidate projects are due June 18.)

At last month's WCCC TAC meeting we introduced a map of arterial roadways and regional trails as a starting point for discussion. These facilities comprise the higher order on-street and off-street bike facilities on our collective system plans.

Suggestions and comments offered during and after the meeting included:

- Trails are important because they are safer, particularly for casual bike riders;
- Rural arterials should be included because they're heavily utilized by recreational bike riders;
- On-street facilities typically provide better and more direct access than trails and better integrate with transit services;
- Include some "bike boulevards," which are typically specially marked and signed low traffic streets paralleling busier arterials. (The county transportation plan technical appendix identifies Secondary Bicycle Routes, which are being added to the map mentioned above as a surrogate for bike boulevards);
- Interest groups that have experience, insights and informed opinions regarding the merits of various options should be included in the discussion.

These are all good suggestions that deserve discussion, and we look forward to continuing the conversation at your April 28 meeting.

One aspect of the issue County staff would like to discuss is whether identification of this System of Countywide Interest might better be undertaken as part of the coming Washington County transportation plan update than as an ad hoc planning initiative. It is

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our view, based on early feedback and the probability of additional suggestions to come, that doing justice to the discussion will be difficult in the time available. We also believe that the County transportation plan update process will provide both a better framework and timeframe within which to engage stakeholders in the discussion and the appropriately comprehensive policy context necessary for identifying shared priorities and mutual interests.

Our reasoning is based on the assumption that identifying a System of Countywide Interest will be more than a straight-forward exercise in selecting elements of currently planned systems. That may be the primary objective, but getting there will require developing a shared understanding of the policies, strategies and priorities of local governments and interest groups involved. A number of difficult questions will need to be answered, including 1) which types of bicycle and pedestrian needs might a System of Countywide interest accommodate, 2) which of these needs are most important to all local governments, stakeholder groups and system users, 3) which system elements best accommodate these needs, and in some cases, perhaps, 4) would the transportation plans of any of the dozen or so jurisdictions involved need to be modified to reflect a consensus recommendation.

It is likely to take more than two or three months and WCCC TAC meetings to identify issues, engage interested parties or groups and conduct discussions necessary to achieve consensus on these matters. With the County's transportation plan update ramping up, the opportunity to simply add the objective of identifying a System of Countywide Interest to the broader discussion of bicycle and pedestrian system and policy discussions that will occur during the update process seems an attractive and considerably more efficient alternative to creating a separate and similar planning initiative specifically to achieve this single objective.

Without a "System of Countywide Interest" identified, the RFF project selection process will focus on the entire system and require local government representatives to respond directly to regional criteria. Generally speaking, there's nothing wrong with this approach, given the circumstances.

We look forward to hearing your thoughts and perspectives on this matter at the meeting. It will be important to develop an update on this issue to present to the WCCC at its May meeting.



Metro | Agenda

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, April 29, 2011
Time: 9:30 a.m. to noon
Place: Council Chambers

- | | | | |
|----------|-----|---|---|
| 9:30 AM | 1. | Call to Order and Declaration of a Quorum | Robin McArthur, Chair |
| 9:30 AM | 2. | Comments from the Chair and Committee Members | Robin McArthur, Chair |
| 9:35 AM | 3. | Citizen Communications to TPAC on Non-Agenda Items | |
| 9:40 AM | 4. | * Consideration of the TPAC Minutes for March 25, 2011 | |
| | 5. | <u>ACTION ITEMS</u> | |
| 9:45 AM | 5.1 | * Resolution No. 11-4246, For the Purpose of Amending the 2010-2013 Metropolitan Transportation Improvement Program (MTIP) to Allocate Funds to Manage the Regional Mobility Program – <u>RECOMMENDATION TO JPACT REQUESTED</u> <ul style="list-style-type: none">• <i>Purpose:</i> Present and have TPAC review the resolution.• <i>Outcome:</i> A recommendation from TPAC to JPACT. | Ted Leybold
Dennis Mitchell, ODOT
Peter Koonce,
City of Portland |
| | 6. | <u>INFORMATION/DISCUSSION ITEMS</u> | |
| 10:10AM | 6.1 | * Climate Smart Communities Scenarios Evaluation – <u>DISCUSSION</u> <ul style="list-style-type: none">• <i>Purpose:</i> Brief TPAC on scenarios evaluation approach and role of TPAC/MTAC technical work group• <i>Outcome:</i> Receive TPAC input on evaluation framework and strategies to be tested in regional scenarios | Kim Ellis |
| 11:10 AM | 6.2 | * Making a Great Place – <u>INFORMATION</u> <ul style="list-style-type: none">○ Proposed HCT System Expansion Policy Guidance○ Proposed Local Plan Implementation Guidance (RTP and Title 6)○ State of the Centers Report and 2040 Context Tool <ul style="list-style-type: none">• <i>Purpose:</i> To review and discuss transportation and land use tools to assist local governments in becoming eligible for regional investments and supporting local aspirations.• <i>Outcome:</i> Prepare for recommendation to JPACT on the System Expansion Policy at future meeting | Josh Naramore
Josh Naramore
Sherry Oeser
Brian Harper |

Continued on back

11:45 AM

7.

ADJOURN

Robin McArthur, Chair

- * Material available electronically.
- # Material will be available at the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: kelsey.newell@oregonmetro.gov.

To check on closure or cancellations during inclement weather please call 503-797-1700#.

Future TPAC discussion items:

- MOVES update
- Lake Oswego Locally Preferred Alternative
- On-street Bus Rapid Transit
- High Speed Rail – ODOT funds, alignment and station areas, etc.
- Update on the Columbia River Crossing Project
- Context sensitive design and least cost planning
- A briefing on the Metro Auditor's *Tracking Transportation Project Outcomes* report

2011 TPAC Work Program

4/22/11

<p><u>April 29, 2011 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Climate Smart Communities Scenarios Evaluation – Discussion • Making the Greatest Place – Information <ul style="list-style-type: none"> ○ State of the Centers Report and 2040 Context Tool ○ Proposed HCT System Expansion Policy Guidance ○ Proposed Local Plan Implementation Guidance (RTP and Title 6) • TSMO amendment 	<p><u>May 27, 2011 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Lake Oswego to Portland Transit Project Locally Preferred Alternative (LPA) Briefing – Information • HCT System Expansion Policy Guidance – Recommendation to JPACT • Climate Smart Communities Scenarios Evaluation – Recommendation to JPACT • DEQ Low Carbon Fuel Standards – Information / Discussion
<p><u>July 1, 2011 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Lake Oswego to Portland Transit Project Locally Preferred Alternative (LPA) – Recommendation to JPACT • Regional Flexible Fund Project Summaries – Discussion 	<p><u>July 29, 2011 – Regular Meeting</u></p>
<p><u>August 26, 2011 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Climate Smart Communities Scenarios - Discussion on Preliminary Results 	<p><u>September 23, 2011 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Climate Smart Communities Scenarios - Discussion on Preliminary Results
<p><u>October 28, 2011 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Climate Smart Communities Scenarios – Discussion on Findings and Recommendations to be Submitted to 2012 Legislature 	<p><u>November 18, 2011 – Regular Meeting</u></p> <ul style="list-style-type: none"> • 2012-15 MTIP/STIP Approval and Air Quality Conformity – Recommendation to JPACT • Climate Smart Communities Scenarios – Recommendation to JPACT on Findings and Recommendations to be Submitted to 2012 Legislature • 2014-15 Regional Flexible Fund Allocation – Recommendation to JPACT <p><u>FYI: Hold Joint JPACT/MPAC Meeting</u> Climate Smart Communities Scenarios Results and Preliminary Recommendations</p>

Parking Lot:

- MOVES update
- On-street Bus Rapid Transit
- High Speed Rail
- Update on the Columbia River Crossing Project
- Context sensitive design and least cost planning
- A briefing on the Metro Auditor's *Tracking Transportation Project Outcomes* report
- Congestion Pricing Pilot Study