

Appendix G: Regional Systems Maps (Figures 2.1 through 2.7)

Figure 2.1 Regional Street Design, December 1, 1997

Figure 2.2 Regional Motor Vehicle System, December 1, 1997

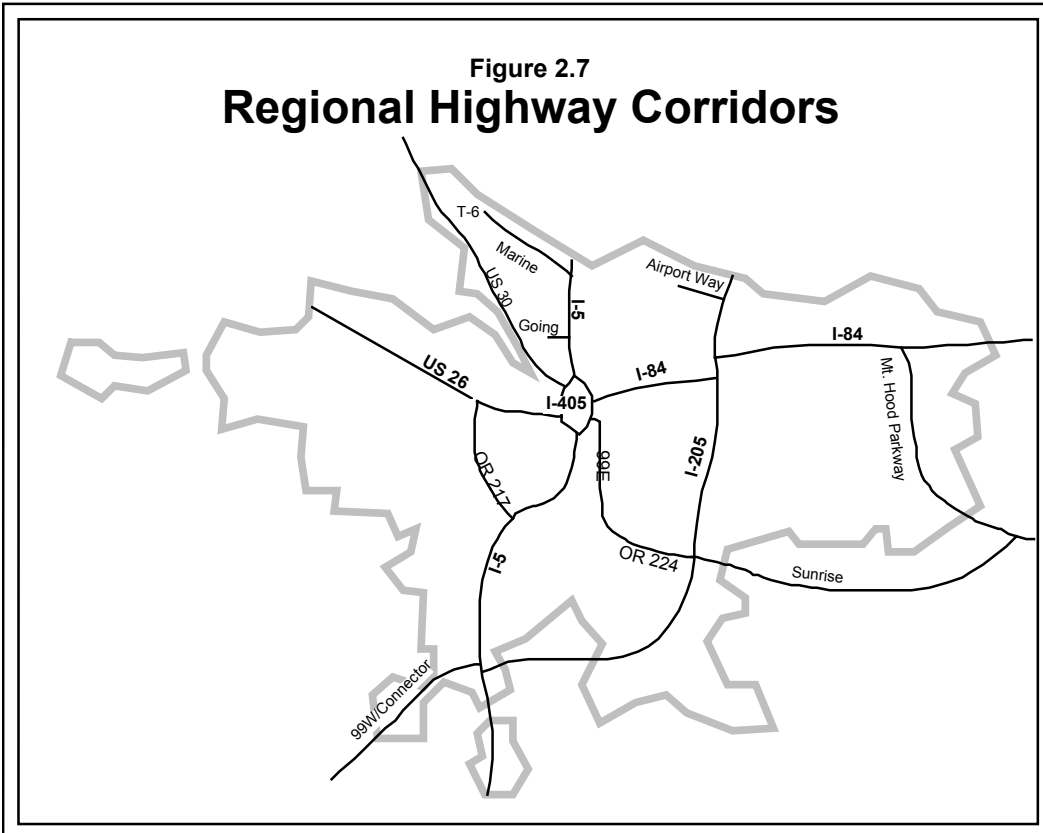
Figure 2.3 Public Transportation System, December 1, 1997

Figure 2.4 Regional Pedestrian System, December 1, 1997

Figure 2.5 Regional Bicycle System, December 1, 1997

Figure 2.6 Regional Freight System, December 1, 1997

Figure 2.7
Regional Highway Corridors



9-12-97

Appendix H Parks, Open Space and Recreation

Metro has taken significant steps to establish a regional system of parks, natural areas, open spaces, trails and greenways. However, there are additional measures that can be taken to build on this progress.

- Metro needs to develop an adequate and stable funding base in order to better fulfill its responsibilities for assembling and managing significant components of the publicly owned portion of the Regional System. A long range funding needs analysis should be considered by the Metro Council. The Council may then begin policy discussions as to how best to address funding needs of the Regional System.
- Metro should work with other park providers to better define roles and responsibilities related to the protection and management of the regional system. Cooperation is essential for effective protection and management of the regional system.
- The Open Spaces Acquisition Refinement Process began to articulate specific protection objectives and boundaries for a subset of regionally significant natural areas and open spaces, and interconnecting trail, greenway, and wildlife corridors. This process must be completed for all priority areas identified in the *Metropolitan Greenspaces Master Plan* and will involve a variety of inventories and technical studies as identified in the Implications Section of this chapter.
- The *Urban Growth Management Functional Plan* began the process of developing performance standards to protect water quality in the region's rivers and streams and for floodplain management. A model zoning ordinance is being prepared to apply some standards to local comprehensive plans and implementing regulations. These will complement the effort to protect the Regional System. However, additional work is needed to assure healthy aquatic systems and compliance with state and federal water quality standards. The Watershed Management and Regional Water Quality Chapter of this Framework Plan should be reviewed for a discussion of these issues.
- The *Urban Growth Management Functional Plan* also calls for protection of Fish and Wildlife Habitat Conservation Areas. However, relevant provisions are referenced in the *Functional Plan* as recommendations to local governments, not as requirements. Much work also needs to be done to define the boundaries of Fish and Wildlife Habitat Conservation Areas and to develop performance standards for their protection. Among the required work projects is a Regional Goal 5 Inventory and Economic, Social, Environmental and Energy (ESEE) consequences analysis. There is a very direct relationship between this component of the *Functional Plan* and protection of the Regional System of Parks, Natural Areas, Open Spaces, Trails and Greenways.

In order to implement the policies listed in Chapter 3, the following actions will be included in future Metro programs and/or implemented through joint agreements between Metro and local parks, open space and recreational providers and/or through a Metro functional plan which may include recommendations and requirements for local implementation.

The following is a discussion of policy implementation and regulation issues related to the provision of parks, open spaces, and recreational facilities by Metro and local governments.

Inventory and Identification of the Regional System of Parks, Natural Areas, Open Spaces, Trails and Greenways- Policies: 3.1, 3.1.1, 3.1.2, 3.1.3

Metro will lead the effort to inventory and identify regionally significant parks, natural areas, open spaces, trails and greenways. This inventory will be based on scientific and social data, and will result in the identification of areas that protect water quality, fish, wildlife, and botanical diversity, and provide opportunities for natural resource dependent recreation. To accomplish this Metro shall:

1. Update the regional natural areas inventory and mapping project every five to ten years, including field verification and data collection as resources allow.
2. Use local park master plans and comprehensive land use plans to assist in the inventory process.
3. Identify corridors that provide or have the potential to provide connections between sites for wildlife and people.
4. Inventory surplus government lands and tax-foreclosed properties within each jurisdiction on a regular basis and evaluate their potential for inclusion in the Regional System of Parks, Natural Areas, Open Spaces, Trails and Greenways, or local park systems.
5. Identify portions of the region deficient in natural areas and identify opportunities for major restoration programs in these deficient areas. Criteria to be used in assessing restoration potential include:

Scientific Criteria

- Feasibility of ecological restoration
- Connectivity potential
- Sustainability of ecosystem relative to adjacent land use
- Significance of contribution to other beneficial environmental functions (i.e., water quantity/quality, floodplain protection)

Social Criteria

- Public accessibility.
- Linkages to regional and local trails systems
- Community support for projects
- Consistency with land use plans
- Ownership

Local government cooperation will be needed to help Metro identify and inventory the regional system of parks, natural areas, open spaces, trails and greenways. It is recommended that local Governments:

1. Assist in identifying corridors to link the Regional System of Parks, Natural Areas, Open Spaces, Trails and Greenways.
2. Assist in the development and application of criteria to determine Regional Significance of existing locally owned parks, natural areas, trails and greenways.

Protection of a Regional System of Parks, Natural Areas, Open Spaces, Trails and Greenways- Policies: 3.2, 3.2.1, 3.2.2, 3.2.3, 3.2.4, 3.2.5, 3.2.6, 3.2.7, 3.2.8

Metro will protect the regional system by adopting a functional plan and by using existing and new tools. Metro shall:

- Adopt a functional plan which:
 - Identifies and delineates the components of a regional system of interconnected Parks, Natural Areas, Open Spaces, Trails and Greenways for wildlife and people (the “Regional System”). Both scientific and social criteria will be considered in selecting components.
 - Identifies and delineates natural corridors which link components of the regional system.
 - Provides guidance to local governments to achieve basic regulatory protection of privately owned components of the Regional System. Subject to the Oregon Forest Practice Statues, an Urban Forest Practices Ordinance should be considered as a strategy which could protect natural resources values while allowing sustained harvest from privately owned components of the regional system.
- Include a regional trails component in the Regional Transportation Plan.
- Work with local governments, citizens, and landowners to protect and acquire components of the regional system through a variety of strategies including:
 - Development and implementation of programs that support purchase of land in fee simple or conservation easement interest, encourage gifts and dedication of land, enable transfer of ownership or management authority including but not limited to surplus and tax foreclosed properties, mitigation projects, reclaimed and restored sites.
 - Advocate for state and federal funding support.
 - Develop and distribute educational materials and provide opportunities for owners of components of the regional system to learn about and pursue appropriate land management practices and stewardship on a voluntary basis. Provide technical assistance related to natural resource management issues as financial and staff resources allow.
 - Develop and implement incentives which encourage protection of natural resources on components of the regional system including restoration and enhancement grants, public recognition, tax reduction options and transfer of development rights.
 - Advocate for the protection, restoration and enhancement of regionally significant natural, cultural and recreational resources at the local, state and federal level.
 - From time-to-time convene focus groups to generate and/or update urban designs and best management practices that protect components of the regional system.

To protect the regional system, local government will be encouraged to acknowledge Metro's functional plan and local Governments shall:

- Acknowledge the regional system by amending local comprehensive plans and related land use ordinances.
- Seek to avoid fragmentation of components of the regional system by transportation and utility rights of way and easements.

Local Governments are encouraged to:

- Identify and establish local systems of parks, natural areas, open spaces and trails which connect neighborhoods to components of the regional system.
- Assist with the identification of components of the regional system.
- Participate in acquisition, education and incentive efforts.
- Assist and coordinate land dedications through local development processes.

Local Governments and Metro should:

- Encourage and/or initiate an effort to revive, update, invigorate and implement the vision of the Willamette River Greenway.

Management of Publicly-Owned Portions of the Regional System of Parks, Natural Areas, Open Spaces, Trails and Greenways. Policies: 3.3, 3.3.1, 3.3.2, 3.3.3, 3.3.4, 3.3.5.

Metro plans to acquire and manage the regional system of parks, natural areas, open spaces, trails, and greenways. To manage the regional system, Metro will need to prepare master plans/ management plans to balance protection and provide recreational and educational opportunities for citizens. To accomplish these goals Metro shall:

- Select and prioritize, with the assistance of local governments and citizens, components of the Regional System appropriate for acquisition.
 - Criteria which will be considered in natural area site selection include: habitat value, contributions to water quality protection, unique natural features, relative rarity of ecosystem, size, restoration potential, linkage to other components of the regional system, scenic resources, public accessibility, recreation potential, education potential, public support, partnership potential, cultural resource value, imminent loss of opportunity.
 - Criteria which will be considered in trail selection include: inclusion in local comprehensive plans and parks master plans, potential to create a loop trail, linkage among components of the Regional System and to inter-regional trails, closing gaps in the Regional System, length and continuity of trail, value to wildlife, local support, imminent loss of opportunity, abandoned rail corridors, access to river routes.

- Provide local governments the opportunity to acquire components of the Regional System with their financial resources.
- Provide local governments and other governments agencies the opportunity to transfer ownership and/or management responsibility of components of the Regional system to Metro.
- Develop and adopt master/management plans to guide development, operation, maintenance and other related activities at Metro owned or managed components of the Regional System prior to opening for formal public use. Master/Management plans shall seek to balance the protection and enhancement of natural resource values with the provision of facilities and programs for public use and enjoyment. The *State Comprehensive Outdoor Recreation Plan* shall be considered in the development of master/management plans.
- Provide, primarily, natural resource-dependent recreation and education opportunities at components of the Regional System. Examples of natural resource-dependent recreation and education include:
 - Hiking, walking, jogging
 - Biking, mountain biking
 - Picnicking (group/family)
 - Motorized boating, water skiing
 - Non-motorized boating (canoe, raft, kayak, etc.)
 - Angling
 - Wildlife viewing
 - Camping (group/family)
 - Photography
 - Golf
 - Cultural/environmental education and interpretive programs

Examples of potential facilities include:

- Trails (surfaced and natural)
 - Picnic areas (including shelters)
 - Roads/parking
 - Sanitation facilities
 - Water, electric, and other utilities
 - Boat ramps/boat rental/marina
 - Accessible angling docks
 - Wildlife viewing blinds
 - Campgrounds
 - Golf courses
 - Related maintenance, support and public safety facilities
 - Nature centers/public information kiosks
 - Historic structures
- Determine the funding needs, required funding levels, size, timing and source of funding to support Metro managed components of the Regional System. A stable funding source should be identified and implemented to supplement user fee and entrepreneurial resources and to support acquisition, restoration, planning, development, operation, maintenance, incentives, and educational programs.

- Encourage and pursue gifts of land, cash, other assets, services, labor, etc. to support the protection, acquisition, development, operation and maintenance of components of the Regional System. The creation of a regional parks and greenspaces foundation should be pursued to facilitate this effort.
- Pursue public and private grants and advocate for the creation and funding of grant and aid programs for local and regional parks at the state and federal level to supplement local and regional investments.
- Provide financial assistance to local governments and other appropriate organizations for acquisition, restoration and development of local systems of parks, natural areas, open space, greenways and trails and related programs that support or compliment the Regional System, as financial resources allow.

Local Governments shall:

- Determine the propriety of continued ownership and management of components of the Regional System or the acquisition of additional privately owned components of the Regional System with local financial resources.
- Develop and adopt master/management plans to guide development, operation, maintenance and other related activities at local government managed components of the Regional System prior to opening for formal public use. Master/Management plans shall seek to balance the protection and enhancement of natural resource values with the provision of facilities and programs for public use and enjoyment. The *State Comprehensive Outdoor Recreation Plan* shall be considered in the development of master/management plans.
- Provide, primarily, natural resource-dependent recreation and education opportunities at local government owned and managed components of the Regional System.
- Determine the funding needs and levels as well as size, timing and source of funding mechanisms which support components of the Regional System owned and managed by local governments.
- Consider partnerships and cooperative efforts with Metro to enhance protection, acquisition, planning, development, operations and maintenance efficiencies, management consistency, funding equity and public use/enjoyment of components of the Regional System.

The Provision of Community and Neighborhood Parks, Open Spaces, Trails and Recreation Programs. Policies: 3.5, 3.5.1, 3.5.2.

Metro recognizes local governments and park and recreational districts as the primary provider of community parks, neighborhood parks, recreational centers, sports fields and associated recreational programs and locally significant open space, trails and greenways for their citizens. Local Governments and park and recreation districts are encouraged to:

- Develop, adopt, and implement Master Plans for local systems of community parks, neighborhood parks, open spaces, greenways, recreation centers, sports fields and associated recreation programs which:
 - Are responsive to citizen needs and desires.
 - Result in the provision of a park, trail, sports field, recreation center or open space within one half of one mile of all residents.
 - Consider the State Comprehensive Outdoor Recreation Plan (SCORP).
 - Link neighborhoods with the regional system.

Pursue, secure and appropriate sufficient funds to implement programs to plan, acquire, develop, operate and maintain local systems of parks, open space, greenways, recreation centers, sports fields and associated recreation programs.

- Require new developments to protect important natural resources and dedicate lands to provide recreational opportunities consistent with local system master plans.
- Design park and recreation facilities in such a way as to facilitate their security and policing.
- Work cooperatively with school districts to fulfill recreation needs for such facilities as sports fields, indoor basketball, volleyball, and other courts and facilities, swimming pools, and joint use of facilities for recreation, day care and community center programs.
- Encourage or require private open space and recreational facilities in high density residential projects, mixed use projects and major employment complexes to meet a portion of the open space and recreational needs of residents, employees and visitors.
- Encourage water districts, utility companies and other public agencies to provide for appropriate recreational uses of their respective properties and right-of-ways.

Metro will create a parks deficiency map, and provide technical assistance to local cooperators. Subject to financial and staff resource availability and as requested, Metro shall:

- Generate and provide information related to park deficient areas.
- Provide technical advice to local park providers related to the protection, restoration or enhancement of natural resources at parks, open spaces, trails or greenways.

- Provide supplemental financial resources for acquisition and development of local park projects which support or complement the Regional System.
- Provide grants for restoration and environmental education projects.

The Participation of Citizens in Environmental Education, Planning and Stewardship Activities. Policies: 3.6, 3.6.1, 3.6.2.

Citizens play a key role in Metro’s role in protection and management of the Regional System of Parks, Natural Areas, Open Spaces, Trails and Greenways. To facilitate public participation, Metro shall:

- Provide opportunities for public involvement in issues related to the selection, acquisition, development and management of the regional system.
- Implement a volunteer services plan to encourage individuals, groups, and businesses to participate in the restoration, enhancement, operations and maintenance of resources, facilities, programs and events.
- Appoint and staff a Regional Parks and Greenspaces Advisory Committee composed of citizens from throughout the region.
- Develop, promote and deliver programs which enhance citizens’ understanding, appreciation, use and enjoyment of natural, cultural and recreational resources.
- Host special events which enhance public use and enjoyment of regional system components.

Utilize a variety of media to convey information to citizens regarding the regional system, and associated facilities, benefits, programs and events.

Metro encourages local Governments and park and recreation districts to involve citizens in the planning, protection and management of the local park systems. They are encouraged to:

- Provide ongoing opportunities for public information sharing and citizen involvement in development and implementation of local system master plans, facility operations and recreational programming.

Local Governments and Metro should:

- Work together to assure that citizens are aware of the benefits of parks and recreation, and recognized as comparable in importance to public safety, education, sanitation, water supply, land use and transportation services.

Appendix I: Water Supply and Watershed Management

In order to implement the regional aspects of the Regional Water Supply Plan identified in Chapter 4, Part 1, the Metro Council may consider adopting policies consistent with, but not necessarily limited to elements of the Regional Water Supply System.

Policies that could be considered by the Metro Council could include:

- Promoting and achieving regional water conservation and demand management goals as defined in the *Regional Water Supply Plan*
- Land Use protection of regionally significant well fields or underground storage facilities, and source water protection, e.g. Title 3: Water Quality and Flood Management Conservation
- Protection of stream corridors and floodplains implementing Chapter 4, Part 2.

Watershed Management and Water Quality

Requirements to protect regionally significant watershed and water quality will be completed as a functional plan in order to protect beneficial uses of water and regionally significant Goal 5 resources. These requirements have yet to be developed.

Appendix J: Natural Hazards

Requirements to protect regionally significant features from natural disasters will be completed as a functional plan.

These requirements have yet to be developed.

Table MACMED (Metro Advisory Committee for Mitigating Earthquake Damages) follows:

[INSERT TABLE]

Glossary

Glossary

Accessibility. The amount of time required to reach a given location or service by any mode of travel.

Access Management. The principles, laws and techniques used to control access off and onto streets, roads and highways from roads and driveways. One of the primary purposes of controlling access is to reduce conflicts between motor vehicles, pedestrians and bicyclists. Examples of access management include limiting or consolidating driveways, selectively prohibiting left turn movements at and between intersections and using physical controls such as signals and raised medians.

Air Quality Conformity. This term refers to the Clean Air Act Amendments of 1990 which require the metropolitan region to use computer modeling to document that regionally significant transportation projects, if built, would result in (1) automotive emissions lower than those estimated to have occurred in 1990; (2) lower emissions than would result without building the project; and (3) total emissions lower than the "mobile source budget" adopted in the regional air quality maintenance plan.

Alternative Transportation Mode. This term refers to all passenger modes of travel except for single occupancy vehicle, including bicycling, walking, public transportation, carpooling and vanpooling.

Advanced Traffic Management System (ATMS). This term refers to traffic management techniques that use computer processing and communications technologies to optimize performance of motor vehicle, freight and public transportation systems. ATMS is a subset of Intelligent Transportation System (ITS) technologies and must be addressed as one of the sixteen ISTEA planning factors.

Americans With Disabilities Act (ADA) of 1990. Civil rights legislation enacted by the U.S. Congress that mandates the development of a plan to address discrimination and equal opportunity for disabled persons in employment, transportation, public accommodation, public services and telecommunications. Tri-Met's ADA transportation plan outlined the requirements of the ADA as applied to Tri-Met services, the deficiencies of the existing services when compared to the requirements of the new Act and the remedial measures necessary to bring Tri-Met and the region into compliance with the Act. Metro, as the region's Metropolitan Planning Organization (MPO) is required to review Tri-Met's ADA Paratransit Plan annually and certify that the plan conforms to the Regional Transportation Plan. Without this certification, Tri-Met cannot be found to be in compliance with the ADA. ADA also affects the design of pedestrian facilities being constructed by local governments.

Areas and Activities of Metropolitan Concern. A program, area or activity, having significant impact upon the orderly and responsible development of the metropolitan area that can benefit from a coordinated multi-jurisdictional response.

Beneficial Use Standards. Under Oregon law, specific uses of water within a drainage basin deemed to be important to the ecology of that basin as well as to the needs of local communities are designated as "beneficial uses." Hence, "beneficial use standards" are adopted to preserve water quality or quantity necessary to sustain the identified beneficial uses.

Bicycle. A vehicle having two tandem wheels, a minimum of 14" in diameter, propelled solely by human power, upon which a person or persons may ride. A three-wheeled adult tricycle is considered a bicycle. In Oregon, a bicycle is legally defined as a vehicle. Bicyclists have the same right to the roadways and must obey the same traffic laws as the operators of other vehicles.

Bicycle Facilities. A general term denoting improvements and provisions made to accommodate or encourage bicycling, including parking facilities, all bikeways and shared roadways not specifically designated for bicycle use.

Bicycle Network. A system of connected bikeways that provide access to and from local and regional destinations and to adjacent bicycle networks.

Bike Lane. A portion of a roadway that has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists.

Bikeway. A bikeway is created when a road has the appropriate design treatment for bicyclists, based on motor vehicle traffic volumes and speeds. On-road bikeways include shared roadway, shoulder bikeway, bike lane or bicycle boulevard design treatments. Another type of bikeway design treatment, the multi-use path, is separated from the roadway.

Capacity. The maximum number of vehicles (vehicle capacity) or passengers (person capacity) that can pass over a given section of roadway or transit line in one or both directions during a given period of time under prevailing roadway and traffic conditions.

Center City. The downtown and adjacent portions of the city of Portland. See the Growth Concept map and text.

Citizen Advisory Committee (CAC). Selected for a specific issue, project, or process, a group of citizens volunteer and are appointed by Metro to represent citizen interests. The RTP citizen advisory committee reviews regional transportation issues.

Clean Air Act Amendments of 1990. Amendments to the Clean Air Act which specify that no transportation project, whether federally or locally funded, may interfere with attainment or maintenance of federal air quality standards. With respect to transportation planning, this requirement means that the Federal Highway Administration and the Federal Transit Administration must affirm that all regionally significant transportation projects must be identified in the Metro Transportation Improvement Program and must be demonstrated to conform with the 1982 Oregon State (Air Quality) Implementation Plan (SIP). Note: The SIP is currently being amended to show Portland-area attainment of national air quality standards and methods adopted to maintain the standards for a 20-year period. EPA approval of the SIP amendment is expected in late 1997.

Community. For the purposes of the RTP, this term refers to informal subareas of the region, and may include one or more incorporated areas and adjacent unincorporated areas that share transportation facilities or other urban infrastructure. For example, references to the east Multnomah County community usually includes the cities of Gresham, Troutdale, Fairview and Wood Village, and unincorporated areas that abut these jurisdictions (see "Regional").

Congestion Management System (CMS). The CMS is one of the six management systems required by ISTEA. The CMS is to provide “information on transportation system performance and alternative strategies to alleviate congestion and enhance mobility.” A key provision of CMS is that consideration must be given to a variety of demand reduction and operational management strategies as alternatives to increases in single occupant vehicle capacity when addressing deficiencies. This includes methods to monitor and evaluate performance, identify alternative actions, assess and implement cost-effective actions and evaluate the effectiveness of implemented actions.

Congestion Pricing. A transportation management tool which applies market pricing principles to roadway use. This tool involves the use of user surcharges or tolls on congested facilities during peak traffic periods. The theory of peak period pricing suggests that charging drivers per mile of travel during the congested times of the day will relieve traffic congestion by discouraging some vehicle trips and shifting others to alternative modes, facilities, destinations or times of travel.

Corridors. While some corridors may be continuous, narrow bands of higher intensity development along arterial roads, others may be more “nodal”, that is, a series of smaller centers at major intersections or other locations along the arterial which have high quality pedestrian environments, good connections to adjacent neighborhoods and good transit service. So long as the average target densities and uses are allowed and encouraged along the corridor, many different development patterns - nodal or linear - may meet the corridor objective .

Density Bonus. This term refers to allowing developers to build at higher densities than stated in local zoning code. This incentive is designed to promote more compact development, reduce trip lengths and promote alternative modes of travel.

Economic Opportunities Analysis. An "economic opportunities analysis" is a strategic assessment of the likely trends for growth of local economies in the state consistent with OAR 660-09-015. Such an analysis is critical for economic planning and for ensuring that the land supply in an urban area will meet long-term employment growth needs.

Employee Commute Options (ECO) Rule. The ECO Rule is part of House Bill 2214 which was adopted by the 1992 Legislature. The Rule directs the Department of Environmental Quality to institute an employee trip reduction program. The Rule is designed to reduce 10 percent of commuter trips for all businesses that employ 50 or more persons at a single site.

Employment Areas Areas of mixed employment that include various types of manufacturing, distribution and warehousing uses, commercial and retail development as well as some residential development. Retail uses should primarily serve the needs of the people working or living in the immediate employment area. Exceptions to this general policy can be made only for certain areas indicated in a functional plan.

Exception. An "exception" is taken for land when either commitments for use, current uses, or other reasons make it impossible to meet the requirements of one or a number of the statewide planning goals. Hence, lands "excepted" from statewide planning goals 3 (Agricultural Lands) and 4 (Forest Lands) have been determined to be unable to comply with the strict resource protection requirements of those goals and are thereby able to be used for other than rural resource production purposes. Lands not excepted from statewide planning goals 3 and 4 are to be used for agricultural or forest product purposes, and other, adjacent uses must support their continued resource productivity.

Exclusive Farm Use. Land zoned primarily for farming and restricting many uses that are incompatible with farming, such as rural housing. Some portions of rural reserves also may be zoned as exclusive farm use.

Fair Share A proportionate amount by local jurisdiction. Used in the context of affordable housing in this document. A “Fair share” means that each city and county within the region working with Metro to establish local and regional policies which will provide the opportunity within each jurisdiction for accommodating a portion of the region’s need for affordable housing.

Family Wage Job. A permanent job with an annual income greater than or equal to the average annual covered wage in the region. The most current average annual covered wage information from the Oregon Employment Division shall be used to determine the family wage job rate for the region or for counties within the region.

Fiscal Tax Equity. The process by which inter-jurisdictional fiscal disparities can be addressed through a partial redistribution of the revenue gained from economic wealth, particularly the increment gained through economic growth.

Freight Intermodal Facility. An intercity facility where freight is transferred between two or more modes (e.g., truck to rail, rail to ship, truck to air, etc.)

Freight Mobility. The efficient movement of goods from point of origin to destination.

Functional Plan. A limited purpose multi-jurisdictional plan for an area or activity having significant district-wide impact upon the orderly and responsible development of the metropolitan area that serves as a guideline for local comprehensive plans consistent with ORS 268.390.

Greater Metropolitan Region. Defined as the greater area surrounding and including Metro’s jurisdictional area, including parts of Multnomah, Clackamas and Washington counties as well as urban areas in Marion, Columbia and Yamhill counties (see “Metropolitan Region”).

Growth Concept. A concept for the long-term growth management of our region, stating the preferred form of the regional growth and development, including where and how much the UGB should be expanded, what densities should characterize different areas, and which areas should be protected as open space.

High Capacity Transit. Transit routes that may be either a road designated for frequent bus service or for a light-rail line.

High Occupancy Vehicle (HOV). This term refers to vehicles that are carrying two or more persons, including the driver. An HOV could be a transit bus, vanpool, carpool or any other vehicle that meets the minimum occupancy requirements of the specific facility. In practice, only vehicles with two or three or more persons would be able to use a designated “HOV” travel lane.

Housing Affordability. The availability of housing such that no more than 30 percent (an index derived from federal, state and local housing agencies) of the monthly income of the household need be spent on shelter.

Industrial Areas. An area set aside for industrial activities. Supporting commercial and related uses may be allowed, provided they are intended to serve the primary industrial users. Residential development shall not be considered a supporting use, nor shall retail users whose market area is substantially larger than the industrial area be considered supporting uses.

Infill. New development on a parcel or parcels of less than one contiguous acre located within the UGB.

Infrastructure. Roads, water systems, sewage systems, systems for storm drainage, telecommunications and energy transmission and distribution systems, bridges, transportation facilities, parks, schools and public facilities developed to support the functioning of the developed portions of the environment. Areas of the undeveloped portions of the environment such as floodplains, riparian and wetland zones, groundwater recharge and discharge areas and Greenspaces that provide important functions related to maintaining the region's air and water quality, reduce the need for infrastructure expenses and contribute to the region's quality of life.

Inner Neighborhoods. Areas in Portland and the older cities that are primarily residential, close to employment and shopping areas, and have slightly smaller lot sizes and higher population densities than in outer neighborhoods

Intermodal The connection of one type of transportation mode with another.

Intermodal Facility. A transportation element that accommodates and interconnects different modes of transportation and serves the statewide, interstate and international movement of people and goods. *See also passenger intermodal facility and freight intermodal facility definitions.*

Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. The federal highway/public transportation funding reauthorization which among other features funds the national highway system and gives states and local governments more flexibility in making transportation decisions. The Act places significant emphasis on broadening public participation in the transportation planning process to include key stakeholders, including the business community, community groups, transit operators, other governmental agencies and those who have been traditionally underserved by the transportation system. Among other things, the Act requires the metropolitan area planning process to consider such issues as land use planning, energy conservation, intermodal connectivity and enhancement of transit service. Finally, the Act integrates transportation planning with achievement of the air quality conformity requirements embodied in the Clean Air Act Amendments of 1990 and State air quality plans.

Jobs Housing Balance. The relationship between the number, type, mix and wages of existing and anticipated jobs balanced with housing costs and availability so that non-auto trips are optimized in every part of the region.

Joint Policy Advisory Committee on Transportation (JPACT). A 17-member committee that consists of elected officials from area cities and counties as well as leaders from public agencies in the region with an interest in transportation. This committee's role is to evaluate transportation needs and coordinate transportation decisions for the region, and give recommendations to the Metro Council.

Key or Critical Public Facilities and Services. Basic facilities that are primarily planned for by local government but which also may be provided by private enterprise and are essential to the support of more intensive development, including transportation, water supply, sewage, parks, schools and solid waste disposal.

Land Conservation and Development Commission (LCDC). The 7-member directorship of Oregon's statewide planning program. The LCDC is responsible for approving comprehensive land use plans promulgating regulations for each of the statewide planning goals.

Local Comprehensive Plan. A generalized, coordinated land use map and policy statement of the governing body of a city or county that inter-relates all functional and natural systems and activities related to the use of land, consistent with state law.

Main Streets. Neighborhood shopping areas along a main street or at an intersection, sometimes having a unique character that draws people from outside the area. NW 23rd Avenue and SE Hawthorne Boulevard are current examples of main streets.

Major Amendment. A proposal made to the Metro Council for expansion of the UGB of 20 acres or more, consistent with the provisions of the Metro Code.

Metro Committee for Citizen Involvement (MCCI). A committee composed of citizen representatives from the Tri-Counties area, to "advise and recommend actions to the Metro Council on matters pertaining to citizen involvement."

Metro Council. A committee composed of 7 members elected from districts throughout the metropolitan region (urban areas of Clackamas, Multnomah and Washington counties). The Council approves Metro policies, including growth management and transportation plans, projects and programs recommended by Metro Policy Advisory Committee (MPAC - see below) and the Joint Policy Advisory Committee on Transportation (JPACT - see above).

Metro Policy Advisory Committee (MPAC). A committee -established by the Metro Charter and composed of local elected officials (including representatives from Clark County, WA and the State of Oregon), MPAC is responsible for recommending to the Metro Council adoption of or amendment to any element of the Charter-mandated Regional Framework Plan.

Metropolitan Housing Rule. A rule (OAR 660, Division 7) adopted by the Land Conservation and Development Commission to assure opportunity for the provision of adequate numbers of needed housing units and the efficient use of land within the Metro UGB. This rule establishes minimum overall net residential densities for all cities and counties within the UGB, and specifies that 50 percent of the land set aside for new residential development be zoned for multifamily housing.

Metropolitan Planning Organization (MPO). An individual agency designated by the state governor in each federally recognized urbanized area to coordinate transportation planning for that metropolitan region. Metro (see above) is that agency for Clackamas, Washington and Multnomah Counties; for Clark County, Washington, that agency is the Southwest Washington Regional Transportation Council (SWRTC, formally the Intergovernmental Resource Center - see below).

Metropolitan Region. Defined as the area included within Metro's jurisdictional boundary, including parts of Multnomah, Clackamas and Washington counties (see "Greater Metropolitan Region").

Metropolitan Transportation Improvement Program (MTIP). A staged, multi-year, intermodal program of transportation projects which is consistent with the metropolitan transportation plan.

Mobility. The ability to move people and goods from place to place, or the potential for movement. Mobility reflects the spatial structure of the transportation network and the level and quality of its service. Mobility is determined by such characteristics as road capacity and design speed.

Motor Vehicle Level of Service (LOS). A qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers. A level of service definition generally describes these conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience and safety. An LOS rating of “A” through “F” describes the traffic flow on streets and highways and at intersections. The following table describes general traffic flow characteristics for each level of service on a street or highway:

LOS	Traffic Flow Characteristics
A	Virtually free flow; completely unimpeded
B	Stable flow with slight delays; reasonably unimpeded
C	Stable flow with delays; less freedom to maneuver
D	High density but stable flow
E	Operating conditions at or near capacity; unstable flow
F	Forced flow, breakdown conditions
Greater than F	Demand exceeds roadway capacity, limiting volume than can be carried and forcing excess demand onto parallel routes and extending the peak period

Source: 1985. Highway Capacity Manual (A through F descriptions)
Metro (>F Description)

Multi-use Path. A path that is physically separated from motor vehicle traffic by an open space or barrier and is either within the highway right-of-way or within an independent right-of-way, used by bicyclists, pedestrians, joggers, skaters and other non-motorized travelers.

Neighbor City. Nearby incorporated cities with separate urban areas from the Metro urban area, but connected to the metropolitan area by major highways. Neighbor cities include Sandy, Estacada, Canby, Newberg, North Plains and Scappoose.

Neighborhood Centers. Retail and service development that surrounds major MAX stations and other major intersections, extending out for one-quarter to one-half mile.

Open Space. Publicly and privately -owned areas of land, including parks, natural areas and areas of very low density development inside the UGB.

Oregon Bicycle and Pedestrian Plan. An element of the Oregon Transportation Plan, this plan offers the general principles and policies that ODOT follows to provide bikeways and walkways along state highways. This plan also provides guidance to cities and counties, as well as other organizations and private citizens, in establishing bicycle and pedestrian facilities on local transportation systems.

Oregon Statewide Planning Goals. The 19 goals which provide a foundation for the state’s land use planning program. The planning goals can be grouped into four broad categories: land use, resource management, economic development, and citizen involvement. Locally adopted comprehensive plans and regional transportation plans must be consistent with the statewide planning goals.

Oregon Transportation Plan (OTP). The State's official statewide, intermodal transportation plan that will set priorities and state policy in Oregon for the next 40 years. The plan, developed by the Oregon Department of Transportation through the statewide transportation planning process, responds to federal ISTEA requirements (see above) and Oregon’s Transportation Planning Rule (TPR - see below).

Outer Neighborhoods. Areas in the outlying cities that are primarily residential, farther from employment and shopping areas, and have larger lot sizes and lower population densities than inner neighborhoods.

Park-and-Ride. A mode of travel, usually associated with movements between work and home, that involves use of a private auto on one portion of the trip and a transit vehicle (i.e., a bus or a light rail vehicle) on another portion of the trip. Thus, a park-and-ride trip could consist of an auto trip from home to a parking lot, and transfer at that point to a bus in order to complete the trip to work.

Parking Cash-Out. This term refers to a transportation demand management strategy where the market value of a parking space is offered to an employee by the employer. The employee can either spend the money for a parking space, or pocket it and then use an alternative mode to travel to work. Measures such as parking cash-out provide disincentives for commuting by single occupancy vehicles.

Passenger Intermodal Facility. The hub for various statewide, national and international passenger modes and transfer points between modes (e.g., airport, bus and train stations).

Pedestrian. A person on foot, in a wheelchair or walking a bicycle.

Pedestrian Facility. A facility provided for the benefit of pedestrian travel, including walkways, crosswalks, signs, signals, illumination and benches.

Pedestrian Scale. An urban development pattern where walking is a safe, convenient and interesting travel mode. It is an area where walking is at least as attractive as any other mode to all destinations within the area. The following elements are not cited as requirements, but illustrate examples of pedestrian scale: continuous, smooth and wide walking surfaces; easily visible from streets and buildings and safe for walking; minimal points where high speed automobile traffic and pedestrians mix; frequent crossings; storefronts, trees, bollards, on-street parking, awnings, outdoor seating, signs, doorways and lighting designed to serve those on foot; well integrated into the transit system and having uses which cater to people on foot.

Persons Per Acre. This is a term expressing the intensity of building development by combining residents per net acre and employees per net acre.

Planning activities Planning activities cited in the RUGGO are not regulatory but contain implementation ideas for future study in various stages of development that may or may not lead to RUGGO amendments, new functional plans, functional plan amendments, or regional framework plan elements. Planning activities for any given year will be subject to Metro Executive Officer budget recommendations and Metro Council budget adoption.

Public Transportation. This term refers to both publicly and privately funded transportation serving the general public, including fixed-route bus and rail service, inter-city passenger bus and rail service, dial-a-ride and demand responsive services, client transport services and commuter/rideshare programs. For the purposes of the RTP, school buses and taxi subsidy programs are not included in this definition.

Regional. For the purposes of the RTP, this term refers to large subareas of the region, or the entire region, and usually includes many incorporated areas and adjacent unincorporated areas that share major transportation facilities or other urban infrastructure (see “Community”).

Regional Centers. Areas of mixed residential and commercial use that serve hundreds of thousands of people and are easily accessible by different types of transit. Examples include traditional centers such as downtown Gresham and new centers such as Clackamas Town Center.

Regional Framework Plan. Required of Metro under the Metro Charter, the Regional Framework Plan must address nine specific growth management and land use planning issues (including transportation), with the consultation and advice of MPAC (see above). To encourage regional uniformity, the regional framework plan shall also contain model terminology, standards and procedures for local land use decision making that may be adopted by local governments.

Regional Transportation Plan (RTP). The official intermodal transportation plan that is developed and adopted through the metropolitan transportation planning process for the metropolitan planning area.

Regional Urban Growth Goals and Objectives (RUGGOs). An urban growth policy framework that represents the starting point for the agency's long-range regional planning program.

Right-of-Way (ROW). This term refers to publicly-owned land, property or interest therein, usually in a strip, within which the entire road facility (including travel lanes, medians, sidewalks, shoulders, planting areas, bikeways and utility easements) must reside. The right-of-way is usually defined in feet and is acquired for or devoted to multi-modal transportation purposes including bicycle, pedestrian, public transportation and vehicular travel.

Rural Area. Those areas located outside the Metro Urban Growth Boundary (UGB).

Rural Reserves. Areas that are a combination of public and private lands outside the UGB, used primarily for farms and forestry. They are protected from development by very low-density zoning and serve as buffers between urban areas.

Shared Roadway. A type of bikeway where bicyclists and motor vehicles share a travel lane.

Sidewalk. A walkway separated from the roadway with a curb, constructed of a durable, hard and smooth surface, designed for preferential or exclusive use by pedestrians.

Single-occupancy vehicle (SOV). This term means private passenger vehicles carrying one occupant.

State Implementation Plan. A plan for ensuring that all parts of Oregon remain in compliance with Federal air quality standards.

State Transportation Improvement Program (STIP). A federally required document that allocates transportation funds to a staged, multi-year, statewide, intermodal program of transportation projects consistent with the Statewide transportation plan and planning processes and metropolitan plans, TIPs and processes. The metropolitan TIP must be included in the STIP without change.

Station Communities. That area generally within a 1/4- to 1/2-mile radius of light rail stations or other high capacity transit which is planned as a multi-modal community of mixed uses and substantial pedestrian accessibility improvements.

Stewardship. A planning and management approach that considers environmental impacts and public benefits of actions as well as public and private dollar costs.

Subregion. An area of analysis used by Metro centered on each regional center and used for analyzing jobs/housing balance.

Technical Advisory Committee (TAC). A group of technical staff from government agencies participating in the project. The TAC is responsible for producing the base technical information that will ultimately be used by local decision-makers to complete the project purpose.

Telecommute. A transportation demand management strategy whereby an individual substitutes working at home for commuting to a work site on either a part-time or full-time basis.

Town Centers. Areas of mixed residential and commercial use that serve tens of thousands of people. Examples include the downtowns of Forest Grove and Lake Oswego.

Traffic. The number of motor vehicles in a given location at a given point in time.

Traffic Calming. A transportation system management technique that aims to prevent inappropriate through-traffic and reduce motor vehicle travel speeds on a particular roadway. Traditionally, this technique has been applied to local residential streets and collectors and may include speed bumps, curb extensions, planted median strips or rounds and narrowed travel lanes.

Transit. For purposes of the RTP, this term refers to publicly-funded and managed transportation services and programs within the urban area, including light rail, regional rapid bus, frequent bus, primary bus, secondary bus, mini-bus, paratransit and park-and-ride.

Transit Level of Service. The comfort, safety, convenience and utility of transportation service, measured differently for various types of transportation systems.

Transit-Oriented Development. A mix of residential, retail and office uses and a supporting network of roads, bicycle and pedestrian ways focused on a major transit stop designed to support a high level of transit use. Key features include: a mixed use center and high residential density.

Transportation Demand Management (TDM). Actions, such as ridesharing and vanpool programs, the use of alternative modes, and trip-reduction ordinances, which are designed to change travel behavior in order to improve performance of transportation facilities and to reduce need for additional road capacity.

Transportation Disadvantaged/Persons Potentially Underserved by the Transportation System. Those individuals who have difficulty in obtaining transportation because of their age, income, physical or mental disability.

Transportation Management Area (TMA). As defined in federal regulations, this term refers to “an urbanized area with population over 200,000” and “applies to the entire metropolitan planning area.” All locations must meet certain standards and non-attainment TMA’s must meet additional planning requirements.

Transportation Planning Rule (TPR). The implementing rule of statewide land use planning goal (#12) dealing with transportation, as adopted by the State Land Conservation and Development Commission (LCDC - see above). Among its many provisions, the Rule includes requirements to preserve rural lands, reduce vehicle miles traveled (VMT) per capita by 20% in the next 30 years, reduce parking spaces and to improve alternative transportation systems.

Transportation Policy Alternatives Committee (TPAC). Senior staff-level policy committee which reports and makes policy recommendations to JPACT (see above). TPAC's membership includes technical staff from the same governments and agencies as JPACT, plus representatives of the Federal Highway Administration and the Southwest Washington Regional Transportation Council (SWRTC - see above); there are also six citizen representatives appointed by the Metro Council (see above).

Transportation System Management (TSM). Strategies and techniques for increasing the efficiency, safety, capacity or level of service of a transportation facility without major new capital improvements. This may include signal improvements, intersection channelization, access management, HOV lanes, ramp metering, incident response, targeted traffic enforcement and programs that smooth transit operations.

Transportation System Plan (TSP). A plan for one or more transportation facilities that are planned, developed, operated and maintained in a coordinated manner to supply continuity of movement between modes, and within and between geographic and jurisdictional areas.

Tri-Met. Tri-County Metropolitan Transportation District, which is the transit agency for most of Clackamas, Multnomah and Washington Counties.

Urban Area. Those areas located within the Metro Urban Growth Boundary (UGB).

Urban Form. The net result of efforts to preserve environmental quality, coordinate the development of jobs, housing, and public services and facilities, and inter-relate the benefits and consequences of growth in one part of the region with the benefits and consequences of growth in another. Urban form, therefore, describes an overall framework within which regional urban growth management can occur. Clearly stating objectives for urban form and pursuing them comprehensively provides the focal strategy for rising to the challenges posed by the growth trends present in the region today.

Urban Growth Boundary. A boundary which identifies urban and urbanizable lands needed during the 20-year planning period to be planned and serviced to support urban development densities, and which separates urban and urbanizable lands from rural land.

Urban Growth Management Functional Plan (Functional Plan). A regional functional plan with requirements binding on cities and counties in the Metro region, as mandated by Metro's Regional Framework Plan. The Functional Plan addresses such issues as accommodation of projected regional population and job growth, regional parking management, water quality conservation, retail in employment and industrial areas and accessibility on the regional transportation system. All cities and counties in the Metro region shall adopt changes to local comprehensive plans and zoning codes to address these issues within 24 months after the adoption of the Functional Plan ordinance by the Metro Council.

Urban Reserve Area. An area adjacent to the present UGB defined to be a priority location for any future UGB amendments when needed. Urban reserves are intended to provide cities, counties, other service providers, and both urban and rural land owners with a greater degree of certainty regarding future regional urban form. Whereas the UGB describes an area needed to accommodate the urban growth forecasted over a 20-year period, the urban reserves plus the area inside the UGB estimate the area capable of accommodating the growth expected for 50 years.

Walkway. A hard-surfaced transportation facility built for use by pedestrians, including persons using wheelchairs. Walkways include sidewalks, paths and paved shoulders.

Wide Outside Lane. A wider than normal curbside travel lane that is provided for ease of bicycle operation where there is insufficient room for a bike lane or shoulder bikeway.