

# Regional Leadership Forum 4: Finalizing our shared plan for the region

8:30 a.m. to noon, Friday, Mar. 2, 2018 | Oregon Convention Center, Rooms B113-116

## Discussion worksheet

*Please leave with your table facilitator at the end of the forum.*

Name: \_\_\_\_\_

### Vision for the 2018 Regional Transportation Plan

In 2040, everyone in the greater Portland region will share in a prosperous, equitable economy and exceptional quality of life sustained by a **safe, reliable, healthy** and **affordable** transportation system with travel options.

*Approved by the Metro Policy Advisory Committee, Joint Policy Advisory Committee on Transportation and Metro Council in May 2017*

Outcomes	What we heard through public engagement activities	What we learned from the technical evaluation		Potential opportunities for jurisdictions to refine draft project lists (offered as a starting point for the discussion)	Your recommendations to jurisdictions as they review and refine their draft project lists
		Good news	Bad news		
<b>Safe</b>	<p><i>Highest ranked priority (region-wide)</i></p> <p>Streets need to be designed with safety as a top priority. Explicitly link safety and equity outcomes. Personal safety needs to be a part of transportation safety. Improve walk and bike connections by completing sidewalks and bikeways. Enhance transit stops with safe crossings and improved lighting.</p> <p>“First and foremost, I feel safety is crucial in protecting pedestrians who are both mobile and immobile.”</p> <p>“I’d like to feel safer and more secure riding my bike in Portland. More dedicated lanes for bicycles.”</p> <p>“We need more bike lanes and completed sidewalks.”</p>	<p>60 percent of projects are on high injury corridors (places where most serious crashes occur).</p> <p>Majority of safety projects are in historically marginalized communities.</p> <p>By 2040, we will complete 63 percent of the regional active transportation system (including 57 percent of arterial sidewalks).</p> <p>Active transportation projects are focused in historically marginalized communities.</p>	<p>Less than half of projects on high injury corridors have safety as a primary or secondary purpose.</p> <p>Currently, historically marginalized communities are disproportionately impacted by serious crashes.</p> <p>Most investments in the active transportation system are in the outer years of the plan, and most sidewalk gaps are on the arterial network.</p>	<p>Clarify or add safety element(s) to descriptions of projects located in high injury corridors and make safety the primary purpose.</p> <p>Advance projects in high injury corridors in historically marginalized communities to the first 10-years of plan or move from the strategic list to the constrained list.</p> <p>Advance active transportation projects from the strategic list to the constrained list to get closer to 100 percent completion.</p> <p>Advance active transportation projects on arterials that provide access to transit (such as completing sidewalks and bikeways within a 1/2-mile of transit stops) to the first 10 years of plan or move projects from the strategic to the constrained list.</p> <p>Add additional active transportation projects to achieve 100 percent completion in the strategic list.</p>	
<b>Reliable</b> (managed congestion)	<p><i>Second highest ranked priority (region-wide)</i></p> <p>We need more frequent and reliable bus and MAX service. Expand freeways and streets and improve street connections. Improve technology for better traffic management of buses and cars. Provide more transit oriented development for housing, jobs and services.</p> <p>“Prioritize transit on streets to reduce chronic bus lateness.”</p> <p>“Reliable and efficient travel options need to extend beyond the central city.”</p> <p>“I live in the suburbs and ride my bike whenever possible. I’d take public transportation more often than I currently do if better options were available.”</p>	<p>Our economy continues to grow, drawing more people and businesses.</p> <p>People will drive less each day.</p> <p>These projects will reduce congestion from the level we would otherwise have without the projects.</p>	<p>More people will be traveling on our already overburdened transportation system.</p> <p>Peak travel period gets longer, impacting freight and buses and access to jobs and places.</p> <p>Buses will be delayed by increased congestion.</p>	<p>Advance road projects that make first mile/last mile freight connections to industry and intermodal facilities more reliable or reduce conflicts between modes, such as at grade crossings.</p> <p>Advance road investments to improve network connectivity for all modes, operations of frequent transit service with bus priority treatments and safety in high injury corridors (crashes are a major contributor to congestion).</p> <p>Advance transportation system management and operations projects (such as variable speed signs; transit and freight signal priority) from the strategic to the constrained list to achieve Climate Smart level of investment, with a focus on congested corridors.</p>	

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		Good news	Bad news		
<b>Healthy</b> (clean air, less greenhouse gas) (active travel)	<p>We need to improve technology to reduce idling and increase availability of cleaner vehicles.</p> <p>Improve and expand transit service.</p> <p>Improve walk and bike connections by completing sidewalks and bikeways.</p> <p>We need more housing next to transit.</p> <p>“Government must lead on health and air quality.”</p> <p>“Making bike lanes and sidewalks more plentiful and accessible might get more cars off the road and help with pollution!”</p> <p>“Travel options are great for carbon reduction.”</p> <p>“When people are able to use an option besides driving, it helps meet other goals...less car crashes, better air, less road wear.”</p>	<p>We will be close to our Climate Smart Strategy commitment on level of transit service.</p> <p>Advancements in vehicle technology significantly reduce greenhouse gas emissions and air pollutants, improving public health.</p> <p>Active travel options improve public health the most.</p>	<p>Not all projects that would reduce greenhouse gas emissions are in the constrained project list.</p>	<p>Expand transit service and operational treatments as much as possible with new HB 2017 revenues to get beyond Climate Smart service levels with a focus on serving historically marginalized communities, congested corridors, areas with higher concentrations of jobs and housing today and underserved parts of the region in the near-term.</p> <p>Advance enhanced transit projects and bus priority treatments to improve speed and reliability in congested corridors and transit corridors in historically marginalized communities and areas with higher concentrations of jobs and housing today or planned in the future.</p> <p>Advance community and job connector local shuttles, especially to job centers from regional transit routes with new HB 2017 revenues.</p>	
<b>Affordable</b>	<p>Need affordable fare programs for youth, older adults, people with low incomes.</p> <p>Provide more transit oriented development for housing, jobs and services.</p> <p>We need more frequent and reliable bus and MAX service.</p> <p>Improve walk and bike connections by completing sidewalks and bikeways.</p> <p>“We cannot have economic prosperity if people cannot get to health care, food, child care, jobs, educations, etc.”</p>	<p>More low-cost travel options will be available for people to get to jobs and more places.</p>	<p>Travel time to get to jobs will be higher for historically marginalized communities than other communities.</p>	<p>Include TriMet and C-TRAN low-income fare program in Round 2 analysis.</p> <p><i>See opportunities identified for safe, reliable and healthy outcomes, especially as they relate to transit and active transportation.</i></p>	

**Additional recommendations to jurisdictions or decision-makers:**