

Metro

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Metro

Minutes

Tuesday, April 10, 2018

2:00 PM

Metro Regional Center, Council Chamber

Council work session

2:00 Call to Order and Roll Call

Council President Tom Hughes called the Metro Council work session to order at 2:01 p.m.

Present: 7 - Council President Tom Hughes, Councilor Sam Chase, Councilor Betty Dominguez, Councilor Shirley Craddick, Councilor Craig Dirksen, Councilor Kathryn Harrington, and Councilor Bob Stacey

2:05 Chief Operating Officer Communication

Ms. Martha Bennett, Chief Operating Officer, announced the Oregon Zoo Foundation's Packy Memorial Garden was almost completed with the memorial scheduled April 14th. She reminded Council that the Diversity, Equity and Inclusion (DEI) Program was bringing back Mr. Scott Winn to present a foundational training on racial equity at Metro on April 25th. She introduced Ms. Heidi Rahn, Zoo Bond Program Director, to present an update on the funding for the construction of the Rhino Habitat Expansion. Ms. Rahn expressed the external Legal Council was unwilling to sign off on the bond if the Rhino Habitat Expansion was included, because the word rhino was not mentioned in the approved resolution. She stated the Oregon Zoo Foundation moved funding previously allocated for the maternity den at Polar Passage to, instead, fully fund the Rhino Habitat Expansion.

Work Session Topics:

2:10 2018 Regional Transportation Plan Draft Strategies for Transit, Safety, and Freight

Council President Hughes introduced Ms. Margi Bradway, Deputy Director, Ms. Jamie Snook, Principal Transportation Planner, Ms. Lake McTighe and Mr. Tim Collins, Senior Transportation Planners, to present on the 2018 Regional Transportation Plan (RTP) Draft Strategies for Transit, Safety, and Freight.

Ms. Margi Bradway summarized that presentations would be separated in to Transit, Safety, and Freight Strategies. She described the variety of people that were involved in all three strategies, including community leaders, local state governments, technical and public health experts. She explained the Safety Strategy was newly introduced and a standalone policy, where the Regional Transit Strategy was the largest update and Freight would be a minor update.

Ms. Snook recognized and thanked all the regional partners for the work that had gone into the Regional Transit Strategy project. She explained the reasoning behind the Regional Transit Strategy was to obtain one

collaborative vision on how Metro wanted to build transit. She stated the following updated objectives for the strategy:

- Implemented the 2040 Growth Concept and Climate Smart Strategy
- Updated RTP transit-related policies and performance measures
- Updated Regional Transit Network Map and High Capacity Transit Map
- Updated Transit System Expansion Policy
- Recommended coordinating strategy for future transit investments and identified potential partnerships, strategies and funding sources for implementation.

She noted the vision was to make transit more frequent, convenient, accessible and affordable for everyone. She explained the following modified policies to accomplish the vision:

- Combined local and regional bus service
- Added enhanced transit concept and combined high capacity transit and intercity rail
- Added first and last mile connections to access transit

She referenced the Enhanced Transit Concept (ETC) Pilot Program which would implement the policies. She highlighted updates to the High Capacity Transit System Map and the Regional Transit Network Map based on previous recommended revisions from the Council.

Council Discussion:

Councilor Craddick questioned the notion of the bus on the shoulder and what that would look like moving forward with Oregon Department of Transportation's (ODOT) expansion work. Ms. Snook explained staff was unable to get legislative authority and when further exploring the idea, staff was not going to receive the necessary outcomes from investment. Councilors requested further map revisions to ensure they demonstrated ways for regional partners to expand funding and do not inadvertently leave out regions. Councilors thanked staff for the work, supported the new policies and noted the clear goal of making all the systems work together.

Ms. McTighe announced she was there to update Council on how the Draft Regional Transportation Safety Strategy implemented Council policy direction. She explained that Council would be asked to consider adoption of the final Safety Strategy in December 2018, as part of the 2018 Regional Transportation Plan. She listed the following Draft Regional Transportation Safety Strategy adoptions:

1. Set regional safety policies
2. Updated current plan

3. Identified the recommended strategies and actions to reduce fatal and severe injury crashes
4. Used data-driven Vision Zero safe system approach
5. Applied a public health and equity lens
6. Met federal safety requirements

Ms. McTighe stated the following top three findings in staff's analysis of serious crashes in Oregon:

1. Traffic deaths were increasing and were disproportionately impacting people of color, people with low incomes and people over age 65
2. Traffic deaths were disproportionately impacting people walking
3. A majority of traffic deaths were occurring on a subset of arterial roadways

She presented graphs and maps to further explain the findings. She noted that the findings were not occurring in Damascus, attributing it to their Safety Strategy Plan. She explained the safety strategy was achieving the Vision Zero Target with the Safe System approach, focusing on key guiding principles that shaped how transportation safety was addressed. She noted that safe travel for all included reducing disparities for people of color, people with low incomes and for people walking and bicycling. She explained safe travel for all embraced the guiding principle that serious traffic crashes were preventable and that no death or severe injury was acceptable.

Ms. McTighe mentioned the updated safety target replaced the 2014 RTP target of reducing serious crashes by 50%. She announced that the language of goal five had been updated to be more people focused and objectives had been updated to reflect the Vision Zero Target. She explained the 2018 RTP Safety Policies were updated to include seven safety policies, the Regional High Injury Corridors and the Intersections Map. She noted the strategy identified six safety strategies, each having a set of actions. She stated the implementation in the next five years included the following:

1. Sustained and increased efforts
2. Developed Metro work program
3. Continued engagement and coordination
4. Implemented and updated adopted land use, transportation and safety plans
5. Completed safety projects in the 2018 RTP

She ended with noting targets and trends, and potential challenges.

Council Discussion:

Councilor Harrington mentioned the traffic engineers being the approvers of the proposals and questioned the need to focus more on safety rather

than throughput and speed. Councilor Chase commented on the public health side of the strategy and how it created a healthier community. He asked for the addition of a diversity, equity and inclusion and best equitable practices in the draft. Councilor Craddick questioned the support of the public when considering funding. Councilor Harrington asked if there was data on crashes that involved people who had suspended licenses.

Mr. Collins introduced the Regional Freight Strategy (RFS) by summarizing the state's commerce and current trends in increasing freight volume. He explained federal requirements, one being new state and federal funds for freight required planning and action to make sure projects were prioritized and efficient. He stated that staff would focus on the following for the RFS:

1. Updated regional freight vision and policies
2. Incorporated recent research and findings on needs and issues
3. Recommended strategies and actions to support freight
4. Set stage for future investment, planning, and partnerships
5. Met Federal freight planning requirements

He listed the Regional Freight Vision which included the following:

- Regional freight concept
- Regional Freight Network map
- Freight Network Policies - combined old freight goals and policies into one set of freight policies
- Seven freight policies, with policy seven being the new Regional Freight Safety Policy

He explained the updated regional freight concept was defining a vision and supporting policies to guided investments in the multimodal regional freight network. He defined Regional Intermodal Connectors as the roads that provided connections between major rail yards, marine terminals, the airport, freight intermodal facilities, and the freeway and national highway system. He listed updates to the Regional Freight Network Map, Regional Freight Network Policies and the Freight Action Plan. He noted that nearly \$6 billion in RTP project investments supported the freight and goods movement in the greater Portland region.

Council Discussion:

Councilor Craddick questioned if there had been any discussion of deference to freight routes. Councilor Dominguez mentioned the Cascade Locks transportation option. Councilor Harrington asked what truck side guards were and their purpose. She asked on the progress of over-dimensional trucks and emergency routes. Councilors requested phrasing revision of policy seven.

3:40 Councilor Liaison Updates and Council Communication

Before Councilor Communication, Ms. Bradway provided background on a letter received by the Metro Council from local partners in reference to the 2018 Regional Transportation Plan's project list and orphan highways. She asked for Council's feedback on the proposed draft response letter. Council provided feedback on the tone and messaging of the letter and requested to include maps. Council agreed to send the response letter under Council President Hughes' signature, once changes were made.

Council President Hughes congratulated Councilor Dirksen, who was named citizen of the year by Tigard Chamber of Commerce. Councilor Stacey announced funding and design updates to the Powell - Division transit Project from staff, with a solution expected to be submitted in June. He noted the higher contribution from TriMet for the Powell garage and contribution from City of Portland. Councilor Dominguez summarized on the first meeting of the Willamette Falls Locks Commission the week prior. Councilor Dirksen updated Council on progress with the SW Corridor Light Rail Plan.

4:00 Adjourn

Seeing no further business, Council President Tom Hughes adjourned the Metro Council work session at 4:17 p.m.

Respectfully submitted,

Sara Seid, Council Policy Assistant