



Meeting minutes

Meeting: **Metro Technical Advisory Committee (MTAC) meeting**

Date/time: Wednesday, December 18, 2024 | 9:00 a.m. to 12:00 p.m.

Place: Virtual meeting via Zoom

Members Attending

Eryn Kehe, Chair
Joseph Edge
Victor Saldanha
Tom Armstrong
Aquilla Hurd-Ravich
Steve Koper
Katherine Kelly
Jamie Stasny
Jessica Pelz
Laura Kelly
Nina Carlson
Erika Fitzgerald
Rachel Loftin
Preston Korst
Mike O'Brien
Brendon Haggerty
Terra Wilcoxson
Tom Bouillion
Mary Kyle McCurdy

Affiliate

Metro
Clackamas County Community Member
Washington County Community Member
Largest City in the Region: Portland
Second Largest City in Clackamas County: Oregon City
Washington County: Other Cities, City of Tualatin
City of Vancouver
Clackamas County
Washington County
Oregon Depart. of Land Conservation & Development
Northwest Natural
City of Gresham
Community Partners for Affordable Housing
Home Builders Association of Metropolitan Portland
Green Infrastructure, Design & Sustainability
Public Health & Urban Forum, Multnomah County
Largest City in Multnomah County: Gresham
Service Providers: Port of Portland
Land Use Advocacy Organization: 1000 Friends of Oregon

Alternate Members Attending

Kamran Mesbah
Faun Hosey
Miranda Bateschell
Kevin Cook
Glen Bolen
Kelly Reid
Cassera Phipps
Fiona Lyon
Greg Schrock
Kerry Steinmetz

Kia Selley

Sarah Radcliffe

Affiliate

Clackamas County Community Member
Washington County Community Member
City of Wilsonville
Multnomah County
Oregon Department of Transportation
Oregon Department of Land Conservation & Dev.
Clean Water Services
TriMet
Commercial/Industrial: Portland State University
Residential Development: Fidelity National Title, Greater
Metropolitan Portland
Service Providers: Parks, North Clackamas Park & Recreation
District
Land Use Advocacy Organization: Habitat for Humanity
Portland Region

Laura Weigel
Ryan Ames
Craig Sheahan
Dakota Meyer
Erin Reome

Clackamas County: Other Cities, Milwaukie
Public Health & Urban Forum, Washington County
Green Infrastructure, Design & Sustainability
Multnomah County: Other Cities, Troutdale
Redevelopment/Urban Design: North Clackamas Park &
Recreation District

Call to Order, Quorum Declaration and Introductions

Chair Eryn Kehe called the meeting to order at 9:08 a.m. A quorum was declared. Introductions were made.

Comments from the Chair and Committee Members

- Congratulations to Marie Miller on her retirement. Miriam Hanes will be administrative support for the committee going forward.
- Reminder to committee members to confirm their MTAC status for 2025.
- Reminder about the Parks and Nature, Nature in Neighborhoods Grant Program that closes January 21.
- Announcement of recent MPAC approval of MTAC's newest members Brett Morgan and Kristopher Fortin.

Joseph Edge shared that the City of Milwaukie, North Clackamas Watershed Council and American Rivers were awarded a \$10 million grant for the Kellogg Creek Community Restoration project through a large grants program for natural resource restoration.

Public Communications on Agenda Items

None given.

Consideration of MTAC minutes October 16, 2024 meeting

Chair Kehe moved to accept as written minutes from MTAC September 18, 2024 meeting. Joseph Edge had two corrections:

- page 16, paragraph four: "basically limited to ~~wind~~ new development"
- page 16, paragraph five: "Director of the North ~~Black~~ Clackamas Watershed Council"

ACTION: Motion with corrections passed with no objections, two abstentions.

MetroMap and the Quick Facts Viewer (Madeline Steele, Data Stewardship Manager, Metro)

Chair Kehe introduced Madeline Steele in the Data Resource Center (DRC) in the Planning, Development and Research department at Metro to present two online tools: MetroMap and the Quick Facts Viewer.

MetroMap is an app that shows the Metro area with cities with layers for different details. If you type in an address, it zooms in to the locations and gives property information. It's similar to Portland Maps, but with more info like real market value and political boundaries. It has accessibility features, including easily switching to Spanish, enhanced contrast for vision challenged, summary data for screen readers, and is mobile friendly. There's a distance measuring tool and adjustable transparency.

Madeline introduced Glen Hamburg, a Metro planner and MetroMap user, to talk about using it in a planning workflow. Glen thanked Madeline and the team and shared his MetroMap experience. He's used the UGMFP Title 4 Map feature. The measuring tool measures the area of a site, as well as distance. There is a snapping feature for more precise measurements. The unit of measurement can be changed. He's used the annexation history feature to show different patterns for different time periods that a property was annexed. You can view documents for specific enactments that brought an area into the city through a link directly on the map. Glen recommended exploring to get familiar with the tools.

Madeline noted that there is a printing tool that prints summary and layer data as a pdf as well as a feedback button that can be used to submit input and that input has been used to make changes. The team gets notified when there is a submission.

The Quick Facts Viewer is a simpler tool recently created to be a place to find commonly requested statistics for the region for different geographies. The app opens to the metro district boundary with its total population and statistics including age groups, low income population, people of color, limited English proficiency, percentage of renting households. The app's data is updated a month or two after ACS data is published. For places that don't line up with census geographies, the team uses an allocation method based on the distribution of housing. There are sub geographies for some areas, for example: select "Metro Council Districts" to go to Metro Council District 1 and see the stats or select by clicking on the map. Click on multiple areas and it adds them and gives the sum figures. There is a feedback form and the team would like to hear what works and what doesn't.

Madeline thanked her development team and asked if there were any questions. Chair Kehe reminded the committee that links to both tools were in the meeting's agenda.

Fiona Lyon thanked Madeline and asked if there is there a process to differentiate public land by owner. If zip codes are defined by local data used by the US Census Bureau, could local agencies check their real property holdings before data gets used?

Madeline thanked Fiona and invited people to email the Data Resource Center (DRC) at drc@oregonmetro.gov with any questions. The DRC is currently looking into whether it's possible to have a field within tax slots to identify publicly owned properties. Madeline will follow up with Fiona. Clint Chiavarini in the DRC added that Metro gets the right-of-way data from the from the county assessor and doesn't think it's technically ownership. It seems like that's a different data set. Glen Hamburg gave the example of streets where ODOT owns curb to curb and other streets owns the whole right of way. There's a right-of-way on the map, but you wouldn't know that there's a difference without talking to someone or looking at the property records. Glen can help with questions.

Carrie Steinmetz asked how far back the Portland and Oregon City annexations go.

Clint said he would look it up and someone will let Carrie know. Chair Kehe followed up with information from the Boundary Commission that the annexation information goes back to 1969 and Metro took over from the Boundary Commission in 1999.

Urban Growth Management Decision: Follow-up on Process *(Ted Reid, Principal Regional Planner, Metro)*

Chair Kehe thanked Madeline and introduced Ted Reid to discuss his work on the Urban Growth Boundary and the Metro Council's recent decision.

Ted thanked Chair Kehe for the introduction and noted that he'd brought the growth management decision to the committee 17 times since early 2023. He thanked the committee for their time.

The committee provided advice to the Metro Policy Advisory Committee in the fall and the advice went to the Metro Council who made their decision on December 5th. The decision adopted the Urban Growth Report, a compilation of the analysis done to support the decision including the regional forecast, the buildable land inventory, capacity estimates, housing needs analysis, and tracking of historic development trends. It is required to adopt the analysis at least every six years.

The Council found a need and decided to expand the UGB to include the Sherwood West Urban Reserve. The expansion proposal by the City of Sherwood included residential and industrial uses. There were also conditions of approval for what Metro Council expects of the City of Sherwood as they go forward.

The conditions of approval were emailed out after the meeting and attached to the final packet. The conditions of approval speak to the number of dwelling units the City of Sherwood is expected to plan for in their comprehensive planning and expectations for how the city will explore possibilities for affordable housing in the existing city limits. There are requirements for protections of industrial lands, including requirements aimed at ensuring a supply of large industrial sites that could support high-tech manufacturing. There are expectations for broad-based community engagement and working with marginalized people in the planning process, as well as tribal consultation.

The team returns to Council work sessions in January to discuss how to improve the process.

Fiona Lyon asked where the Council was with establishing the regional forecast, how that is balanced out, what the process is for doing the regional distribution allocation, and how that will line up with the new state housing targets.

Ted said that Council adopted the middle of the forecast range, the baseline forecast, Metro's best estimate of what kind of growth to expect. Metro will be developing a work program for the distributed forecast process. The Metro Council adopted a regional forecast for the seven-county area, which also describes how much growth they expect in our regional urban growth boundary. There will later also be the distributed forecast, figuring out how much of the regional growth will go to different jurisdictions in the urban growth boundary, down to the detail of the transportation analysis zone, which is used for future transportation modeling. That is why a work program is developed in the year or so following a growth management decision. Regarding how it relates to the targets that are going to be set by the state for their housing allocations and housing targets, the state has as an interim method folded in some of the distributed forecast into how they're estimating these targets that they're going to release on January 1st. There will likely be continued discussion about the distributed forecast that's used for future allocations and targets. The state will consider Metro's forecast when it's doing that work, so they'll work together to sort out the details. The concern is if there's a different allocation, especially on the housing side, from the state target then there are conflicting numbers. Statutes now tell cities to use cities the targets and allocations set by the state, but there's also an expectation to use Metro's forecast.

Fiona Lyon asked about the Governor's one-time ability to do an urban growth boundary expansion, specifically in Hillsboro, that expired at the end of the year.

Ted said Senate Bill 4 allowed for expansion under certain conditions to provide industrial sites in support of semiconductor manufacturing and related land uses. There's a deadline to use the executive authority in Senate Bill 4 by the end of the 2024 calendar year; to exercise that authority, the Governor also had to have a public hearing, which they did in October in Hillsboro. There is no more news. It was noted that the Hillsboro members weren't at the public hearing. Glen Bolen added that any expansion under Senate Bill 4 would be in addition to the territory that has already been added to the UGB previously by the state legislature south of Highway 26 and east of Jackson School Road. There is an expectation that there's a federal award coming soon for a semiconductor related land use somewhere in the US.

Jessica Pelz asked for an overview of the appeal deadlines and what can be appealed in the Sherwood UGB expansion decision.

Metro Council made a decision on the UGB expansion on December 5th. There are 20 days from the decision to submit the decision notice and the record of the decision to DLCD. A notice is also sent to anyone that participated in the decision process and anyone that testified in person or in writing. Anyone who participated in the process can file an objection to DLCD, but it needs to be done within 21 days of Metro's sending out the decision notice. The department has 120 days from notice submission to issue an order from the DLCD's director. The order can approve Metro's decision, remand it to Metro, or refer it to the Land Conservation Development Commission for a hearing. If it is referred to the Commission, the hearing would be June 26th or 27th. Appeals to the DLCD director's decision must be sent within 21 days of the director's order. At the hearing, the commission will vote to decide whether to acknowledge Metro's decision. It takes about six months to get a written order from the Land Conservation Development Commission. Once the written decision comes out, people can appeal to the Court of Appeals.

Safe Streets for All Update *(Lake McTighe, Principal Transportation Planner, Metro)*

Chair Kehe introduced Lake Strongheart McTighe Planning, Development and Research department who serves as project manager for the Safe Streets for All project at Metro, to provide an update and share some safety related data.

Transportation safety is relevant to MTAC because of how land use and the way communities are designed impacts vehicle miles traveled and traffic crashes. Lake shared a map that shows the jurisdictions that have adopted or are working on transportation safety action plans. Developing these plans helps define safety goals and strategies and allows for coordination of efforts. Clackamas County adopted the first transportation safety plan in the region in 2012.

Lake showed a timeline of regional partners that have successfully secured Safe Streets for All funding. Safe Streets for All is the federal safety grant that came out in 2022. There are two more rounds of funding coming. Safety related efforts have included adding in sidewalks and street crossings across the region, safety-planning and coordination of the efforts.

This project kicked off at the end of 2023 and updates were provided to TPAC, MTAC, JPACT, and the Metro Council. MTAC's feedback helped guide the work over the past year. Two limited-duration, entry-level staff were hired to help with data analysis and planning.

This year was focused on establishing foundational data management processes and deliverables to maintain beyond the life of the project. The team developed a communication plan and finalized the work plans with Washington County, Multnomah County, and the City of Tigard, subrecipients who are developing transportation safety action plans.

Metro created data analysis products for cities and counties in the region that don't have as much capacity. The work completed through next year will be the basis of the update for the regional transportation safety strategy adopted in 2018. Co-applicants for Safe Streets for All include Multnomah County, who is developing a safety action plan for the urban portion of Multnomah County, East Multnomah County, including Gresham, Troutdale, Wood Village, and Fairview, Tigard and Washington County. Metro has been administering the grant for those agencies and jurisdictions, as well as sharing best practices and supporting the work.

Lake shared regional updates. Washington County has hired a consultant and will be getting into the work this next year. East Multnomah County has done great public engagement, including a series of activities and surveys. They are coordinating with cities in East Multnomah County and have completed their engagement phase one and some initial systemic safety analysis. This is the first safety action plan for the county, so will be very impactful. Gresham is highlighting safety in their transportation work. Some of the results from the Multnomah County's engagement mirror the regional results, including concerns for people driving too fast, aggressive or distracted driving, and system completion. Findings from their systemic safety analysis are consistent with regional results showing that people walking, biking, and motorcycling are more likely to have a serious injury as a result of a crash, serious pedestrian crashes occur more in dark conditions, the majority of all traffic deaths happen after dark in the East Multnomah County, and 83% involved drugs or alcohol. Tigard is also using the safe system approach and doing robust public engagement. They're doing best practices of systemic safety analysis to understand the risks on the roadways and what they can do to address them.

Lake showed regional safety trends and pointed the committee to a more in-depth 2023 report in the memo. They showed a map of the location of fatal crashes in the region in 2023 and 2024, noting that the 2024 data is preliminary. They also pointed out the relationship between equity focused areas and fatal crashes. The area is currently continuing to trend in the wrong direction, though there is a potential shift in 2023 and 2024.

Lake showed a graph chart showing the number of fatal crashes in the past 17 years in the region broken out by county that shows a slight decline in the last couple of years, but the data is not official, so could change. Lake showed a graph with 2023 and 2024 data showing alcohol, speed and drug-related crashes, fatal crashes in the region and that they have been trending upward. There was a potential decrease in 2023 and 2024. Lake showed a chart showing how pedestrian deaths correlate with larger vehicle size (SUVs, trucks, vans) compared to passenger cars. They then show the number of fatal and serious injury crashes per capita, and the vehicle miles traveled (VMT) per capita. The data is for 2009, 2019, and 2021 and 2023 for urban areas within the state. The graph shows that urban areas with higher VMT per capita have more fatal and serious injuries per capita. For example, if the Portland region drove as much as Medford, we'd have nearly four and a half billion more VMT and 400 more fatal and serious injury crashes per capita. The trend also shows urban areas where VMT per capita are declining, though fatal and serious injury crashes continue to increase, as in Corvallis. There is an issue with larger vehicles and increasing drug and alcohol related crashes and increasing serious crashes involving speed.

Lake shared a crash tree profile and the systemic safety analysis that includes one approach of several for safety, involving the installation of low to moderate cost countermeasures in roadways or locations with the highest risk of severe crashes. The series of crash tree diagrams identify areas of high risk for fatal pedestrian crashes and can be used as part of the systemic safety analysis process to help identify and select the roadway types and the types of crashes and risk factors. The crash profile identified is for fatal pedestrian crashes on arterial roadways on the straight portion, non-intersection portion of arterial roadways without medians and in dark and dim conditions. The data for crashes used is between 2007 and 2022. The crash tree shows that eight people a year, 29% of all pedestrian traffic deaths, were hit and killed on an arterial roadway, not at an intersection, without a median and in dark and dim conditions. This is a small portion of the over 300,000 total crashes in the time frame. Pedestrians make up 36% of all fatal crashes in the region, a small percent of total crashes overall, but a high likelihood of being killed.

The roadway characteristics of the 444 deaths that occurred in the timeframe show many of the crashes occurred at intersections and straight roadways and more deaths on the straight roadway. Of the 219 pedestrian deaths on straight roadways, 85% of those were in dark or dim conditions. A high percent of the pedestrian deaths on straight roadways occurred where there were no medians. Of the 444 total pedestrian fatalities, 156 were on a straight roadway, dim, dark conditions with no median. A very high number for these combined risk factors. Arterials are roads with roadways four lanes or more, higher volumes, higher traffic speeds, a mix of users going at different speeds, a lot of turns, driveways, et cetera. Of the 444 pedestrian fatalities, 145 were on the straight portion of arterial roadways, in dark or dim conditions.

They are trying to identify locations by looking at the data and follow the paths where there's higher risks prevalent. Lake showed a map showing the locations of all fatal pedestrian crashes for 2007 through 2022. Combined with the crash profile, this shows a higher percentage of crashes are in regional equity focus areas and a higher percentage are on high injury corridors, compared to all fatal pedestrian crashes. A cluster of fatal pedestrian crashes around downtown Portland don't show up for this crash profile.

Some effective countermeasures for this crash profile that add to overall livability include adding medians and pedestrian scale lighting strategically to the system in places where pedestrian safety can be enhanced. Some additional risk factors to investigate could be intersections, posted speed, average speed, a 35-mile-per-hour posted speed is a high risk for pedestrians, distance between pedestrian crossings, whether there's transit stops present or not. Figuring out why people are crossing at particular locations and getting hit or walking along the roadway where there may be a lack of buffer or sidewalks. Also looking at vehicle size, alcohol and drug involved, et cetera. There is a lot of different data that can come from GIS or crash data get a more specific picture. The purpose of this is to be targeted and specific with our safety countermeasures.

Looking ahead to 2025, they will be coming out with a crash data dashboard. The link in the memo is to a dashboard on race and ethnicity and fatal crashes. They will continue to update the existing analysis and data products with new crash data and continue with the systemic safety analysis described. Local transportation safety action plans should be nearing completion at the end of 2025. They will be seeking a second regional grant and inviting cities and counties as co-applicants for quick build pedestrian and bicycle projects. They'll update strategies in the safety action plan and get input on them. They'll be doing assessments of projects in the RTP, piloting a crash prediction model, and assessing policies.

Lake asked if there were any questions or comments.

Aquila Hurd-Ravich thanked Lake for the presentation, noting that it was sobering and interesting. They complimented the maps and asked why Medford region per capita went up so much in vehicle per capita and the crash data. They also asked why people are not crossing the street at intersections and where Lake sees land use fitting into potential solutions.

Lake thanked Aquilla and let them know that they could make a map for Oregon City and to reach out with any additional questions. Regarding crossing the street, it may be that pedestrians are not visible or the driver is impaired, it could be a distance too far to walk between signalized crossings on arterial roads. People may take their chances and dash across the street. Lake gave the example of a cluster of pedestrian crashes in Gresham where there was a Motel 6 across the street from a restaurant and grocery store, people crossing the street for supplies.

Land use is important because there is a mix of areas with higher and lower speeds, a mix of users, and a mix of land uses. Creating cues for people walking and driving is important. Putting in marked crossings, flashing lights, a pedestrian refuge island for safe crossing, have shown to be very effective. Lake wasn't sure about the trends in Medford. There has been a decline in VMT per capita in most urban areas, but in some there was an increase. ODOT could likely answer that question.

Lake confirmed to Carrie Steinmetz' question that if a pedestrian is impaired, it does count as an impaired crash, and the crash data will show who is impaired.

Chair Kehe asked if there were any more questions and thanked Lake for their presentation.

Adjournment

There being no further business, meeting was adjourned by Chair Kehe at 10:44 a.m.

Respectfully submitted,
Miriam Hanes, MTAC Recorder

Attachments to the Public Record, MTAC meeting December 18, 2024

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
* 1	Agenda	12/18/2024	12/18/2024 MTAC Meeting Agenda	121824M-01
* 2	2025 MTAC Work Program	11/21/2024	2025 MTAC Work Program as of 11/21/2024	121824M-02
* 3	Draft Minutes	10/16/2024	Draft minutes from 10/16/2024 MTAC meeting	121824M-03
* 4	Ordinance	12/5/2024	UGB Ordinance No 24-1520	121824M-04
* 5	UGB Exhibit F	12/5/2024	UGB Exhibit F – Finding of Facts and Conclusions of Law	121824M-05
* 6	Memo	12/10/2024	TO: MTAC and interested parties From: Lake McTighe, Principal Planner RE: Safe Streets for All (SS4A) Update	121824M-06
** 7	Presentation	12/18/2024	MetroMap and the Quick Facts Viewer	121824M-07
** 8	Presentation	December 2024	2024 Safe Streets for All Regional Partners Advancing Safety	121824M-08
** 9	UGB Exhibit B	12/5/2024	UGB Exhibit B – Conditions of Approval	121824M-09

**materials included in meeting packet*

***materials distributed at or after meeting*