



Meeting minutes

Meeting: **Transportation Policy Alternatives Committee (TPAC) and Metro Technical Advisory Committee (MTAC) Workshop**

Date/time: Wednesday, April 17, 2019 | 10 a.m. to 12 p.m.

Place: Metro Regional Center, Council chamber

Members Attending

Tom Kloster, Chair
Jae Douglas
Beverly Drottar
Adam Barber
Katherine Kelly
Nina Carlson
Glenn Koehrsen
Laura Terway
Jaimie Huff
Laura Weigel
Bob Kellett
Steve Williams
Raymond Eck
Jennifer Campos
Denny Egner
Ezra Hammer
Erika Palmer
Jeff Owen
Jennifer Donnelly
Glen Bolen
Dyami Valentine
Mike O'Brian
Lloyd Purdy
Brad Perkins
Anne Debbaut
Carol Chesarek
Steve Koper
Chris Deffebach
Jeannine Rustad
Tom Bouillion
Julia Hajduk
Roseann Johnson
Marlee Schuld
Anna Slatinsky
Don Odermott

Affiliate

Metro
MTAC - Mult. Co. Health Dept., Environmental Health
TPAC – Community Member
MTAC – Multnomah County
MTAC & TPAC, City of Gresham
MTAC – NW Natural
TPAC – Community Member
MTAC – Oregon City
TPAC – City of Happy Valley
MTAC – City of Hillsboro
Portland Bureau of Transportation
TPAC – Clackamas County
MTAC – Washington County Citizen
TPAC – City of Vancouver
MTAC – City of Milwaukie
MTAC – Home Builders Association
MTAC – City of Sherwood
MTAC & TPAC – TriMet
MTAC –DLCD
MTAC & TPAC – Oregon Department of Transportation
Washington County
MTAC – Environmental Science Associates
Greater Portland, Inc.
Cascadia High Speed Rail
MTAC – DLCD
MTAC – Multnomah County
MTAC – City of Happy Valley
MTAC & TPAC – Washington County
MTAC – Tualatin Hills Park & Recreation District
MTAC – Port of Portland
MTAC – City of Sherwood
MTAC – Home Builders Association
MTAC – City of Troutdale
MTAC – City of Beaverton
TPAC – City of Hillsboro

Metro Staff Attending

Kim Ellis, Principal Transportation Planner
Tim Collins, Senior Transportation Planner
Marie Miller, TPAC & MTAC Recorder

Lake McTighe, Senior Transportation Planner
Zac Christensen, Metro

1. Call to Order and Introductions

Chairman Tom Kloster called the workshop meeting to order at 10 a.m. Introductions were made.

2. Comments From the Committee Members and Public

- Glen Bolen introduced himself to committee members. Just beginning at ODOT, Mr. Bolen shares his work as the MPO Liaison with Metro, and Growth Management Grants Lead. Mr. Bolen serves as MTAC alternate representing ODOT.
- Denny Egner commented on seeing continuation of MTAC meetings. Chairman Kloster confirmed MTAC would be scheduled as legislative issues requiring recommendations to MPAC arise. In addition, more combined workshop meetings with TPAC will be scheduled this year.

Mr. Egner announced the Urban Next Conference scheduled for May. This conference addresses technology with changes in transportation and growth management in the future. Encouragement was given to others for attending this year.

3. Designing Livable Streets & Trails Guidelines (Lake McTighe, Metro)

Ms. McTighe introduced herself as a planner at Metro, with one of her projects the region's street and trail design. To orient the committee, the material in the packet was identified:

- Memo: Designing Livable Streets and Trail Guide – Design Classifications
- Attachment 1: Timeline & Deliverables
- Attachment 2: Technical Designing Livable Streets and Trails Work Group Members
- Attachment 3: Draft Chapter 3 of the Guide
- Attachment 4: Printouts from the presentation

Metro is in the final stages of updating the region's street and trail design guidelines to support the region's efforts to connect land use and transportation through better design. The guidelines provide a performance-based framework and recommend best practices in design to achieve regional and community desired outcomes. Agencies and organizations represented on the Technical Work Group were noted.

Ms. McTighe referred to the Timeline of the project, noting that some pauses had been taken to allow finalizing scope of work with agency partners and time to work on finalizing of the Regional Transportation Plan. At the beginning of the project there was the interviewing of staff to gather awareness of the guidelines and gain input for planned uses and updates. In phase 1, much time was spent to develop the annotated outline and content organization of the guidelines. The Table of Content was developed to provide structure and approach to elements in the guides.

We are now in phase 2, creating all the content to be in the guidelines. Two important changes from past guidelines were noted. Rather than several guides for streets, trails and land designs, one design guide will provide a holistic approach, but supplemental materials will be developed as well. Recognizing that

trails are integrated to the region's transportation system, design guidance for trails is being developed with this update. The work on the guidelines is planned to be completed this summer, available online and in printed copy.

Steve Williams appreciated the efforts made on making the guidelines more flexible to planning. Given the importance of chapter 6 with implementing these guidelines, when would the text be available for review? Ms. McTighe reported that the committee members were encouraged to attend the April 22 Policymakers' Forum and Technical workshop at Metro. In May, the draft overall guide would be sent out to the technical work group and MTAC and TPAC committees to provide comments and input.

A brief background on the development of street designs was provided by McTighe and Chairman Kloster. Regional work on landmark designs has been ongoing over 20 years, starting with the passage of the 2040 Growth Concept plan that identified land use types, and the adoption of the 1996 RTP when design classifications were introduced.

- Jae Douglas asked how the visioning of these earlier plans materialized or led to changes of plans of what we have now. Chairman Kloster commented on the early focus with boulevards and central cities street planning, that later developed into transit oriented development (TOD) projects. Market changes with land use and increasing population growth is affecting our original design plans, but keeping in the spirit of "try this" the design guidelines have provided a strong toolbox for the region. McTighe added that Metro funds allocated on projects are planned with the design guidelines.
- Don Odermott noted the design work in Hillsboro that have kept speeds low and provided planners useful guidelines for multimodal transportation.
- Glen Bolen noted the challenges retrofitting certain routes for multi-purposes, and the benefits of design guidelines that have the flexibility over the region for adaptation.

The design guideline chapters were described. Attachment 4 showed the design decisions based on performance approach to balance design principles with desired outcome elements. Many of the elements listed were new to the design guidelines updates as emerging issues and priorities have developed in the region more recently. These elements are also tied to the RTP with the update. With the element of designing safety, it was clarified that both personal safety and safety to future technological communications are part of the design outcomes planned.

Illustrating how street design corresponds to land use, examples of how land use and transportation transect were given. Regional street design classifications support multimodal travel and the specific transportation needs of the 2040 Growth Concept land use types. Asked if there was a guide for functional class in design, besides the land use and transportation types, it was confirmed this was part of the addition to the design guidelines. More on what each of the classifications listed in the graphic defined was given later in the presentation.

An illustration of livable streets and trails function was provided showing different street functions. Jeannine Rustad noted that parks develop with trails differently with routes to parks different from street designs. Also, access to and from urban areas are minimized by driveways and other access

elements that challenge street designs. McTighe added that chapter 4 addressed these access management issues. Katherine Kelly noted the difference defining pathways and trails. The public perception and what the functional system is actual definition varies. These conceptual differences affect funding and planning in the region.

Nina Carlson asked what the input from utility stakeholders provided regarding right-of-way issues and infrastructure designs. ODOT requires utilities to hold permits for traffic control plans with utility changes, and wondered if ODOT would have updates to their manual concerning traffic plans with different infrastructure in these designs. Ms. McTighe asked for more input with chapter 3 where utility corridors are listed for further development in the guidelines. Ms. Carlson added that design changes have consequences for utility placements and changes, and needed consideration.

Chris Deffebach is the 5g was required with street lighting in the design plans or other standards required. McTighe reported there was no regulated street lighting, but jurisdictions were encouraged to design streets function as a whole project. Templates could be developed using case studies that would help jurisdictions plan projects to incorporate several design elements together. Ezra Hammer recommended highlighting opportunities with co-locations of infrastructure that took into account practices and principals for jurisdictions to follow.

The Regional street design policy classifications map was shown. These classifications dictate how throughways and arterials in the RTP should be designed:

- Number of lanes
- Priority functions
- Design speed
- Separation of modes
- Flex-zone uses
- Place-making/public space
- Green infrastructure

The system components build on providing high level design guidance between various land uses and transportation networks. Regional multimodal transportation facilities and services include the following: Regional System Design, Regional Motor Vehicle Network, Regional Transit Network, Regional Freight Network, Regional Bicycle Network, Regional Pedestrian Network, and Regional System Management and Operations/Demand Management.

The system maps were provided. McTighe reminded the committee that all street designs were applicable to the guidelines, but the focus on arterials and throughways with design classifications assigned to them for the priority as a region. Jurisdictions were encouraged to develop systems that could incorporate multi-design classifications for multiple uses. Because city and county boundaries define planning areas, it was asked if boundaries shown on the maps assist with funding requests, which it was agreed does. It was asked if digital maps were available online. This link would be sent out to the committee, and is here: <http://arcg.is/0Cq9uG>

It was clarified that ODOT would follow up with questions on any possible updates in their manuals regarding changes with the new guidelines. McTighe noted that chapter 3 contains descriptions of each design classification with typical ROW, number of lanes, and functions prioritized. The “cheat sheet” at the back of each meeting packet contains more information on each classification.

- **Freeway and highway design classifications** emphasize long-distance motor vehicle and high-capacity transit travel, connect major activity centers and are separated from the surrounding land use.
- **Regional and community boulevard classifications** are applied to roadways within 2040 centers, station communities and to main streets.
- **Regional and community street classifications** are applied to transit corridors, main streets, industrial and employment areas and neighborhoods with designs that integrate all modes of travel and provide accessible and convenient pedestrian, bicycle and public transportation travel.
- **Industrial street classifications** are applied to roadways that serve intermodal facilities such as airports, and to roadways in industrial and employment areas.

Ray Eck commented on west side speeds posted higher than what is shown here. Were these speeds projected to be lower? McTighe confirmed they are working toward lower speeds to reach safety strategy, and acknowledged these target speeds were only guidance but carried no regulations. Chair Kloster added that the RTP’s Vision Zero Policy proposes lower speeds to address safety as well. Jurisdictions will have their own timeframes when updating their plans, including speed levels.

Mike O’Brien agreed on the need to plan lower speeds on streets. He asked for consideration of adding to Chapter 3, page 3, second bullet referring to “mobility” to add “two locations that occur and across the transportation system”. On page 5, in the box referencing evolving functions and emerging technologies, street designs contribute a great deal to climate change and should be mentioned where rapid innovation with these changes is named. Additionally, the trees on the maps appear small. Showing mature trees in line with infrastructure and more trees on maps with streets and boulevards is needed.

Katherine Kelly recommended adding something about flex zone parking for future level zone areas. Chris Deffebach asked what this means for local jurisdictions regarding impacts for funding and how the guidelines will be implemented. When the guidelines move toward Metro adoption more information will be included.

Ms. McTighe concluded the presentation with next step dates, and encouraged the committee to submit ideas and input for the guidelines. The deadline to submit comments is May 24.

4. Regional Emergency Transportation Routes Work Plan (Kim Ellis, Metro/Laura Hanson, RPDO)

Kim Ellis provided an overview of the materials in the packet and handed out:

- Excerpt from 2018 Regional Transportation Plan on Emergency Transportation Routes Project
- Regional emergency transportation routes (ETR) update fact sheet

- Regional Emergency Transportation Routes work plan questionnaire

Laura Hanson introduced herself with the Regional Disaster Preparedness Organization, which covers the three counties of Metro as well as Columbia County in Oregon, and Clark County in Washington. Metro and RDPO are working together on this effort.

Ms. Ellis provided a brief history of the project with primary ETR routes identified and the criteria used to select regional ETRs in the past. The routes were last updated in 2005. This update will include all five counties in the region. The agencies involved are working to leverage existing plans, policies, data, analysis and processes.

Ms. Hanson provided information on progress to date in 2019. The UASI grant award for \$160,000 is small for the amount of work needed in this effort, but the partnerships between agencies and the ETR work group members has helped define the contractor scope of work. Related work from ODOT, the City of Portland and DOGAMI has provided capabilities for updated data and shared communications to support this effort.

The desired outcomes that have developed from the planning process include:

- Deliver updated data and map of regional ETRs
- Raise awareness and visibility of ETRs
- Understand the resilience of ETRs
- Increase collaboration across many disciplines
- Strengthen regional partnerships
- Deliver recommendations for future work and collaboration around transportation resilience and recovery

Information on the different project stakeholders and community organizations who were involved in the project was shown. Expertise from committee members, jurisdictions and community partners is being sought to help with identifying needed updates. The regional ETR update project began in April 2019 and is expected to be completed in January 2021.

Project recommendations will be brought forward for review and endorsement by regional policymakers, including the RDPO Steering Committee, the RDPO Policy Committee, the Metro Council, JPACT, and the Southwest Washington RTC. Next steps in the project were presented, including contractor RFP and recruitment, stakeholder engagement strategy development, project website launch, and gathering relevant plans, policies, data and best practices. Encouragement was given to provide input to the questions given on the questionnaire handout by May 10.

Comments from the committee:

- Beverly Drottter asked that the presentation be printed for easier readability. It was noted the presentations would be added to the packet online. As a past emergency physician that lived three miles from the epicenter of the Bay area earthquake, it highlighted the need and importance of having emergency plans for transportation routes in place before a disaster occurs. Asked to clarify if the mapping process was for both first responders and recovery, Ms.

Hanson reported that the primary focus was on first responders with transportation routes, but to build on what some agencies have done for recovery efforts and develop recommendations for more work in this area, including mapping. Ms. Drottar expressed interest in joining committees in this effort.

- Adam Barber thought that not all ETRs were well known to the public. Would more signage on this be posted for the public? Ms. Hanson reported that more discussion is needed on this issue, but felt that designated routes are for first responders, and getting supplies in during emergencies, and not necessarily for evacuation and recovery efforts. Mr. Barber was concerned about all right of way used for ETRs and that mobility for different modes in local neighborhoods should be considered.
- Steve Williams asked if there would be a prioritized scale of ETRs that identified routes too important to fail, and deserved investments. Ms. Ellis reported work is being discussed on this now and likely will result in some form of tiered priorities in emergency routes. Mr. Williams recommended consideration of changes in naturally occurring water sources that would affect emergency response and recovery efforts. Ms. Hanson agreed that more potential hazards (e.g., flooding, wildfires, landslides) would be considered included in the update of the ETRs.
- Jaimie Huff commented on expected debris that would be on prioritized corridors, and if emergency providers for this would be the local jurisdictions. What impact to local jurisdictions for plans would affect the emergency operations planners in the local jurisdictions? Ms. Hanson reported that many of the EOPs are participating in this effort, and that jurisdictions would keep the management of responses locally in their control. More will be discussed on this issue.
- Chris Deffebach commented on road conditions affecting prioritization of routes. The connection needs for emergencies should be considered over road conditions. Long term investments for these could be considered with RTP planning and state investments as well. Train routes with hazardous materials and potential of emergencies in the future should be given consideration in the update as well.
- Mike O'Brien asked to consider not all emergencies be placed together for the same response. Categories of emergencies tied to each route and understanding next steps in resiliency plans should be planned.
- Don Odermott commented on discussion held with emergency planning for bridges and culverts in the region. Out of these conversations, fuel shortages and deficits for first responders to have in supply was brought up. Questions on if fuel depots were planned and integrated access in planning for fuel in the region was asked. Ms. Hanson reported on past state fuel planning exercises that provided information toward this issue, but more work and coordination needed to be done that is outside the scope of the ETR project. Asked if plans for airport support in emergencies were developed, Ms. Hanson reported that a state level multimodal effort is under way now. Port entries, including airports in the region, are under analysis, and will inform this effort.
- Glen Bolen commented on a California program that certifies training for emergencies that provides shielding against liabilities when responding to emergencies locally. Oregon does not currently provide for this, it is believed. It was questioned why waterways were not shown on

the existing ETR maps. Ms. Hanson reported that local jurisdictions have limited permission in this area, but state and military agencies would provide and coordinate efforts in this area.

- Ms. Hanson added that aftershocks from earthquakes often cause more damage than original occurrences, and part of the plan is to consider not only first incident damage but consideration to series of events where emergency response will be needed.

Chairman Kloster reminded the committee to provide their input to the questionnaire by May 10 as they were leaving the meeting.

5. Adjourn

There being no further business, meeting was adjourned by Chair Kloster at 12 p.m.

Respectfully submitted,

Marie Miller, TPAC & MTAC Recorder

Attachments to the Public Record, MTAC & TPAC workshop meeting, April 17, 2019

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	04/17/2019	04/17/2019 TPAC & MTAC Workshop Agenda	041719T-01
2	TPAC/MTAC Work Program	4/9/2019	TPAC/MTAC Work Program, as of 4/9/2019	041719T-02
3	Memo	4/10/2019	TO: TPAC and MTAC Committees and interested parties From: Lake McTighe, Regional Transportation Planner RE: Designing Livable Streets and Trails Guide – Design Classifications	041719T-03
4	Handout	4/5/2019	Attachment 1: Designing Livable Streets & Trails Project, Timeline & Deliverables	041719T-04
5	Handout	N/A	Attachment 2: Designing Livable Streets and Trails Work Group Members	041719T-05
6	Handout	03/28/2019	Attachment 3: Draft Metro Designing Livable Streets & Trails Guide- Chapter 3	041719T-06
7	Handout	N/A	Attachment 4: Printouts from Slideshow Presentation	041719T-07
8	Handout	12/6/2018	Excerpt from 2018 Regional Transportation Plan: Emergency Transportation Routes Project	041719T-08
9	Questionnaire	N/A	Regional Emergency Transportation Route work plan	041719T-09
10	Fact Sheet	4/16/2019	Regional emergency transportation routes (ETR) update	041719T-10
11	Flyer	April 2019	2022-2024 Regional flexible fund allocation workshop	041719T-11
12	Presentation	4/17/2019	Designing Livable Streets and Trails	041719T-12
13	Presentation	4/17/2019	Regional Emergency Transportation Routes Update	041719T-13