

A G E N D A

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1542 | FAX 503 797 1793



METRO

Agenda

MEETING: METRO COUNCIL/EXECUTIVE OFFICER INFORMAL MEETING
DATE: November 23, 1999
DAY: Tuesday
TIME: 2:00 PM
PLACE: Council Annex

CALL TO ORDER AND ROLL CALL

- I. UPCOMING METRO LEGISLATION**
- II. CIP REVIEW**
- III. GROWTH PERIODIC REVIEW DISCUSSION**
- IV. RTP WORKSESSION**
- V. EXECUTIVE SESSION, HELD PURSUANT TO ORS 192.660(1)(h), TO CONSULT WITH LEGAL COUNSEL CONCERNING THE LEGAL RIGHTS AND DUTIES OF A PUBLIC BODY WITH REGARD TO CURRENT LITIGATION.**
- VI. EXECUTIVE OFFICER COMMUNICATIONS**
- VII. COUNCILOR COMMUNICATIONS**

ADJOURN



1999 Regional Transportation Plan Adoption Timeline

1999

- August 5 Council approval of RTP Resolution - directs staff to complete draft RTP document
- October 1 "Release Draft" RTP available for public review; formal comment period begins
- Mid-October Joint JPACT/Trans. Comm. hearings on draft RTP (in Clackamas, Gresham, Beaverton and Portland)
- November 5 "Adoption Draft" released, incorporating technical revisions from TPAC and MTAC
- November 10 MPAC begins discussion of draft RTP
- November 18 JPACT begins discussion of draft RTP
- December 2 Council hearing on draft RTP (at Metro)
- December 7 Council Transportation Committee work session
- December 8 MPAC action on draft RTP
- December 9 JPACT action on draft RTP
- December 14 Council Transportation Committee forwards recommendation on draft RTP to Council
- December 16 Public comment period ends; Council approval of draft RTP by Resolution

RTP Adoption

Technical Review

Transportation Policy Alternatives Committee (TPAC)

TPAC will review the October 1 "Release Draft" RTP at a series of workshops, and minor revisions will be incorporated into a November 5 "Adoption Draft." TPAC will also forward substantive revisions to JPACT with the "Adoption Draft." TPAC will forward final RTP recommendations to JPACT on November 23. TPAC workshops are scheduled for:

- Friday, October 15, 9:00-Noon
- Friday, October 22, 9:00-Noon
- Friday, November 19, 9:00-Noon
- Tuesday, November 23, 9:30-Noon
- Friday, December 3, 9:00-Noon

TPAC will review a formal comments in November, and forward their recommendations on the Adoption Draft to JPACT on December 3.

For more information on the workshops, contact Cheri Arthur at 797-1857.

Metro Technical Advisory Committee (MTAC)

Because the RTP update also includes revisions to the Regional Framework Plan and the Metro Code, MTAC may review these elements.

For more information on the MTAC meetings, contact Paulette Copperstone at 797-1562.

Public Review

Public Materials

The Draft RTP includes the following public review materials:

- Draft RTP Document and Appendix that are proposed for adoption
- "Getting There" booklet that provides an overview of the plan
- Subarea tabloids that describe proposed transportation improvements in detail

Public Comment Period

The comment period will extend from October 4 through December 16. Public review materials will be available from Metro during that time. Comments should be submitted to Metro.

Local Review

Many local agency comments will be reviewed as part of the technical review process. Formal agency comments will also be considered by JPACT, MPAC and the Council. Coordinating committees and local governments should submit comments by November 12 for review by Metro advisory committees.

Public Hearings

Joint JPACT/Council Transportation Committee hearings are tentatively scheduled for mid-October.

Adoption of the Ordinances

Policy Advisory Committees

Metro's Joint Policy Advisory Committee on Transportation (JPACT) will review the draft RTP document and accompanying Framework Plan and Metro Code revisions, and make a recommendation to the Council. JPACT is scheduled to review the RTP at their regular November 18 meeting and make a recommendation to Council on December 9.

The Metro Policy Advisory Committee (MPAC) will review the elements of the RTP update that affect the Framework Plan and Metro Code. They are scheduled to review these elements on November 10 and make a recommendation to the Council on December 8.

Council Review and Adoption

The Council Transportation Committee is scheduled to review the draft RTP document and accompanying revisions to the Framework Plan and Metro Code, and forward their final recommendations to the full Council on December 14. A Council hearing for the draft RTP is scheduled for December 2, with final action on the resolution on December 16.



METRO

1999 Regional Transportation Plan

RTP Discussion Issues

RTP Review and Adoption

1. Adoption Timeline (TPAC)

TPAC has requested an extended technical review period, with workshops in November and December. To accommodate this request, and Council interest in completing the RTP resolution process in December, staff recommends the following schedule for RTP review (new or rescheduled meetings in bold):

November 18	JPACT Discussion
19	TPAC Workshop 3
23	TPAC Workshop 4 (part of regular TPAC meeting)
December 2	Council Hearing on Draft Regional Transportation Plan
3	TPAC Workshop 5 (final workshop)
7	Council Transportation Committee Work Session
8	MPAC action on Draft RTP
9	JPACT action on TPAC recommendations
14	Council Trans. Committee forwards recommendation to Council
16	Council approval of RTP by resolution; public comment period ends

Comments at the December 2 hearing, or additional TPAC review time could delay JPACT and Council action on the draft RTP resolution until January.

2. Proposed two-step approval by resolution and ordinance (TPAC)

This approach would finalize the list of recommended improvements, and allow staff and TPAC to develop:

- a financially constrained network
- air quality conformity findings
- complete an off-peak congestion analysis
- meet state TPR requirements
- meet federal TEA-21 planning requirements
- draft revisions to the Regional Framework Plan to maintain consistency between RTP and RFP policies.

3. Title 6 - Shift to the RTP (TPAC)

All of the provisions in Title 6 have been shifted to the draft RTP, with some minor streamlining and modifications.

RTP Policies and Projects

1. Are the Performance Measures appropriate? (TPAC)

The RTP includes a 2-tier congestion policy that differentiates between 2040 land use types. The draft RTP adds a third tier that calls for alternative mode measures instead of congestion-based measures for certain centers and corridors. The RTP also includes non-SOV targets for all areas as a means for reaching state goals for reducing vehicle miles traveled per capita.

2. Connectivity Revisions (TPAC)

The connectivity requirements in Title 6 of the Urban Growth Management Function Plan have been revised as part of shifting Title 6 requirements to the RTP. The revisions simplify the mapping requirement for local jurisdictions, but do not change the connectivity standards for development that are currently in Title 6.

3. Does the Strategic System represent the right project balance? (TPAC)

Though the plan has many more transit, pedestrian, bicycle and boulevard projects than previous plans, it also includes a number of major road and freeway projects.

4. How should improvements in the urban reserve areas be timed? (MPAC)

Should projects be contingent on urban reserves being inside the UGB? Should right-of-way be acquired prior to urbanization for major projects?

5. Light rail to Clackamas County (TPAC)

The strategic system includes light rail in the long term along the 99E-224 corridor from Portland to Clackamas Regional Center, and rapid bus in the interim. Should this improvement be included in the plan at this time?

Funding the Plan

1. Meeting the Funding Gap (TPAC)

The road-related projects in the RTP represent more than four times the current funding projection over the next 20 years:

- Can the funding gap be closed?
- What new sources should be tapped?

2. Is the Strategic System too big? (TPAC)

Should the system be scaled back to meet funding constraints?

3. Should growth pay for system expansion? (Atherton)

Currently, growth pays only a portion of the system expansion, though most of the recommended improvements in the plan are driven by growth. Should growth pay more or all of the costs of expansion?

4. Should maintenance be funded before expansion? (Atherton)

5. Peak Period Pricing (TRO Task Force)

This TRO Task Force has recommended that peak period pricing be considered when new highways or highway lanes in congested corridors are called for in the RTP. Should the RTP consider peak period pricing as part of funding new lanes on the following highways?

- I-5 North
- McLoughlin-Highway 224
- Sunrise Highway
- I-205 North (Or. City to Clark Co.)
- I-205 South (Oregon City to I-5)
- I-5 to 99W Connector (Tualatin to Sherwood)
- Highway 217
- Sunset Highway (west of Highway 217)
- TV Highway (Beaverton to Hillsboro)

Land Use Implications

The RTP is unable to fully address future travel demand in the following areas, and recommends further evaluation of planned land uses.

1. Clark County jobs/housing imbalance (TPAC)

The imbalance in Clark County results in heavy demand and need for improvements in the I-5 and I-205 corridors. Should more employment land be designated in Clark County?

2. Clackamas County job/housing imbalance (TPAC)

The imbalance in Clackamas County results in heavy travel demand on routes like I-205 and Highway 224 that link Clackamas County to employment areas. Should more employment land be designated in Clackamas County?

3. Beaver Creek Urban Reserves (TPAC)

Major improvements to Highway 213 and connecting arterial streets were not enough to adequately serve these urban reserves. Should they be reconsidered?

4. Willamette Valley Growth (TPAC)

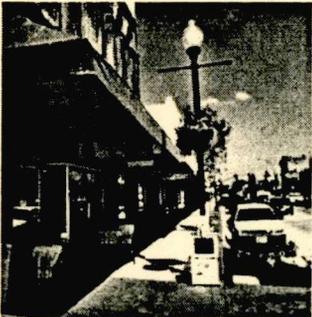
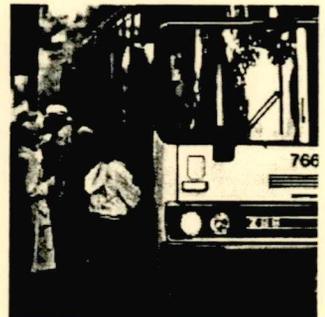
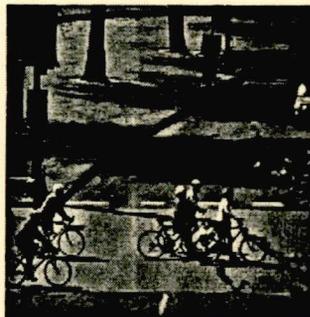
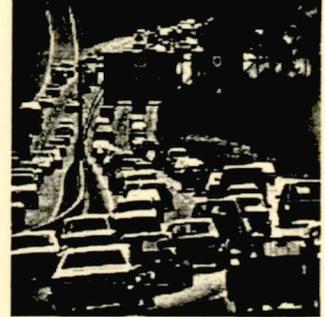
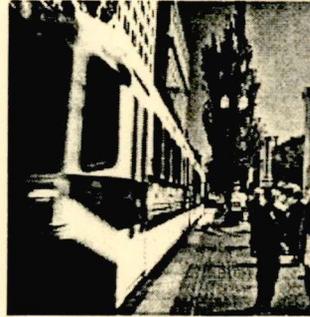
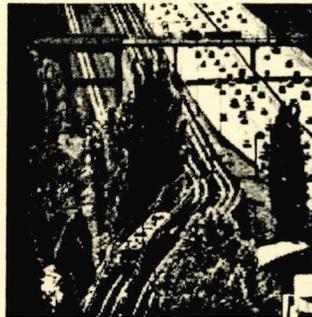
Growth in the valley is expected to make up the bulk of traffic on I-5 South in the future. What measures should be taken to address this demand?

DRAFT

1999 Regional Transportation Plan Public Comment Report

NOVEMBER 19, 1999
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*Summary of comments received between
October 1, 1999 – November 17, 1999*



METRO
Regional Services
*Creating livable
communities*

This report serves as a preliminary snapshot of all public comments received on the RTP from October 1 through November 17. A final report will be produced at the end of the public comment period that will be paginated, and contain a summary of comments, and a detailed index. The public comment period will close on December 16, 1999.

The information contained in this initial report is organized in the following sections: meeting transcripts from the four RTP/STIP public meetings that were held in October 1999, RTP surveys, written and e-mail comments, phone calls, public notices and press clippings.



RTP Public Comment Report

Meeting Transcripts

RTP/STIP Public Comment Meeting
October 20, 1999
Beaverton Conestoga Middle School

1. Don Waggoner, Leupold & Stevens, 14400 NW Green Brier Parkway, Beaverton, OR 97075 526-1404
Commenting on the RTP

Mr. Waggoner indicated that earlier this year his company discovered that there was a plan to run an over crossing across 143rd Ave. (RTP project #3187). As originally designed it would have come through the company's parking lot that was determined to be undeveloped area. Speaking in opposition to this current proposal which would take out significant amount of their property which they were planning on using for future development on both northerly and southerly property that was purchased several years ago with understanding that the area would be for their long term growth.

With last expansion they were required to close off Meadow Drive where it comes into the company's property. Employees were coming down Meadow Dr. going down to Walker. Agreed that this was a potential problem for people that lived on Meadow. Ok to connect to Greenbriar Parkway. If this proposal was to be carried out there would be extraordinary amount of people (10 to 20 times) that would make the average daily trip above current putting down there.

Reason this alignment being proposed is to get north south connectivity. The problem is that when you come down the hill and you hit Walker (Nike campus area) who won't be happy about traffic going on through their campus to get to Jenkins or further. This then fails as a North/South connector. Would be nice shortcut, however, from tennis center through 185th, Greenbriar Parkway, etc. producing significant way that Cornell Oaks works instead of serving a nice industrial park it would become arterial through the industrial park.

The proposed project does not significant help -less than 10% change in amount of traffic. In process it destroys a building, makes certain properties significantly less useful for the company, ruins a neighborhood and Greenbriar Parkway. AND costs about \$15 M.

Two parts of multi-modal activity that should be kept. Bicycle and pedestrian elements. Long term these elements should be connected underneath BPA lines creating a nice bike and walking path. To bring cars into area would be disruptive and produce no advantage.

Mr. Waggoner wants this project eliminated from the RTP. If in some future time that there is some major reason to revisit it, then reintroduce it.

Cedar Hill Town Center: This proposal originally was brought forward to help Town Center area and to unload Cornell. All studies show that there would be a zero change to Cornell yet this project still shows up.

2. Bob Behnke, Oregon Transportation Institute, 11895 SW Burnett Lane, Beaverton, OR 97008
Transportation Consultant - Commenting on the RTP

Mr. Behnke indicated that he had read through the RTP information. The brochure is pretty but it doesn't give the public full disclosure of the situation. In fairness to the public you need to qualify some things like "Public Transit Keeps Us Moving" (pg 14). Avg. weekday in 1998 approximately 186K riders used bus/rail system. By 2030 the number is expected to increase by 500K riders. Twenty years ago a similar plan was presented. Actual ridership today is much less than what was projected. The amount of public subsidy was forecast to drop, but in reality it hasn't. No relation to reality. Public deserves to know how good track record has been in the past. Urges that full disclosure be provided to public at least on the transit side. Need to tell the public how good the forecasts are for ridership & cost.

3. Dean Lookingbill, Regional Transportation Council, 1351 Officer's Row, Vancouver, WA 98661 360-397-6067
Commenting on the SSTIP.

Mr. Lookingbill indicated that he was speaking on behalf of City of Vancouver. He supports Delta Park project on the ODOT bond project list. I-5 is an important trade corridor from Vancouver through Portland. 1/3 of the Clark County labor force commutes to Portland for jobs. Supports I-5 trade corridor study. See letter of support submitted for this project.

4. Glenn Schneider: WSDOT, 4100 Main St., Vancouver, WA 98668
Program Manager and Acting Planning Manager for Washington State DOT. -
Commenting on the SSTIP

Mr. Schneider indicated his support for the I-5: Delta Park to Lombard project. WSDOT recognizes importance of the I-5 corridor. They are currently working in partnership with ODOT, Ports of Portland and Vancouver, Metro, SW Regional Transportation Council, Tri-Met, C-Tran, & FHWA to administer a trade corridor study addressing future capacity in the I-5 corridor from I-84 to I-205. Existing bottleneck at Delta Park to Lombard effects quality of life, reduces commute trip reliability to unacceptable levels. It is happening today and will happen in the future without improvements.

Portland & Vancouver are one metropolitan area with closely linked economic and transportation systems. WSDOT is committed to bi-state coordination. Projects in both states effect the other. One of the most frequent comments WSDOT hears from

their citizens is a desire to widen to three lanes the Delta Park to Lombard section on I-5.

Washington has bond program to fix some sites in their area. They are currently spending \$45M to widen I-5 to six lanes from Main Street to 99th in Vancouver. The Delta Park widening will remove the last remaining two-lane segment for traffic on I-5 from 99th St. in Vancouver to the Greeley/Banfield area near the Rose Quarter. Over the next 20 years congestion on I-5 will become intolerable unless other actions are taken. The Delta Park to Lombard project would be included in any package of projects in the corridor, it is relatively low cost, compared to other projects on the proposed list, it has no significant environmental impacts, and it can easily be accomplished in the six years.

5. Frank Angelo: 620 SW Main St, Suite 201, Portland, OR 97205 227-3664
Chairman Westside Economic Alliance Transportation Committee – Commenting on the SSTIP and the RTP.

SSTIP: Mr. Angelo indicated his support for projects listed in the packet. Priority projects for the Alliance are on Sunset Hwy and Hwy 217 corridor projects – the projects associated with the Westside Corridor Project. These projects should be the priority for the bonding money.

Noted that the I-5/217/Kruse Way Unit 2 project has been added to the list. This is a great project, however, in context of priority, the projects on the Sunset Westside Corridor projects are a higher priority than the Unit 2 of Kruse Way. If enough money to go around then that would be wonderful.

Was asked by Andy Cotugno to comment further on prioritization. Mr. Angelo said that all of US 26 projects are a priority for the Alliance, not just the two that have their environmental work completed.

RTP: Mr. Angelo said that he has not reviewed RTP to provide comment. He is waiting for the November draft to come out. Will do so later. Not ready to comment on 143rd project or any others including the Tualatin Valley Hwy project.

6. June Ferar: PO Box 25053, Portland, OR 97298
Citizen - Commenting on the RTP.

Ms. Ferar indicated that she lives in area bounded by Scholls Ferry, Beaverton/Hillsdale, Laurelwood/Jamison behind Jesuit HS. Feels that this area is being ignored in planning for the town centers particularly regarding Raleigh Hills town center. She is very concerned about an access road proposed for retirement center that has been built on Beaverton/Hillsdale Hwy (78th). Now the County wants to put a road through to Laurelwood which is two lane road with enough traffic already. She indicated that she is sorry that the County did not recognize need for access from retirement center, but the Laurelwood neighborhood does not to take the

hit for that decision in terms of congestion and danger on Lawurelwood.
Intersection at Laurelwood to be upzoned into higher density which will increase problems.

Ms. Ferar said that when talking about the town centers and regional centers in the area there needs to be discussion about Scholls Ferry Road which connects all of these centers. There is no clear plan for Scholls Ferry Rd., which is currently a two lane road. No one is looking at what to do with all the traffic that is being proposed for the area and no one is looking at impacts. Tigard planning does not include it; County planning doesn't acknowledge it. Wants it in the record that people need to be talking about Scholls Ferry and the traffic impact. Two lanes where is all the traffic going to go. What's the thinking?? There are no bus services on Oleson Rd. All this impacts Laurelwood.

Raleigh Hills town center proposal has been poorly presented with no local participation. County has not stepped up—has not notified anyone. Business community represented, but no one from the residential community is on the advisory committee. Feels that the access to information is being restricted and that there are problems with the lack of communication by the County on the topic. Need to deal with ways to deal with congestion.

Ms. Ferar wants Metro to deal with the County on their behalf. She believes that her neighborhood has been deliberately left out of loop and that there has been a denial of due process. Hal Birdsma, proposed that a representative be appointed, but up to today no word.

7. Tom Garrett, 16477 NW Pumpkin Ridge Rd, North Plains, OR 97133 647-4742
Citizen – Commenting on the SSTIP

Mr. Garret indicated that he is interested in knowing what is happening at Jackson School Rd @ Sunset Hwy. This is a very dangerous intersection. There have been several projects out in the general area that completed to deal with back-ups. But nothing to fix this critical safety problem. If you cannot fix this area now, then the intersection should be closed. There will be some local resistance to this action. There is a project currently in the STIP but it is too far out. Thinks that ODOT needs to move this project up.

8. Terry Moore: 8440 SW Godwin Ct, Garden Home, OR 97223 244-3489
COP3 Neighborhood Association - Commenting on the SSTIP

Ms. Moor urged ODOT and JPACT to quit pouring money into freeways and funnel the money into town centers. She is looking for better community neighborhood redevelopment. If people see a better streetscape in the town centers, it may be possible to get them to accept higher densities. Frustration from the neighborhoods might be less if there were less a quid pro quo.

In response to questions, Ms. Moore went on to say that where state highways such as Barbur Blvd. run through neighborhoods they can be modified by using state hwy dollars to create main street developments. There would be a good partnership to get cities and counties to use some of their new money to help fund these modifications.

9. **Cathy Stanton, 8595 SW Rebecca Lane, Beaverton, OR 97008**
Councilor for Beaverton - Comments on the SSTIP and the RTP.

Councilor Stanton made the following points:

- From neighborhood point of view would like to see 125th extension (low priority).
- Hwy 217 is no longer a freeway – it is a highway. It has become an arterial street and that is okay. If you choose to increase capacity look to doing a toll lane as opposed to an HOV. ODOT can use the revenue. It will allow everyone who wants to use it to be able to.
- All of US 26 projects need to be done as well as I-5/Hwy 217 Kruse Way. Hwy 26 capacity improvements are needed to address cross town commute traffic is extensive.
- ODOT needs to better market themselves. Lots of people appreciate ODOT, but ODOT needs to sell itself.



October 20, 1999

Henry Hewitt, Chairman
Oregon Transportation Commission
900 SW Fifth Avenue, Suite 2300
Portland, OR 97204

Jon Kvistad, Councilor, Metro
Chair, JPACT
11595 SW North Dakota, No. 100
Portland, OR 97223

Dear Commissioner Hewitt and Councilor Kvistad:

Thank you for listening to the 50,000 plus Vancouver and Clark County residents who commute to Portland jobs each day. JPACT took a historic step forward when they agreed to leave the I-5 Delta Park widening project on the proposed list of projects for ODOT's \$600 million bond program. The Delta Park traffic congestion bottleneck is the most common transportation complaint I have heard since being in office. Until JPACT's action, funding had never been proposed, even though both Oregon and Washington have recognized the problem for over 20 years.

Our Vancouver and Portland region is the gateway and intermodal center for east-west trade with the Pacific Rim and is the second largest wholesale distribution center on the West Coast. I-5 is the primary economic lifeline for freight, business and commuters on the West Coast. This segment of I-5 from Vancouver to Portland provides access to deep-water shipping, up river barging, and two transcontinental rail lines. Interstate 5, in our region, is the key transportation corridor that provides access to trade-related jobs and housing. The problem is that I-5 is also the most congested segment of the regional freeway system in our Portland/Vancouver area. Without attention, the future level of traffic congestion on this transportation corridor will threaten the livability and economic vitality of our Portland/Vancouver region.

As mentioned earlier, one-third of our community's labor force, approximately 50,000 workers, commute to Oregon jobs every day. At the same time, trucks hauling "just in time" freight are trying to deliver their cargo to the ports and industries immediately north and south of the Columbia River. Both of these activities are critical to the bi-state region's economic vitality and both are negatively impacted by traffic congestion related to the Delta Park two-lane bottleneck.



Royce E. Pollard • Mayor
Rose F. Besserman • Councilmember
Dan Tonkovich • Councilmember
Pat Jallota • Councilmember

Jim Moeller • Councilmember
Jeanne Harris • Councilmember
Jack Burkman • Councilmember
Vernon E. Stoner • City Manager

Henry Hewitt and Jon Kvistad

Page 2

October 20, 1999

The proposed \$13 million dollar project would widen a small segment of I-5 south of Delta Park to Lombard Street to partially relieve a long-standing traffic congestion bottleneck on I-5 southbound and could be built in the six-year time frame.

Let me say one more time, the need to widen this segment on I-5 is the most common public comment I hear. I urge you to keep it on the funded list of projects for ODOT's \$600 million bond program and on Metro's constrained list of projects for the RTP.

Sincerely,

A handwritten signature in black ink, appearing to read "R. E. Pollard". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

ROYCE E. POLLARD
Mayor

**Written
comments
for the RTP**

You can send or call in
your testimony directly
to Metro:

Mail

Metro
RTP Comments
600 NE Grand Avenue
Portland, OR 97232

Fax

(503) 797-1794

E-mail

arthurc@metro.dst.or.us

Phone

(503) 797-1900

Date OCT 1 20 1 1999

Name Richard A. Haley

Affiliation _____

Address 35 36 S. E. 164th AVE.

City/state/ZIP Portland, Ore. 97236

Phone No. (503) 665-3944

E-mail address No

Comments W.S. 26 From 82nd on to Gresham
is overly heavy with traffic. This
is project 2028. With only 1
lane each way, makes it very
dangerous for those in bicycle
lanes.

RTP/SSTIP Public Comment Meeting
October 21, 1999
Gresham City Hall

1. Rowena Hughes, PO Box 514, Troutdale, OR 97060 491-8067
Citizen - Commenting on the RTP.

Ms. Hughes indicated that she thinks Portland has made tremendous improvements in the post-War public transportation, especially with the construction of MAX. She believes that Portland still doesn't have the great public transportation system that was in place before the war had when people weren't so reliant on the automobile. She indicated her support of the old streetcar system.

She is a supporter of public transit. Her concern is for people who need transportation especially the elderly who have little options for mobility. Too many stops without benches, shelters, etc. People with limited incomes also have no other way to get around except by public transportation and sometimes the public transportation is limited in service to certain areas. Those buses that do run are too infrequent. She lives on 257th and the bus runs once an hour and not at all in the evenings and on the weekends. Would like better bus service by her house. Also suggested that there should be a think tank to develop ways to entice people to give up their cars and begin using public transportation.

2. Jim Galloway, 104 SE Kibling, Troutdale, OR 97060 655-5175
City of Troutdale - Commenting on the RTP.

Mr. Galloway indicated his support for project #2001 – the 242nd Connector from I-84 to Stark Street. He said that it is essential to provide the eventual connection between I-84 and US 26. He also said that is important for Troutdale to relieve congestion on the frontage road and 257th especially with the closure of Exit 16b on I-84.

Mr. Galloway also indicated his support for project #2123: Stark St from 257th to Troutdale Road. This project is a high priority in the City and County transportation plans. This section of road needs to be brought up to urban standards with appropriate widths and amenities such as sidewalks and bikelanes.

3. Charles Becker, 1333 NW Eastman Parkway, Gresham, OR 97030 618-2584
Mayor of Gresham - Commenting on the RTP and the SSTIP

Mayor Becker indicated his interest in two projects. The first is the project on Powell Boulevard – he said that there needs to be a reliable transportation route to fulfill the City's comprehensive plan. The second project of support is the 242nd Connector. He said that the bonding money should be made available to fund these long awaited projects. These projects have long been delayed and he doubts whether some of

projects can be built within 6 years. The 242nd Connector also support the City's transportation plan because they will make the transportation system efficient, without them the system will not be efficient. Finally, the Mayor indicated that the project will also help the movement of freight.

4. Gene Smith, PO Box 553, Sandy, OR 97055 668-0743
Member of Sandy City Council Commenting on the RTP and the SSTIP

Councilor Smith indicated that he was commenting on Project #4 the Clackamas Industrial Connector. He recommends consider changing the order of the Sunrise Corridor projects. Currently the SSTIP recommends constructing the section from I-205 to Rock Creek. The RTP calls this project #5003. While this area clearly has congestion problems, they are not as bad as the problems in the section from Rock Creek to US 26. The RTP project numbers for this section are #5004-5006. Fixing this bottleneck from Rock Creek to US 26 would move traffic faster. An astute driver can find a way around the congestion out to Rock Creek, but once you get to the bottom of the hill, there are absolutely no other alternative routes. While this may spur development out in this area, it will also give residents further to the east, such as in Sandy, better access to the industrial area in Clackamas.

5. Entered into record: City of Cornelius sent a letter requesting additional funds to complete the project that has been partially funded through the MTIP process. See attached letter.
6. John McConnaughey, WSDOT, 4200 Main St., Vancouver, WA 98668 360-905-2050
Commenting on the SSTIP

Mr. McConnaughey indicated his support for the Delta Park widening on I-5. He also said that he supports the Greeley-Banfield EIS and recommend earliest completion of the project. He recommends that the Greeley-Banfield construction project (#5) be kept on the list to retain flexibility if the Trade Corridor project reaches early conclusion there can be something from that study that can be constructed. He asked for some money to be available for an element of this project.

7. Paul Thalsofer, 104 SE Kibling, Troutdale, OR 97060 665-5175
Mayor of Troutdale. Commenting on the SSTIP

Mayor Thalsofer said that it bothers him that there is only one project in east Multnomah County, he feels that they always get the sort straw on just about everything that happens. He supports construction of the Troutdale interchange. It was scheduled several years ago, but ODOT ran out of money when they got to the 238th interchange. This project used to be high on the priority list, right after the 238th interchange. Why wasn't this project not even included on the list? The need is there. Why was it completely dropped out of sight.

The second project he supports is the widening of Powell Blvd. from I-205 to east to Hwy 26. Several people killed Mt. Hood Freeway project. Need more than one east/west highway. There can't be just I-84. It was needed. Should have been built and it wasn't. This has virtually strangled Gresham because of limited east/west freeway movements. Wants a mini-freeway or boulevard along Powell Blvd. from I-205 east to Mt. Hood Hwy. I-84 will eventually need to be widened and this will be very challenging.

8. Jim Worthington, 3232 SE 153rd, Portland OR 97236 760-2835
Citizen - Commenting on the RTP

Mr. Worthington said that he supports widening of Powell Blvd. through of Centennial neighborhood of Portland. He wants a minimum of left turn lane through out the area. Also supports I-205 @ Glisan in RTP. The right turn lanes are a good idea. Suggests resigning/stripping of the off-ramp so that cars turning left onto Glisan have their own lane, rather than being mixed in with cars that want to go straight ahead. Also, thinks that in this may need to be widened a bit to accommodate a right turn onto Glisan without holding others up.

Mr. Worthington indicated that he is concerned about pollution in Portland area. He thinks that there is a solution to help, but realizes that many won't agree with him. People in Washington County have to come through the City of Portland to go north to Seattle. He believes that all Washington County cars should avoid Portland – get them away from core Portland by sending them up to Longview Bridge or somewhere. He said he supports a Westside Bypass -- not necessarily the currently proposed alignment. Mr. Worthington also indicated his support of HOVlanes.



City of Cornelius
1355 N. Barlow Street
P.O. Box 608
Cornelius, Oregon 97113

Phone: 503/357-9112
FAX: 503/357-7775

RECEIVED
OCT 20 1999

October 15, 1999

BY:.....

Andy Cotugno
METRO
600 NE Grand Avenue
Portland OR 97209

RE: Cornelius Gateway Enhancement Project

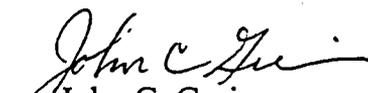
Dear Committee Member:

This letter is a request for your help and consideration in placing the Cornelius Gateway Enhancement Project on the list of projects to be financed through the ODOT \$600 million allocation under the 1999 gas tax funding.

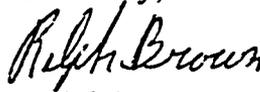
We were very fortunate, as a small community, to have developed a partnership with ODOT Region 1 to submit a joint priorities 2000 application for a boulevard improvement called the Cornelius Gateway Enhancement Project. The project was only partially funded at \$1.8 million. The full project is \$4.541 million. This request is to place \$2.74 million in the ODOT allocation to complete this critical mainstreet project. This project is a great example for the Metro region in how a cooperative effort between Metro, ODOT and a small suburban community can work together to make the Metro planning goals work for the region.

We look forward to your support in this endeavor.

Sincerely,


John C. Greiner
City Manager

Sincerely,


Ralph Brown
Mayor

f:\mkg\99jcg.ltr-metro.doc

Cc Susan McLain, Metro Councilor
Mike Burton, Metro Executive Director
Kay Van Sickle, ODOT Region 1 Manager

**Written
comments
for the RTP**

You can send or call in
your testimony directly
to Metro:

Mail
Metro
RTP Comments
600 NE Grand Avenue
Portland, OR 97232

Fax
(503) 797-1794

E-mail
arthurc@metro.dst.or.us

Phone
(503) 797-1900

Date 10 / 21 / 99

Name SMILEY M. PAPAN

Affiliation _____

Address 4205 SE 102ND AV

City/state/ZIP PORTLAND OR 97266

Phone No. (503) 760-3967

E-mail address _____

Comments IM CONCERNED ABOUT THE EVER INCREASING
TRAFFIC ON POWELL BVD. THIS ROAD IS BASICALLY
THE SAME ROAD THAT WAS USED IN THE 1930'S, NEEDS
TO BE WIDEN TO AT LEAST 4 LANES & SIDEWALKS, FOR
SAFETY SAKE. PEDESTRIANS NOW HAVE TO COMPLETE
WITH BIKES & CARS TO WALK ON SHOULDER.
THIS PROJECT #2028 WILL COST MORE EVERY YEAR
THAT IS DELAYED, SO IT ONLY MAKES SENSE BOTH
FINANCIALLY & SAFETY WISE TO START IT SOONER
THAN PROJECTED TIME OF 2006-2010

RTP/STIP Public Comment Meeting
October 26, 1999
Metro Regional Center, Portland

1. Lois Achenbach, 2005 NE 46th, Portland, OR 503-281-0063
Member of the RTP CAC – Commenting on the SSTIP

Ms. Achenbach turned in written comments regarding the Sandy modernization, 12th to 57th Avenue. She was supporting the project and is interested in creating a town center there.

2. Susie Lahsene, Transportation Program Manager, Port of Portland, 121 NW Everett, Portland, OR 97208, 503-231-5000
Commenting on the SSTIP.

Ms. Lahsene shared a packet including letters from the Portland Air Cargo Assn. and Pacific NW International Trade Assn. regarding the Columbia Corridor project. See attached.

3. Paul Reed, Aeroground, Inc., 8904 NE Alderwood Rd., Bldg. E, Portland, OR 97220, 503-287-7407
Commenting on the SSTIP

Mr. Reed commented that the problem with Columbia and Killingsworth intersection is congestion. There are also safety issues. He felt it is one of the worst intersections around and there is no way to keep his loads time sensitive if he has to use those two streets.

4. Chuck Harrison, Halton Tractor Co., 4421 NE Columbia Blvd., Portland, OR 97218, 503-280-1540
Commenting on the SSTIP

Mr. Harrison turned in written comments regarding the bottlenecks and traffic backups on Columbia/Killingsworth intersection. He said people are starting to use alternate routes like Airport Way and Marine Dr. to get around the problem. He said the proposed layout through 87th is an excellent option and much better than the 60th street or others. It encourages traffic to use Killingsworth more with very little disruption to existing businesses.. He encouraged them to maintain funding for this critical project.

5. Per Fagereng, Brooklyn Neighborhood, SE Portland
Commenting on the RTP

Mr. Fagereng spoke about problems that would arise when the Grand street viaduct was closed for rebuilding work. He said traffic from the detour for that project would be complicated by train traffic and cause huge traffic backups. He said some thought needed to be put into that part of the project. Secondly, he talked about an Oregonian article from September 12 that said Westside MAX may be soon be maxed out. He felt commuter trains for outlying areas and points north and east would do away with the need for the Interstate line extension. He said commuter rail and streetcars would be a good way to deal with outlying areas and still have a rational plan for the central city using streetcars and/or buses.

6. Helen Farrens, Homestead Transportation Committee, 3956 SW Condor Ave, Portland, OR 97201, 503-228-2740
Commenting on the SSITP

Ms. Farrens was advocating for finishing up the pedestrian way into Portland down Barbur. She said while they were putting in the roads and bike lanes they should continue with the pedestrian access also. She felt the Tri-Met plan for express buses in the plan was a great idea as long as they were local buses. She urged keeping the Barbur streetscape plan in the works and spending time on the connectivity parts of the plan.

7. Dave Hunt, For Congressman Brian Baird, 1220 Main St #360, Vancouver, WA 98660, 360-695-6292
Commenting on the SSIP

Mr. Hunt read and submitted a letter from Congressman Baird urging support of keeping the widening of I-5 between Delta Park and Lombard on the priority list as a significant demonstration of bi-state cooperation as well as a way of ending the congestion problem. He said they were excited about the I-5 corridor study as well.

Mr. Williams, panel member from ODOT, said there was no quarrel about the widening being necessary. He wondered whether they would actually lose momentum in the long run in getting a commitment from both sides of the river to do a long-term fix. He said in the short run they would see congestion improved but it would not last and that has made him nervous about the Delta Park area.

Mr. Hunt said from a practical standpoint it would help the issue but not solve it. He thought people would still see it was congested and future work was needed. He thought from a political standpoint it would be a boost in bi-state relations.

8. Peter Finley Fry, AICP Ph.D., 2153 SW Main, #104, Portland, OR 97205, 503-274-2744
Commenting on the SSTIP

Dr. Fry turned in written comments supporting the separation of the Water Avenue off-ramp from the Morrison Bridge off-ramp and make the traffic flow better onto

Water Avenue. He also suggested making the temporary signal ODOT had planned for that into a permanent one.

9. Don Baack, SW Neighborhoods, 6495 SW Burlingame Dr, Portland, OR 97201, 503-246-2088
Commenting on the SSTIP and the RTP

SSTIP: Mr. Baack has submitted written comments on the Southwest Portland study as it relates to the Naito Parkway. He's opposed to that. Barbur Boulevard modernization mainly is what he's here for. The neighborhood citizens have been highly involved in planning this and view it as extremely important. Barbur's becoming a sewer; the street doesn't attract the right kind of environment. There's little support in the southwest for any freeway project, but a lot of support for the Barbur project. Make sure you look at Barbur to the county line. The citizens want to see this corridor studied in these areas. Tri-Met would involve other areas as well.

RTP: Regarding Tri-Met, zoning and land use. The neighborhoods don't want to zone Barbur until it's looked at.

Access to I-5 is a key issue. Now it's Capitol Highway or nothing and that's a major neighborhood problem. When asked how to resolve this, Mr. Baack said possible overpasses and/or sign volume change. Fifty percent of the traffic goes onto I-5 from Barbur. Move it up the street? Get another entrance onto the freeway? A lot of Clackamas County traffic comes through here. The neighborhood told the Bureau of Planning to take Barbur off the table in the community plan because there's no agreement.

10. Kathleen (Kate) Griffith, 3411 NE 113th St., Vancouver, WA 98686, 360-573-3846
Commenting on the SSITP

Ms. Griffith spoke in support of Project 17. She felt lightrail should be a part of the regional plan and was disappointed that Clark County voted it down.

11. Penny Roth, 761 SW Vista #101, Portland, OR 97205, 503-224-6716
Commenting on the RTP

Ms. Roth commented that she is a full time Tri-Met rider and wanted to comment about how much she hates them and how inconvenient they are. The service is inconvenient and terrible. She said she is working on a list of reasons she does not like Tri-Met and the list is up to 59 items at this time. She lives on the 15 and sometimes takes the 8. She arrives late work not infrequently because of the busline. Slowness of the ride was a big issue as well as detours and other route problems. She said she was afraid for her life sometimes as a rider. She felt there needed to be improved public transportation and cars should not be the primary answer to getting somewhere. She said she had talked to Tri-Met about these issues also.

12. Terri Spaeth-Merrick, 1908 NE 50th Ave, Portland, OR 97213, 503-282-6228
Commenting on the SSTIP

Ms. Spaeth-Merrick spoke in support of keeping the Sandy Boulevard project on the list.

13. Sally McLarty, Bolton Neighborhood – West Linn, 21395 Willamette Dr., West Linn, OR 97068, 503-656-3795
Commenting about an ODOT project

Ms. McLarty commented about an ODOT project that was built in her neighborhood. Highway 43 west to the Elliot connection was the project and it was very disturbing to her neighborhood. They felt it was not workable. They felt very unlistened to and the consequences were sidewalks that went nowhere and the neighborhood was divided. They felt it was a boondoggle and a waste of taxpayer money. The livability has been lost in their neighborhood. The wrong streets were selected to connect to the arterial. The neighbors were made to feel if they protested the plan that someone else could use the money when they were asking for less, not more money for a smaller project that would have benefited the neighborhood.

14. Scott Bricker, BTA, Irvington NA, Lloyd TMA, 2938 NE 9th, Portland, OR 97212, 503-288-9493
Commenting about the SSITP

Mr. Bricker commented about accountability of the process. He said it seemed that when it came to giving out the dollars, things like bike lanes got cut out of their allocations. He said it was about providing a system for bikes to get anyplace in the Metro system because currently they could not.

15. Michael Kepche, WRNA, 39213 NE 289th St, Washougal, WA 98571, 360-837-3992
Commenting about the RTP

Mr. Kepche commented that he would like to see another bridge across the Columbia River and light rail to Vancouver. He also wanted to improve the rail lines from Seattle all the way south. He commented that there was a need for another rail bridge between the Port of Portland to the Port of Vancouver. He felt the bridge had been studied in 1983 that said it should go across from Sauvie Island to Vancouver Lake where there was a natural pass to the West Hills and Newberg.

16. Kay Durtschi, Portland, Or
Commenting about the SSITP

Ms. Durtschi commented on the Barbur Boulevard project. Her concern was that it had to be tied in with town center projects at the same time. She was concerned about the crossings there and thought they should be very careful about that. She felt this

project was not an immediate need but felt if the streetscape was done as planned they had to tie it in with a towncenter.

17. Mr. Lenny Anderson, private citizen and consultant, 2934 NE 27th Avenue, Portland, OR 97212, (503) 460-0211
Commenting about the SSTIP

Submitted and read written comments (see attached).

18. Wayne Kingsley, Co-chair, CEIC Transportation Committee, 110 SE Carruthers, Portland, OR 97214
Chris Hammond, Co-chair, CEIC Transportation Committee, 619 SE Division Place, Portland, OR 97202

Mr. Hammond:

Submitted written comments. Mr. Hammond said we are not commenting to support or condone any projects on the ODOT list. This panel helped shape the growth in our district, and yet of all the money available, none goes to the long-standing needs of the CEIC. It's difficult for us to compete with suburban construction parks when our needs continue to be overlooked.

Mr. Kingsley:

It's a mistake to combine these meetings. The RTP is a 20-year plan and deserves a process of its own; it shouldn't be thrown in with a hastily compiled list of projects, which may or may not happen.

The CEIC has developed projects over 20 years, which have been rejected. We'd like to request a meeting with JPACT to define and adjust some of our projects, some of which are preferred, some strategic, and also maybe explain some of them and their importance. The gist of what we're saying is why aren't any of ours funded? Some are pretty cheap. We just need an understanding of why we're not getting this done. The City of Portland is getting \$147.5 mill on STIP; we think some of ours should be done.

ODOT's putting in a temporary light as part of the Ross Island reconstruction. We tried to get them to do this as part of traffic mitigation but couldn't get them to do it.

We object to the turnover of recent highways because the Portland Department of Transportation (PDOT) is going one way and ODOT is going another. We don't think their objectives are compatible. We don't want pure in and out traffic; you do have to improve the livability of the neighborhoods.

The Water Avenue project is estimated at \$275,000 (less than 1% of the \$147.5 million). Regarding paying for it themselves, Mr. Kingsley said they've talked with PDOT regarding PDC funds to go in for part of it, and have also researched LIDs. He

said so much of the money goes into beautification – are we in the beautification business or the transportation business? Are the main street areas going to LIDs?

19. Gene Gyes, Coliseum Ford – Day Commuter, 4711 NE 47th Street, Vancouver, WA 98661, (360) 694-3637, (503) 288-5211
Commenting about the SSITP

Mr. Gyes indicated that he was speaking as a commuter. He is a Washington resident but has paid Oregon taxes for years. He supports on Project #17, I-5 (Delta Park to Lombard). The STIP quote, “one of the most congested segments” is putting it mildly. It is so bad of a bottleneck that the EPA could get after you for creating so much pollution. Give it some good priority, my personal viewpoint. Spent many a day taking an hour to get from Vancouver to Portland. Much money has been spent east and west, going to I-205 is great, even the truckers should be here . . . it makes their deliveries late, costs them more fuel, etc. You should try to speed it up to normal; six lanes going into a few, then opening back to six is really bad.

The in-bound HOV should be done away with. There’s a trickle of cars in it, and the other lanes are stop and go. Make one more lane, then you’d have more lanes for more people to use. If you make the other lanes suffer for a less used lane, it’s wrong. What percent drive in the HOV compared to the other two? (Andy Cotugno said a lane capacity is about 2000; we’re carrying 1200 in the HOV. Per hour in rush hour. You can’t fit more than 2000 per hour in one of those lanes.) If the extra lane were available for all citizens, we’d come closer to the speed limit. (There was a short discussion on the future possibility of reversible lanes.)

20. Kenneth McFarling, 7417 SE 20th Ave, Portland OR 97202-6213
Commenting about the RTP

Submitted written testimony, which he read. He also commented that our primary maps should reflect the other modes of transportation.

Mr. McFarling said that, years ago, the people who had invested in transportation found out that it was cheaper to use public roads than to put their own money into better railroads. This led to a discussion of how roads are funded as well other modes of transportation.

Councilor Kvistad said ODOT has taken ownership of some rail lines, and they’re looking at rail commuting; there may be some very positive things with this. Mr. McFarling agreed that ODOT’s rail division seems to have a heads up on that, but the legislature rejected sufficient appropriation to buy equipment.

21. Art Lewellan, SE Brooklyn at 8th St, Portland
Commenting about ODOT and the RTP

ODOT: Doesn't like the work he sees coming from ODOT, particularly from his side of town – the work proposed for the Ross Island bridge, the viaduct on the McLoughlin Corridor. Mr. Lewellan said many times he's made comments about that work.

Overall Transportation Planning cannot just include moving cars and trucks. Walking, biking, mass transit are all forms of transportation. If we only adequately fund statewide cars and roads, ODOT is acting as the department for cars and road. As such, when you add bike lanes, improvements to sidewalks, Metro is doing better work than ODOT. We are not going to be able to drive around like ODOT is planning to do because the electric car is going to be here. We need to reduce the amount of driving. Use energy less.

RTP: He was sorry to see in the RTP that the same South/North light rail plan is in there that the voters rejected. Doesn't believe it's going to do the job. We should do a South/North light rail, he always supported a particular route that would be affordable – put it on I-205 to Vancouver Mall, then connect to downtown Vancouver. To do the distance on the bus just doesn't get it. He can enjoy twice as many miles on light rail.

Barbur should have light rail on it. That's the one that's missing a good transportation improvement.

We can accomplish more with land use, with cities that are more walkable, where the transit works, and you can bike. Metro's position is very, very good on this. That's the way the country's going to go. Make all the transportation systems work. All of them.

22. John McConnaughey, WSDOT – Southwest Region, 4200 Main Street, Vancouver, WA 98668, (360) 905-2050
Commenting on the SSTIP:

Mr. McConnaughey presented the written testimony of Mr. Donald R. Wagner, P.E. (below). Mr. McConnaughey repeated WSDOT's strong interest in widening I-5 at Delta Park. Fixing Delta Park is the most frequent comment WSDOT hears. Washington has a \$150 million project to widen Vancouver's Main Street.

Other comments supporting Project #5 (I-5: Greeley – N. Banfield/Lloyd District Rose Quarter Access).

In the last paragraph of Mr. Wagner's comments, the I-5 Trade Corridor study is not on the list for comment, but WSDOT believes it would be important for both Oregon

and Washington to continue funding this in order to complete all the various planning and environmental work prior to the next federal funding legislation. We are jointly funding a variety of things with Oregon.

23. Written testimony: Donald R. Wagner, P.E., Regional Administrator, Washington State Department of Transportation, Southwest Region, 4200 Main Street, P. O. Box 1709, Vancouver, WA 98666-2709
Commenting on the SSITP

Mr. Wagner's written testimony regarding the STIP was submitted by . WSDOT strongly supports Project #17, I-5 (Delta Park to Lombard). WSDOT recognized the extreme importance of the I-5 Corridor to the movement of goods and people in the region. They also advocate Project #5 (I-5: Greeley – N. Banfield/Lloyd District Rose Quarter Access), regretting that ODOT and JPACT believe it cannot be constructed in six year. Because of this, WSDOT urges selection and earliest completion of Project #13 (I-5: Greeley – I-84/Lloyd District Access). Although funding for completion of the I-5 Trade Corridor Study was not included on the project list, WSDOT recommends that ODOT program funds to continue this planning study. (See written testimony for further details.)

Comment on Projects and Funding for RTP and on Projects for Funding through the Supplemental Statewide Transportation Improvement Prog.

Metro, Tuesday, October 26, 1999

My comments concern Sandy Modernization (12th to 57th Ave.): Reconstruct Sandy to Main Street design guidelines. Full scope includes 4 RTP projects. Would include transfer of jurisdiction to the City of Portland. It is buildable in 6 years, has a strategic RTP status of 2000-2010, and a projected cost of \$20,000,000.

Having been publicly involved in transportation issues regarding the Hollywood District since 1991, I can testify that most conversations about this area have ended with the difficulty of creating a real town center while the heart is split by a state highway. ODOT is focussed on moving the maximum amount of traffic through Hollywood at the highest speed possible. Hollywood area residents and businesses want people to be able to access the businesses without being directed in illogical ways or creating safety hazards for pedestrians and cyclists. By approving this project, Metro would be putting us a step closer to City of Portland control and more multi-modal friendliness.

Included in this project are signalized crosswalks, curb extensions, streetscape improvements at planned nodes along Sandy Boulevard, transit kiosks, Intelligent Transportation Systems, and selected street closures among other items. More detail is supplied in the Proposed Hollywood and Sandy Plan being presented to the Portland Planning Commission tonight.

Help us make Hollywood a real Town Center by healing the rift in its heart.

Lois Achenbach
2005 N. E. 46th Avenue
Portland, OR 97213
Telephone: 503-281-0063





P.A.C.A.
P.O. Box 55983
Portland, OR 97238-5983
(503) 735-3119 / Fax: (503) 735-1645

October 23, 1999

Jon Kvistad, Chair
Joint Policy Advisory Committee on Transportation
c/o Andy Cotugno
METRO
600 NE Grand Ave.
Portland, OR 97232-2736

Henry Hewitt, Chair
Oregon Transportation Commission
c/o Kate Deane
Oregon Department of Transportation
123 NW Flanders
Portland, OR 97209

*The tracks, backed up traffic.
like the alt. attached. Columbia Blvd.
is moved out.*

Dear Councilor Kvistad, and Commissioner Henry Hewitt,

We would like to express our strong enthusiasm for constructing the E. Columbia/Killingsworth/ 87th Ave. connection with the ODOT bond program funds. The project is critical to maintaining good access to Columbia Blvd businesses and for industries exporting and importing goods throughout the region via airfreight. The E. Columbia/Killingsworth-Lombard connection is identified repeatedly as a transportation bottleneck that must be solved to keep goods moving on this system.

The current problem is acute. Traffic accessing I-205 from Columbia Blvd backs up over a mile during the afternoon peak. As a result, traffic from businesses on Columbia Blvd must seek alternative routes to access the freeway. Columbia Blvd. is a two lane facility that connects with I-205 through a signalized intersection at a rail road underpass. The intersection is very close to the I-205 interchange, limiting turning movements and constraining traffic flow. The proposed project, that you would help fund, would improve access from Columbia Blvd. to US 30 (Killingsworth) and I-205 through improved interchanges at 87th Ave. at Columbia and Killingsworth.

The Port of Portland, City of Portland and ODOT has completed studies of the problem to identify the best alternative for construction. A new connection at 87th Ave. best meets freight traffic and multi-modal objectives.

The Columbia Corridor has distinctive needs and transportation issues based on its business/industrial uses, and its function as a gateway for trade to national and international trade. These uses rely heavily on efficient freight accessibility and mobility.

PACA – Columbia Blvd – East End Connector
Page 2

Our business is serving the air cargo market demand of this region. Air Cargo activity is highly dependent upon the landside transportation system for good access to shippers, freight forwarders, reload facilities and the air cargo terminals. The majority of the region's air related facilities are located in the Columbia Corridor and rely heavily on Columbia Blvd and I-205.

Addressing the needs of this area through strategic investments in transportation infrastructure is critical to maintaining the "economic engine", the role the Columbia Corridor serves for the city, the metropolitan region and the state.

We appreciate your consideration of this important project.

Sincerely,



Tim Dickhaus
President – Portland Air Cargo Association

cc: City of Portland Commissioner Charlie Hales,
Port of Portland Mike Thorne



Pacific Northwest International Trade Association

One World Trade Center
121 S.W. Salmon Street, Suite 1100
Portland, Oregon 97204 USA
503 471-1399 Fax: 503 675-9068

Tuesday, October 19, 1999

Jon Kvistad, Chair
Joint Policy Advisory Committee on Transportation
C/O Andy Cotuno
Metro
600 NE. Grand
Portland, Or 97232-2736

Dear Chairman Kvistad:

On behalf of the members of the Pacific Northwest International Trade Association (PNITA)¹, I am writing regarding the critical importance of a modern, efficient transportation system to support the economic growth of Oregon and the Pacific Northwest region.

Trade has historically played a significant role in development and growth of this state. International trade is 18 percent of our gross state product and is the fastest growing segment of this state's economy. The Portland area is the gateway for business access to national and international markets. It is the 10th largest exporting region in the nation even though it is the 26th largest population center.

Distribution of freight has been a strategic advantage for this region. The close proximity of two class 1 rail carriers with north/south and east interstate freeway access and our river and international air system has provided a strong foundation for the region and state's economic base. Further deterioration of the transportation system for moving products to market puts our economy at risk.

The Columbia/Killingsworth/87nd Avenue. Connection Project on the ODOT Bond program list is a project critical to facilitate trade in this region. The project is vital to maintaining good access to Columbia Blvd businesses and for industries exporting and importing goods through out the region via air freight. Studies analyzing efficient freight movement in the area, such as the Columbia Blvd. Study and the Airport Area Transportation Analysis, have been completed and. the Columbia/Killingsworth at I-205 is identified repeatedly as a transportation bottleneck that must be solved to keep goods moving on the system.

The Columbia/Killingsworth /87nd Connection Project will improve traffic access from Columbia Blvd. to I-205. Traffic accessing I-205 from Columbia Blvd. backs up over a

¹ PNITA is a membership organization with over 200 company and individual members, founded in 1982 who are dedicated to promoting international trade.

mile during the P.M. peak. As a result, traffic from businesses on Columbia Blvd. (including most air cargo businesses) have to seek an alternative route to the freeway. Columbia Blvd. is a two lane facility connecting with US 30 Bypass through an intersection at a rail road overpass. The intersection is very close to the I-205 interchange, limiting turning movements and constraining traffic flow. The improvements will improve access from Columbia Blvd. to US 30 Bypass and I-205 by improving the connection at 87th Ave.

The proposed improvement has been endorsed by the Pacific Northwest International Trade Association. We urge to fund this important project through the proposed ODOT bond program.

Sincerely,



Tom Zelenka, Chair
PNITA Transportation Committee

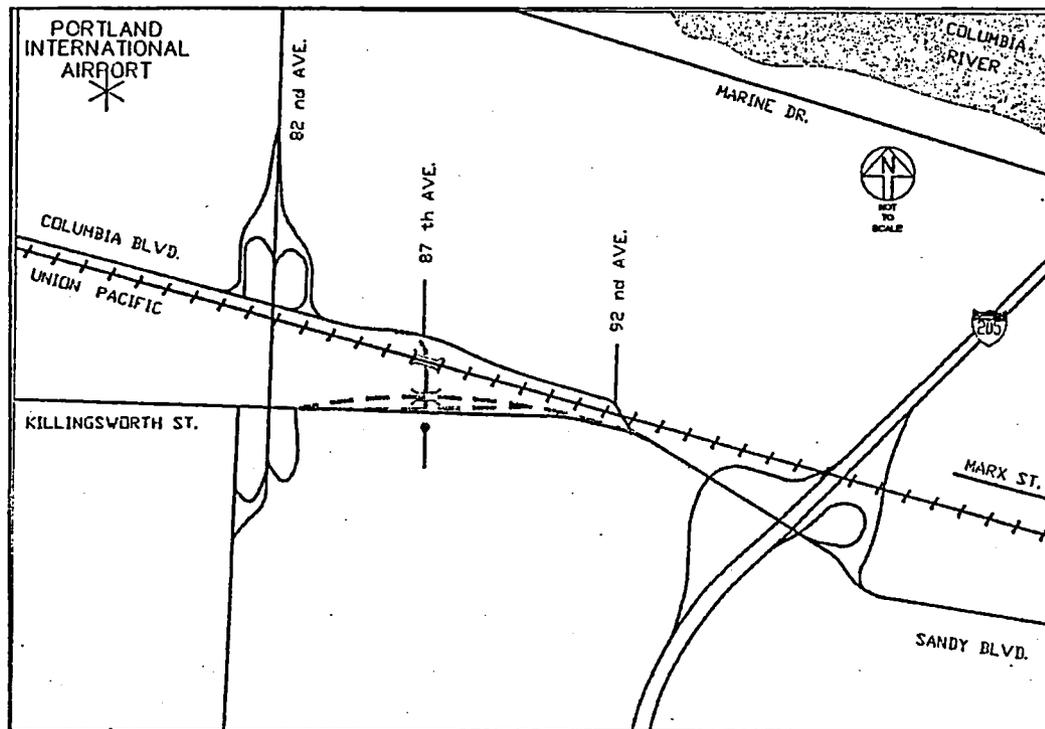
Bcc: Susie Lahsene, Port of Portland

East Columbia – Lombard Connector

Reconnaissance Study

Alternative Two: 87th Avenue Grade-Separated Connector (3B)

Combines the construction of a new connector, near 87th Avenue including new railroad underpass, with a grade-separated intersection at Killingsworth Street. This alternative would involve closing Columbia Boulevard to all eastbound traffic, east of 87th Avenue, all the way to the intersection with Killingsworth Street.



Advantages:

- Grade-separated intersection on Killingsworth increases capacity, reduces delay.
- Improved safety due to improved geometrics and increased sight distances.
- Higher capacity railroad underpass than existing on Columbia at 92nd Avenue, therefore providing much improved connectivity between Columbia Boulevard and Killingsworth Street.
- Eliminates the need for the existing Columbia / Killingsworth signal when existing underpass is converted to one-way, access from Killingsworth WB only.
- Improved LOS due to signal downgrading to pedestrian-only at Columbia / Killingsworth.
- Minimal traffic disruption with staged construction outside existing roadway.

Disadvantages:

- High-standard temporary railroad detour required for duration of construction.
- Entire acquisition of six privately owned tax lots; partial acquisition of one additional tax lot.
- High cost.
- Does not address congestion at I-205 ramp terminal signals.
- Close access to 87th Avenue south of Killingsworth.



The Halton Company

October 26, 1999

Mr. Henry Hewitt, Chair
Oregon Transportation Commission
C/o Kate Deane
ODOT
123 NW Flanders
Portland, Or 97209

Mr. John Kvistad, Chair
Joint Policy Advisory Committee on Transportation
C/o Andy Cotugno
METRO
600 NE Grand Ave.
Portland, Or 97232-2736

Dear Councilor Kvistad and Commissioner Hewitt:

The Halton Company would like to express our support for allocating State transportation bond program funds to construct the 87th Avenue connector at Columbia Blvd., Killingsworth and I-205. As a business that relies heavily on transportation and the need for efficient traffic flows, we believe that this project is critical to maintaining good access to the businesses in the Columbia Blvd. area. Numerous studies have shown that the construction of this project is the key piece in improving the East-West traffic flow and will yield the greatest result for the dollars spent.

Everyday experience provides the proof that this area is the worst traffic bottleneck for East-West vehicle flow. At peak hours, back ups of a mile are not uncommon on Columbia Blvd. and Killingsworth. Off peak back ups of ten minutes, or more, along Columbia Blvd. are also common. As a result of these back ups vehicles are using alternative routes to access the freeway or local neighborhoods. In some cases these alternative routes are Marine Drive or Airport Way. Other vehicles are utilizing residential streets south of Killingsworth rather than sitting through the back ups. It is our belief that the proposed improvements would eliminate many of these problems and act as a cornerstone project for improving the overall traffic flow in this key industrial area.

Portland
P.O. Box 3377
Portland, OR 97208
(503) 288-6411
Fax # (503) 281-9458
1-800-452-7676
www.haltonco.com

Salem
3850 Turner Rd., S.E.
Salem, OR 97302
(503) 364-0602
Fax # (503) 364-9527

The Dalles
1238 W. 2nd
The Dalles, OR 97058
(541) 296-4642
Fax # (541) 296-1733

Longview
1205 Baltimore
Longview, WA 98632
(360) 423-5760
Fax # (360) 423-5292

The Columbia Corridor is a very unique place in Oregon. It is the hub of local, national and international trade for Portland and the state of Oregon. The combination of river, ocean, rail and interstate routes make a properly functioning highway system essential for continued effective freight movements and long term growth in the area. Failure to fund this project can only lead a steadily increasing traffic bottleneck that will be a deterrent to business development and cost effective goods movement. Again, we strongly urge you to support the funding for Columbia/Killingsworth and I-205 upgrades.

Sincerely,

A handwritten signature in black ink, appearing to read "Chuck Harrison". The signature is fluid and cursive, with a large initial "C" and "H".

Chuck Harrison
Facilities Manager

Cc: The Halton Company- Ted Halton Jr.
City of Portland Commissioner- Charlie Hales
Port of Portland- Mike Thorne

BRIAN BAIRD
THIRD DISTRICT, WASHINGTON



COMMITTEE ON TRANSPORTATION
AND INFRASTRUCTURE

WATER RESOURCES AND
ENVIRONMENT SUBCOMMITTEE

COAST GUARD AND MARITIME
SUBCOMMITTEE

SMALL BUSINESS COMMITTEE

SCIENCE COMMITTEE

Congress of the United States
House of Representatives
Washington, DC 20515-4703

October 26, 1999

DISTRICT OFFICES:

1220 MAIN STREET
SUITE 360
VANCOUVER, WA 98660
(360) 695-6292

606 COLUMBIA STREET NW
SUITE 220
OLYMPIA, WA 98501
(360) 352-9768

WASHINGTON, DC OFFICE:

1721 LONGWORTH HOB
WASHINGTON, DC 20515
(202) 225-3536

web address: <http://www.house.gov/baird>
e-mail address: brian.baird@mail.house.gov

Dear ODOT and Metro Colleagues:

As the Congressional Representative for Southwest Washington and a member of the House Transportation Committee, I want to thank you for including \$13 million to widen Interstate 5 between Delta Park and Lombard Street in your proposed bond program list. I also want to urge you to keep this important project on your priority list. I regret that Congressional business requires me to be in Washington, D.C. today, because I would prefer to share these concerns with you in person.

As you may know, Washingtonians who work in Oregon pay \$139 Million annually in Oregon state income taxes, yet they receive virtually no direct benefit from these taxes. Oregon obviously doesn't provide services like education and health care to Washingtonians who work in Oregon, yet these income taxes continue to be collected. In addition to income taxes, Washingtonians also pay a significant portion of gasoline taxes in Oregon.

I urge you to make sure that a significant portion of the significant revenue collected each year from Washington commuters pays for transportation projects that will directly benefit commuters from Washington. I especially urge you to include the I-5 widening between Delta Park and Lombard Street in any priority list, because this project will help overcome a major congestion hurdle for commuters.

I am delighted that the Bi-State Transportation Committee has begun their work with such goodwill and cooperation. I was proud to successfully work to obtain \$2 million in federal funding for the I-5 corridor study, which will provide significant guidance to the Bi-State Committee and to transportation planners on both sides of our river. I am hopeful and confident that this major study will identify solutions that enhance our region's economic competitiveness through the provision of adequate transportation facilities to benefit constituents in Oregon and Washington.

Widening I-5 between Delta Park and Lombard Street in the near future would be a significant demonstration of bi-state cooperation. I strongly encourage you to retain this project on your priority list and help us all stay focused on the transportation solutions than bring our region together rather than those which pull us apart. Thank you very much for your consideration of the needs of my constituents.

Sincerely,

Brian Baird
Member of Congress

BB/dgh

October 26, 1999

Metro-RTP Comments
600 NE Grand Avenue
Portland, Oregon 97232

ODOT - Supplemental STIP Comments
123 NW Flanders
Portland, Oregon 97209

**RE: Regional Transportation Plan (RTP)
Supplemental State Improvement Program (SSIMP)**

Dear Sirs:

It is difficult to change a culture that is geared to constructing large dramatic projects. However, many significant improvements to the system can be made with little investments.

One such project is to separate Interstate 5's Water Avenue off-ramp from the Morrison Bridge off-ramp. This project is estimated to cost less than \$270,000 (less than .01% of the SSTMP dedicated to just the Portland region. Map 1 describes the area. Map 2 describes the existing condition. Map 3 describes the improvement. Map 3 is the result of engineering by the Portland Department of Transportation and the Oregon Department of Transportation (ODOT).

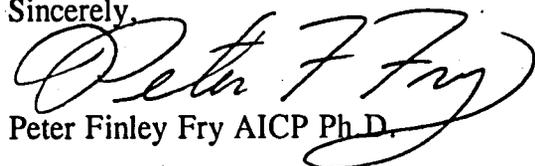
ODOT intends to construct a temporary signal at this location. ODOT engineers have agreed that a substantial part of the estimated \$150,000 (\$70,000) temporary work can become permanent (such as the coils in the pavement).

This improvement will:

- 1) Separate the weave at the end of the on ramp enhancing safety.
- 2) Improve the flow of vehicles improving safety and congestion on the freeway.
- 3) Provide pedestrians and bicyclists safe and direct access off and on the Morrison Bridge onto SE Water Avenue.
- 4) Provide safe pedestrian movement through a controlled intersection on Water Avenue.
- 5) Improve circulation on Water Avenue.

I can not see any reason why this should not be constructed now.

Sincerely,



Peter Finley Fry AICP Ph.D.

Attachments

Map 2

1-5

Water Ave
Off ramp

Morrison Bridge
Off ramp

Water Ave

(B) ON (SB) 48'

32.8

48'

32.8

43'

R=6'

36'
Yambill

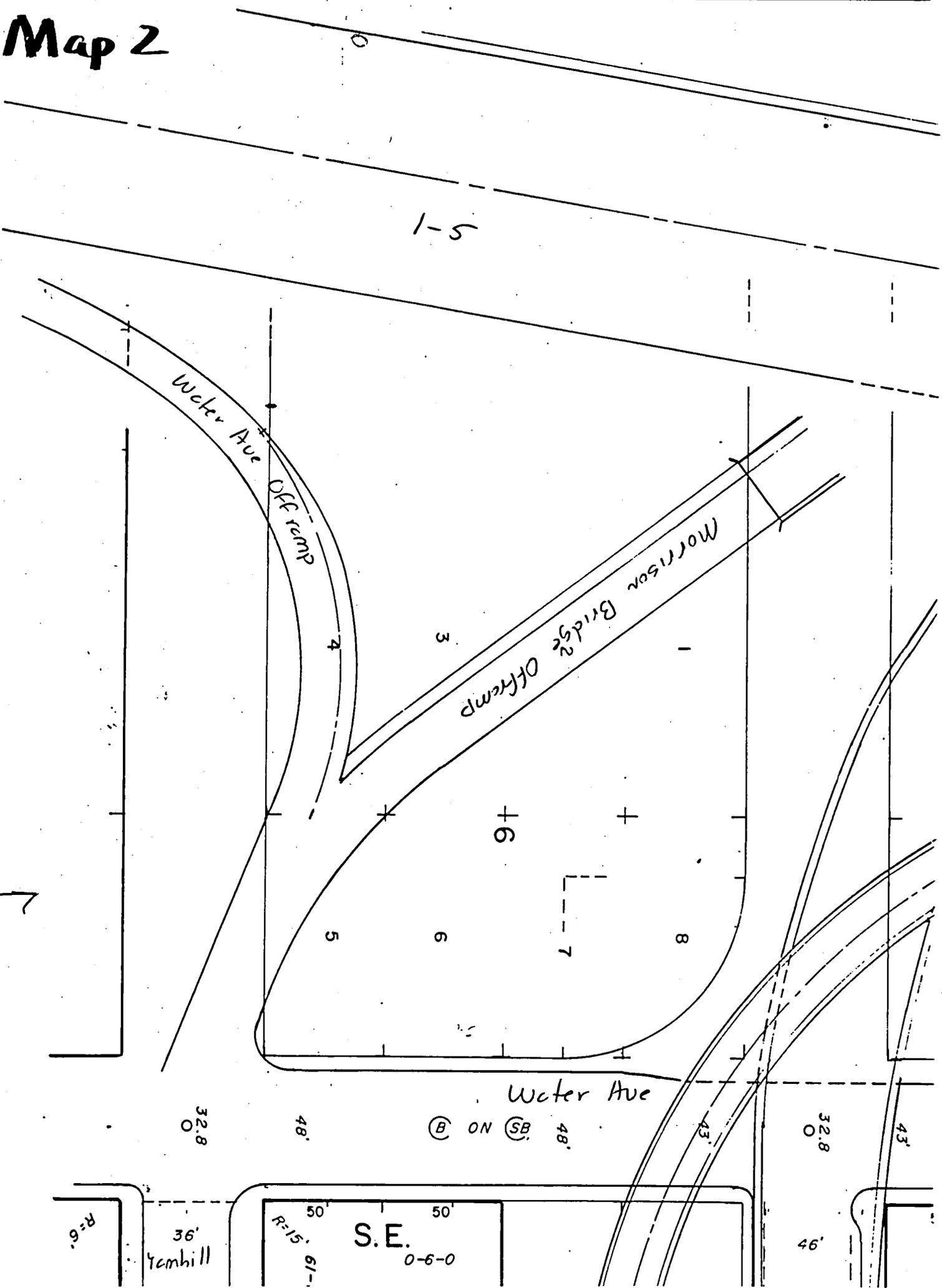
R=15'
61'

S.E.

0-6-0

46'

2



Map 3

I-5

Water Ave Offramp

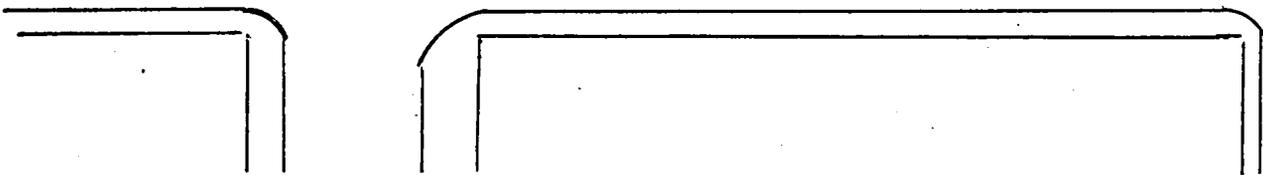
Morrison Bridge Offramp

LN

⊕ stop sign

⊕ traffic light

Water Ave.



DEANE Kate H

From: Don Baack [donbaack@k-com.net]
Sent: Monday, October 25, 1999 12:19 PM
To: DEANE Kate H
Subject: Fwd: Opposition to STIP Project #12 South Portland Circulation Phase 1

>
> Date: Wed, 20 Oct 1999 11:47:15 -0700
> To: laurel@syseng.ci.portland.or.us, kate.h.deane@odot.state.or.us
> From: Don Baack
> Subject: Opposition to STIP Project #12 South Portland Circulation Phase 1
> Bcc: donbaack@k-com.net, gbridger@teleport.com, Risher.Wes@deq.state.or.us,
> molloye@jps.net

>
> Kate, in view of the email problems you have been having, please let me know
> if you have received this by 10/25. Don Baack

>
>
> Don Baack
> 6495 SW Burlingame Place
> Portland, OR 97201

>
> ODOT Supplemental STIP Comments
> 123 NW Flanders
> Portland, OR 97209

>
> For the Record

>
> RE: Opposition to Project Number 12 South Portland Circulation Phase 1

>
> I have read the project description presented on page 17 of Portland
> Metropolitan Area: Proposed Projects for the Supplemental STIP.

>
> As a member of the South Portland Circulation Study Citizen Advisory
> Committee, the project as presented does not represent the agreement which
> was reached at our last meeting. It is missing two vital aspects:

>
> 1. There was to be a direct link to the Ross Island Bridge from Front/Naito
> via either Grover or Woods to Kelly with a signal at the Kelly/Woods or
> Grover Intersection. This condition was agreed to by all parties and must
> be explicitly stated in the phase one project to be acceptable (in my
> opinion) to the greater southwest Portland population.

>
> 2. The use of the parking lanes for a second lane for peak hour inbound
> traffic in the morning and peak hour outbound traffic in the evening was to
> be implemented at the inception of the project. There was to be no
> question
> that this provision was mandatory, not a decision left to the local
> neighborhood or PDOT staff. I understand that other CTLH neighborhood
> members
> of the CAC who were not at the last meeting do not agree with this
> condition. Another meeting has been scheduled.

>
> In addition, there are to be 4 to 6 traffic lights along the length of the
> project.

>
> The Southwest Neighborhood Transportation Committee has voted to
> recommend to
> the SWNI board a motion to support the South Portland Circulation Study with
> these conditions, among others. If the removal of parking for the travel
> lane during peak periods in the direction of peak travel is not mandatory,
> then the committee asked that 2 travel lanes be provided. The SWNI board
> will consider this motion on October 27, 1999.

>
> In view of the inadequate description of the project scope, and the missing
> elements of the agreement, I ask that funding for this project not be

- > included in the 600 million STIP list. If these elements, as stated above,
- > can be included in the project description, I am in full support of the
- > project.
- >
- > Don Baack
- >
- > CC Laurel Wentworth
- >

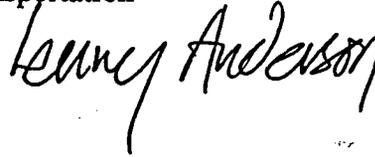
Lenny Anderson
Transportation Options
lenny.anderson@inetarena.com

2934 N.E. 27th Avenue
Portland, Oregon 97212
Tel: 503-460-0211

October 26, 1999

To: Metro Council and Oregon Department of Transportation

From: Lenny Anderson, Transportation Consultant



Subj: Regional Highway Priorities

In the 50s and 60s when most of Portland's freeway system was designed and built, little thought or expense was given to what we now call mitigation. Indeed, entire neighborhoods in what could have been the most desirable sections of the City, the eastbank of the Willamette, Goose Hollow, Albina Historic District and south Portland were sacrificed to speed suburban commuters to or through Downtown.

I believe that in much the same way as communities are now compensated in some fashion for the negative impacts of regional transportation projects, the transportation priorities of the region should reflect the need to undo or at least mitigate the damage that was done to numerous City neighborhoods in those earlier decades.

Beyond a general statement agreeing to such mitigation, I would ask you, the transportation decision makers, to specify that certain projects be pursued in such a way as to reclaim land, indeed whole communities, lost to previous construction. These should include but not be limited to the following:

- Rebuild I-5 between I-84 and Greeley below grade between NE Weidler and NE Oregon (Oregon Convention Center) with a complete cover between NE Broadway and NE Oregon. Reconnect the regular grid of the Lloyd District with the Rose Quarter, create open space between the Rose Garden and Oregon Convention Center, provide land for housing and allow the OCC to be reoriented toward the SW—toward the Willamette River and Downtown!
- Fund an initial I-405 cover project in the West End at the MAX line crossing. Provide close-in housing, mixed-used and office development along light-rail line.
- Commit to the reconstruction of the eastbank freeway as either a covered, below grade freeway or as a at grade "boulevard" with traffic signals to allow pedestrian access to an expanded Eastbank park between I-84 and the Morrison Bridge. Bring the increasingly valuable land adjacent to the eastbank of the Willamette River to its full potential.

These three initial measures cannot undo the loss suffered by individual neighborhoods or the City as a whole due to the freeway construction of the past, but it is a start. It will begin to bring the full potential value of this land onto the tax rolls, make for more living, working and commercial possibilities in these close in communities and reduce the need for expanded highway capacity.

Lenny Anderson
Transportation Options
lenny.anderson@inetarena.com

2934 N.E. 27th Avenue
Portland, Oregon 97212
Tel: 503-460-0211

Solving transportation problems by NOT building more roads may sound radical, but it is precisely the strategy followed by this region in the 70s. Two freeways were NOT build, Mt. Hood (actually Kelly Butte) Freeway through inner SE and I-505 through inner NW; few would argue that these communities were adversely affected. Indeed some of the most dynamic growth of livable neighborhoods have occurred right where those freeways were to be built. Downtown an expressway was converted to a riverside park, a city square replaced a parking garage, MAX was built to the Eastside and so on. Was this a failure? Has Downtown Portland wilted as a result?

The lesson here is Don't Build It and They Will Come! Vitality will return to more neighborhoods, a park will blossom on both sides of our river, and the Lloyd District and Rose Quarter will merge into a truely happening place. Have the courage to help us make it happen.



CENTRAL EASTSIDE INDUSTRIAL COUNCIL

Mail: P.O. Box 14251, Portland, OR 97293-0251 - Office: 516 S.E. Morrison, Ste. 221
Ph: (503) 232-1012 - Fax: (503) 232-1045

October 26, 1999

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Metro - RTP Comments
600 NE Grand Avenue
Portland, Oregon 97232

ODOT - Supplemental STIP Comments
123 NW Flanders
Portland, Oregon 97209

Re: Regional Transportation Plan Supplemental State Improvement Program

Dear Ladies and Gentlemen:

It is a mistake to combine public response to two important issues: the Regional Transportation Plan (RTP) and the Supplemental State Transportation Improvement Program (SSTIP) at the same group of meetings. The RTP is critically important for the long term health and vitality of our region. The SSTIP is a precipitous collection of projects in response to action by the State Legislature that is already subject to reversal by referendum.

The RTP deserves its own process without being eclipsed by the short term demands of communities.

Concerning the RTP, the Central Eastside Industrial Council (CEIC) formally requests an opportunity to present its projects to the Transportation Policy Advisory Committee. We need to further define "preferred" versus "strategic" projects for our area with regard to METRO's Functional Plan, and we need to explain our projects more clearly, as they all seem to be arbitrarily rejected.

Inter-urban projects are complex and require close examination and refinements to address concerns raised by a variety of jurisdictions. This must be done in a thoughtful manner. Projects can not be rejected in entirety by one agency or another because the project, has a specific correctable flaw. Our projects have been rejected in their entirety because the agencies concerned have not taken the time or creative energy to address the complex design requirement of inner-city projects and arrive at a solution.

We must move away from a philosophy of constantly building new systems. We must begin to fix and improve the existing systems. Culture must change or our region will continue to expand without generating any real intensity of use.

Investment in this inner City industrial area results in redirecting the real estate market from urban sprawl to inner-city reinvestment by providing jobs and economic activities at the regions' center. Our businesses, for almost one hundred years, have provided employment stability for inner-city neighborhoods. They have projected Portland into regional, national,

and international markets and have provided much of the economic foundation for all the suburban employment areas.

Please find enclosed a refined list of transportation projects for the Central Eastside Industrial District (CEID). This list is the result of over twenty years of thoughtful planning and assessment of needs. The CEID is critical to the region.

A strategic approach to investment would build upon the partnership between ODOT, Portland, Multnomah County, Tri-Met, and METRO in the reconstruction of the Grand/MLK viaduct. Portland has placed \$147.5 million of projects on the SSTIP. Several projects which are not included should be included which would complement the viaduct project: the Grand/King couplet should be improved, Phase 4 of the East Marquam Interchange Project should be moved to construction, and a ramp should be built from south bound MLK to westbound Ross Island Bridge.

We support the majority of projects that are on the RTP in regard to our district with the following additions and deletions. Our projects are driven by the following principles;

- 1) Direct Southbound access from the CEID to southbound Interstate 5 and westbound to Highway 26.
- 2) The McLaughlin/Marquam connection is an important link between the southeast region and Interstate 5 and reduces congestion on our "main street" the Grand Avenue and/Martin Luther King Boulevard couplet.
- 3) Access from our district to the entire regional system must be improved.
- 4) The system through and to the CEID must be fixed and adjusted in specific ways to refine and maximize the system's efficiency.

ADDITIONS:

- A) Reconstruction of Hawthorn/Madison between SE 12th and Grand Avenue.
- B) Realignment of Hawthorne Bridge Ramp southbound to MLK to release Clay Street for access to OMSI and surrounding area.
- C) Creating a one-way couplet for Stark and Oak between Water Avenue and Grand Avenue.
- D) Separating the Morrison Bridge to Water Avenue from the Interstate 5 water Avenue off-ramp.
- E) Double spanning the Ross Island bridge for freight, cars, pedestrians, and bicycles.
- F) Central City street car extension over Hawthorne Bridge via Grand/MLK couplet to Broadway.

DELETION:

- A) SE 11th/12th Bikeway.

Concerning the Supplemental State Transportation Improvement Program (SSTIP) we have two fundamental concerns.

It is directed to construct massive projects that end up either being primarily suburban or "main streetasation" of regional traffic ways within Portland. The result of these approaches is to degrade access through and to the urban area and improving access in the fringe. This approach promotes urban sprawl.

Of Portland's \$147.5 million agenda, \$58 million is dedicated to "main street" regional traffic routes of which City expects to gain jurisdiction. We are concerned that the transfer of state highways to the City of Portland will result in the City redirecting the streets' purpose from an ODOT/METRO policy direction of regional access to a City policy direction of neighborhood livability. Neither approach is the correct approach. The tension between these policy demands should result in appropriate design. The inability of the agencies to cooperate is a sign of failure that should not lead to a rejection of principle. If the City gains exclusive control, then each "Main Street" will become politicized by "NIMBY" neighborhoods and the regional transportation system will implode resulting in degradation of access and capacity. "Livability" in terms of being able to get into, out of and through the city will be greatly reduced.

We appreciate the opportunity to participate in this hearing and meet with the various agencies. At this time we formally request and opportunity to redirect our improvement program back to inner-city reinvestment. The first step is for us to meet with TPACT.

Sincerely,

Wayne Kingsley
Co-chair
CEIC Transportation Committee

Chris Hammond
Co-chair
CEIC Transportation Committee



CENTRAL EASTSIDE INDUSTRIAL COUNCIL
TRANSPORTATION COMMITTEE
Ph: (503) 224-3900 - Fax: (503) 223-6407

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Peter Finley Fry, AICP, PHD
Columbia Pacific Planners

October 26, 1999

CEIC TRANSPORTATION PROJECTS

- A. Eastbank at Burnside Redevelopment Plan – Gateway to the Central City:**
1. Develop plan for managing and increasing public and private parking to accommodate growth. This is a specific Eastbank requirement and also a general CEID objective.
 2. Traffic management.
 - a. Off peak left turn signals on E. Burnside Street at Grand and MLK.
 - b. Install signal at 7th Avenue and E. Burnside.
 - c. Fix E. Burnside Street/Sandy Boulevard/12th Avenue intersection; "Gateway to the Central City." Make it pedestrian friendly and more efficient for vehicles.
- B. Improve Intra-District Circulation:**
1. Improve SE Clay Street from Water Avenue to Grand Avenue.
 2. Improve SE Water Avenue from Stark Street to OMSI.
 3. Improve traffic signal operation on Clay at MLK and Grand Avenues.
 4. Install left turn lanes on Stark Street at MLK and Grand Avenues.
 5. Improve RR crossing at SE 11th Avenue and 12th Avenue at Clinton Street.
- C. Improve I-5 and I-84 access to and from the district:**
1. Preserve current auto/truck capacity on Morrison Bridge until Ross Island Bridge repairs and viaduct replacement are completed.
 2. Relocate Water Avenue off ramp from Morrison Bridge. Provide signals to control I-5 and Morrison Bridge off ramp traffic at Water Avenue.
 3. Direct MLK southbound and Grand northbound connections to and from Ross Island Bridge.
 4. Modify Ross Island Bridge: Increase to six lanes (three each way), eliminate bottlenecks at west end (include direct connections to I-5), eliminate bottlenecks at east end (add direct connections to MLK/Grand).
 5. Build East Marquam Interchange Phase Four (connections between Marquam and 99E).
- D. Grand Avenue/MLK Viaduct Reconstruction and Ross Island Bridge Repair:**
1. Construct traffic ramp from King to Division Street at SE Harrison Street; signalize
 2. Construct pair of on and off-ramps to Division Place from Grand Avenue Viaduct.
 3. Widen and improve SE Woodward between McLoughlin and SE Eighth.
 4. Install traffic light at SE 8th Avenue and Powell Boulevard.
 5. Improve Division Place and Eighth Avenue streets to collector standards in Southern Triangle area within existing rights-of-way.

6. Provide new street connection from SE Seventh to SE Eighth/Division signal; revise local access.

E. Relieve Martin Luther King and Grand Avenue congestion:

1. Develop North and South truck routes through the district.
2. Reconstruct eastbound SE Belmont Street ramp to southbound MLK to prevent weaving.
3. Reconstruct eastbound SE Hawthorne ramp to southbound MLK, separating it from Clay Street.
4. Construct pedestrian access on westside of Grand at Morrison and Hawthorne Bridge heads.

TESTIMONY FOR HEARING
IN REGARD TO TRANSPORTATION PLANNING
FOR THE METROPOLITAN SERVICE DISTRICT OF OREGON

Tuesday, October 26, 1999

Kenneth McFarling 7417 S E 20th Av, Portland, 97202-6213

Chairman and Councilors:

Individuals who exercise planning authority over transport facilities, and who engage in promotional efforts in behalf of those facilities, should strive conscientiously to assure that whichever technology is intrinsically best for performing each transportation task will be chosen for that task.

The choice should be unwarped by the circumstance that what is often the intrinsically best technology is not the protege of a promotional agency of government, Federal or otherwise.

The choice should be unimpeded by the traditional prerequisite to the application of railway technology:
The proprietor of a railway must attract capital from voluntary investors by showing substantial reason to anticipate a respectable return on investment.

Investors recognize that railway earnings are subject to taxation, and quite unlike off-track transport forms, railway infrastructure is likewise subject to taxation.

Investors recognize that the proceeds of that taxation, rather than being earmarked to improve railway infrastructure, are in part spent to provide expensive facilities and services for off-track transport forms.

For appropriate comparison of costs between a private enterprise railway and another transport form, offset the cost of railway use by giving credit for the relevant amount of taxes it pays.

Choice of technology should take into account the much more frugal use of land by a railway, in comparison with a road of equal capacity.
(Think also of the land devoted to providing for conveyance storage.)

The habitable surface of the Earth is not increasing. Increasing population is constantly cited as creating need for devoting ever more space to roads. Population has other needs -- vital needs -- which also require space. Providing for those other needs should be of as much concern to you as covering more of the planet with asphalt.

Choices by you and your staffs should take into account the intrinsically more economical use of energy by railway motive power, in comparison with off-track conveyances of equal capacity.

Your choices should take into account the impact of pavement and vehicles on the cost of facilities to combat floods, and of facilities to dispose of polluted water. Road users pay none of those costs.

Taxes which the general public pays on property and on income defray numerous other costs which are attributable to roads and to road users. You should strive to impose costs on the activities which are the cause.

Wherever railway technology would be most suitable, choose it. A proper choice should not be dismissed by assertion that dealing with proprietors of railways is too difficult. You need to demonstrate inclination to cooperate, for mutual benefit. Consider contracts for service or other arrangements providing a reasonable rate of return on investment. That would be neither a gold mine for a railway proprietor nor confiscation of any part of his assets.



**Washington State
Department of Transportation**

Sid Morrison
Secretary of Transportation

Southwest Region

4200 Main Street
P.O. Box 1709
Vancouver, WA 98668-1709

(360) 905-2000
(360) 905-2222 Fax

October 26, 1999

Henry H. Hewitt, Chairman
Oregon Transportation Commission
900 SW 5th Avenue, Suite 2300
Portland, OR 97204

Jon Kvistad
Metro Transportation Division
600 NE Grand Ave
Portland, OR 97232-2736

Dear Mr. Hewitt and Mr. Kvistad:

The purpose of this letter is to provide additional comments during your public comment period on the projects being proposed for funding from the ODOT \$600 million bond program in the Portland Metropolitan Area Supplemental STIP.

The Washington Department of Transportation (WSDOT) strongly supports Project 17 that would widen I-5 from Delta Park to Lombard Street to 3 lanes in each direction. One of the most frequent public comments we hear, even from communities on I-5 north of Vancouver, is to fix the bottleneck on I-5 south of Delta Park. WSDOT is currently funding a \$51 million project to widen I-5 to 3 lanes in each direction in Vancouver from Main Street to 99th Street. The Delta Park widening would remove the last 2 lane segment for traffic on I-5 from 99th Street in Vancouver to the Greely/Banfield area of I-5 near the Rose Quarter. The project would provide temporary relief from some congestion and would certainly be included in any package of highway improvements to the I-5 corridor. It is relatively low cost compared to other projects in the I-5 corridor and can easily be completed in the next 6 years.

WSDOT recognizes the extreme importance of the I-5 corridor to the movement of goods and people in the region. We also advocate Project 5 in the Greely/ Banfield area of I-5 near the Rose Quarter. WSDOT regrets that ODOT and JPACT believe that Project 5 cannot be constructed in six years. For that reason we also urge selection and earliest completion of Project 13. This project would develop a project design for this segment that meets both ODOT and local jurisdiction criteria.

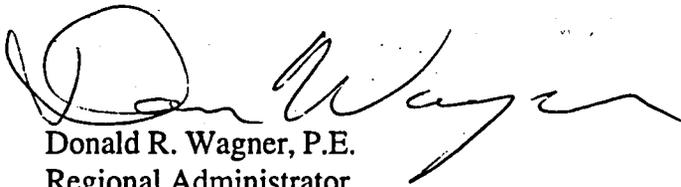
Mr. Hewitt
Mr. Kvistad
October 26, 1999
Page 2

We also recommend that ODOT and JPACT retain Project 5 on list of projects with a nominal level of funding in order to retain the flexibility to fund early stages of the project such as right of way on this segment of I-5 should Project 13 in conjunction with the I-5 Trade Corridor Study result in the ability for ODOT to begin construction within the next 6 years.

Finally, although funding for completion of the I-5 Trade Corridor Study was not included on the project list we recommend that ODOT program funds to continue this planning study in Region 1 in order to maintain the funding flexibility to implement the studies' Corridor Development and Management Plan recommendations for Project Development (EIS and final project design). Continuing these studies during the six-year time frame may be critical for obtaining federal funding for construction of the Trade Corridor Study's preferred alternatives in following six-year federal funding cycle.

Thanks again for the opportunity to comment.

Sincerely,



Donald R. Wagner, P.E.
Regional Administrator

DRW:kd
Wagner/ODOT & JPACT Comment

cc: Kay Van Sickel

Oct. 26, 1999

TESTIMONY ON THE

THE REGIONAL TRANSPORTATION PLAN

Metro's Regional Transportation Plan is supposed to be the region's transportation blueprint for the next 20 years. A future vision I do not share.

This plan is primarily an extensive laundry list of obsolete highway projects that individually may temporarily unsnarl some traffic bottle necks --- but collectively will promote more auto traffic. This in turn will create still larger more costly bottle necks to fix in the future. The public transit component is pitifully inadequate. It's more like a modest 5 year plan than a creative 20 year vision.

If approved and funded, this RTP will add over 600 lane miles of freeway and arterial traffic, cause peak hour congestion to more than double and result in a 2% increase in vehicle miles traveled per person (rather than the 10% decrease called for in the statewide planning goal). Also it will not cause a significant shift to public transit.

To solve our future transportation problems (problems that will be far worse if oil prices inflate faster than Metro has anticipated), we must control our temptation to to expand an already bloated highway system and instead invest wisely in effective public transportation.

The core of an effective transit system is a rational, connected bus network providing 20-24 hour, 7 day a week service every 10-15 minutes. This service should be allowed to operate unimpeded by other traffic as much as possible.

* The proposed bus plans in the RTP options lack adequate frequency, speed and critical linkages.

In high demand corridors buses should be supplemented with rail service. This was the guiding principal that led to the construction of MAX. In fact the demand is growing so fast on MAX that within 10 to 15 years, longer trains will be needed to accommodate the peak rush.

Downtown will become a major light rail bottle neck. The traffic, short blocks and pedestrian activity are not compatible with longer trains and a subway

will be needed in the central city by 2020.

* The imminent capacity problems on MAX are not addressed in the RTP.

Additional light rail will be needed, especially on the Barbur and North/South Corridors. A line between Oregon City and Vancouver should have been under construction by now.

Unfortunately Metro planners, in their zeal to accommodate political interests, proposed extending the line into areas of low demand, far north into Clark County and to Clackamas Town Center which triggered voter disapproval in these counties.

* A much needed Barbur light rail line is not in the RTP yet Metro planners continue proposing Clackamas Town Center as a prime destination in spite of public rejection.

Commuter rail service is an excellent way to alleviate peak hour congestion in major travel corridors. In addition it can provide fast convenient all day access to outlying communities such as Newberg, McMinnville, Canby, Woodburn, Camas, Longview, Forest Grove, Wilsonville and Salem. The proposed Beaverton to Wilsonville commuter line, if extended to Milwaukie, would be good short term start of a commuter rail system.

* Over 100 miles of rail lines in the metropolitan area serving primary travel corridors are not being considered for passenger service in the RTP.

Within the next 20 years, a new multimodal transportation station should be considered on the east side, probably near the Rose Quarter, where convenient intermodal connections can be made between long distance trains, regional high speed trains, commuter trains, light rail trains, intercity buses, local buses and even airplanes, (by providing ticketing and baggage handling services as a compliment to the excellent light rail access soon to be provided to the airport).

If the proposed Regional Transportation Plan is the blueprint for improving the regions transportation system in the next 20 years, then this blueprint should definitely go back to the drawing board for some serious revisions.

**Written
comments
for the RTP**

You can send or call in
your testimony directly
to Metro:

Mail

Metro
RTP Comments
600 NE Grand Avenue
Portland, OR 97232

Fax

(503) 797-1794

E-mail

arthurc@metro.dst.or.us

Phone

(503) 797-1900

Date 10 / 26 / 1999

Name Michael Kepche

Affiliation SELF - WRNA

Address 39215 N.E. 28th

City/state/ZIP Washouga WA ⁹⁸⁶⁷¹

Phone No. (360) 837-~~83922~~

E-mail address _____

Comments I would like to see 3
projects (1) a new Bridge between
the I-5 Bridges For light Rail into
Clark County & other Short Redevelopment
Conurbation Center. (2) Freight
Transportation improvements on
the I-5 Corridor - possibly a
re look at the Bridge study done
in 1983 by the Seattle firm of
Berk-lee for a Six Lane Bridge &
Bypass from Vancouver take out
Past Hillsboro and Back to I-5
at Newberg. (3) a Major Rezone
and Road for Freight improvement
between I-5 & I-205 on either
Columbia Blvd or Portland Blvd.

**RTP/STIP Public Comment Meeting
Clackamas County
Thursday October 28, 1999**

1. Commissioner Michael Jordan: Clackamas County Commissioner – Commenting on the SSTIP

Commissioner Jordan indicated that he supports the Sunrise Corridor project. This project is critical for Clackamas County to implement the 2040 vision. According to the plan, this area will be getting additional housing and appropriate regional transportation facilities are needed to serve the new residents. Likewise, there is a need to ensure that we can move freight in and out of the area. The Clackamas County Advisory Committee voted this project as its highest priority.

2. Jerry Smith: 337 SE 7th Avenue, Canby, OR 97013, 263-8429
Chair of the Clackamas County Economic Development Commission – Commenting on the SSTIP

Mr. Smith indicated his support for the Sunrise Corridor project. Hwy 212/I-205 intersection has more trucks than I-5/Columbia River. This area needs the improvements that the Sunrise Corridor project will provide. See letter submitted in support of this project.

3. Senator Verne Duncan & Lynn Snodgrass, Jane Lokan – Commenting on the SSTIP

Representative Lynn Snodgrass: Speaker of the House of Representatives
269 State Capitol, Salem, OR 97310 986-1200

Representative Snodgrass said that while the Legislature did not vote on per se on the list, members were aware of specific projects. There was an understanding that there would not be substantial changes to the list. Of critical concern is the Sunrise Corridor project. This project has been a longstanding commitment of ODOT and given the importance of the project to freight movement and future growth in Clackamas County it should be built at its revised cost of \$72 million. Don't do what everyone fears by moving projects off the list and adding new projects. Move forward with this first unit of the Sunrise Corridor. See letter submitted in support of this project.

Representative Jane Lokan: District 25
5317 SE El Centro Way, Milwaukie, OR 97267 654-9691

Representative Lokan urged JPACT & ODOT to continue moving forward with the Sunrise Corridor project. The Clackamas Industrial connection is on the list and wants ODOT to continue move forward with it. This project has been materializing for over a decade. It is Clackamas County's turn to have some attention. Since Clackamas County is slated for the bulk of future growth in the Portland area, the

County needs this project now. The cost only goes up so the delays are continuing to cause the project to increase. See letter submitted in support of this project.

Senator Verne Duncan: District 12
16911 SE River Road, Milwaukie, OR 97222 659-8091

Senator Duncan indicated his support for the Sunrise Corridor project. Although the projects weren't selected by the Legislature, there is an expectation that the list of projects were highly supported. There was nothing binding, however and they knew there could be changes. Keeping to the original project trust is part of the process of building trust between the Legislature and ODOT.

4. Edith Kerbaugh: Milwaukie Citizen Forum – Commenting on the RTP
12341 SE 67th Court, Milwaukie, OR 97222 653-8015

Ms. Kerbaugh spoke about the light rail in the south corridor. She thought light rail would go down McLoughlin, but found that was not necessarily true. She is not supportive of LRT along Linwood/Harmony. Her perception of why the voters said “no” was because of all the displaced families. It is the alignment.

5. Eugene Grant, Mayor of Happy Valley & Randy Nicolay, City of Happy Valley – Commenting on the SSTIP and the RTP

Randy Nicolay, 13445 SE King, Portland 97236 726-0677

Mr. Nicolay indicated his support of the Sunrise Corridor project. Is concerned about what will happen to Hwy 212 with all of the growth and the truck traffic if this project is not completed.

Eugene Grant, 11311 SE Charview Ct., Clackamas, OR 97015 698-5822

SSITP: Mr. Grant stated his support for the Sunrise Corridor project. The current infrastructure won't support the employment growth that is expected. Sunnyside Road is extremely congested now and getting worse.

RTP: Mr. Grant said that the timelines for many Clackamas County projects in the RTP are way off. The growth is occurring now. Wants Sunnyside Rd widened from 122nd to 162nd now and not in 2011 as stated in the RTP. Wants to hold to the urban growth boundary, but the RTP is not acting fast enough to deal with growth. The RTP needs to correspond with what is happening on the ground. There is a need to look at creative financing to fund projects. See e-mail message for additional comments.

6. Julie North: P.O. Box 751, Portland, OR 97201 725-4412
Portland State University Administration—Mgr of Transportation – Commenting on the RTP

Ms. North made the following points:

- Students have unique transit needs. They use transit at off-peak hours. The RTP should acknowledge this special need and support better transit service.

- Supports South/North light rail.
- Supports the Central City Streetcar and the extension to the North Macadam area.

See comments submitted on the RTP.

7. Rob Kappa: 12143 SE 38th Avenue, Milwaukie, OR 97222 653-9575
Citizen – Commenting on the RTP and the SSTIP:

RTP: Mr. Kappa expressed his dismay that light rail coming through Milwaukie again! He is not supportive of this light rail alignment.

SSTIP: Mr. Kappa indicated his support for the McLoughlin project. If the bonding package does not pass with the voters, we need to find other methods of funding. Regardless of whether the bonding measure passes, he wants extensive public involvement outreach process.

8. Chris Utterback: PO Box 1112, Clackamas, Oregon 97015 658-5338
Citizen of Clackamas County, CPO Chairman, and Happy Valley Planning Commission. Commenting on the SSTIP

Mr. Utterback indicated his support of Sunrise Corridor project. There needs to be a good east/west connector in the area.

9. Jim Osterman: 22329 Clear Creek Rd, Estacada, OR 97023 653-8881
President of Oregon Cutting Systems Division of Blount Inc. – Commenting on the SSITP

Mr. Osterman commented that transportation is critical to getting employees to and from work and freight in and out of the manufacturing plant. He supports the Sunrise Corridor project on the bonding list. Growth is coming and this area needs the infrastructure. Congestion is getting worse. See letter submitted in support of this project.

10. Wilda Parks: 7740 SE Harmony Rd, Milwaukie, OR 97222 654-2493
North Clackamas Chamber of Commerce - Commenting on the SSITP

Ms. Parks indicated that the Chamber supports the Sunrise Corridor project. Project is of statewide significance because it will accommodate planned growth, improve freight mobility, provide safe recreation travel, is consistent with the Oregon Highway Plan, can be completed in the 6 years, and qualifies for additional leveraging of funds. See letter submitted in support of this project.

11. Roger Lakey: 576 N Tomahawk Island Drive, Portland, OR 97217
Hayden Island Neighborhood Assoc. – Commenting on the SSTIP

Mr. Lakey made the following points:

- Supports the Project 17: widening I-5 from Delta Park to Lombard.
- It is very difficult getting onto Hayden Island when bridge is up or there is a wreck. On the northbound half of the new Marine Drive interchange there is space to put 4 travel lanes. The 4th lane should be marked as Hayden Island and emergency vehicles only.
- Port of Portland project on west end of Hayden Island. They want to come through residential streets to reach their development. They suggest approximately \$200,000 worth of work on local streets. The need is much greater than that.
- They really need a bridge from Hayden Island to Vancouver. It could be used to fix LRT, Port access and other problems.

12. Eugene Schoenheit: 13780 SE Fernridge, Milwaukie 97222
Citizen – Commenting on the RTP

Mr. Schoenheit indicated that he thinks Metro is missing the point. The way to relieve traffic is to add more lanes to I-205. He is opposed to continuing light rail to Clackamas Town Center. It has been voted down. The ridership just won't be there. Some people were told this was not a light rail meeting. Light rail is in the RTP therefore, we should be able to comment.

13. Ed Zumwalt: 10888 SE 29th, Milwaukie, OR 97222 654-2493
Chair of Historic Milwaukie Neighborhood Association – Commenting on the RTP

Mr. Zumwalt said that he is appalled that light rail in this area has been revived. "Add new LRT in long term. . . ." He is not interested in density as proposed. He urged Metro to drop any thought to add light rail into the community.

14. Dick Jones: 3205 SE Vineyard Rd, Oak Grove 97267 652-2998
Commenting on the SSITP and the RTP

SSITP: Mr. Jones indicated his support for the Sunrise Corridor project. He is a Clackamas County resident and serves on a number of committees. Long lines in both directions backed up on Hwy 212. People want less congestion. The Sunrise is ready for construction. See letter of support for this project.

RTP: Mr. Jones made the following points about the RTP:

- Opposes light rail in Clackamas County
- Could not find the South Bus Study in the RTP material
- Supports construction of a new south/north arterial in the east part of the metropolitan area linking the Clackamas area with the Columbia Corridor area.
- Supports development of a strategy to get the message out to people about how to reduce congestion.

15. William Garity: 41440 SE Squaw Mtn. Rd, Estacada 97033 630-6250
Represents public employees of Clackamas County – Commenting on the SSTIP

Mr. Garity made the following points:

- **Accountability:** Sunrise Corridor has been talked about for about 13 years. Route was adopted about 3 year ago. It is a priority.
- **Livability:** Clack industrial area provides family wage jobs. This corridor will open up more industrial area.
- Clackamas Co. needs to get its fair share.

See letter submitted in support of the project.

16. Michal Wert: 8405 SW Nimbus Ave., Beaverton, OR 97008 372-3533
Columbia Corridor Association – Commenting on the SSTIP

Ms. Wert indicated her support for the Columbia/Killingsworth project. The City of Portland & the Port of Portland just finished a study. This is an important freight route and it experiences heavy congestion. The Columbia Corridor area is a large industrial. I-205 and Killingsworth are the main transportation routes. See letter submitted in support of the project.

17. Wes Wanvig: 7705 SE Harmony, Milwaukie, OR 97222 654-1607
Citizen - Commenting on the RTP

Mr. Wanvig made the following points:

- Supports funding for King Road/Fuller Road signal. There is a tower to put up lights, but it doesn't have a signal. He wants it taken care of.
- Regarding congestion in the Clackamas industrial area he suggests reestablishing the old road that used to run parallel to I-205/Railroad.
- Traffic problems on Hwy 224 at Carver. Wants a traffic light at Carver Bridge & Hwy 224.

18. Bob Shannon: 17421 SE Vogel Rd, Boring, OR 658-5492
Citizen from Damascus - Commenting on the RTP and the SSTIP

RTP: Mr. Shannon made the following points on the RTP:

- Suggests that Clackamas County get some of the federal funding earmarked for the transit projects and then use them for highway projects.
- There should be bus service from Oregon City to Tualatin or Wilsonville.

SSTIP: Supports the Sunrise Corridor project.

19. Mark Schoening, City Engineer, City of Lake Oswego, P. O. Box 369, Lake Oswego, OR 97034, (503) 635-0274
Commenting on the SSTIP and the RTP

SSITP: Mr. Schoening indicated that he appreciates ODOT including Project #18 (I-5/Hwy. 217/Kruse Way Interchange – Phase 2) for \$35 million. It will go to construction early next year.

The City of Lake Oswego has funded a project to interconnect Bange with Kruse Way. The City of Lake Oswego and Clackamas County have an IGA to dedicate all Transportation STCs collected in the Kruse Way corridor to the Kruse Way project. First is the Boones Ferry intersection. Lake Oswego will be receiving TMA exploratory funds for the project.

RTP: Lake Oswego's top priority, #5163 (A Ave Reconstruction). To complement that, Lake Oswego is completing the multimillion dollar construction of a park south of A Avenue. Also, the City Council selected a new library site one block north of that. There is a lot of redevelopment activity adjacent to A Avenue, so Lake Oswego is very interested in that particular RTP project.

Supportive of the Rosemont/Stafford intersection project on the county's five-year plan.

Regarding an I-5/217 land use question, responded that the Kruse Way corridor is zoned commercial and is developing as anticipated and this naturally exacerbates traffic problems.

20. Barry Broomham, 19141 Lot Whitcomb Drive, Oregon City 97045, (503) 657-1187
Commenting on the SSTIP

Mr. Broomham indicated that he was speaking as a citizen but also on the board of directors of North Clackamas County; also acts as a corporate consultant and has several clients in this area. Addressed STIP Project #4 (Clackamas Industrial Connection). He sees the congestion in the area as enormous. The interchange would certainly alleviate that. It'll help the north/south traffic on I-205. The businesses in that area are primarily transportation oriented, warehouses, etc. Taking the exit to get on Hwy. 212 to I-205 or NE 82nd Drive just isn't long enough for the semis. One truck boggles it all up. If you're on 82nd Drive it's impossible to get on I-205. They back up on Hwy. 212 considerably coming the other way. This bypass connector would be great. They really need it. This started as the Sunrise Corridor Project, which disappeared. This is a key influence in that, though. This will help the east/west transportation system significantly in this area.

It'll improve the environmental conditions, which is a large factor, too, i.e., the pollution from all those trucks.

When questioned how to pay for this, said to trade it for some other unfortunate soul who doesn't get their project. This should be included in the \$600 mill package.

Mr. Cotugno said this is a pretty skimpy \$72 million cost; it's only two-lanes worth. He asked Mr. Broomham what he thinks of using that \$72 million and supplementing it with tolls and building the full project. Mr. Broomham thinks people would go for that. He said businesses would accept it because it would save them a lot of money. The problem is usually during the 5:00 rush hour, but one never knows. It can happen at any time, but it always happens at 5:00 p.m.

To identify the areas this would benefit, Mr. Broomham stated if you took Hwy. 212 all the way out to Hwy. 224, the entire industrial area – add the benefit of the warehousing district – getting from the warehouse to the manufacturing plant – the influence would be the entire length of Hwy. 224 from Milwaukie. Asked how he felt if it were to be for trucks only, he said that was an excellent idea. He also would not object to it being a toll road. He doesn't know how it could be made a toll road for such a short passage, but it would be a great start. Even if it were left at two lanes for trucks only, that, too, would be a good start. Individuals may object, but the larger industrials would welcome it.

Responding to a gas tax questions from Councilor Kight, Mr. Broomham said the Chamber of Commerce is in favor of and has supported it. The problem is the weight/mile tax – the Chamber is still in favor of it but it'll affect some members. It's going to find a tough road. Mr. Kight then asked if anyone at the Chamber has talked about a Plan B regarding transportation. Mr. Broomham replied that no, they've taken the stance that we shouldn't need one, they'll wait for the legislature. He's tried to promote another alternative where they can take other funds and channel them into what they already have; this may avoid the gas tax increase and mollify the people who don't want it.

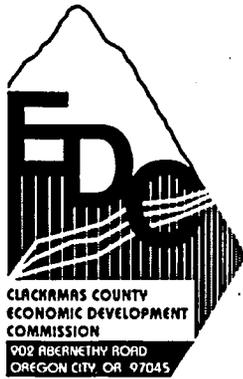
21. Robert Wheeler, 12088 SE Reginald Ct., Happy Valley 97015
Commenting on the SSTIP

Mr. Wheeler indicated that he represents the North Clackamas County Chamber of Commerce. He chairs the Land Use Transportation Committee. Mr. Wheeler said that he supports the Clackamas Industrial Corridor (old Sunrise Corridor Project). He realizes AAA has the signatures they need for the gas tax and knows the bond measure is tied to that. The Chamber doesn't want to see this project die because the gas tax gets voted down. They know there are other important things to be done, but feel this is a critical project for this region. The Sunrise Corridor Project would relieve (and its a small phase) and reduce traffic on NE 82nd, Hwys. 224 and 212, and I-205 – in the middle of the afternoon you get a backup on I-205 where people are just sitting there, waiting on the ramp to get on.

In response to a question from the panel members he indicated that he doesn't know how to pay for it, but hearing the previous testimony about toll roads, he can't imagine that many companies would object to that in order to expedite traffic. If the gas tax fails, this project goes on the shelf. A problem with the gas tax is that business people object to it, feeling Oregon trucking companies would be more

burdened (equity issue). I don't know if that's true. A member of my committee is affiliated with the trucking business and he filled me in. There was resistance at our Land Use Committee meeting last month when we had a speaker on Measure 76. Also, just because it's a constitutional amendment some of my committee object simply because of that.

Regarding maintenance, Mr. Wheeler said he's a Maryland native and that their roads are in much better condition than Oregon's because they have outlawed studs and chains, that if Oregon did this they could substantially reduce their maintenance budget. He then commented that Oregon is one of the lowest in the country as far as money spent toward transportation.



October 28, 1999

Henry Hewitt, Chair
Oregon Transportation Commission,
The Oregon Department of Transportation,
And the Metro Joint Policy Advisory Committee on Transportation
123 NW Flanders
Portland, Oregon 97209

Dear Mr. Chair and Members of the Commission;

The Clackamas County Economic Development Commission strongly supports the construction of Phase 1 of the Sunrise Corridor. This project is vitally important to the development of Clackamas County's economy. It has long been specifically listed as a high priority project in the 1986 Economic Development Plan and again in the updated 1997 Economic Development Plan.

We feel that the Sunrise Corridor is critical to the development of the Clackamas Industrial Area, one of the largest employment centers in the County. This project will play a key role in attracting and keeping employers here and enabling them to expand their businesses. The Sunrise Corridor will also provide a strong link in the transportation system needed to facilitate freight movement and preserve access to interregional shipping facilities.

Currently the I-205 /Highway 212-224 interchange remains one of the most congested in the region despite significant investments in the Jennifer Street overpass and widening of 82nd Drive to the Gladstone Interchange. Better transportation access to this area will reduce the out of pocket and time costs to our businesses. Large distribution oriented firms in the area include the Fred Meyer Distribution Center, Safeway Food Distribution, TNT/Reddaway, Pacific Seafood Company, Emmert International, North Pacific Supply, Wymore Transfer and others.

Our Economic Development plan is consistent with many other transportation and land use plans in Clackamas County and Region. Each plan recognizes this project's importance in achieving the objectives of improving the efficiency and safety of the regional transportation system; enhancing the effectiveness of a key freight corridor to better serve a major employment area and industrial sanctuary (Clackamas Industrial Area); and reducing congestion and associated air pollution.

Within the Portland metropolitan region, Clackamas County currently suffers from a poor jobs-to-housing balance. As the nearby Damascus and Pleasant Valley Urban Reserves are brought into the UGB, the continued viability of this Industrial Area employment base will be important in realizing the objectives of the METRO 2040 Growth Concept to minimize urban sprawl and resulting long commutes.

For all of the reasons stated above, the Economic Development Commission urges you and other regional and state leaders to approve the construction of Phase 1 of the Sunrise Corridor.

Sincerely;

A handwritten signature in cursive script that reads "Jerry Smith".

Jerry Smith, Chair
Clackamas County Economic Development Commission



LYNN SNODGRASS
SPEAKER OF THE HOUSE
OREGON HOUSE OF REPRESENTATIVES

October 28, 1999

Henry Hewitt, Chair
Oregon Transportation Commission
Supplemental STIP Comments
123 NW Flanders
Portland OR 97209

Dear Mr. Hewitt:

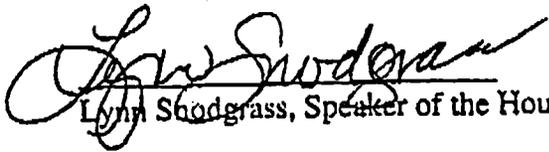
We appreciate the opportunity to comment on the Supplemental Statewide Transportation Improvement Program.

It is our understanding that the Oregon Department of Transportation (ODOT) and the METRO Joint Policy Advisory Committee on Transportation (JPACT) are asking for comments on an initial list of projects and an additional list of projects that would be built from the bond revenue made available within HB 2082. As HB 2082 worked its way through the House and Senate of the 1999 Oregon Legislature we were fully aware of the initial list of projects that ODOT presented to the respective chambers. The list was not voted on per se, however, it is our belief that members were aware of specific projects represented by ODOT as bonding priority. Furthermore, it appeared there was not to be substantial changes in the list of projects that ODOT would submit to the Emergency Board in February 2000.

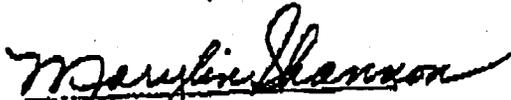
Of critical concern to us is the Clackamas Industrial Connection (Sunrise Corridor) project listed by ODOT at initially \$65 million. This project has been around since 1988 as a part of the development of the Access Oregon Highway program. Now, some twelve years later, we are still awaiting funding. Given the long-standing commitment of ODOT to this project, and the extreme importance it has in managing statewide freight movement, as well as the future growth in Clackamas County, we fully support the inclusion of this project at the revised construction cost estimate of \$72.5 million, which is contained in ODOT's final list for Emergency Board consideration.

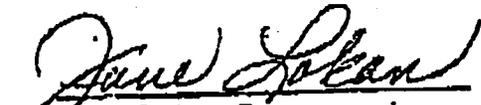
ODOT's *State and Federal Highway Revenues and Expenditures by County and Region, August 1999* report indicates that for the six year period of 1996-2001 Clackamas County receives only 0.86 cents back on each dollar in taxes paid by our constituents. This "donor county status" makes the investment by ODOT to the Clackamas Industrial Connection project a fair and warranted allocation of scarce resources. In addition, this project would partially correct a historical funding inequity in transportation investments in Clackamas County and provide the County some relief to its rapid growth.

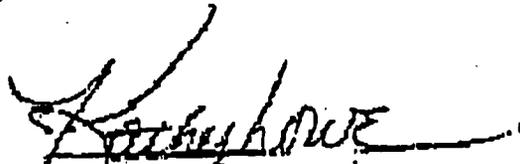
We look forward to seeing the \$72.5 million Clackamas Industrial Connection project in the list that the OTC will submit to the Emergency Board.


Lynn Stodgrass, Speaker of the House


Vern Duncan, Senator


Marilyn Shannon, Senator


Jane Lokan, Representative


Kathy Low, Representative


Kurt Schrader, Representative



JANE LOKAN

State Representative

Oregon Legislative Assembly

District 25 • Clackamas County

October 28, 1999

Members of the JPACT and Oregon Department of Transportation:

My name is Jane Lokan, State Representative from Oregon House District 25 in Milwaukie. Thank you for bringing this meeting to Clackamas County. I am here to especially urge JPACT and ODOT to carry forward with construction of the Clackamas Industrial Connection, formerly known as the Sunrise Corridor.

During the most recent Legislative session I was proud to be chief sponsor of HB 2478, which was signed into law by Governor Kitzhaber. This bill is known as the Transportation Spending Accountability Act. It directs the ODOT to identify projects on their priority spending list for each biennial budget, and specify the time frame for project completion. The Clackamas Industrial Connection is among the projects listed on ODOT's most recent project list, and I urge ODOT to move forward with construction in keeping with this legislative directive.

It was also my privilege to support HB 2082 during the 1999 session. I am here tonight to support that portion of HB 2082 that deals with the \$600 million bonding program. This bonding program is a creative and an innovative approach to funding key transportation projects throughout the state of Oregon.

It has been more than a decade since the Oregon Transportation Commission designated the Sunrise Corridor as an Access Oregon Highway. Between 1988 and 1996 the Commission, ODOT and Clackamas County have worked cooperatively to move this project forward. In fact, we have been very patient in Clackamas County, awaiting our turn!

Now the time has come for the Sunrise Corridor to become a reality as the Clackamas Industrial Connection. Indeed, METRO has included this project in the Regional Transportation plan as a regional highway corridor, and ODOT has a long-standing commitment to this project. Since Clackamas County has been slated for the bulk of future urban growth, it is imperative that this project be completed to maintain the livability that hallmarks Clackamas County.

During my tenure in the Oregon House, I worked hard to bring fiscal accountability to many aspects of government. And without a question, when we apply the issue of fiscal accountability to this project, it is clear that we need to move forward without further delay. Already, the projected construction costs alone have escalated from \$65 million to \$72 million. We must also be considerate of the average 12-15% annual escalation in the

cost of acquiring right-of-way property, and any increases in cost of design and engineering services that additional delays would bring about.

As a State Representative from one of Oregon's high growth counties, and keeping in mind both the letter and spirit of HB 2478 and HB 2082, I urge you to move forward on a critically important project, the Clackamas Industrial Connection, with all deliberate speed, placing the Clackamas Industrial Connection as a top priority now and for the 2001-03 biennium.

I look forward to seeing this project on the list that will be submitted to the Emergency Board at the Legislature. Thank you for this opportunity to speak.

From: "Grant, Eugene" <EGrant@schwabe.com>
To: "arthurc@metro.dst.or.us" <arthurc@metro.dst.or....>
Date: Fri, Oct 15, 1999 7:48 AM
Subject: Transportation supplemental STIP List comments

As Mayor of Happy Valley, I wanted to put in my two cents worth on the project list even though we all know the risk is high the gas tax increase will be repealed by initiative. The Sunrise Corridor project from I 205 to 145th is my top priority, since it ties in with the most important transportation problem of my City and the surrounding area. Traffic conditions on Sunnyside Road and Highway 212 are terribly congested and unsafe. Metro previously brought the Rock Creek Reserves (area from SE 145th to 162nd both north and south of Sunnyside Road) into the Urban Growth Boundary and just about everyone wants to see Happy Valley annex these areas sooner rather than later as a means to comply with the Metro Functional Plan and help fund further transportation improvements on Sunnyside Road and SE 147th. The Sunrise Corridor Project is an important element that will help make annexation and urbanization of the Rock Creek Reserves beneficial from a transportation and land use planning standpoint. This is because much of the through traffic currently using Sunnyside Road will use the Sunrise Corridor. The Sunrise Corridor will also facilitate access to the Urban Reserve land East and South of the Rock Creek Reserves which is the prime location for intense employment uses that will help solve the very bad jobs/housing imbalance in Clackamas County. This employment use land cannot be urbanized until we solve the transportation problems between I 205 and SE 172nd both in the Sunnyside Road Corridor and the 212 corridor. The Sunrise Corridor is the most critical part of that solution. The Rock Creek Reserves project will help solve the Sunnyside Road part of the problem, but without the Sunrise Corridor, there will not be enough transportation facilities to attack and conquer the jobs/housing imbalance we have out there. Please help us find a way to fund this regionally important project to help meet these goals.

PS for Rod Monroe and Bill Atherton: If Metro decides not to expand the UGB this year, it will leave Clackamas County without anything close to sufficient land with which to overcome the jobs/housing imbalance. The Rock Creek Reserves will help a little, but the hilly topography and location away from major transportation routes mean that the market will not support too much intense employment uses there. The real potential for addressing the jobs/housing imbalance in Clackamas County is the land to the east and south of the the Rock Creek area, (that is Pleasant Valley down to Hwy 212). In order to get there, Metro will have to bring it into the UGB and then help us find funding for the key transportation elements (172nd for north/south and Sunrise Corridor freeway for east west). Hitting the pause button on growth in North Clackamas County right now leaves us in a huge hole due to past land use decisions that have resulted in this terrible jobs/housing imbalance and falling service levels for traffic on SS Road and Hwy 212. Please help us by not taking an oversimplified approach to UGB expansion that ignores subregional realities and needs such as this. Thanks for your help.

By the way, I also strongly support the need for the Hwy 99 project thru Milwaukie, which is a terrible bottle neck right now.

Eugene L. Grant
Schwabe Williamson & Wyatt

PORTLAND STATE UNIVERSITY

Proposed statement by Julie North, Manager of Transportation and Parking Services
before:

METRO hearing on the Regional Transportation Plan
October 28, 1999

I am pleased to be here tonight to offer, on behalf of the Portland State University Administration, our comments on the Regional Transportation Plan. I am the parking manager at Portland State University which means I am responsible for the overseeing the University's transportation management plan. Portland State University is Oregon's urban university and that designation compels us to be actively involved in issues that affect the University and the region. A multimodal, comprehensive transportation system is integral to the mission of PSU and essential if we are going to be able to be responsive to the needs of our students. Transportation policy is important to the metropolitan region and it is vitally important to PSU. A majority of our students are nontraditional, older, work, and have family responsibilities. Every year, we serve more than 16,000 students, we employ 1900 faculty and staff, and we have more than 5 million visits to the campus. Serving the needs of these people requires a plan and it requires us to coordinate our efforts with the region.

PSU is working to reduce automobile use by student, faculty, and staff

Portland State University's plan encourages public transit, use of bicycles, and walking as key transportation modes used by students, staff, and faculty. Automobile transportation will continue to be an important element of our strategy but since we only have 3,000 parking spaces, alternative transportation is critical to our ability to serve the region and its students and businesses.

As part of the University's plans for public transit we have pursued three strategies. The first is a comprehensive bus pass program with Tri-Met. This program is subsidized by Tri-Met and by the University. It has been very successful with our campus community. In our recent negotiations on this policy, Tri-Met asked PSU to work with other colleges and universities in the region to develop a single bus plan for all students. That makes sense to us since many of our students are also taking classes at PCC, Mt.Hood, or Clackamas Community College and our faculty and students work closely with OGI, OHSU, Clark College and WSU Vancouver. For these reasons we believe it only makes sense that students should be treated equally and fairly throughout the system. I am the chair of a newly formed Higher Education Alternative Transit (HEAT) coalition (a list of our members is attached). We are working now to prepare a proposal for submission to Tri-Met for consideration. Our students tend to use public transportation during nonrush hours and if we can encourage the use of transit among traditional aged-students we believe we can build a community of lifelong transit riders.

Recommendation: The Regional Transportation Plan should include recognition that students at the region's institutions of higher education (about 100,000) have unique public transit needs and

TRANSPORTATION AND PARKING SERVICES ■ BUSINESS ADMINISTRATION

154 NEUBERGER HALL ■ 724 SW HARRISON STREET ■ POST OFFICE BOX 751 ■ PORTLAND, OREGON 97207-0751
(503) 725-3442 ■ FAX (503) 725-5594

programs and policies should encourage use of the Tri-Met and C-Tran systems in a coordinated way. We support the elements of the plan that address new and improved bus services including rapid bus service, new buses, and frequent buses that link with the colleges and universities. I would also urge planners to understand that our peak hours are different than those of normal work hours so the RTP should support transit service that operates, for example, after our last class ends at 9:40 p.m.

The second component of our strategy has been focused on light rail and the central city streetcar. The University worked with transit planners and urban planners in designing its new Urban Center Building. This building will (thanks to the support of the transportation community) include a one-stop transit center for bus pass purchases and information. It is appropriate that the center be located on this site since it is the highest volume transit stop in the Tri-Met system. Educational partnerships with Clackamas County -- both at the Metro Center site near Clackamas Town Center and at the Community College -- require that we address ways to facilitate the commute from these areas to the campus.

Recommendation: Make the full development of the North South Light Rail line a priority and protect the original alignment that includes a link with the PSU Urban Center. We support the longer term plans to include a line to Oregon City and in the Highway 217 and Barbur Boulevard corridors.

The third element of our public transit plan includes the Central City Streetcar and its connection to Portland State University. We are pleased that the first phase of the Streetcar will come to the campus and we want to be a part of efforts to expand the service area covered by the Streetcar. Since our students and faculty are so involved in the community through research and teaching projects it is important for them to have access to transit serving the downtown area.

Recommendation: Make the Central City Streetcar a priority of the regional transportation plan and the extension to North Macadam.

Thank you for the opportunity to provide comments on the regional transportation plan. In closing, I want to encourage you to develop a final plan that:

- Continues the focus on multimodal transportation but places a high priority on public transit.
- Involves regional centers and high volume destinations in the planning effort and targets resources toward those areas. Both PSU and OHSU have unique transportation needs and are major destinations -- our needs should be considered as integral to the plan.
- Recognize that for some people the automobile is the only viable option for transportation and consideration must be given to their needs as well.

Portland State University is committed to being a part of the planning process and to making a constructive contribution to the overall discussion related to the region's transportation system.

As the region addresses these important issues please include my office in your correspondence and opportunities for involvement. Thank you for considering my comments this evening.

**Portland/Vancouver Area Alternative
Transportation Student Consortium
Roster**

Chair, Julie E. North
Portland State University
Transportation & Parking Services
P.O. Box 751
Portland, Oregon 97207-0751
Phone: (503) 725-4412
Northj@pdx.edu

Co-Chair, Michael Surface
Lewis and Clark College
Transportation Manager
0615 SW Palatine Hill Road
Portland, Oregon 97219
Phone: (503) 76807794
surface@clark.edu

Rod Bartholomew
Transportation and Parking
Portland Community College
Sylvania Campus CC257
P.O. Box 19000
Portland, Oregon 97280-0990
Phone: (503) 977-4998
[Email:rbarthol@pcc.edu](mailto:rbarthol@pcc.edu)

Rebecca Leiv
Mt. Hood Community College
3975 SE Powell Blvd.
Portland, Oregon 97202
Phone: (503) 491-6924
Leivr@mhcc.cc.or.us

Louis Ornelas
Oregon Health Sciences University
3181 SW Sam Jackson Park Road PP220
Portland, Oregon 97201
Phone: (503) 494-2229
[Email:ornelasl@ohsu.edu](mailto:ornelasl@ohsu.edu)

University of Portland
Marty Kovach, Residence Life
5000 N. Willamette Blvd.
Portland, Oregon
Phone: (503) 283-7911
Kovach@up.edu

***Reed College**
Kevin Donegan, Director Community
Safety
3203 SE Woodstock Blvd.
Portland, Oregon
Phone: (503) 771-7379

***Marylhurst University**
Glenn Vorres
P.O. Box 261
17600 Pacific Hwy.
Marylhurst, Oregon 97036
Phone: (503) 699-6256
Gvorres@marylhurst.edu

Washington State University
Glenn Ford
4204 NE Salmon Creek Avenue
Vancouver, Washington 98686
Phone: (360) 546-9590
Ford@vancouver.wsu.edu

Clark College
Walter Hudsick, Chief Financial
Operations
1800 E. McLoughlin Blvd.
Vancouver, WA 98663
Phone: (360) 992-2413
whudsick@clark.edu

**National College of Naturopathic
Medicine**
Glenn Taylor/Sue (president's office)
049 SW Porter
Portland, Oregon 97201
Phone: (503) 499-4343X1114
syirku@ncnm.edu
Registrar@ncnm.edu

Pacific NW College of Art
**Michael Hall, Director of Student
Services**
1241 NW Johnson
Portland, Oregon 97209
Phone: (503) 821-8920
Michael@pnca.edu

Pacific University
Denise Price
Martina Fredericks
2043 College Way
Forest Grove, Oregon 97116
Pricefd@pacificu.edu
Frederim@pacificu.edu

***Clackamas Community College**
Sara Simmons
19600 S. Molalla
Oregon City, OR 97045
Phone: (503) 657-6958 X 2442

Western Business College
President Randy Rogers
Jackie Ferguson, Academic Dean
Phone: 222-3225
(no email address at this time)

Warner Pacific
**Steve Scott, Director of Plant Safety &
Security**
2219 SE 68th Avenue
Portland, Oregon 97215
Phone: (503) 775-4366
Sscott@warnerpacific.edu

Western States Chiropractic College
Pat Hohnstein
2900 NE 132nd St.
Portland, Oregon 97230
Phone: (503) 251-5734
Phohnst@wschiro.edu

Oregon Graduate Institute
Nancy Christie
20000 NW Walker Road
Beaverton, Oregon 97006
Phone: (503) 690-1027
Christie@bmb.ogi.edu

Multnomah Bible College & Seminary
Anna Staeger
8435 NE Glisan Street
Portland, Oregon 97220
Phone: (503) 255-0332
(no email address)

Concordia University
2811 NE Holman
Portland, Oregon 97211
Phone: (503) 288-9371
Revised 10-18-99

* indicates no participation or response
to date

O. G. C. S. I. S.
4909 SE INTERNATIONAL WAY
PORTLAND, OR 97222 4679
PHONE: 503 653 8881
FAX: 503 653 4555

JAMES S. OSTERMAN
PRESIDENT
OUTDOOR PRODUCTS GROUP

BLOUNT

October 28, 1999

Henry Hewitt, Chair
Oregon Transportation Commission
Supplemental STIP Comments
123 NW Flanders
Portland OR 97209

Dear Mr. Hewitt:

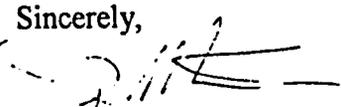
I appreciate the opportunity to comment on the Supplemental Statewide Transportation Improvement Program.

It is my understanding that the Oregon Department of Transportation (ODOT) and the METRO Joint Policy Advisory Committee on Transportation (JPACT) are asking for comments on an initial list of projects and an additional list of projects that would be built from the bond revenue made available within HB 2082. I testified and worked in support of HB 2082 during the 1999 Legislature. I was aware of the list of projects proposed by ODOT to be built by the bonding provisions of HB 2082 and support the Clackamas Industrial Connection project on this list.

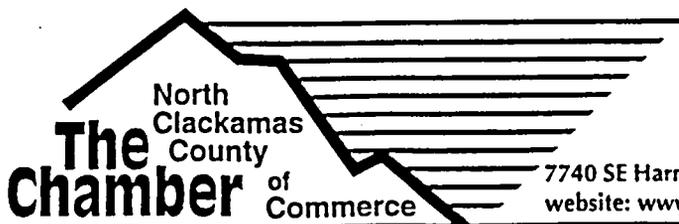
Of critical concern to me as an employer of approximately 1,000 employees in Milwaukie is our ability to move freight in and out of our manufacturing plant, and the ability of our employees to get to work. The Clackamas Industrial Connection (Sunrise Corridor) project has been planned since 1988 as a part of the solution to freight mobility in the Region and Clackamas County, and to future growth challenges the County faces in moving its residents from home to work.

I fully support the inclusion of this project, at the revised construction cost estimate of \$72.5 million, in ODOT's final list for Emergency Board consideration.

Sincerely,


Jim Osterman, President
Outdoor Products Group

OREGON



Mission Statement
*To provide innovative leadership
to ensure a successful business climate
and promote the quality of life in Clackamas County.*

7740 SE Harmony Road • Milwaukie, OR 97222-1269 • 503/ 654-7777 • Fax 503/653-9515
website: www.yourchamber.com E-mail: nccccfc@yourchamber.com

Serving the needs of Business and the Community in: Milwaukie, Gladstone, Happy Valley, Johnson City, Clackamas, Sunnyside, Oak Grove, Damascus, Barton & Boring

August 25, 1999

Henry Hewitt, Chairman
Oregon Transportation Commission
101 Transportation Building
Salem, OR 97310

Dear Chairman Hewitt:

The North Clackamas County Chamber of Commerce (NCCCC) has been an active supporter over the years for additional transportation funding and most recently for the passage of increased gas and vehicle registration funding in the 1999 Legislature. We are aware of the provision in HB2082 that provides ODOT with the ability, pending Emergency Board approval in February 2000, to construct \$600 million of highway improvements throughout Oregon.

ODOT Director Grace Crunican presented to the Legislature a list of \$725 million in state highway projects which ODOT would recommend for the public's consideration, should additional funding become available through a bonding proposal. Understanding that ODOT and the Oregon Transportation Commission (OTC) must reduce the list to \$600 million, we are writing to express our support for the retention of the \$65 million Clackamas Industrial Connection (I-205 to 145th) project as a part of the amended STIP that the OTC will submit to the Emergency Board in February.

The Clackamas Industrial Connection (commonly referred to as the Sunrise Corridor) was one of the original Access Oregon Highways identified for construction by Governor Goldschmidt and the 1987 Legislature. Since this project has been around from the late 1980's it has already gone through the environmental process with the final environmental impact statement expected for completion in 1999. In addition, ODOT and the County have approved the alignment for Unit 1.

We believe that the construction of this project from I-205 to 145th is of statewide significance for the following reasons: it will (1) accommodate the planned growth in North Clackamas County under the region's 2040 Growth Plan, (2) improve freight mobility and safe recreational travel from the metropolitan area to central and eastern Oregon, (3) is consistent with the recently adopted Oregon Highway Plan, (4) has the capacity to complete the project within six years and

(5) qualifies leveraging additional funds. Clackamas County, the business community and citizen groups have, over the years, supported the construction of this project.

The Chamber respectfully requests that the Clackamas Industrial Connection project be included in the amended STIP that the OTC will forward to the Emergency Board in February 2000.

Sincerely,

Chip Sammons, President

John Wyatt, Senior Vice-President

cc: Governor John A. Kitzhaber
Speaker of the Oregon House Lynn Snodgrass
Senator Randy Miller
Senator Marilyn Shannon
Senator Verne Duncan
Senator Ted Ferrioli
Senator Rick Mestger
Representative Jane Lokan
Representative Kurt Schrader
Representative Roger Beyer
Representative Richard Devlin
Representative Jerry Krummel
Representative Kathy Lowe
Representative Bob Montgomery
Clackamas County Board of Commissioners
Metro Executive Mike Burton
Oregon Transportation Commissioners
ODOT Director Grace Crunican
ODOT Region 1 Manager Kay Van Sickel

October 28, 1999.

Testimony connected with ODOT Supplemental STIP

Support for Clackamas Industrial Corridor

I support the Clackamas Industrial Corridor project more widely referred to as the Sunrise Corridor in Clackamas County. I am a resident of Clackamas County and serve on several groups that are concerned with the Corridor. Several years ago while rebuilding my home I passed making purchases along Highway 224 because of congestion then and it is even worse today.

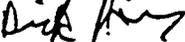
Unfortunately gridlock exists almost all day on Highway 224 with lines going back $\frac{3}{4}$ of a mile even in mid morning. I have had to go to the Clackamas Industrial area twice recently. Both times I found traffic at 10:00 AM backed up from I-205 to Lumberman's Building Supply.

Nothing is being said of the changes which will occur when the North bound I-205 ramp lights are lit. Each truck will have to stop on an up slope before entering the freeway. Often these trucks are only going to the next exit, the Highway 224 offramp to Milwaukie and the industrial areas along it or to the frozen food warehouses along Highway 99 North of Milwaukie. If instead of going on I-205 trucks were to go north on 82nd Drive, 82nd Drive would become totally gridlocked.

Two other reasons I support this projects are: reduction of congestion and the project is ready for immediate construction. I reviewed, the criteria for selecting projects found on the Internet, and I was disappointed that among the seven criteria listed, reducing congestion was not included. Several studies I have seen say people want less congestion. I recognize some believe that congestion is a tool to help move people toward other modes of transportation. People are not going to support transportation improvements until reducing congestion is our FIRST goal. Secondly the Sunrise Corridor is ready for construction meaning an early impact on improved travel.

Thank you.

Submitted by,



Dick Jones

3205 SE Vineyard Rd.

Oak Grove, Or 97267

Phone (503)652-2998 Fax (503)353-9619 e-mail BULLDOGJONES@prodigy.net



AFSCME

American Federation of State, County and Municipal Employees, AFL-CIO

LOCAL 350

Representing the
Employees of:

350-0
Clackamas County
Department of
Transportation &
Development

350-1
City of West Linn

350-2
City of Oregon City

350-3
City of Gladstone

350-4
Clackamas County
Department of Utilities

350-5
City of Milwaukie

350-6
City of Canby

350-7
Clackamas County
Emergency
Communications

350-8
Rockwood Water
P.U.D

October 28, 1999

Henry Hewitt, Chair
Oregon Transportation Commission
Supplemental STIP Comments
123 NW Flanders
Portland OR 97209

Dear Mr. Hewitt:

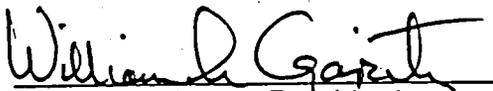
We appreciate the opportunity to comment on the Supplemental Statewide Transportation Improvement Program.

Building the Clackamas Industrial Connection (Sunrise Corridor) must continue to be a priority and be included in ODOT's submission to the Emergency Board.

In 1988 this project was designated an Access Oregon Highway. In 1989 Clackamas County amended our Comprehensive Plan to include the Sunrise Corridor. In 1996 our Board of County Commissioners heard testimony and approved the alignment of Phase 1.

Clackamas County is one of the fastest growing areas of the State. The Industrial Area served by this needed highway has a major employment potential. Enhancing the effectiveness of the freight corridor would partially correct a historical funding inequity of transportation investments within Clackamas County. As you are aware, Clackamas County is one of Oregon's "Donor Counties." We have received only 86% returns on each of our invested tax dollars.

We look forward to seeing the 72.5 million-dollar allocation to the Sunrise Corridor project on the list that the Oregon Transportation Commission will submit to the Emergency Board.


William A. Garity, President
D.T.D. Chapter, Local 350, AFSCME

COLUMBIA CORRIDOR ASSOCIATION

PO Box 55651
Portland, OR 97238

October 28, 1999

Jon Kvistad, Councilor
METRO
600 NE Grand Ave.
Portland, OR 97232-2736

Dear Councilor Kvistad:

The Columbia Corridor Association would like to express our strong enthusiasm for constructing the E. Columbia/Killingsworth/ 87th Avenue connection with the ODOT bond program funds. The project is critical to maintaining good access to Columbia Boulevard businesses and for industries exporting and importing goods throughout the region via air freight. Studies analyzing efficient freight movement in the area, such as the Columbia Boulevard Study and the Airport Area Transportation Analysis, have been completed by a number of agencies. The East Columbia/Killingsworth connection is identified repeatedly as a transportation bottleneck that must be solved to keep goods moving on the system. Last year, the Port of Portland and City of Portland, in conjunction with ODOT, have completed an alternatives analysis to identify the best alternative for construction. A new connection at 87th Avenue best meets freight traffic and multi-modal objectives.

The current problem is acute. Traffic accessing I-205 from Columbia Boulevard backs up over a mile during the pm peak. As a result, traffic from businesses on Columbia Boulevard has to seek alternative routes to access the freeway. Columbia Boulevard is a two-lane facility that connects with I-205 through a signalized intersection at a railroad underpass. The intersection is very close to the I-205 interchange, limiting turning movements and constraining traffic flow. The proposed project that you would help fund would improve access from Columbia Boulevard to US 30 (Killingsworth) and I-205 through improved interchanges at 82nd Avenue at Columbia and US 30 Bypass

The Columbia Corridor has distinctive needs and transportation issues based on its business/industrial uses, and its function as the region's gateway to national and international trade. These uses rely heavily on efficient freight accessibility and mobility.

John Kvistad, Councilor
October 28, 1999
Page 2

Air cargo activity is dependent upon the landside transportation system for good access to freight forwarders, reload facilities and air cargo terminals. The majority of the region's air related facilities are located in the Columbia Corridor and rely heavily on Columbia Boulevard and I-205.

Addressing the needs of this area through strategic investments in transportation infrastructure is critical to maintaining the "economic engine", the role Columbia Corridor serves for the City, the metropolitan region and the state.

We appreciate your consideration of this important project.

Sincerely,



Michal A. Wert
Transportation Committee Co-Chair

CC: City of Portland Commissioner Charlie Hales
Port of Portland Mike Thome



RTP Public Comment Report

Regional Transportation Plan Public Surveys

Regional Transportation Plan Public Survey

Oct. 1999

Please answer the following questions, to help us with the direction and financing of the 20-year Regional Transportation Plan:

1. The overall plan is intended to address growth and balance travel choices with freight and mobility needs, while protecting and enhancing communities and the environment. Does this plan look like a good balance for your area?

- a. Looks good to me
- b. Needs more or fewer roads and highways (circle "more" or "fewer")
- c. Needs more or less public transportation (circle "more" or "less")
- d. Needs more or fewer sidewalks, bike lanes and bus stops (circle one)
- e. Needs more or less maintenance, safety and street repair (circle one)
- f. Other:

2. Revenue to pay for needed transportation projects is lacking by 75 percent. Which of the following conventional sources would you use to make up the balance?

- a. Raise current state and federal gas taxes
- b. Raise current vehicle registration fees
- c. Pass the funding bill adopted by the 1999 Oregon Legislature that may be referred to voters. It raises the state gas tax and vehicle registration fee. (Above choices constitutionally dedicate funds to roads and highways, only.)
- d. Raise current bus and MAX fares to pay for more transit service
- e. Raise current payroll taxes on transit to pay for more transit service
- f. Cut plan back by ___% to reduce need for new revenue. I understand that this will result in more traffic congestion and less transit service.
- g. Other:

3. Should new "targeted" funding sources be pursued?

yes no

If yes, which funding sources should be tried?

- a. Increase fees on new housing and business development
- b. Place electronic tolls on new highways or added freeway lanes
- c. Place system charges on new utilities to pay for local streets
- d. Place special fees on studded tires, bicycles, etc.
- e. Other:

4. What comments or questions do you have about the Regional Transportation Plan? (Use space on back. If you wish to be contacted by staff, please leave your name, address and phone number.)

Eliminate Project 3187. It is very costly, makes a major disruption to the area and provides very little benefit.

Regional Transportation Plan Public Survey

Oct. 1999

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- e. Needs more or less maintenance, safety and street repair (circle one)
- f. Other: NEEDS FULL DISCLOSURE OF PAST TRACK RECORD IN FORECASTING TRANSIT RIDERSHIP & COSTS

2. Revenue to pay for needed transportation projects is lacking by 75 percent. Which of the following conventional sources would you use to make up the balance?

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- g. Other: DEVELOP LOWER COST TRANSIT SYSTEMS

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- c. Pass the funding bill adopted by the 1999 Oregon Legislature that may be referred to voters. It raises the state gas tax and vehicle registration fee. (Above choices constitutionally dedicate funds to roads and highways, only.)
- d. Raise current bus and MAX fares to pay for more transit service
- e. Raise current payroll taxes on transit to pay for more transit service
- f. Cut plan back by ___% to reduce need for new revenue. I understand that this will result in more traffic congestion and less transit service.
- g. Other: *REINTRODUCE WEIGHT MILE TAX FOR TRUCKS*

3. Should new "targeted" funding sources be pursued?

yes no

If yes, which funding sources should be tried?

- a. Increase fees on new housing and business development
- b. Place electronic tolls on new highways or added freeway lanes
- c. Place system charges on new utilities to pay for local streets
- d. Place special fees on studded tires, bicycles, etc.
- e. Other:

4. What comments or questions do you have about the Regional Transportation Plan? (Use space on back. If you wish to be contacted by staff, please leave your name, address and phone number.)

Regional Transportation Plan Public Survey

Oct. 1999

Please answer the following questions, to help us with the direction and financing of the 20-year Regional Transportation Plan:

1. The overall plan is intended to address growth and balance travel choices with freight and mobility needs, while protecting and enhancing communities and the environment. Does this plan look like a good balance for your area?

- a. Looks good to me
- b. Needs more or fewer roads and highways (circle "more" or "fewer")
- c. Needs more or less public transportation (circle "more" or "less")
- d. Needs more or fewer sidewalks, bike lanes and bus stops (circle one)
- e. Needs more or less maintenance, safety and street repair (circle one)
- f. Other:

2. Revenue to pay for needed transportation projects is lacking by 75 percent. Which of the following conventional sources would you use to make up the balance?

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OVER

METRO PLANS TO SPEND SOMETHING LIKE
\$78,000,000 ON THEIR IMAGE. HOW ABOUT USING
SOME OF THAT TO PROMOTE THE RTP AND
HOW IMPORTANT THE TRANSPORTATION BILL
IS TO THAT. MAYBE EVEN SHOULD USE
SOME OF THE GARBAGE SAVINGS ON
TRANSPORTATION RELATED THINGS —

JOHN BURGER

Regional Transportation Plan Public Survey

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- e. Other: *congestion pricing + focus on HOV lanes*

4. What comments or questions do you have about the Regional Transportation Plan? (Use space on back. If you wish to be contacted by staff, please leave your name, address and phone number.)

See back

If you really want to increase transit use,
take the fees off completely. Bus, light rail,
whatever, just get on & go.

If you're happy at 10% modal share, then stay
there, but if you want to change in a BIG
way you need to do something dramatic.

- Dream big. Make it easy. These are
the principles that encourage growth.

Dave Gil

Regional Transportation Plan Public Survey

Oct. 1999

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- e. Other:

4. What comments or questions do you have about the Regional Transportation Plan? (Use space on back. If you wish to be contacted by staff, please leave your name, address and phone number.)

I'm strongly supportive of
a new cross-town bus service
on ~~the~~ NE Prescott St and SE
92nd Ave. It would be great
if it could run from Swan
Island to Gateway to Clack.
Town Center

RECEIVED
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BY:.....

Regional Transportation Plan Public Survey Oct. 1999

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- f. Cut plan back by ___% to reduce need for new revenue. I understand that this will result in more traffic congestion and less transit service.
- g. Other: *Improve our roads. We have now to use HOV lanes, on both 205 & 84 N freeways*

3. Should new "targeted" funding sources be pursued?

yes no

If yes, which funding sources should be tried?

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- d. Place special fees on studded tires, bicycles, etc.
- e. Other:

4. What comments or questions do you have about the Regional Transportation Plan? (Use space on back. If you wish to be contacted by staff, please leave your name, address and phone number.)

(over)

10/31/99

All the hearings on regional transportation, shows the City of Portland, TriMet, & Metro, are willing and using federal, local, state gas taxes, for light rail, leaving very little for new roads & road improvements & bridges around the state. Also bike lanes and sidewalks that over extended into the street and intersections, causing traffic problems, for motorists. A big waste of taxpayers money. The West side trolley, light rail to the airport and the future north interstate rail line. Four years to build & 350 million dollars to replace a good bus service in that area leaving very little money for roads.

Buses can do a better job, than light rail, for a lot less money.

Robert E. Shannon
17471 SE Vogel Rd
Boring, Ore
97009

Phone# 658-5492



RTP Public Comment Report

Written and E-mail Comments

E-Mail Comments received on the Regional Transportation Plan

Name: Roger M. Ellingson
From: rogere@teleport.com
Date: October 1, 1999

Comment: I am very much in favor of more pedestrian and bicycle transportation system improvements. I would like to see safe, efficient, direct access non-auto access to transit centers and bus stops also. I do not support the continued building of Park-and-Ride lots at transit centers. I think primary access to the transit system should be non-auto oriented.

I would like to see more regulation of trucks in the Metro area. Safety and equipment inspections should be mandated similar to DEQ. If a truck is not registered in the Metro area, it would need to be inspected anyway if it operates in the Metro area. My primary gripe is the non-muffled exhaust brake usage of the heavy trucks in the urbanized areas. I cannot understand why these noise polluting vehicles are allowed to make so much racket! Is this an area Metro could set some standards or at least do some public education of these errant truckers?

Name: Eugene Grant
From: Egrant@schwabe.com
Date: October 15, 1999

As Mayor of Happy Valley, I wanted to put in my two cents worth on the project list even though we all know the risk is high the gas tax increase will be repealed by initiative. The Sunrise Corridor project from I-205 to 145th is my top priority, since it ties in with the most important transportation problem of my City and the surrounding area. Traffic conditions on Sunnyside Road and Highway 212 are terribly congested and unsafe. Metro previously brought the Rock Creek Reserves (area from SE 145th or 162nd north and south of Sunnyside Road) into the Urban Growth Boundary and just about everyone wants to see Happy Valley annex these area sooner rather than later as means to comply with the Metro Functional Plan and help further transportation improvements on Sunnyside Road and SE 147th. The Sunrise Corridor project is an important element that will help make annexation and urbanization of the Rock Creek Reserves beneficial from a transportation and land use planning standpoint. This is because much of the through traffic currently using Sunnyside Road will use the Sunrise Corridor. The Sunrise Corridor will also facilitate access to the Urban Reserve land east and south of the Rock Creek reserves which is the prime location for intense employment uses that will help solve the very bad jobs/housing imbalance in Clackamas County. This employment use land cannot be urbanized until we solve the transportation problems between I-205 and SE 172nd, both in the Sunnyside Road Corridor and 212 corridor. The Sunrise Corridor is the most critical part of that solution. The Rock Creek Reserves project will help solve the Sunnyside Road part of the problem, but without the Sunrise Corridor, there will not

be enough transportation facilities to attack and conquer the jobs/housing imbalance we have out there. Please help us find a way to fund this regionally important project.

If Metro decides not to expand the UGB this year, it will leave Clackamas County without anything close to sufficient land with which to overcome the jobs/housing imbalance. The Rock Creek Reserves will help a little, but the hilly topography and location away from major transportation routes mean that the market will not support too much intense employment uses there. The real potential for addressing the jobs/housing imbalance in Clackamas County is the land to the east and south of the Rock Creek area, (that is Pleasant Valley down to Highway 212). In order to get there, Metro will have to bring it into the UGB and then help us find funding for the key transportation elements (172nd for north/south and Sunrise Corridor freeway for east west). Hitting the pause button on growth in North Clackamas County right now leaves us in a huge hole due to past land use decisions that have resulted in this terrible jobs/housing imbalance and failing service levels for traffic on SS Road and Highway 212. Please help us by not taking on oversimplified approach to UGB expansion that ignores subregional realities and needs such as this. I also support the need for Highway 99 project thru Milwaukie, which is a terrible bottle neck right now.

Name: Tom Aufethie
From: 15674 Highpoint Dr.
Sherwood, Oregon
Date: October 15, 1999

A recent article in the tualtin times mentions a 4 lane bypass connecting I-5 and highway 99 between Sherwood and Tualatin..Could you tell me about where that would start?

I recently attended a planning workshop in sherwood regarding urban reserve area 45 where a consulting firm suggested a road taking off just West of Sherwood from highway 99 and going across hill and dale to hit I-5 near Wilsonville? Is this a part of your proposal or is it a pipe dream on his part? His answer to traffic problems between Sherwood and I-5..

Name: Brian
From: Brianf@aracnet.com
Answer: Tom Kloster
Date: October 18, 1999

Brian-

Thanks for your e-mail. We have included the proposed Tualatin-Sherwood connector in our draft Regional Transportation Plan. The new route would connect I-5 and 99W in the Tualatin/Sherwood area, and divert through traffic that is currently using Tualatin-

Sherwood Road or 99W through Tigard. Both existing routes are very congested already, and for a variety of reasons, aren't appropriate for through traffic.

The proposed connector is controversial on a couple of fronts: first, it is the only part of the "Western Bypass" that was given a go-ahead by elected officials a few years ago as part of that study. We frequently hear concerns that building this section would inevitably lead to the full bypass being constructed, though our 20 year transportation plan and our Region 2040 vision do not include the full Western Bypass.

Another controversial element of this project is that the Legislature has enabled it to be partly financed through tolling -- a relatively unusual approach in Oregon. The corridor for the project study will look at a northern alignment that connects to 99W north of Sherwood, and a southern alignment that skirts the south edge of both Sherwood and Tualatin.

However, construction of such a project is a long ways off, and will involve a separate (and extensive!) public review process. Including the connector in the regional transportation plan is just the first step toward actually building such a facility.

Name: **Dan Packard**
From: dp@pdxradio.com
Date: October 18, 1999

I read the report in today's Oregonian on page E2 about the Metro highway construction plans. I'm especially interested in projects mentioned in the article about McLoughlin Blvd and the secondary project regarding changes on Powell Blvd, which the state opposes. Can you give me details on these?
Thanks for your help, --Dan Packard

Name: **Ernest Tipton**
From: eftipton@netcom.com
Date: October 18, 1999

As a facilities planner with the Architectural Services Department at Portland State University, one of my responsibilities during the past year has been an attempt to address bicycle transportation route planning and parking facilities in and through the campus and University District area. This included: inventorying present bicycle parking demand at various locations throughout the University District, 10 year University demand projection based on the present mode split, observations and intercept questionnaires regarding routing and time of day usage, and a brown bag forum to solicit student and faculty comments.

One of the reoccurring public comments supported by bicycle parking demand and observations was that Broadway is not a preferred North/South bicycle route through the

District. Prior to the Urban Center street construction at the intersection of SW Montgomery and SW Sixth, North/South bicycle route demand was predominately through the Park Blocks and to a lesser degree on Sixth Avenue.

People interviewed provided several reasons for the choice not to use Broadway as a bicycle route. They believed that Broadway was too dangerous during auto traffic peak hours, that the grade on Broadway was steeper than adjacent alternatives, and that the Park Blocks provided preferred ambiance. I believe the auto traffic conflict is supported by your regional transportation plan which lists Broadway as a regional arterial and automobile route.

On discussing the issue in general with PDOT, I am told that even though bicyclists may prefer using the Park Blocks, they do not feel it would be appropriate to list it as a bicycle route because of the potential pedestrian conflict. (Between the two choices, I would much rather be a pedestrian hit by a cyclist than a cyclist hit by a car). This personal preference aside, to my knowledge the University has not experienced any pedestrian/bicycle accidents in the campus park blocks, but there have been pedestrians and cyclists injured by auto traffic on Broadway.

Because our research and transportation planning is localized, I was wondering if your planning has examined appropriateness of a bicycle route on Broadway and potential alternatives; the potential impacts on regional connectivity, if any, of relocating the route from Broadway to SW Park and if not, I would like to request this alternative be explored further.

Name: Rian K. Long

From: rlong@ti.1-3com.com

Date: October 19, 1999 12:40 PM

I strongly support alternative methods of transportation such as light rail, buses, biking etc. The transportation plan, however, appears to view these methods of transportation as almost the entire solution to the 20-year traffic growth that is being studied. I cannot see anyone in the suburbs biking all the way downtown on a daily basis, not to mention the weather conditions of such a commute. These ideas will work if you live in a center-city neighborhood, but these are not the people who are backed up on the freeway each day.

I am glad that the plan is addressing at least some of the major highway problems in the region. The most glaring omission, however, is a solution for I-5 past the Rose Quarter. The freeway shrinks to two lanes in each direction at this point, and is always a major backup. I doubt, as the plan states, that the outlined I-5 improvements will provide for no backups except for peak hours. Without at least 3 lanes in each direction, the way from Vancouver, WA to downtown Portland, backups will occur. I can not think of another city of Portland's size that has a two-lane interstate as its primary connection to the outside world. It is my view that without some improvement of the Rose Quarter section of I-5,

traffic will remain largely unimproved, if not worsen as the region grows. It is also likely that this poor traffic link could hamper future business growth in the region.

For the most part, I agree with the objectives and outline of the plan. I do feel that Metro does a very good job of protecting livability of the region, and I strongly support almost all of Metro's objectives. I do not feel that a little more of an emphasis needs to be placed on auto transportation, whether it's desirable or not. Many people just simply won't do anything but drive no matter what the situation.

Name: Bruce Whisnant
From: Bwhisnan@ssofacom
Date: October 28, 1999

Thanks for the opportunity to comment. My recommendations are

- 1) Fund the third eastbound lane for Highway 217 to Camelot Court Bridge. It appears that this project will not require major engineering challenges.
- 2) Add a third lane (HOV preferably) southbound on I-5 at Delta Park to match up (even though more expensive) with your recent northbound project which I believe has been most successful.
- 3) Add an additional north AND southbound lane to I-5 from the Fremont bridge to the I-84 junction. The current four lane configuration past the Rose Garden is a serious "accident to happen" plus a major traffic impairment right in the middle of our great city. I recognize this would be a "major project", but we need this project for the millennium. And finally, vote YES on the gas tax.

Name: Marian Drake,
From: 1705 SE Morrison, Apt. 4,
Portland, OR 97214
Date: November 8, 1999

On the Transit Service Strategy fact sheet map, there is a gold line for community bus service going east from Gresham. Will this be transit or shuttle service to Oxbow Park? Last year, I attended Parks Advisory Council hearings on Oxbow Park. Then-Councilor Ruth McFarland passed a resolution to investigate weekend shuttle service to Oxbow Park. It was agreed upon by the Parks Advisory Council but was not put into writing, and even though it was considered important, it got lost. I have spent the last 4 years on this question of shuttle service to Oxbow Park, working with Metro and Tri-Met. I would like to have my comments placed into the record for the Regional Transportation Plan. I would also like to talk to someone about this shuttle service to Oxbow Park, if possible. Thank you.

**Mr. Pat Russell
16308 S.W. Estuary Dr. #208
Beaverton, OR 97006
(503) 533-8887**

October 20, 1999

**METRO -- RTP Comments
600 NE Grand Avenue
Portland, OR 97232**

**RE: Draft RTP list for: South Washington County
North Washington County**

Dear Metro Council Members:

Thank you for the opportunity to review the RTP Newsletter (draft) for Washington County. My general comments can also be applied to Multanomah and Clackamas County projects.

Livability, Pedestrian Scale, Environmental Impact

Although I have not had time to review the details of each "project" listed, I am glad to see references to "livability" and pedestrian improvements. However, the improvements are weighted to move traffic, and less focused on livability. Granted that sidewalks and bikeways are a start--but true livability would focus on environmental impact mitigation measures (ie habitat preservation/restoration in wetlands and stream corridors); street trees in parkways separating the pedestrian from the street curbs; raised landscaped medians down the center of collectors/arterials/freeways, or anything with three (3) wide lanes or more; and articulated crosswalks and enhanced landscaped intersections (crossings which are now unmarked--with the number growing). Where is the environmental assessment?

Street intersections must also receive significant attention with respect to pedestrian comfort--such as the newer intersection at Garden Home Road and Olsen Road in southwest Portland. Neighborhood groups and residents had to fight with county engineers/designers to achieve an aesthetic treatment (landscaping courtesy of garden groups). Typical street intersection widenings, such as the Bethany/158th Ave/Sunset Freeway and 185th/Sunset Freeway along with 185th Ave. corridor improvements from the freeway south to TV Highway, don't exactly impress me as pedestrian friendly or liveable.

However, on the other hand ODOT does respond to local landscaping priorities sometimes--such as the Canyon Road widening west of 217. Finally, my impression of "boulevard" is a street with raised landscaped medians and street trees (the American Heritage Dictionary). The more engineers push standardization (ie by the national book rather than local conditions), the more we lose our local character and charm. My suggestion is to throw out the ITE manuals and highway safety manuals and rethink what we are trying to create. Can the speed limit design be lowered, allowing more design flexibility?

Creeks / Floodplain Road Crossings

With the Salmon and Steelhead listings and federal water quality mandates at our door, we have an opportunity to improve the habitat setting at the road crossing. We must atone for our past construction impacts by increasing water quality treatment and establishing more recharge facilities to foster more year-around flow of our streams. For starters there should be NO improvements in the 100 year floodplain except bridge abutments, with undercrossings high enough to allow safe passage of pedestrians/cyclists, even during storm events. We could even insist on vehicle clearance heights. Utilities should not be buried in the 100 year floodplain. Further, if the crossing involves more than two lanes, the the bridge should be divided to reduce shading and scale.

I am concerned with the historic wetlands/habitat of Beaverton Creek (and tributaries), Rock Creek, Bronson Creek, Willow Creek, Cedar Mill Creek/Johnson Creek from the Tualatin River to the respective headwaters, including calculated 100 year storm elevations upstream of FEMA maps (such as the 96 storms). [PS: this includes reconstruction of the Sunset Highway when the various segments are widened to three lanes]. We need to do more to reduce other impervious surfaces and reforest them--such as parking lots and low profile buildings. Rather than passing new projects by allowing only 25-year storm detention, we should reduce the hardscape by 75% or provide 100 year storm detention (maximum parking allowance or maximum % of hardscape on-site).

We cannot insist that the developer/builder observe Metro Title 3 Policies of the Framework plan or future open space/ habitat policies if we cannot build our public improvements in the same manner. We should be identifying streets/parking that could be scaled down or become pervious softscape. There is a wonderful opportunity in Downtown Beaverton during redevelopment to resurrect Beaverton Creek as a award-winning greenway and partial habitat for spawning

Salmon and homeless Beavers (including the removal of miles of underground drains along the tributaries). Washington County should be prepared to allow the water table to rise to historic levels.

Interconnectivity/ Highway Centers

Local street freeway overcrossings between interchanges is long overdue and will relieve congestion at intersections spaced too far apart in the suburbs. It will also help reduce limited accessways as barriers in neighborhoods. We should follow Portland and encourage the use of road air-space in our urban core areas (such as downtown Beaverton, the Sunset Transit Center, Washington Square, Tanasborne, I-5/217--particularly in meeting regional housing demand). Additional under or over crossings of the Sunset Freeway and 217 should be considered:

- Sunset Transit Center south to approx. Marlo Ave.
- Greenbriar Prkwy / Meadow Dr. linking together to extend north to Science Park Dr.
- Cornell Ct. (w/o 158th Ave/Bethany interchange) north to Bronson Road
- John Olsen Ave. north to Rock Creek Blvd.
- Greenway neighborhood btwn Hall Blvd. and Scholls Ferry Rd. to Washington Sq.
- Remove fill along Hwy 217 and open up downtown Beaverton

Also intra-community connectors between Beaverton and Tigard should be considered such as extension of Murray "Blvd." to Hwy 99W, and eventually Beaverton to Sherwood (but not as a freeway). Schools should be better linked by local streets (for example: Hyland Park Intermediate School in south Beaverton could be more directly tied to Hiteon Elementary School).

Local Road Widenings

Some collector streets west of Beaverton did not appear to make the RTP list. These roads provide important local (side-street/through) circulation (in lieu of congesting the adjacent arterial) and should be enhanced as aesthetic, urban, neighborhood corridors:

- Bronson Road from 158th/Bethany to 185th
- Johnson Street from 170th (Aloha) to Brookwood Ave. (Hillsboro)
- Alexander Street from 170th to 209th
- Alexander Street from Millikan (through the Boy's Home) to 170th

Sunset Freeway and Highway 217

Although it seems that widening these regional facilities is a foregone conclusion, their growth-inducing effects are far-reaching and not yet fully analyzed (ala Westside Freeway). Prioritization should take place only after we are convinced the widenings will not induce growth beyond our current boundaries.

We should re-examine infill opportunities in existing neighborhoods, particularly along commercial and industrial corridors. Many areas of our region are up to 40% underutilized if all hardscape (streets, parking, storage and single story buildings) were taken into consideration. Suburban home builders are only one minor interest group of the total housing needs pie. We are beginning to see mixed use and alternative housing as a reality (as we enliven and soften our transportation corridors). I've estimated that over half the region's housing need could be met by redeveloping under-utilized properties within 1/4th mile of the proposed south-north MAX corridor. Other under-utilized corridors:

- Beaverton-Hillsdale Highway from Barbur Blvd to Hwy 217
- Canyon Road from Sunset Freeway to Murray Road
- TV Hwy from Murray Road to downtown Hillsboro
- Cornell Road --Cedar Mill/Tuefel Nursery
- Cornell Road from Sunset Freeway to Hillsboro Airport (low density/hi-tech business parks)
- Westside MAX (Sunset Transit Center, Beaverton Car Dealerships, light rail service yard, school district bus yard, NIKE and Tek, Elmonica/170th Station area, Oregon Primate Research Center/185th
- Washington/Burlington Squares
- 99W/Barbur Blvd from Sherwood to Beaverton-Hillsdale Hwy

The RTP and STIP should not become a political pork barrel for business as usual.

Funding

We certainly don't have funds currently to support the projects out to Year 2020. The RTP exercise is a wonderful tool to solicit long range planning needs in our urban areas. However, its 20 year span is being leveraged to justify poor, premature and short term growth and zoning decisions, to accommodate developer interests--particularly in Washington and Clackamas County. There is no corresponding CIP funding allocated commensurate with these political decisions and no one is held accountable except the citizens of the region (who are tired of

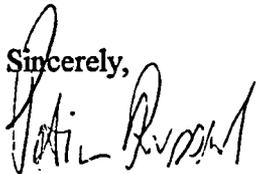
-5-

RPT Comments
Russell to METRO
10-20-99

growth and deficient urban infrastructure). Lagging needs must be addressed up front before development proceeds (not mortgaged onto our grandchildren). I am skeptical of the availability of any guaranteed funding for RPT projects beyond 2005. Therefore the list for 2000-2005 should be our highest priority (with funding guaranteed) that promotes infill and environmental mitigation first, suburban sprawl deficiencies last. There should not be something for everyone.

Thank you for taking the time to consider my concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Pat Russell", written over the word "Sincerely,".

Pat Russell

cc: National Marine Fisheries Service (Portland Office)
ODOT (Portland Office)
Tualatin River Watershed Council
Rob Drake, Honorable Mayor, city of Beaverton



Port of Portland

Box 3529, Portland, Oregon 97208
(503) 944-7000

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OCT 21 1999

BY:.....

October 19, 1999

MEMORANDUM *from Policy and Planning*

To: Kim White, Metro

From: Preston Beck, Associate Planner *P. Beck*

Re: RTP Project List

As we discussed I am forwarding you changes to the RTP project list Round 3. These changes reflect our 1999 draft Port Transportation Improvement Plan. It is scheduled for approval by the Port Commission in December.

There are three types of changes, Additions, Deletions, and Modifications. For each, I am including the relevant information about the project. I am also including maps for the additions.

Additions to List:

Project	Project Location	Description	Cost	Year
Cascades Parkway Connection to Alderwood	PIC	Provide north/south connection between Cascades Parkway and Alderwood Rd.	1,500,000	2005
Ped/Bike Access to Terminal	PDX Terminal	Provide pedestrian and bicycle access between end of N. Frontage Rd. and terminal building.		2005
82nd Ave Area Pedestrian Bicycle Improvements	PDX	Pedestrian and bicycle improvements along 82nd Ave between Airport Way and NE Alderwood Rd.		2005

Project	Project Location	Description	Cost	Year
Barnes Yard to Bonneville Yard Rail Expansion	Rivergate	Construct additional unit train trackage between Bonneville and Barnes Yard for storage, staging, classification and mechanical inspections of trains originating or terminating in and around Terminal 4 and 5.	\$4,500,000	2006-2010v
WHI Rail Yard	West Hayden Island	7 track rail yard connected to facility trackage.	\$9,000,000	2006-2010
Columbia Rail Bridge Capacity Improvements		Provide additional rail capacity over Columbia River.	NA	2011-2020
Penn Junction Realignment, UP/BNSF Main	Rivergate	Realign track configuration and signaling.	\$3,500,000	2006-2010

Deletions to List:

RTP Number	Project
4029	Cornfoot Rd. Extension
2068	I-205 Direct Ramp
4044	PDX Terminal Roadway Expansion

Modifications to List: (Changes in Bold)

RTP #	Project	Project Location	Description	Cost	Year
4020	Airport Way Widening, East	PDX		\$8,000,000	
4022	East End Connector	Col Corridor		\$34,000,000	

Modifications (cont'd)

RTP #	Project	Project Location	Description	Cost	Year
4023	Marx Drive Extension	Col Corridor			2006-2010
4024	Alderwood Rd Extension	PIC		\$8,600,000	
4025	Rename to: Cascades Parkway	PIC	New east/west couplet with parkway connecting International Parkway to eastern end of PIC	\$14,500,000	
4038	82 nd Ave/alderwood Rd intersection improvement	PIC			2000-2005
4040	47 th Ave Columbia to Cornfoot improvement	PDX		\$3,132,162	
4058	Airport Way ITS	PDX		\$4,000,000	
4061	Rename: West Hayden Island Bridge and Access Road	Rivergate		\$49,800,000	
4062	Marine Dr. Widening Phase 1	Rivergate		\$15,700,000	
4063	North Lombard Improvement	Rivergate		\$3,610,000	2000-2005
4065	SRG Rail Overcrossing	Rivergate		\$21,172,000	

Thanks for letting us make these changes. If you have any questions, please call me (944-7514).

Thanks

C. Susie Lahsene
Jane McFarland

Port of Portland Transportation Improvement Plan

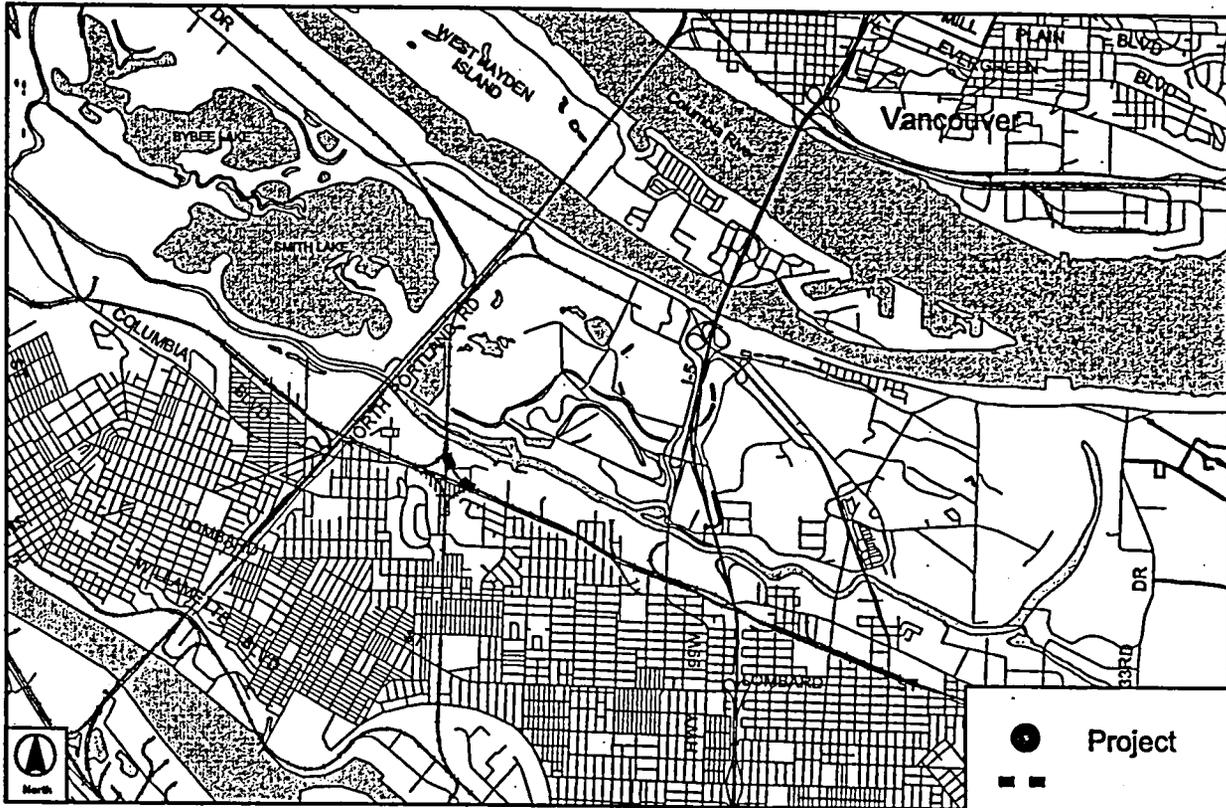
Project: Pen. Junction Realignment UP/BNSF Main

Description: Realign track configuration and signaling.

Purpose: Project will allow greater train turnaround speed for UP trains from Pen. Jct. to the BNSF main line at N. Portland Jct. and incrementally improve main line capacity over Columbia River rail bridge.

Total Cost: \$3,500,000

Cost Estimate Rating: 3c



Project Details

Funding Sources

Federal:

State:

City:

SDC:

Port:

Private:

Other:

Unfunded: \$3,500,000

- Conditional Use Project
- Project Identified in STIP
- Project Identified in 1999 RTP (Preferred)
- Project Identified in 1999 RTP (Strategic)
- Project Identified in 1999 RTP (Constrained)

Time Frame: 5 Yrs

Program #:

Project #:

Port of Portland Transportation Improvement Plan

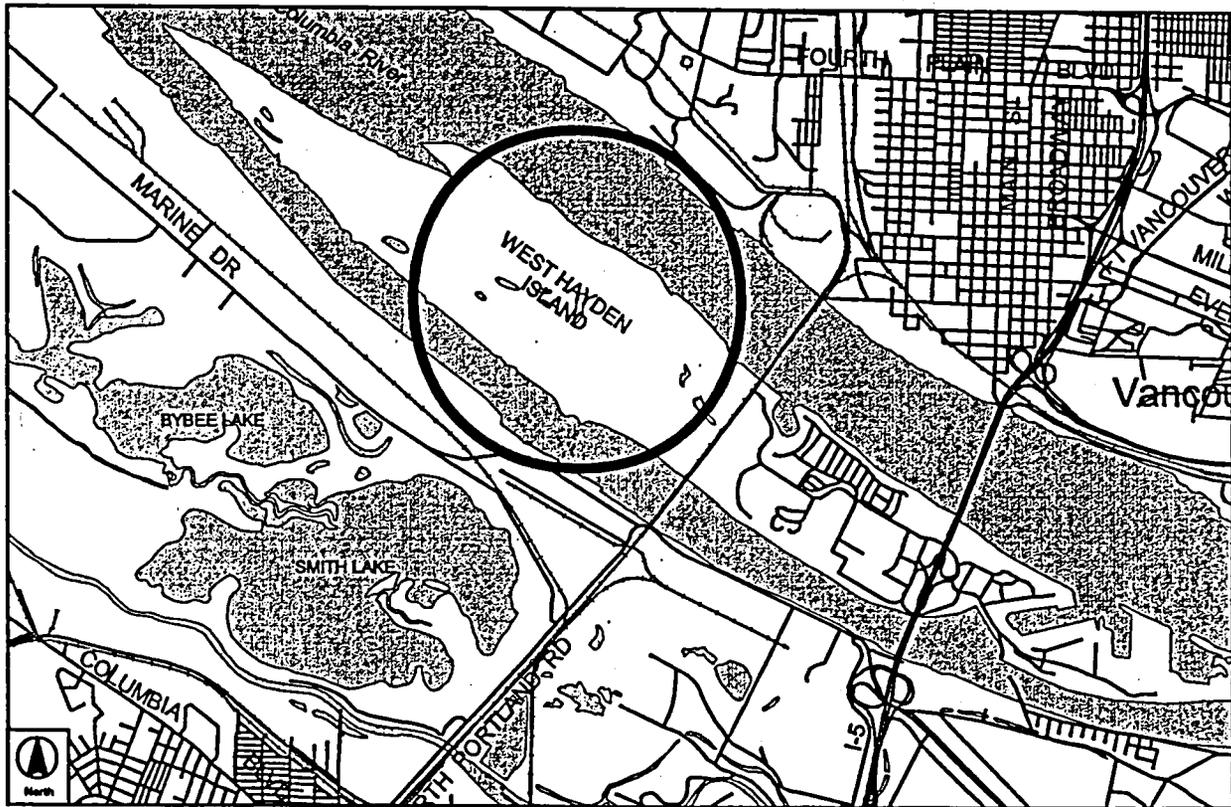
Project: West Hayden Island Rail Yard

Description: 7 track rail yard connected to facility trackage.

Purpose: Needed to advance rail development on West Hayden Island.

Total Cost: \$9,000,000

Cost Estimate Rating: NA



Project Details

Funding Sources

Federal:

State:

City:

SDC:

Port:

Private:

Other:

Unfunded: \$9,000,000

- Conditional Use Project
- Project Identified in STIP
- Project Identified in 1999 RTP (Preferred)
- Project Identified in 1999 RTP (Strategic)
- Project Identified in 1999 RTP (Constrained)

Time Frame: 10 Yrs

Program #:

Project #:

Port of Portland Transportation Improvement Plan

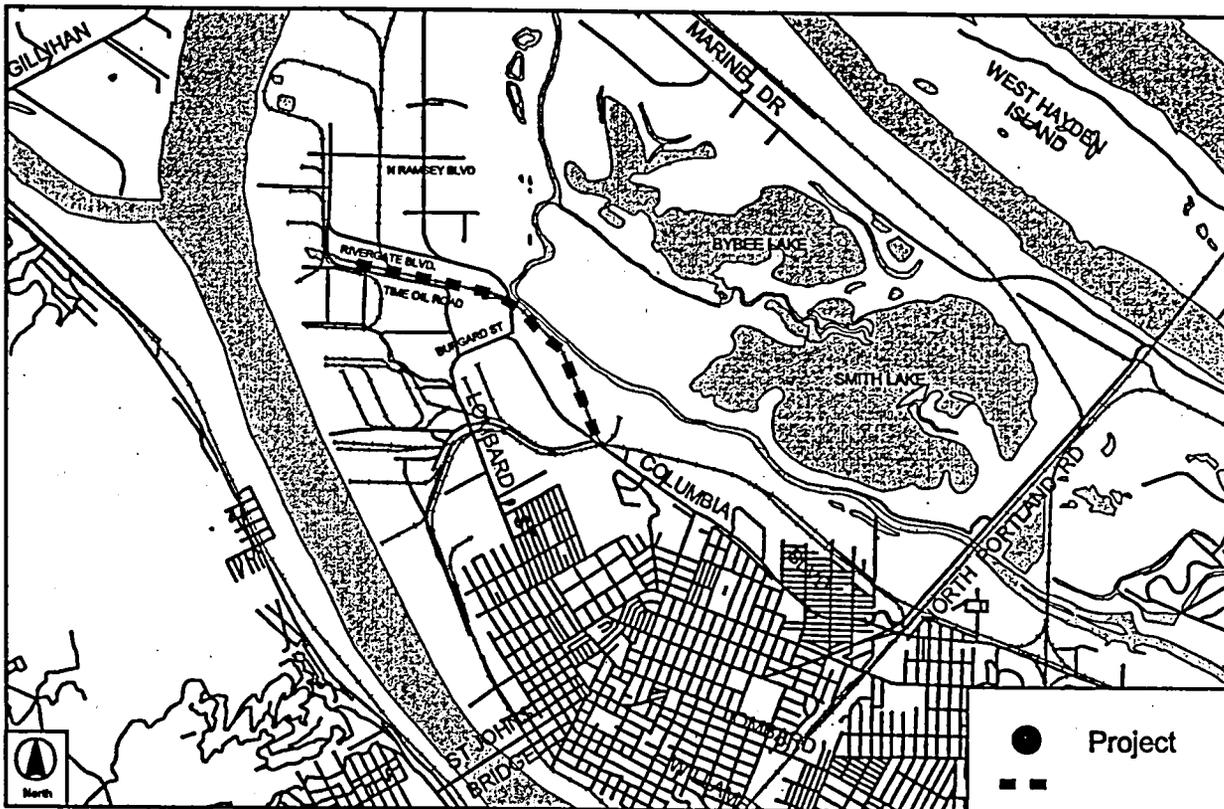
Project: Barnes Yard to Bonneville Yard Rail Expansion

Description: Construct additional unit train trackage between Bonneville and Barnes Yards for storage, staging, classification and mechanical inspections of trains originating or terminating in and around Terminal 4 and 5.

Purpose: Provides additional rail track to support unit train movement from South Rivergate through the Columbia Corridor.

Total Cost: \$4,500,000

Cost Estimate Rating: 3c



Project Details

Funding Sources

Federal:

State:

City:

SDC:

Port:

Private:

Other:

Unfunded: \$4,500,000

- Conditional Use Project
- Project Identified In STIP
- Project Identified In 1999 RTP (Preferred)
- Project Identified In 1999 RTP (Strategic)
- Project Identified In 1999 RTP (Constrained)

Time Frame: 5 Yrs

Program #:

Project #:

Port of Portland Transportation Improvement Plan

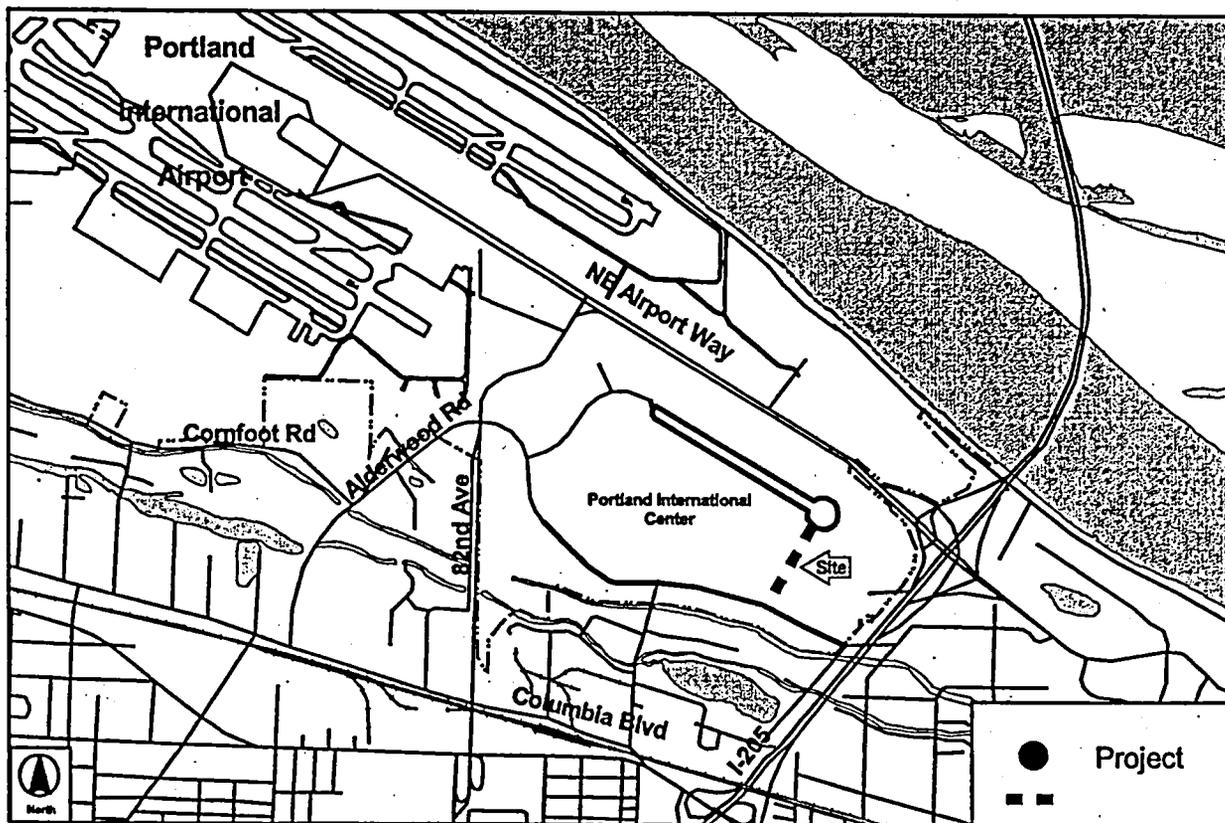
Project: Cascades Parkway Connection to Alderwood

Description: Provide north/south connection between Cascades Parkway and Alderwood Rd.

Purpose: Provide efficient movement of traffic to developing PIC properties.

Total Cost: \$1,500,000

Cost Estimate Rating: NA



Project Details

Funding Sources

Federal:

State:

City:

SDC:

Port:

Private: \$1,500,000

Other:

Unfunded:

- Conditional Use Project
- Project Identified in STIP
- Project Identified in 1999 RTP (Preferred)
- Project Identified in 1999 RTP (Strategic)
- Project Identified in 1999 RTP (Constrained)

Time Frame: 5 Yrs

Program #: 89199

Project #: 23314

Port of Portland Transportation Improvement Plan

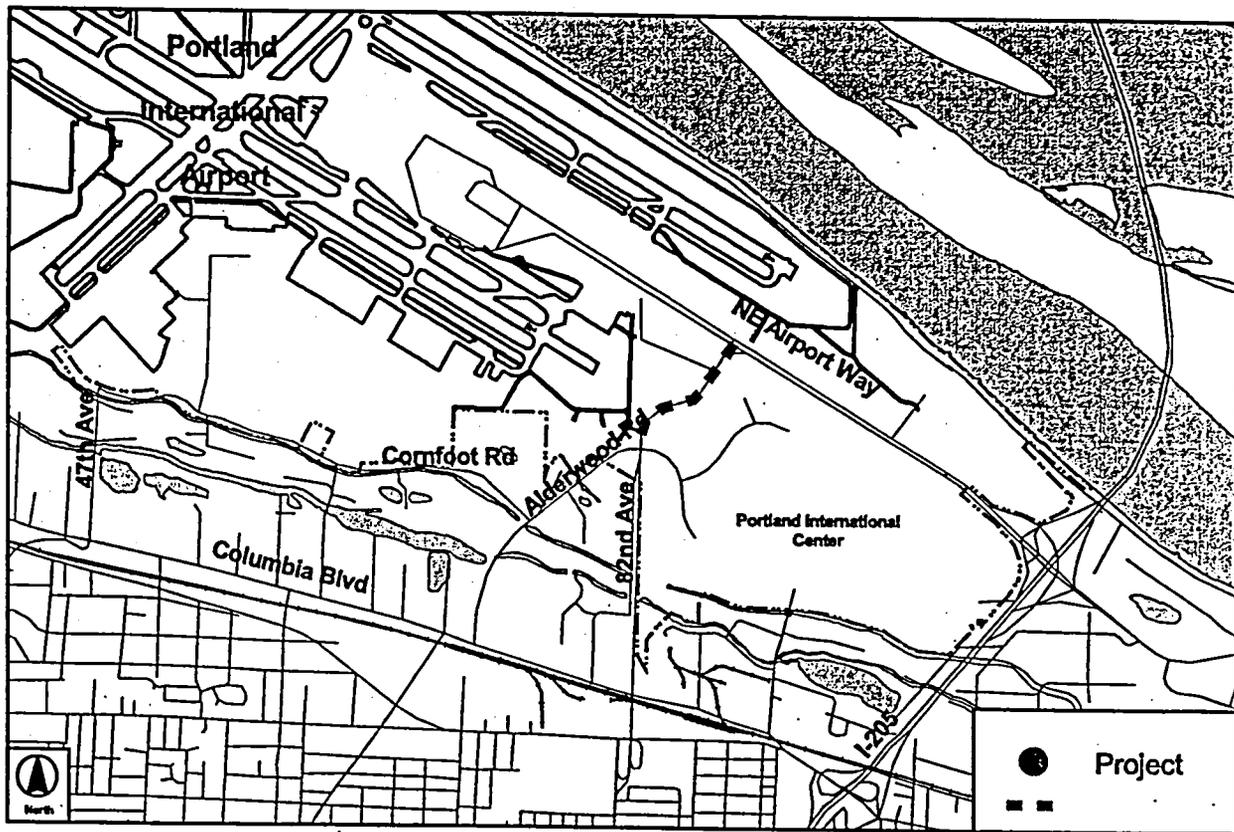
Project: 82nd Avenue Pedestrian & Bicycle Improvements

Description: Pedestrian and bicycle Improvements along 82nd Ave. between Airport Way and NE Alderwood Rd.

Purpose: Improve pedestrian and bicycle connectivity in vicinity.

Total Cost: \$500,000

Cost Estimate Rating: 3c



Project Details

Funding Sources

Federal:

State:

City:

SDC:

Port:

Private:

Other:

Unfunded: \$500,000

- Conditional Use Project
- Project Identified in STIP
- Project Identified in 1999 RTP (Preferred)
- Project Identified in 1999 RTP (Strategic)
- Project Identified in 1999 RTP (Constrained)

Time Frame: 5 Yrs

Program #:

Project #:

Port of Portland Transportation Improvement Plan

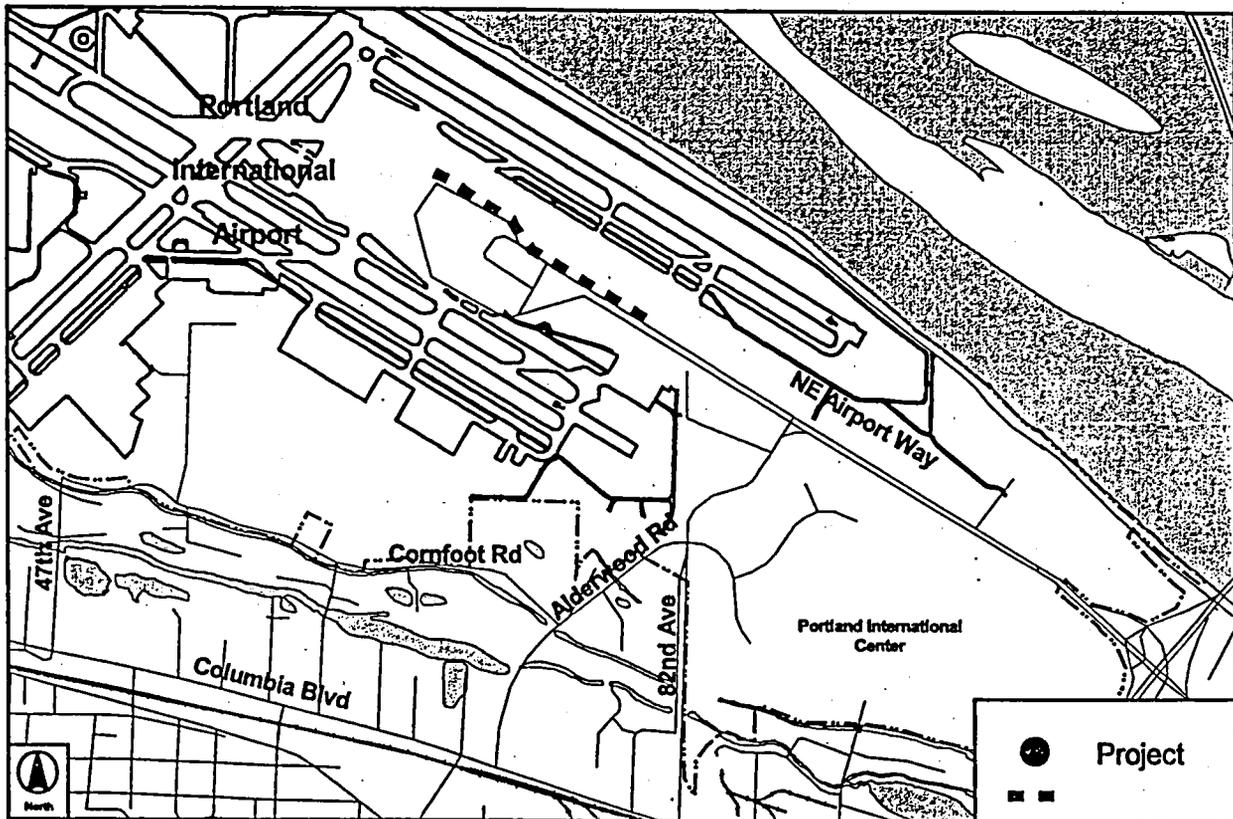
Project: Pedestrian/Bicycle Access to Terminal

Description: Provide pedestrian and bicycle access between end of N. Frontage Rd. and terminal building.

Purpose: Improve pedestrian and bicycle connectivity in vicinity.

Total Cost: NA

Cost Estimate Rating: 3c



Project Details

Funding Sources

Federal:

State:

City:

SDC:

Port:

Private:

Other:

Unfunded:

- Conditional Use Project
- Project Identified in STIP
- Project Identified In 1999 RTP (Preferred)
- Project Identified In 1999 RTP (Strategic)
- Project Identified In 1999 RTP (Constrained)

Time Frame: 5 Yrs

Program #:

Project #:



RECEIVED

OCT 25 1999

EXECUTIVE OFFICER

October 25, 1999

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Mr. Mike Burton
Metro Executive Officer
600 NE Grand Avenue
Portland, OR 97232

Re: Regional Transportation Plan

Dear Mike:

I am writing on behalf of the Association for Portland Progress, and wish to comment of the RTP.

APP, as you know, has a long history of supporting our region's efforts to create a multi-modal transportation system. We believe the success of Central Portland and the region is dependent upon our giving our citizens convenient options for moving about the region. Thus, it should come as no surprise that we generally support the RTP as outlined in the Fall 1999 "Getting There, Metro's Regional Transportation Plan in Brief."

One of Central Portland's most challenging transportation problems is the bottleneck or chokepoint that exists at the south end of downtown where I-5, I-405, US 26, the Ross Island Bridge Barbur Blvd. and Naito Parkway all come together. Individual pieces of this "system" are addressed in different parts of the RTP (for example, Barbur is mentioned under "Focus on Boulevards", I-5 under "Regional Highways", etc.). The City of Portland alone has almost a dozen "projects" targeted toward this area, some of which overlap.

For the past six months, APP has been working with a number of interested groups on an overall strategy to improve the functioning of this important transportation corridor. Those involved in the conversation include PSU, OHSU, the North Macadam Steering Committee, the CEIC and the CTLH Neighborhood Association. Attached to this letter is a draft of this group's (which calls itself the South Portland Transportation Alliance) work. We have recently presented this document to PDOT and the Commissioner in charge.

As you can see, this concept has much in common with the RTP. However, there are also some significant differences (perhaps most notably the idea of a second bridge, adjacent to Ross Island, dedicated to transit and other alternative modes).

We do not expect the RTP to incorporate these concepts at this time. They require more study and analysis. We also understand that much conversation with our regional partners must take place before some of these ideas could reach fruition. However, we do want to begin that conversation and felt this review of the RTP is an appropriate time to begin that effort.

Our compliments to you and your staff on the excellent job they have done in summarizing the RTP in "Getting There..."

Sincerely,

A handwritten signature in cursive script that reads "Ann L. Gardner".

Ann L. Gardner
Chair, APP Access Committee

cc Rick Saito, Chair - South Portland Transportation Alliance

Join Us in Finding Traffic Solutions for SW Portland

South Portland Transportation Alliance

Representing the following neighborhoods, associations, and public institutions, we have come together to bring about rational, overarching, and efficient transportation solutions for SW Portland that will accommodate growth without sacrificing community livability.

Corbett-Terwilliger-Lair Hill Neighborhood (CTLH)

North Macadam Development Council (NMDC)

Association for Portland Progress (APP)

Oregon Health Sciences University (OHSU)

Portland State University (PSU)

Central Eastside Industrial Council (CEIC)

What's at Stake . . .

The livability of our neighborhoods, Portland, the metro area, and our entire state.

- If we can solve the transportation problems in Southwest Portland in a effective, efficient, and comprehensive manner, we will enhance the livability of our neighborhoods and strengthen the economic vitality of the city.
- If we can enact transportation solutions that accommodate growth without sacrificing community livability, we can hold the line on the Urban Growth Boundary and leave Oregon with greenspaces and farms that benefit all of us.

Finding Solutions

As we look for real solutions, we are using the following guiding principles to evaluate a variety of approaches:

- Consolidating and clarifying the regional arterial transportation system so that local traffic is on local streets and regional traffic is on regional roadways.
- Preserving and enhancing neighborhood livability by eliminating or reducing cut-through traffic in close-in neighborhoods and improving pedestrian and bike access and connections.
- Reuniting the CTLH neighborhood.
- Facilitating freight access to regional transportation systems.
- Increasing access to the central city by construction exclusive transit facilities.
- Improving safety for all modes of transportation throughout SW Portland.

The approach we envision is a comprehensive solution that can be implemented one step at a time. No single step should negate future steps. As each step is built or accomplished, it is used to leverage the completion of future goals.

Please join with us as we move forward.

Concept**Value**

Downsizing the portion of SW Front Avenue/Naito Parkway in the CTLH neighborhood so that it becomes a neighborhood street and reconnecting the historic grid of streets in that area.

- Puts local traffic on local streets and regional traffic on regional roadways.
 - Eliminates or reduces cut-through traffic in close-in neighborhoods.
 - Improves pedestrian, bike, and transit access and connections.
 - Enhances neighborhood livability.
 - Reunites the CTLH neighborhood.
 - Improves safety for all modes of transportation.
 - Provides land for new housing, commercial, retail, and parks.
-

Removing some of the Ross Island Bridge ramps and reconfiguring the remaining ramps to support the rest of this plan and to rationalize traffic at the west end of the bridge.

- Puts local traffic on local streets and regional traffic on regional roadways.
 - Consolidates the regional arterial transportation system.
 - Eliminates or reduces cut-through traffic in close-in neighborhoods.
 - Improves pedestrian, bike, and transit access and connections.
 - Enhances neighborhood livability.
 - Reunites the CTLH neighborhood.
 - Improves safety for all modes of transportation.
 - May provide land for new housing, commercial, retail, and parks.
-

Enhancing SW Barbur Blvd. and making arterial improvements near I-405 to create a viable route for cars and transit to access downtown Portland and outer SW Portland.

- Puts local traffic on local streets and regional traffic on regional roadways.
 - Consolidates the regional arterial transportation system.
 - Eliminates or reduces cut-through traffic in close-in neighborhoods.
 - Improves pedestrian, bike, and transit access and connections.
 - Enhances neighborhood livability.
 - Improves safety for all modes of transportation.
-

Concept	Value
<p>Connecting Naito Parkway to Macadam via Kelly Way and Hood to clarify the arterial system.</p>	<ul style="list-style-type: none"> • Puts local traffic on local streets and regional traffic on regional roadways. • Consolidates the regional arterial transportation system. • Eliminates or reduces cut-through traffic in close-in neighborhoods. • Improves pedestrian, bike, and transit access and connections. • Enhances neighborhood livability. • Facilitating freight access to regional transportation systems. • Improves safety for all modes of transportation.
<p>Building a bridge parallel to and north of the Ross Island Bridge and dedicating this bridge to transit, pedestrians, and bicyclists. Once this new bridge is completed, the sidewalks should be removed from the Ross Island Bridge to widen the travel lanes for cars and trucks.</p>	<ul style="list-style-type: none"> • Consolidates the regional arterial transportation system. • Improves pedestrian, bike, and transit access and connections. • Improves safety for all modes of transportation. • Improves travel across the river for trucks. • Provides additional Willamette River crossing.
<p>Modifying the east end of the Ross Island Bridge to facility freight movement between the eastside and the regional transportation system.</p>	<ul style="list-style-type: none"> • Puts local traffic on local streets and regional traffic on regional roadways. • Consolidates the regional arterial transportation system. • Eliminates or reduces cut-through traffic in close-in neighborhoods. • Improves pedestrian, bike, and transit access and connections. • Enhances neighborhood livability. • Facilitating freight access to regional transportation systems. • Improves safety for all modes of transportation.

Concept	Value
<p>Creating frontage roads beside I-405 that offer continuity to the state highway system, route traffic out of the CTLH neighborhood, and improve access to downtown, OHSU, and North Macadam.</p>	<ul style="list-style-type: none"> • Puts local traffic on local streets and regional traffic on regional roadways. • Consolidates the regional arterial transportation system. • Eliminates or reduces cut-through traffic in close-in neighborhoods. • Improves pedestrian, bike, and transit access and connections. • Enhances neighborhood livability. • Facilitating freight access to regional transportation systems. • Improves safety for all modes of transportation.
<p>Building pedestrian and bicycle ways across I-5 to connect the North Macadam area with the CTLH neighborhood and the rest of the city.</p>	<ul style="list-style-type: none"> • Improves pedestrian, bike, and transit access and connections. • Enhances neighborhood livability. • Reunites the CTLH neighborhood. • Improves safety for all modes of transportation.
<p>Ensuring that implementation of the North Macadam Framework Plan fits into the concepts outlined in this paper.</p>	<ul style="list-style-type: none"> • Puts local traffic on local streets and regional traffic on regional roadways. • Consolidates the regional arterial transportation system. • Eliminates or reduces cut-through traffic in close-in neighborhoods. • Improves pedestrian, bike, and transit access and connections. • Enhances neighborhood livability. • Improves safety for all modes of transportation. • Supports development in North Macadam.

Concept**Value**

Building a tram from OHSU to North Macadam, with a stop in the CTLH neighborhood. We expect this tram will provide regional transportation connections; direct links between CTLH, North Macadam, and OHSU; support development in these three areas; and preserve the historic nature of CTLH.

- Consolidates the regional arterial transportation system.
 - May eliminate or reduce cut-through traffic in close-in neighborhoods.
 - Improves pedestrian, bike, and transit access and connections.
 - Supports development of North Macadam.
 - Supports development of a major employer in the City of Portland.
 - Improves access to services provided at OHSU.
-

Constructing the Harrison Street Extension to carry the streetcar and buses between the downtown core and North Macadam.

- Puts local traffic on local streets and regional traffic on regional roadways.
 - Consolidates the regional arterial transportation system.
 - Improves transit access and connections.
 - Increasing access to the central city by construction exclusive transit facilities.
 - Supports development in North Macadam.
-

Continuing the streetcar from downtown through North Macadam.

- Consolidates the regional arterial transportation system.
 - Improves pedestrian, bike, and transit access and connections.
 - Supports development in North Macadam.
 - Increasing access to the central city by construction exclusive transit facilities.
-

Concept**Value**

Constructing the Lincoln Street Extension as a traffic connection between North Macadam, our proposed I-405 frontage road, and downtown Portland.

- Puts local traffic on local streets and regional traffic on regional roadways.
- Consolidates the regional arterial transportation system.
- Improves pedestrian, bike, and transit access and connections.
- Supports development in North Macadam.

Creating a local street to link North Macadam and the John's Landing area.

- Puts local traffic on local streets.
- Improves pedestrian, bike, and transit access and connections.
- Enhances neighborhood livability.
- Improves safety for all modes of transportation.

Addressing travel demand to and from Lake Oswego and other western suburbs and developing areas such as West Linn.

- Puts local traffic on local streets and regional traffic on regional roadways.
- Consolidates the regional arterial transportation system.
- Eliminates or reduces cut-through traffic in close-in neighborhoods.
- Improves pedestrian, bike, and transit access and connections.
- Enhances neighborhood livability.
- Improves safety for all modes of transportation.

Implementing transportation demand management strategies in CTLH and North Macadam as well as in areas that contribute to traffic problems in the entire South Portland area.

- Improves pedestrian, bike, and transit access and connections.
- Enhances neighborhood livability.
- Improves safety for all modes of transportation.



WASHINGTON COUNTY

OREGON

October 27, 1999

Tom Kloster, Senior Program Supervisor
Metro Transportation Planning
600 NE Grand Ave.
Portland, OR 97232-2736

Dear Tom:

After careful review of the October 1999 RTP Preferred Network PM 2 Hour Peak Level of Service map, we have noted a number of roadway segments that do not appear to meet the proposed RTP LOS standard. It is our understanding that the Preferred System *must* meet proposed LOS standards or be designated as a Corridor Study or Area of Special Concern. Therefore, we request that the following projects/designations (cost estimates being developed) be added to the Preferred System to address apparent capacity deficiencies:

1. 185th Ave. from T.V. Hwy. to Kinnaman – Widen to 5 lanes with bikelanes and sidewalks in the 2006-2010 time period.
2. Farmington Rd. from Cedar Hills Blvd. to Kinnaman – This section exceeds the LOS standard despite its being widened to 5 lanes. A project to widen to 7 lanes should be added for the 2011-2020 time period, or alternatively it should be designated as an Area of Special Concern.
3. 170th Ave. from Alexander to Merlo Rd. – Widen to 5 lanes with bikelanes and sidewalks in the 2011-2020 time period to address a projected capacity deficiency and match 5 lane sections to the north and south.
4. Walker Rd. from Cedar Hills Blvd. to Murray Blvd. – This section of Murray has a proposed project to widen it to 5 lanes, but it still appears to exceed the LOS standard. Because Walker Rd. is on the northern boundary of the designated Beaverton Regional Center it is unclear if the LOS has been calculated based upon its being included in 2040 land use Group 1 (LOS F/E acceptable) or Group 2 (LOS E/E acceptable). Once again, if it exceeds the LOS standard it should probably be included on the Preferred System as either a 7 lane project or an Area of Special Concern.
5. Scholls Ferry Rd. from Hamilton to Garden Home – Widen to 3 lanes with bikelanes and sidewalks in the 2011-2020 time period.
6. Durham Rd. from Hall Blvd. to Hwy. 99W – Widen to 5 lanes with bikelanes and sidewalks in the 2011-2020 time period. Alternately, if Tigard objects to a 5 lane road, it should be an Area of Special Concern.

Department of Land Use & Transportation • Planning Division
155 N First Avenue, Suite 350-14, Hillsboro, OR 97124-3072
phone: (503) 640-3519 • fax: (503) 693-4412

In addition to these proposed projects, we request that the October 1, 1999 Regional Motor Vehicle System map (and associated other RTP maps as appropriate) be revised to reflect the existing or approved alignments of Martin Rd., Scholls Ferry/175th/Beef Bend, and Scholls Sherwood/Elsner as indicated on the attached map.

Call me at 846-3876 if you have questions or wish to discuss this request.

Sincerely,



Andy Back
Principal Planner

Attachment

C: Margaret Middleton, City of Beaverton
Roel Lundquist, City of Durham
Gus Duenas, City of Tigard

wpsarevrtppref

make it better to walk to it.

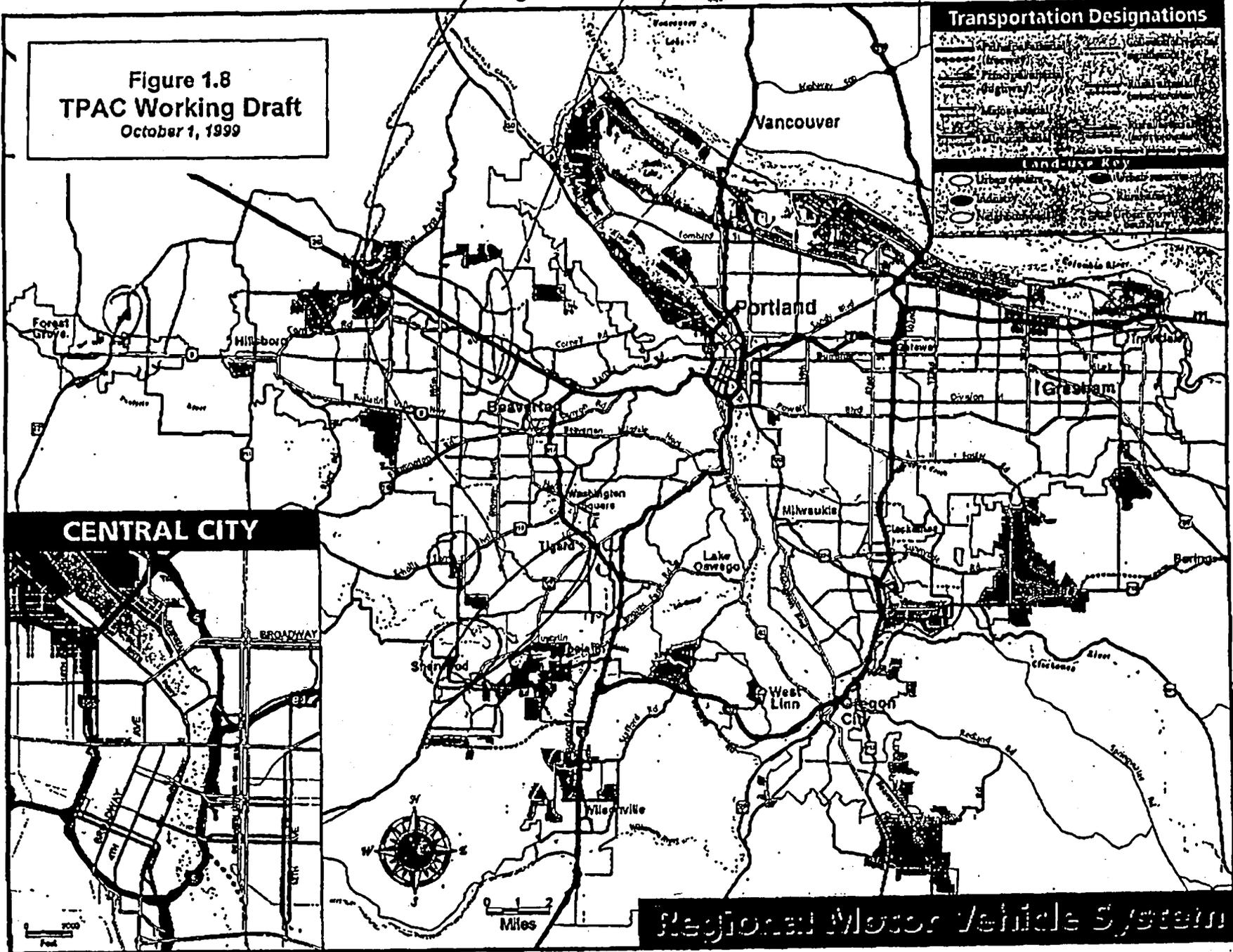
Figure 1.8
TPAC Working Draft
October 1, 1999

Transportation Designations

	Interstate
	State Highway
	County Road
	Local Road
	Light Rail
	Heavy Rail
	Commuter Rail
	Transit
	Other

Land Use Key

	Urban
	Suburban
	Rural
	Forest
	Water



Regional Motor Vehicle System



WASHINGTON COUNTY

OREGON

October 27, 1999

To: Tom Kloster, Senior Program Supervisor
Metro

From: Brent Curtis, Planning Manager *BC*

Re: RTP Draft #2 comments

The WCCC Transportation Advisory Committee held a special meeting on Monday, October 25, to discuss Draft 2 of the Regional Transportation Plan. The cities of Tualatin, Beaverton, Durham, and Tigard and Washington County were represented. A short list of general comments endorsed by TAC members attending the meeting is as follows.

1 - While the definition and function of strategic and preferred systems has been clarified to some degree, there is still considerable uncertainty with regard to how these systems relate to each other, what standards will be used to define these systems and which system should be utilized in the plan amendment, local project development and land use processes.

2 - Mode Split Targets - We continue to be concerned with the meaning and status of mode split targets, particularly with regard to the ability of local governments to meet them. The model assumes considerable work through effective strategies has already occurred. Additional strategies for closing the gap between model output and targets should be specified if targets greater than model output levels are set. We understand that Metro is continuing to look at this issue.

3 - Mid-day level of service (LOS) - The RTP includes a standard for mid-day level of service (LOS D or E) that is considerably higher than peak hour expectations. The plan does not contain any indication of how the systems perform by this measure, however. Additional investigation and analysis necessary to understand mid-day system performance and its implications should occur before the RTP is adopted. On one hand, there is the potential for additional system problems to emerge from this analysis; on the other, mid-day LOS analysis and findings may provide an additional tool to use where peak hour standards aren't met.

4 - Implementation - We appreciate the efforts Metro has made to clarify the responsibilities local governments have in implementing the plan. Some uncertainties remain, however, as do some questions. More than perhaps any other part of the plan, the implementation section should be clear and well understood by all jurisdictions involved. Metro and local governments should pay close attention to this section. Some specific suggestions offered at the WCCC TAC meeting:

- Put regional and local responsibilities in an abbreviated easy-to-understand flow-chart (a checklist approach was suggested) - something helpful for plan readers;
- How will locals review their roles and responsibilities in providing or supporting transit services, given that transit is "still under development with Tri-Met?"
- Additional flexibility in the project timing and resource allocation should be provided to ensure that there is adequate room for discussion and debate in the capital programming process and to enable the region to respond to unanticipated opportunities to improve the system through the MTIP process.

Department of Land Use & Transportation • Planning Division
155 N First Avenue, Suite 350-14, Hillsboro, OR 97124-3072
phone: (503) 640-3519 • fax: (503) 693-4412

- Implementation is tied to policy direction. If JPACT alters the policy direction of the RTP, ample time needs to be provided to help develop and review a revised implementation section.

5. — Corridor Studies — A concern here is that corridor projects are not left too open-ended in the Plan, and that what is expected from corridor studies is defined fairly specifically. A second concern is that there is a clearer understanding within the region regarding how and when these studies will occur. Arguably, Metro ought to take the lead on these, and a commitment to do so should be contained in the plan. (A specific question: Are the design elements due consideration in the Sunset Highway Corridor (pg. 6-22) derived from the ODOT Corridor study?)

In relation to provisions for corridor studies, refinement plans and areas of special concern, we are generally concerned that issues of regional importance are not left unresolved simply because they are difficult to address or require difficult decisions. We would like to see as much defined and resolved around the regional table as possible.

6 — Review and Adoption process — Several concerns were raised here:

- There is clearly a need for more time for review, consideration and discussion regarding this document. It has been five years in the making. We should give it careful consideration now, to ensure that its definitions are clear and well understood, to ensure that it is internally consistent, and to ensure that all pertinent issues are addressed;
- Clarity is also necessary to ensure that local governments have a basis for defining the work that needs to be done on their own transportation system plans to meet the consistency requirements;
- There should be provision for additional review of changes that emerge from JPACT review. Given uncertainty associated with the system financing section of the plan, there is potential for significant changes.

These concerns argue for a reasonable but not extravagant extension of the plan review period, an action we understand that Metro is considering.

7 — Other considerations that were raised:

- Clarify that alignments identified on the system maps are not intended to identify specific alignments for a facility;
- The RTP should be explicit in stating that intersection analysis and improvements fall outside the Plan ... that RTP-identified numbers of lanes on regional facilities apply to links only.

Again, thanks for the opportunity to review this draft. I hope these comments prove helpful as you move forward. We look forward to receiving the next draft of the plan and to information regarding the review process.

cc: WCCC TAC members

Doc: ... rtp/RTPdraft2comments.

MEMORANDUM

Date: October 27, 1999

To: Mike Hoglund

From: Dave Williams

Re: RTP Comments

Thank you for the opportunity to review the draft Regional Transportation Plan (RTP). ODOT does have some concerns over portions of the plan, which we hope to see addressed in amendments. Major policy issues and recommended revisions are presented below in this memo; concerns relating to specific projects and requested points of clarification are contained in the attached table.

Major policy concerns

- 1.) The section "Why does the RTP matter?" on page vii of the working draft implies that the RTP supercedes ODOT plans because it "defines regional policies that [the transportation plans of all jurisdictions including ODOT] must follow." We believe this is misleading, as the Transportation Planning Rule requires that regional transportation plans be consistent with the state's plans.
- 2.) Policy 8.0 (Water Quality) in Section 1.3.4 should include among its objectives "Comply with the Governor's fish initiative and federal requirements related to endangered species listings." The underlying text may mention measures to achieve this, such as culvert replacement to facilitate fish migration.
- 3.) As per our discussion at last Friday's TPAC meeting, we await your amendment to the Roadway LOS table on page 1-26 of the draft. We were concerned that the proposed LOS standards were in conflict with the OHP, and requested some acknowledgement of this, such as an asterisk be inserted noting that state road LOS will be determined case-by-case, as the OHP stipulates.
- 4.) To be more accurate, the rationale for congestion pricing contained in Policy 19.0 (f.) on page 1-53 should be amended to include "to improve system reliability," as well as to reduce congestion.
- 5.) Please replace the last sentence of Section 6.8.5 (Ramp Metering Policy and Implications on page 6-33) with the following: "However, this assumption should be carefully evaluated on the basis of the performance and reliability requirements of the freeway system in the context of the new land use patterns and the street classifications and configurations evolving out of the Region 2040 growth concept."
- 6.) Our greatest concern relates to the discussions on the financially constrained plan and the

RTP-MTIP linkage. As per our discussion, we believe there should be no stated linkage between the first five years of the plan and either the financially constrained portion or the STIP, as this over-rationalizes the planning process and unnecessarily complicates the STIP process.

If you would like to discuss these comments, or the additional concerns and requested changes in the attached table, please contact me at 731-8231.

ODOT COMMENTS ON DRAFT RTP PROJECT LISTS

MAP 1

Project Number/Name	Area/Timeframe	Concern/Recommendation
4013-4014/ US 30 Bypass Study 4016/ North Willamette Crossing Study	Columbia Corridor 2000-05	Concern over ODOT ability to complete studies in proposed timeframe.
4003/ Interstate Bridge, I-5 Widening 4004/ I-5 (Greeley-N. Banfield) Widening 4005/I-5 North Improvements	Regional Highways 2000-05 (#4003) 2011-20 (#4004) 2006-10 (#4005)	Effectiveness of Interstate Bridge widening depends on available capacity at Greeley-N. Banfield and Delta Park-Lombard, so 4004 and 4005 should be prioritized before 4003 (both moved to 2000-05. (ODOT is proposing a Greeley-N. Banfield EIS as part of bond package.)
4006/ I-5-Columbia Boulevard Improvement	Regional Highways 2006-10	Full diamond interchange project is premature given preliminary need for study (as stated in Section 6.7 of RTP).

MAP 2

Project Number/Name	Area/Timeframe	Concern/Recommendation
1025/ I-5 - North Macadam Access Improvements	Portland Central City 2006-10	Timeframe is too early; move to 2011-20.
1133/ Hollywood Town Center Plan	Hollywood Town Center 2000-05	This project is already done.
1163/Lents Town Center Plan	Lents Town Center 2000-05	This project is already done.
1195/Barbur Boulevard Design	W. Portland Town Center 2000-05	Project boundaries should be changed to "Terwilliger to south city limits" (to match project in bond package). Project description should be "implement Barbur Blvd. Streetscape Plan". Estimated project cost: \$ 13 million.
1227/ SE Tacoma Main Street Study	Portland Main Streets 2000-05	This study is being funded through a TGM grant.

MAP 3

Project Number/Name	Area/Timeframe	Concern/Recommendation
2021/ Gateway Regional Center Transportation Plan	Gateway RC 2000-05	This project has been and is being funded through TGM.
2028/ Powell Boulevard Improvements	Gresham RC 2006-10	Widening of Powell will require interchange improvements at I-205 (see Project 1164, I-205 Ramp Study, proposed for 2006-10).
2063/ Study LRT Extension to Mt. Hood CC	Regional Transit 2011-20	Project description should note that a preliminary study was done in 1993-95 as part of East Multnomah County Long-Range Transit Plan (TGM grant).

MAP 5

Project Number/Name	Area/Timeframe	Concern/Recommendation
5148/ McLoughlin Boulevard Relocation Study	Oregon City RC 2000-05	The study is complete and is recommending boulevard improvements realignment. It may be advisable to move Project 5135 (McLoughlin Blvd. Improvements) up from year 2011 to 2000.
5003/ Sunrise Highway	Regional Highways 2000-05	Description should state that project includes construction of interchanges at 122 nd /135 th Aves. (split diamond) and Rock Creek Junction, and modification of I-205 interchange.
5195	West Linn Town Center	Change project boundary from Pimlico Drive to West "A" Street; to reflect the boundaries of the West Linn Town Center (Bolton area). Add a project to implement a boulevard design from Shady Hollow Lane to Mary S. Young State Park (Robinwood Main Street) possibly in 2011-2020.
5015/ Highway 99E/224 Improvements	Regional Highways 2011-20	Need study prior to project. May need to modify project description (particularly reversible lane) after outcome of Tri-Met South Bus Study.

Missing project/ Highway 99E from Milwaukie to Oregon City		Need to add a project to implement McLoughlin Corridor study recommendations, i.e.wider sidewalks, landscape strip, bikelanes, parking removal, redesign pedestrian islands proposed for highway segment between Milwaukie south City limits and Gladstone north city limits. Estimated project cost: \$3,474,000. With grading and stormwater management improvements: \$ 10 to \$ 14 million
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MAP 6

Project Number/Name	Area/Timeframe	Concern/Recommendation
6024/ Washington Square Regional Center Plan	Washington Square RC 2000-05	This project is done. A follow-up TGM grant has been awarded to refine transportation recommendations and design TDM plan. Need to add new street connections.
6039/ Highway 99W Improvements	Tigard TC 2011-20	Is widening consistent with Tigard TSP?
6066/ I-5 Interchange Improvements	Tualatin TC 2000-05	ODOT has consented to this project, however Tualatin must include project in their TSP now under way.

MAP 7

Project Number/Name	Area/Timeframe	Concern/Recommendation
3023/ Highway 217 Interchange Improvements	Beaverton RC 2000-05	Project description should note that specific design to be determined through Hwy 217 Corridor Plan.
3008/ US 26 Improvements	Regional Highways 2006-10	This segment (217 to Murray) should be moved up to Year 2000-05.
3001 & 3002/ Hwy 217 Improvements & US26/217 Interchange Improvements	Regional Highways 2011-20	Projects should be moved up to Year 2006-10 to be consistent with EIS.

M E M O R A N D U M
600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1797



METRO

To: Kim White and Tom Kloster

From: Tim Collins, Associate Transportation Planner

Date: October 29, 1999

Project: RTP Projects Recommended from Highway 213 Urban Corridor Study

The following is an updated list of recommended projects for inclusion in the 1999 Regional Transportation Plan as a result of the Highway 213 Urban Corridor Study. The recommended projects will be part of the Oregon City Transportation System Plan (TSP). These projects have been reviewed by the Highway 213 Urban Corridor Study Technical Advisory Committee. Multi-modal solutions, particularly additional transit service in the Highway 213 and I-205 corridors was considered as part of this study.

- **Highway 213 Widening** - This is a short-term project that adds a southbound lane on Highway 213 from I-205 to Redlands Road. Initially this project was to be funded by an Inter-governmental agreement (IGA) between Metro, ODOT, and Oregon City. However, the cost of this project is estimated to be larger than the original estimate used for the IGA. *Project Location: I-205 to Redlands Road. Project Description: Add a southbound lane from I-205 to Redlands Road. Part of RTP Strategic System. Estimated Project Cost is \$750,000. RTP Program Years are 2000 – 2005.*
- **Highway 213 Grade Separation** – This is a mid-term project that grade separates southbound Highway 213 at Washington Street with a new over-crossing, improves the Washington Street intersection, and adds a northbound lane from south of Washington Street to the I-205 on-ramp. *Project Location: Washington Street at Highway 213. Project Description: Grade separate SB traffic at existing intersection. Add NB lane Washington Street to I-205. Part of RTP Strategic System. Estimated Project Cost is \$9,000,000. RTP Program Years are 2006 – 2010. ODOT prefers this project be in program years 2000 – 2005.*
- **Washington/Abernethy Connection** - This is a mid-term project that builds a new minor arterial street between Abernethy and Washington Street. *Project Location: Between Washington Street and Abernethy Road south of Metro Transfer Station. Project Description: Construct a new minor arterial street. . Part of RTP Strategic*

System. Estimated Cost is unknown. . RTP Program Years are 2006 – 2010. ODOT prefers this project be in program years 2000 – 2005.

- **I-205 Off-ramp** – This project would re-build the I-205 southbound off-ramp to Highway 213. Traffic would exit I-205 sooner and the project would provide more storage on the off-ramp and enhance freeway safety and operations. *Project Location: I-205 at Highway 213. Project Description: Improve I-205 off-ramp. Part of RTP Strategic System. Estimated Project Cost is \$1,000,000. RTP Program Years are 2000 – 2005.*



CLACKAMAS COUNTY

Department of Transportation & Development

THOMAS J. VANDERZANDEN
DIRECTOR

1999 REGIONAL TRANSPORTATION PLAN REVIEW

Chapter 1 REGIONAL TRANSPORTATION POLICY

p. 1-26 List "other Regional Highways"

p. 1-28 Figure 8 Map changes

Designate 92nd from Idleman north to Johnson Creek Blvd. as a minor arterial.

Add the I-205 Frontage Road from Monterey to 92nd as a minor arterial.

Change the I-205 Frontage Road from Monterey south to Sunnyside road from a collector of regional significance to a minor arterial.

Monterey Ave. from the I-205 frontage road west to 82nd should be classified as a minor arterial.

Johnson Creek Blvd. from Linwood west to 45th should be classified as a minor arterial.

Remove the Mather connection from 97th south down the hill to 98th

Add 98th court and Industrial Way from Lawnfield to Mather as a collector of regional significance.

Extend Mather Road west over the RR tracks to 82nd Drive as a collector of regional significance.

p. 1-37 Figure 1.11 "Public Transportation Designations map"
Add passenger or high-speed rail to the map.

Add passenger or high-speed rail to figure 1.10

p. 1-39 The passenger rail or Inter-city high-speed rail route through the Region should be described (Oregon City, Milwaukie to Portland Vancouver etc.)

Chapter 2 LAND USE, GROWTH AND TRAVEL DEMAND (2020)

p. 2-6 Figure 2.2 and 2.3 Sub area boundaries should be shown on these maps.

Chapter 3 GROWTH AND THE PREFERRED SYSTEM

p. 3-16 Table 3.10, add Corridor "M" Sunnyside Road / Hwy 224. Why aren't all of the corridors included?

p. 3-26 Why no mention of the Sellwood Bridge?

p. 3-44 Add City of Happy Valley as a participant in the Damascus / Pleasant Valley study funded by the Federal highway Administration

p. 3-45 It's called the Sunrise Corridor not the Sunrise Highway. The conclusions section need to be reworded, the FEIS does not include unit 2. Please call Ron Weinman.

p. 3-49 Add a discussion of the Stafford Basin transportation needs here on page 3-49, or on page 3-59.

p. 3-50 Highway 224 (Milwaukie to Clackamas regional center) currently says improvements focused on "preserving access to and from the Portland central city." This should say preserving access to the City of Milwaukie and the Clackamas regional center.

p. 3-53 Clackamas Regional Center

Add, "expanding transit service and traffic management strategies to better accommodate expected traffic growth in the regional center" as a proposed improvement.

p. 3-55 Should read preserving access to the "town" not "regional" center.

p. 3-55 Clackamas Industrial area Findings and Conclusions. The statement "Proposed improvements do not maintain access to the Clackamas industrial area due to congestion on the Sunrise Highway...." seems strange when a major benefit of the Sunrise Corridor is to remove through traffic from Hwy. 224 and other local roads in order to allow improved access to the Industrial area using Hwy 224.

p. 3-64 should read Clackamas and Washington County

p. 3-64 Wilsonville, commuter rail south to Salem is mentioned as a possibility. Why isn't a similar statement for an Inter-city high speed rail connection included in the Oregon City regional center section on page 3-53?

p. 3-53 Oregon City regional center, why no mention of Inter-city high-speed rail from Eugene to Vancouver? It is scheduled to happen next year.

Why are some Town Centers in Clackamas County mentioned Lake Oswego for example and not others such as West Linn?

Chapter 4 FINANCIAL ANALYSIS (or Revenue Forecast) check all chapter headings with table of contents.

p. 4-5 Add a statement that says that most of the State Hwy Trust Fund monies distributed to local governments are currently used for maintenance not capital improvements.

p. 4-13 Can \$317 million of TIF funds be spent on transit?

Chapter 6 IMPLEMENTATION

p. 6-4 Isn't the region in the Maintenance Category for air quality standards?

p. 6-27 Why no mention of the need to widen the viaducts north of Ross Island on McLoughlin Corridor?

p. 6-28 Delete "improved LRT service with significant increase in headway's in the Highway 217 Corridor".

RTP PROJECT LIST

McLoughlin Blvd. widening, is a six-lane viaduct on RTP project list?

GETTING THERE #8

RTP shows potential LRT to O.C. in the McLoughlin and I-205 Corridors. Getting There #8 shows Frequent Bus on McLoughlin and Rapid Bus on I-205. Why the disparity?

RECEIVED
OCT 29 1999

State of Oregon

BY:.....

Department of Environmental Quality

Memorandum

Date: October 27, 1999

To: Terry Whisler, Metro

From: Dave Nordberg through Annette Liebe & Audrey O'Brien

E-Mail
(Via Fax this date)

Subject: 1999 Regional Transportation Plan Preliminary Comments

The department reviewed the October 15 Working Draft of Metro's 1999 Regional Transportation Plan (RTP) and is providing comments at this time. We are doing this to assure that our concerns are clearly stated and to identify minor items that may not have come to your attention.

DEQ has two primary concerns with the drafts produced to date. The first is that the RTP needs to clearly identify the projects that comprise the fiscally constrained plan because that is the plan that will be evaluated for compliance with federal transportation planning and air quality requirements. The second is that the adoption process seems reversed in that the conformity determination is made after the plan is presented for adoption.

Annette Liebe and Audrey O'Brien discussed these items with Andy Cutugno before the TPAC meeting of October 22, 1999 began. Audrey indicated Mr. Cutugno had decided to make changes that will eliminate these issues. It is our understanding that the fiscally constrained system will be clearly shown in the RTP presented to JPACT in November, and that JPACT will only be acting on an "intention to adopt" at that meeting. After the conformity analysis is successfully demonstrated, it will be made available for a full 30 day public notice period before it is presented for official adoption in the spring of 2000.

Other items are as follow:

Intro; pg. v: At the end of the Federal Context discussion, RTP Metro indicates it is beginning to define actions to protect endangered species. Won't the National Marine Fisheries Service be developing rules that would affect and potentially restrict project selection and design?

Pg. 1-12: Policy 9.0 identifies objective "b" as including strategies for planning and managing air quality in the regional airshed to meet requirements of the CAA. Metro is not only responsible for planning and managing but also for funding transportation related air quality strategies.

Pg. 1-54, Table 1.2: The RTP should identify the mode splits that will be achieved by the fiscally constrained RTP.

Pg. 2-18: The first bulleted item under 2.5.6 should say "can impact air quality" instead of "will".

Pg. 3-8: The last sentence of section 3.2 lacks a verb.

Pg. 3-12: The first travel corridor cited in Table 3.9 is "Central city to Beaverton on Highway 217. Should this also cite Hwy 26?"

Pg. 3-72: 3.5.1 refers to TCMs "adopted by the Department of Environmental Quality." This should be changed to "adopted by the Environmental Quality Commission."

Pg. 6-4: Section 6.1.2: The last paragraph identifies Portland as a nonattainment area for ozone and carbon monoxide. Portland is actually classified as a maintenance area.

Thanks for the opportunity to provide input. If you have questions, please contact me at 229-5519.



October 29, 1999

Andy Cotugno
Transportation Planning Manager
Metro
600 NE Grand Ave.
Portland, OR 97232

RE: RTP October 15, Working Draft; with October 22 Additions

Dear Andy,

Port staff have taken the opportunity to review the working draft of the RTP and ask that the following comments be addressed in the subsequent draft.

Page 1-54: Port staff continues to view the 40-45% non-SOV mode split targets for industrial areas and intermodal facilities unattainable with the identified transit services in those areas.

Section 2.3: While this section is a general discussion of the predicted population and employment growth by RTP subareas, it should be noted within the subsection of 2.3.1 that the employment growth within the Columbia Corridor will be family-wage jobs based on the transportation-related industry that locates near marine and air intermodal terminals.

Section 3.4.1

- Page 3-22: The 2020 Preferred System improvements for the I-5 north corridor are focused on maintaining peak-period, as well as off-peak freight mobility.
- Interstate 5 North
 - Third bullet - freight mobility on I-5 North needs to be maintained during the peak-period, as well as off-peak.
 - Fourth bullet - there are no port facilities at Swan Island, but it is an industrial area. Reference to accessing Rivergate should include the marine terminals; access to Columbia Blvd. and Marine Drive should be referenced here also.

Andy Cotungo
October 29, 1999
Page Two

- The findings of this Subarea analysis do not appear to be consistent with the I-5 trade corridor. This section should be edited to reflect the trade corridor findings.
- Northeast Portland Highway
 - This highway (a.k.a. US-30 Bypass) terminates in the vicinity of N.E. 10th Avenue, east of I-5. West of that terminus, N.E. Lombard, MLK, Jr. Blvd. and N.E./N. Columbia Blvd. provide access to north Portland industrial areas and South Rivergate. Reference to this "corridor" should be in terms of N./N.E. Columbia Blvd/N.E. Portland Highway, or the Columbia-Lombard Corridor. As an aside, the common nomenclature for the N.E. Portland Highway is Lombard.
 - Again, the 2020 Preferred System improvements in this corridor are focused on maintaining peak-period, as well as off-peak freight mobility.
 - The referenced Columbia Corridor Study in the Findings section is an adopted City plan - The Columbia Corridor Transportation Plan. The MLK, Jr. Blvd. improvements at N.E. Columbia and N.E. Lombard are designed to move through-trips currently on N.E. Columbia Blvd. onto Lombard (US 30-Bypass) to utilize its excess capacity - improving freight mobility. N.E. Columbia Blvd. would primarily serve freight accessibility for the Corridor's industries. Interchange improvements at I-5/Columbia do not have a direct relationship to increased trips in the Columbia-Lombard Corridor, but will contribute to efficiency and reduce modal conflicts. The RTP reference should be corrected.
- Marine Drive - Findings should read:
"...primary connection to Rivergate and West Hayden Island marine terminals..."
- Port staff agrees that a regional solution to through-truck infiltration on the local street system in St. John's should be explored. This conclusion should actually be made under its own Major Corridor heading within this section; also providing the 2020 Preferred System background and key findings. It is not appropriate under the Marine Drive corridor section. Moving the St. John's Town Center discussion (on page 36) into the West Columbia Corridor Subarea would serve this purpose and lend itself to a more appropriate transportation analysis. As it currently stands, the St. John's Town Center transportation analysis is outside of its transportation system context. The town center transportation issues are, in part, linked to the industrial activities on the peninsula.

Andy Cotungo
October 29, 1999
Page Three

- Please note that Going Street, Greeley Avenue and Swan Island are not in the West Columbia Corridor Subarea - geographically or from a transportation system perspective. Also the Albina Yard does not use Going or Greeley for access. Its access is onto Interstate Avenue at Russell Street. Metro staff has maintained that they are included in the Columbia Corridor subarea as a convenience - putting all the industrial/employment areas together. This disregards the ability to do a subarea analysis of the transportation system. We continue to think Swan Island should be analyzed within the Portland Central City and Neighborhoods Subarea, which should logically also include the Albina Intermodal Yard area (especially Interstate to Broadway), and the Northwest Industrial Sanctuary and BN intermodal facility. The Central City and neighborhoods Subarea analysis is not based on geography or a subarea transportation system but on similar 2040 land use objectives. This does not lend itself to a logical analysis of a subarea's transportation needs and issues.

Major Intermodal Facilities and Industrial Areas in the West Columbia Corridor Subarea: Marine Terminals, T-4, T-5 and T-6 (and the planned West Hayden Island marine facility) should be featured under this heading. Likewise, the regional intermodal rail yards (Brooklyn Yard, Albina Yard and Lake Yard) should be featured within the Portland Central City and Neighborhood Subarea.

Portland International Airport - conclusion: The region's growth forecast in the population and employment assumptions include PDX growth projections with the third runway. Some of the third runway impacts have been analyzed by the Port and are incorporated into the RTP 2020 travel forecasting.

Chapter 5; figure 5.1: Include I-5 North under the Most Critical Freight Corridors. Also, on the Existing Resources Concept sketch, note that Rivergate is actually west and north of where it is mapped. It is not accessed by US 30 Bypass. N. Columbia Blvd. and Marine Drive should be shown as the access routes. US 30 and BN's Lake Yard should be shown as an Intermodal Facility - Also Brooklyn Yard off of 99E.

Table 5.7: the total AWD truck trips in 2020 looks suspiciously low. We think there must be an error somewhere. It is not consistent with Commodity Flow analyses.

Andy Cotungo
October 29, 1999
Page Four

Chapter 6 - Northeast Portland Highway

Please note our Section 3 comments on the Northeast Portland Highway and incorporate into this section.

The Columbia-Lombard corridor has been evaluated through the Columbia Corridor Transportation Study. The actions and projects for this corridor have been adopted by the Portland City Council and should be reflected in the RTP. It does not make sense for the region to recommend further studies and refinements. Port staff does, as mentioned above, concur with the need for a regional analysis of through-truck infiltration on the local street system in St. John's.

Section 6.8, Outstanding Issues: There should be a reference to the Regional Industrial Lands Survey findings and the need to evaluate the transportation needs of Tier B lands to contribute to Tier A industrial land supplies.

And finally, thanks to you and your staff for your efforts on the RTP. Should you have any questions please contact Jane McFarland or me.

Sincerely,



Jane McFarland, Senior Planner
Susie Lahsene, Transportation Program Manager

cc: Mike Hogleund
Tom Kloster

To Whom It May Concern,

10-29-99
RECEIVED
NOV 01 1999

I was at your meeting ^{BY:.....} on Oct. 26th. I appreciate the opportunity to express my views. Let me tell you again how much I hate Tri-Met. I know that is a strong statement, but it's true.

One woman on your panel wanted a few examples from my list of 61 annoyances. Believe me riders confront something stupid everyday.

1. Buses don't show up on schedule.
2. Drivers who get off the bus to go into McDonald's for a drink.
3. Having to open your own door.
4. People who don't know how to open doors.
5. Buses with improper signs.
6. Automobile signs on buses.

7. Wet Seats, etc., etc., etc..

Public transportation is a passion of mine. I believe the answer to a perfect city is to accentuate public transit and phase out the auto. Impossible? Think of it, if gas was \$5 a gallon, we'd be on our way to the "future of transportation."

Let's face it. Cars are ugly, noisy, stinky, expensive and deadly. As a pedestrian I'm often afraid for my life. Drivers are too aggressive & arrogant; "Red means stop in Beaverton. What gives?"

If I can be of any service to promote the cause of public transit, please feel free to contact me.

Sincerely,

Perry Roth



RECEIVED
NOV 02 1999

BY:.....

To: JPACT
From: Chris Hagerbaumer, Air & Transportation Program Director
RE: 1999 Regional Transportation Plan
Date: November 2, 1999

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The Oregon Environmental Council (OEC) appreciates all of the hard work associated with updating the RTP. There are many terrific policies contained therein (e.g., Policy 9.0 and Policy 10.0 and Policies 20.0-20.3). We do, however, have some specific suggestions for changes to the TPAC Working Draft 2 of the RTP.

Air Quality Impacts

Generally, transportation planning requires that projects merely "conform" with the SIP. Although the RTP encourages investment in modes of travel that contribute to clean air, it does not indicate that certain road projects contribute more to clean air than others.

Under Policy 9.0 Clean Air, add an objective that says "When prioritizing among road projects, give extra weight to those that improve the region's air quality, such as local street connections."

The RTP should also specifically identify a financially constrained system and indicate how the financially constrained system will conform to federal and state air quality regulations (as well as transportation planning requirements and 2040 goals).

Transportation Demand Management

Under 1.3.6 Managing the Transportation System: the RTP should reflect the fact that TDM is not just about reducing, but also about flattening, demand. OEC suggests changing the second sentence of the second paragraph on page 1-51 to: In contrast, TDM strategies manage the flow of traffic on and extend the life cycle of existing facilities by focusing efforts to reduce reducing and reshaping the demand for use of these facilities.

The RTP should make a very strong case for and reflect a very strong interest in TDM, particularly those strategies that involve pricing. In that

general policy recommendation that congestion pricing should be used to raise revenues will raise the hackles of a number of transportation reform advocates who fear that toll revenues could be siphoned off for unwise road capacity projects.

With respect to objective "c", OEC concedes that we have a ways to go before the public will embrace tolling of existing facilities, but the RTP should reflect the fact that pricing of existing roadways could have enormous benefits for the region. (Of the options studied, the three with the highest net benefits were ones on existing roadways.)

With respect to eliminating the references to "major, new highway capacity," in objective "d"; they are repetitive and unnecessary (objective "b" makes it clear). At the very least, eliminate the reference from the sentence on criteria.

The section on TDM would probably benefit from the addition of a policy regarding the Location Efficient Mortgage (LEM). The LEM is a mortgage product that increases the borrowing power of potential homebuyers in "location efficient" neighborhoods. Location efficient neighborhoods are pedestrian friendly areas with easy access to public transit, shopping, employment, and schools. The LEM recognizes that families can save money by living in location efficient neighborhoods because the need to travel by car is reduced. Instead of owning two cars, a family living in a location efficient neighborhood could get by with one – or none. The LEM requires bankers to look at the average monthly amount of money that applicants would be spending on transportation if they had to use a car for day-to-day transport and applies it to the servicing of a larger mortgage. This increases the purchasing power of borrowers when buying a home in location efficient neighborhoods, stimulating home purchases in existing urban areas. It may also make home ownership possible for some people who would not otherwise qualify.

Metro is currently project manager of a feasibility study to determine whether the LEM is applicable in the region, and there is a strong possibility that Fannie Mae will support implementation of a LEM demonstration project. The LEM strongly bolsters growth management and transportation policies identified in the RTP.

Revenue Sources and Forecast

It would be greatly beneficial to the public and to lawmakers if the sources of revenue for transportation and the investments in transportation were more transparent. Granted, the issue is complicated, but there must be some way to show transportation revenues and disbursements in a simplified manner.

OEC would also suggest adding a section that describes the indirect or social costs of providing and maintaining roadways. Major social costs include the costs of noise, water and air pollution, time and economic efficiency lost to traffic congestion, and personal and property losses due to traffic accidents.

each vehicle's contribution to the total cost of air pollution in a particular region.

- ⇒ People could be expected to drive less, take transit, make improvements to their emission control systems, and eventually purchase less polluting vehicles.
- ⇒ Revenues from the smog fee could also be used in part to tune high-emission vehicles owned by low-income individuals. This would help mitigate the socioeconomic effects of the smog fee, would result in a cleaner fleet, and would decrease the incentive to cheat the I&M program. Low income residents could also be trained as mechanics to conduct the repairs, as in a model Chicago program.
- ⇒ Other uses of smog fee revenues would be to direct them to the Oregon Health Plan to compensate for the health impacts of air pollution or to rebate them on a per capita basis to all citizens in the priced region.

Process for Amending the RTP

We suggest the following changes and additions to Section 6.6.3:

- 1. Regional transportation demand strategies, including pricing;
- Add an action: "Investments that increase the connectivity of the local street network."

November 1, 1999

Joint Policy Advisory Committee on Transportation
Metro
600 NE Grand Avenue
Portland, OR 97232

RECEIVED
NOV 02 1999

BY:.....



Gentlemen:

The ODOT Bond Program would provide funding for design and construction of highway projects statewide. Hall Boulevard from Scholls Ferry Road through Tigard to Durham Road is a state highway that requires widening to five lanes to meet traffic demands over the next twenty years. The improvement of Hall Boulevard is included in the Metro Regional Transportation Project List in two segments: from Scholls Ferry Road to Locust Street, and from Locust Street to Durham Road. The segment from Locust Street to Durham Road is scheduled in the 2000-05 time frame for construction while the Scholls Ferry to Locust leg is projected for the 2006-10 time frame. Project Selection Criteria No. 6 states that the "ability to transfer local interest roads, district or regional highways to local governments prior to project construction" would be considered in the selection of projects for the ODOT bond. The City of Tigard would be willing to accept those portions of Hall Boulevard that are funded through the bond for improvement to ultimate width.

We therefore submit the following project for consideration in the ODOT bond issue:

RTP No.	Project Name	Project Location	Project Scope	Estimated Cost
6030	Hall Boulevard Improvements	Locust Street to Durham Road	Improve Hall Boulevard to 5 lanes	\$12,400,000

This project involves expansion of over three miles of roadway, right-of-way acquisition sufficient to accommodate a 5-lane section, and replacement of a bridge south of its intersection with Burnham Street adjacent to Tigard City Hall. The RTP estimated amount of \$4,700,000 is not sufficient to fund the improvements envisioned. We therefore submit our estimated amount based on the land acquisition costs, bridge replacement cost, and total project length. With an aggressive approach to project design and rights-of-way acquisition, this project could begin construction well within the six-year period allotted for these highway projects.

Sincerely,

BRIAN MOORE
Council President, City of Tigard

- c: Mayor and Council Members
- Washington County Commissioners
- Kay Van Sickel, Region 1 Manager, ODOT
- William A. Monahan, Tigard City Manager

I:\Eng\Gus\Letters\Letter to JPACT Requesting Consideration of Hall Boulevard



CITIZENS for BETTER TRANSIT

6110 S.E. Ankeny Street, Portland, OR
tel. 503 232-3467 97215-1245

RECEIVED
NOV 03 1999

BY:.....

November 1, 1999

M E T R O , Regional Transportation Plan
600 N.E. Grand Avenue,
Portland, Or 97232-2736

In presenting your new Regional Transportation Plan you state that; "Decisions made today about how to make room for future growth and travel around the region will have lasting impacts on our environment and quality of life. The Regional Transportation Plan is a big part of Metro's overall strategy to protect our valued livability."

We agree, but disagree on your proposed "How to" because "We'd better prepare for gas pains!" as stated in The Oregonian Forum op-ed article of October 10. Consensus has it that we are running out of cheap oil, that averting a crisis is a much better policy than reacting to one and that we have, at best, a little more than a decade to address wrenching changes to our energy policy.

The Oregon Transportation Planning rule calls for reducing vehicle mile travel (VMT) per person, for reducing parking and for reducing dependence on the automobile and driving alone. These appropriate goals are and will remain wishful thinking given the present available, well developed road system and parking. We must provide equally easy accessibility to an alternative, readily available, frequent transit system that can be used by the general public for all their transportation needs. But your proposed plan, as a first priority, states the need to expand some roads and highways (including some new ones!), ahead of improving bus and light rail service (heavier rail too) to allow walking to stops and stations.

With the state Transportation Planning rule goals in mind, the first priority must be the improvement of the public transit system, combined with an absolute stop to additional pavement for roads, highways and parking, all of which are already over-built in light of the imminent cheap oil supply end.

To begin these essential policy changes, we recommend prompt implementation of our recommendation to the Transportation Policy Alternatives Committee (TPAC) for a transit intensive RTP made almost 10 years ago, in March 1990!

Enclosed are copies of The Oregonian Forum article of October 10 appropriately highlighted and of the TPAC memo.

We appreciate the opportunity to provide meaningful input for the only course which will maintain, indeed improve, our cherished quality of life.

R. J. Plank
Co-Chair
(Div. 2/2/99)

to:.....

OCTOBER 10, 1999

We'd better prepare for gas pains

Soon America will guzzle all the cheap oil, then we face wrenching changes

By JOHN H. BALDWIN
SPECIAL TO THE OREGONIAN

As gasoline prices have surged in Oregon this year, sometimes requiring \$1.50 for each gallon that propels our vehicles a dozen miles down the road,

we grumble — but pay — and send our politicians to investigate the causes and consequences.

Some say the causes are oil company collusion, a lack of competition in the Northwest or simple supply and demand. The consequences probably don't often include a significant alteration of lifestyle.

But imagine the changes in your daily life — your work, your play — and the way you manage your home if gasoline were \$5 to \$10 a gallon and rapidly increasing.

Many energy analysts say today's price increases are the tip of the iceberg. No one can predict when exponential gas price increases will occur, but there is near-unanimous agreement that they are imminent.

And the way these price increases arrive could be important as you make necessary adjustments in your life. If the increases

are anticipated, timed, phased in and planned for, adjustments are possible that might actually improve your quality of life. But if the increases are unexpected, sudden and extreme, it could mean serious disruptions in our consumer-based, industrial society.

The United States consumes three times more fuel per capita than any other country. We account for about 27 percent of global oil consumption, compared with 20 percent by all of Western Europe and 7 percent by Japan. Massive increases in U.S. production and consumption since World War II have been fueled by cheap energy. And that makes us vulnerable to energy price increases.

U.S. domestic petroleum production has been declining since 1972. We have simply been making up the difference between declining production and increasing consumption with cheap imports. But now international petroleum production peaks are in sight, and the end of cheap international oil puts the post-war economic boom — and our vehicle-driven way of life — in jeopardy.

For decades, North America has had the cheapest gasoline in the world. In 1997, the United States imported more than 56 percent of its oil,

Please see **FUEL PRICES**, Page F2



BOB NEWMAN/Los Angeles Times Syndicate

Fuel prices. NEW DISCOVERIES OF OIL

Continued from Page F1

aying nearly \$67 billion to oil companies and foreign governments. At as little as \$15 a barrel, this has been a steal — representing 1 percent of U.S. gross domestic product. In the past decade, the real price of gasoline has declined to the point that in some U.S. regions, a gallon of clean fresh water is more expensive.

But the cost of crude oil, from which gasoline is refined, for October delivery hit \$23.20 a barrel, an increase of 93 percent from the beginning of the year, and it is predicted to rise to \$25 this winter.

The U.S. economy, transportation systems, buildings and communities have come to depend on cheap energy. Other industrial economies, especially in Europe and Asia, have developed with much more expensive energy.

In England, for example, gasoline costs \$4.84 a gallon. So the European pattern of transportation and development is more energy-efficient. Most workers commute by train, not by car. Most communities are compactly developed around a central rail station. You seldom see large SUVs, RVs or all-terrain vehicles, motorboats and snowmobiles.

Would similar changes in consumption harm our quality of life? A better question might be: Shouldn't we start figuring out how to make this inevitable transition as smooth and painless as possible?

Petroleum prophets unheeded

Many in our industrial economy are in denial about the fact that fossil fuels are geologically finite. Some believe in the ability of markets and capitalism to resolve shortages. Others have blind faith in technology — such as the late economist Julian Simon's admonition that if we run out of copper, we'll simply find a way to make more.

But for years, independent scientists, petroleum engineers and even the oil companies have been predicting energy shortages in the early 21st century. As far back as 1956, the late M. King Hubbard, longtime head of the U.S. Geological Survey, predicted that U.S. oil production would peak in 1970 (it peaked in 1972), and world oil production would peak in 1995 (now predicted to peak around 2010).

Many energy analysts don't agree with these predictions. They often cite the oil shock of the 1970s as an example of how prices stimulate the acquisition of new discoveries. That decade's high energy prices stimulated new discoveries, notably off Alaska's north slope and below the North Sea, and provided incentives

This will not be the case with the next energy shortage because of the law of diminishing returns — the big pools of easily and cheaply acquired oil are gone. Eventually, it will take a barrel of oil in exploration and acquisition costs to get a barrel of oil. When this stage is reached, prices become irrelevant to new discoveries.

New discoveries worldwide peaked at 41 billion barrels a year in 1962. Today they range from 5 to 7 billion barrels a year despite increased drilling, improved exploration technologies and increased investments. The world is consuming 23 billion barrels of oil a year and finding only seven. So it's not a shortage of supply that will drive up world prices, but competition and increased demand.

The Paris-based International Energy Agency and the Organization for Economic Cooperation and Development say the peak of world oil production "is in sight." Pessimists say it will happen in 2001, optimists say in 2020. Either way, if you have always wanted to drive your RV to Alaska, you had better do it soon.

Getting a new life

Surely, higher fuel prices — and lower consumption — will have benefits: a reduction in air pollution, acid rain and global warming. Improved environmental conditions will improve our quality of life.

But we will face wrenching changes in our lifestyles.

A sudden global crude shortage of 5 percent could dramatically increase fuel prices and bring back the gasoline lines of the 1970s — or worse. One of the biggest effects will be less mobility by middle- and lower-income people and high-cost commercial transportation. Only government — such as emergency services, police and military — and the wealthy will have the money for auto and airplane fuels. One of the first things to go will be our toys: SUVs, personal watercraft, off-road vehicles and snowmobiles.

High fuel prices could hit us in the stomach, too. A.A. Bartlett, an astrophysicist at the University of Colorado, describes modern industrial agriculture "as the process of using land to convert petroleum to food." About 17 percent of U.S. energy consumption is used for agriculture: making fertilizers and pesticides, working the fields, and processing, delivering and preparing food.

If fuel prices increase, food from industrial agriculture will be much more expensive. Global food distribution could be disrupted, creating widespread hunger. Food surpluses, from countries with industrial agricultural systems, would disappear.

The hardest hit will be urban lower and middle classes, who cannot grow their own food and won't be able to afford to buy much. Urbanites around the world already are feeling a pinch. In Moscow, families board and educate farmers' children in exchange for food.

In Japan, I've seen a watermelon on sale for \$70.

We might also feel higher fuel prices in our bones. Commercial and residential heating requires about 10 percent of our annual oil consumption. We will switch to less-expensive alternatives such as natural gas — speeding the exhaustion of gas reserves — weatherization, solar heating and shutting off the heat in some rooms in our homes.

We might even feel it in our jobs. Expensive heating and transportation fuels could put the U.S. economy at a competitive disadvantage with Europe and Asia, which have been dealing for decades with high-priced energy. High energy prices also could fuel inflation.

But what would really get our attention would be watching our children march off to oil wars in the Middle East, where by 2015 five nations will be producing more than 50 percent of the world's oil.

Some effects of a sudden oil shock on a society can be seen in Cuba, whose supply of cheap oil from Russia was cut off in the early 1990s. Bicycles are replacing automobiles. Horse-drawn wagons are replacing trucks. Urban industrial factories are faltering. Workers are migrating to rural areas to engage in labor-intensive agriculture. Meats and processed foods are expensive, with bananas and potatoes the new mainstay of the diet. And Havana's air quality is improving. It must be emphasized that this is change and not collapse.

K.E.F. Watt, a professor at the University of California at Davis, advises everyone to "plan their lives as if gasoline will be \$100 per gallon in 10 years." This is not a prediction but an exercise in planning for such change.

The exercise will reveal many policies and actions that have been recommended to us for years, including: promoting mass transit, alternative transit and walking to work; developing efficient vehicles using alternative fuels; financing research and development of clean and renewable energy sources such as conservation, renewables, hydrogen, fuel cells and fusion; developing "green" taxes to promote good practices and discourage the bad; and curtailing population growth.

Preparing for the inevitable

Conventional wisdom (old thinking) is to develop (exhaust) all the fossil fuels available on Earth, then make an obligatory and expensive transition to conservation, renewables and alternative fuels. This approach does not recognize the real subsidized cost of the combustion of fossil fuels or the future cost of energy. (What will be the cost of gasoline in 2020 compared with the cost of sunlight?)

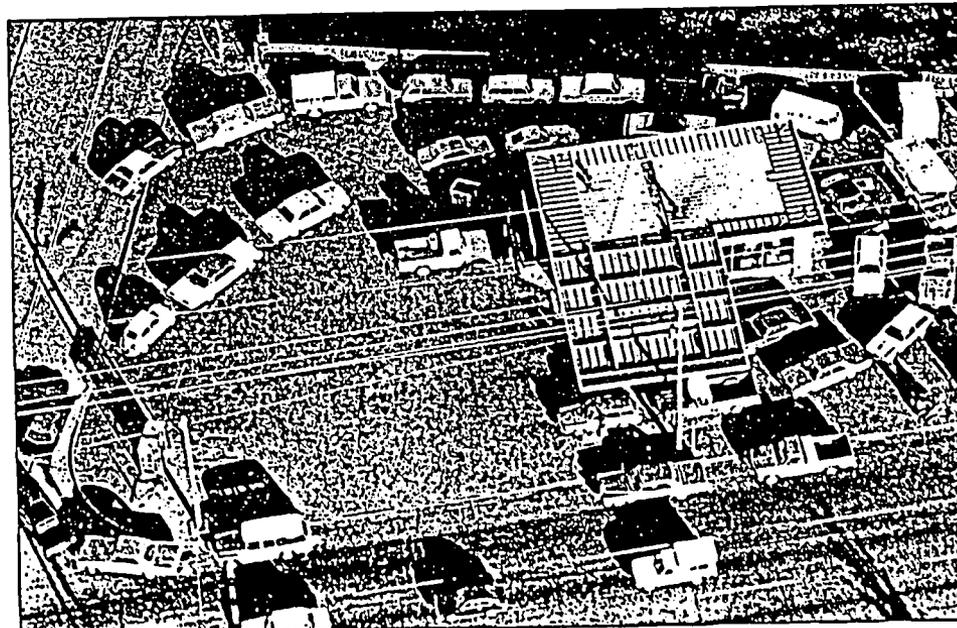
Averting a crisis is a much better policy than reacting to one. We are not running out of fuels, we are running out of cheap fuels. Higher prices could increase the quality of our lives if we have the vision and the time to adapt. Sudden reactive afterthoughts could make for a bumpy ride.

What we need are the changes in energy policy to be known in advance, planned for, and to occur gradually. Higher prices could reduce consumption and waste, and perhaps help us to become less of an industrial consumer society and more of an efficient conserver society with a much more sustainable economy.

The obstacles in the path of an easy transition are extraordinary. Americans will be asked to park their gas guzzlers, RVs and other toys. Think of the political and fiscal costs of redesigning cities and rebuilding the nation's railroads. What will be the social and economic costs and benefits of a move away from industrial agriculture? Can a politician get re-elected after approving a gas or green tax?

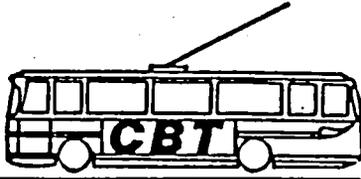
We have, at best, a little more than a decade to address these changes.

John H. Baldwin is director of the Institute for a Sustainable Environment at the University of Oregon. You can contact him by e-mail at jbaldwin@oregon.uoregon.edu.



Oil shortages and high gasoline prices in the United States in the 1970s created long lines at filling stations such as this one in Portland. The shock stimulated new discoveries of oil that abated the crisis, but because the pools of cheap oil are disappearing, that won't happen next time.

ASSOCIATED PRESS/1974



CITIZENS for BETTER TRANSIT

To: Transportation Policy Alternatives Committee, March 1990

From: Ray Polani

Subject: Request for a study of a Transit Intensive Regional Transportation Plan to be included in the fiscal year 1991 Unified Work Program

The proposed study would develop the base data needed to produce a Transit Intensive Regional Transportation Plan. This contingency plan would be invaluable in the event of sudden changes in national transportation priorities. Possible sizeable increases in fuel prices and diversion of federal transportation funds to more pressing national needs could raise havoc with our current highway intensive transportation plan. A relatively low-cost, fuel efficient transit strategy could save our area from a future mobility crisis.

The modest amount of funds needed to develop this plan now, could save valuable time and resources later on. It also would be a valuable tool to evaluate light rail and highway projects in the context of the current Regional Transportation Plan.

Study Elements.

1. Improved and expanded transit network design
 - a. Improved bus network (routing, headways and preferential treatment)
 - b. Additional high capacity corridors (IRT)
 - c. New circumferential corridors (Bus, Railbus, IRT)
 - d. Commuter service beyond metro area (rail, Bus)
2. Travel demand forecast using input from improved and expanded transit network design
 - a. Modify base highway network to exclude highways not currently in place and include "phantom lines" to replicate transit corridors not in the highway network. This assumes travel demand will change as a result of providing superior transit facilities between zones not served well by the highway network.
 - b. Make land use assumptions that concentrate a high percentage of projected growth within walking distance of the rail stations. (During the past 30 years, 50% of Toronto's apartment construction and 90% of its office development has occurred within walking distance of its metro system).

3. Input the travel forecast model with transit supportive assumptions.
 - a. Moderate fares
 - b. Parking costs highest near the rail system
 - c. High auto operating costs (due to increased fuel, parking and registration)
 - d. Constrained auto traffic flow consistent with existing capacity
 - e. Unreliability factor for corridors of constrained flow (due to accidents, breakdowns)
 - f. Comfort and reliability factor for rail travel
4. Research availability of existing regional rail corridors for passengers and freight use
 - a. Negotiated purchase
 - b. Condemnation
 - c. Joint use agreements
5. Develop costs for this transit intensive alternative
 - a. Capital (right-of-way, fixed infrastructure, rolling stock)
 - b. Operating (cost less projected farebox revenue)

We agree that many of the assumptions made in a transit intensive scenario are not realistic in the present political climate, but we believe the approved regional transportation plan is also not realistic given many obvious global trends. Political reality will move in the direction of more transit the way it is already happening in California, the heart of the auto-dependent culture of today.

This plan will help set the upper limit of what can be expected from transit intensive development so that future decision makers will have a broader spectrum of options to choose from as national priorities change.

For the financing of the study we recommend that 2-3% of Metro's Fiscal 1991 planning budget be diverted to this critical project (\$ 100- \$150,000).

7365 SW 87th Ave.
Portland, Oregon 97223
November 4, 1999

Andy, Mike, TPAC members:

Just finished looking over the maps for the RTP update in advance of tomorrow's TPAC meeting, and I noted several things that appear to be old carryover errors from past maps. I hope TPAC will forward the maps to JFACT with the changes that are noted below.

The major concern of our neighborhood is the designation of Oleson and Garden Home Roads as minor arterials on the Regional Motor Vehicle System map. This is a mistake that I thought we'd worked out with Metro staff. These streets are the neighborhood's collector streets and they are the ONLY collector streets in the area. They function just as Vermont, Tayors Ferry, Hamilton, Hart, Denney, etc. function and can't take the wider design standards shown for them. We need these collectors to continue as collectors due to the topography, the 2 golf courses that limit any other collector possibilities, and the Fanno Creek system that runs through the area.

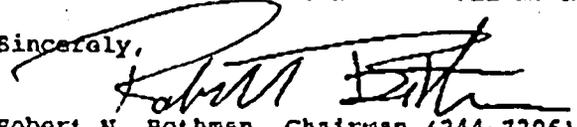
It's highly unlikely that they'd ever be developed as arterials or community boulevards given that they are accessed at very closely spaced intervals (about one driveway every 25 feet of roadway length) by private driveways and local streets. Also, they serve only residential development (lower density-type in the 2040 plan) that has no option but direct access to the streets and is built very close to the existing right-of-way. Revelopment at the r-o-w widths envisioned in the RTP would require acquisition of an enormous amount of viable housing stock and the land it sits on. In fact, the county's MSTIP3 project for Oleson between Beaverton-Hillsdale and Hall will only be a two-lane section with bike lanes and sidewalks and a left-turn pocket at 80th. That project will be built in the next 5 or so years. We need to ensure that these collectors are developed like collectors to serve the land uses surrounding them. There are good options for regional vehicle traffic on Scholls Ferry, Hall, B-H, and 217.

I'm working from the small maps, so the detail is hard to read, but these are the changes that should be made before the "adoption draft" is sent on to JFACT.

- 1) Regional Street Design Map: Remove Garden Home and Oleson north of Garden Home as community streets; change Oleson south of Garden Home from a community boulevard to a community street.
- 2) Regional Motor Vehicle System Map: Remove Garden Home and Oleson as minor arterials; show them just like Vermont, Taylors Ferry, etc. are shown.
- 3) Regional Public Transportation System: Show a regional bus on Scholls Ferry connecting Raleigh Hills to Washington Square.

The neighborhood association has been working on these issues for many years and has just recently reviewed that work and reiterated its concerns about the future of these two streets. Call me if you need further information. Thanks.

Sincerely,



Robert N. Bothman, Chairman (244-7206)
CPO 3



Willamette Pedestrian Coalition

P.O. Box 2252
Portland, Oregon 97208-2252
Telephone (503) 223-1597

RECEIVED

BY:.....

*Working
together to
improve
conditions
for walking
in the
Portland
region.*

15 November 1999

Metro Council and the Joint Policy Advisory Committee on Transportation
c/o Metro Transportation Department
600 NE Grand Ave.
Portland, OR 97232

Regarding: Regional Transportation Plan

Dear Metro Councillors and members of JPACT:

The Willamette Pedestrian Coalition is a grassroots volunteer organization dedicated to improving conditions for walking in the greater Portland metropolitan region. WPC has studied the proposed Regional Transportation Plan, and we have the following comments.

First, regarding the project list, there have been a number of recent Transportation and Growth Management grants that have proposed projects consistent with RTP goals and objectives. We note that some of these, such as the Barbur Streetscape Plan, the Milwaukie Action Plan for Brooklyn, the McLoughlin Corridor Land Use and Transportation Study and the Washington Square Regional Center Plan, have identified important projects that have not been included in the RTP. We believe the projects that have resulted from the grant process should be included in the RTP. In particular, the Barbur Boulevard Streetscape Plan, which has been identified in the Supplemental STIP (Project #14), should replace project 1195 in the RTP.

Second, with respect to the policies, we suggest adding language to Policy 18.0 Transportation System Management (Page 1-54) and Policy 19.0 Regional Transportation Demand Management (Page 1-55), as follows (underlined text is proposed addition):

Policy 18.0: "•Multi-modal traveler information services (such as broadcast radio and television; highway advisory radio; variable message signs; on-line road reports and transit service reports; real-time transit arrival and departure monitors; and on-board navigation aids."

Policy 19.0: "h. Objective: Promote end-of-trip facilities that support alternative transportation modes, such as showers and lockers, at employment centers."

Finally, WPC supports section 6.4.6, which calls for the use of improvement in non-SOV mode share as the key regional measure for assessing transportation system improvements in the Central City, Regional Centers, Town Centers and Station Communities.

Very truly yours,

Ellen Vanderslice
Vice-President, Willamette Pedestrian Coalition

cc: Pamela Alegria, President

On page 41, replace as follows the entire section titled:
Implementing the transportation system plan

The primary mission of this RTP is to guide both decision-making and reduce uncertainty for decision-makers as well as users of the region's transportation system. And because implementing the ideas, projects, and principles of this plan often requires expenditures of money, this document provides clear direction for raising and spending transportation dollars.

The following policies are designed to:

- Achieve the broad goals of connecting land use and transportation choices according to the 2040 Growth Concept.
- Improve fairness and efficiency in the allocation of limited transportation resources.
- Balance basic transportation needs - as well as preferences - with a commitment to high level environmental quality standards.

Policy 20.0 Fairness and efficiency in transportation finance

Allocating transportation resources by how the funds are collected reduces uncertainty in planning and implementation, but also addresses inequities in the present system because the "users pay."

a. Broad-based funding sources such as state, regional, or county gas taxes and registration fees should be used primarily to maintain and preserve the existing roadway system infrastructure that all motorists of the transportation system use.

b. Growth-related funding sources such as system development charges, local improvement district assessments (LIDs), or other targeted property tax or bonding mechanisms should be the primary source of funds to construct facilities and improvements that serve the primary users of those facilities.

c. Roadway tolls or other fees should be used to construct new projects designed to alleviate congestion problems. Alternatively, user regulations such as designated high occupancy vehicle lanes may be used to apportion existing transportation assets if expanding capacity is not feasible.

d. Federal government grants and other flexible funding sources should be used to develop or improve public transit; bicycle, or pedestrian facilities that preserve basic transportation options for non-motorists and for citizens who do not own real estate.

Policy 20.1. Linking land use and transportation

Implement a regional transportation system that supports the 2040 growth concept providing high levels of service to traditional and planned centers of activity.

- a. Do not abandon transportation needs of the traditional urban core, or other economic and activity centers.
- b. Allow opportunity for uses of land that support existing investments in public transit.
- c. Require that adequate public transit can - and will - be provided before expanding the urban growth boundary.
- d. Require protection - based on enforceable standards - for the investment of existing residents and property owners in the region before expanding urban settlement.

Policy 20.2. Transportation and the environment

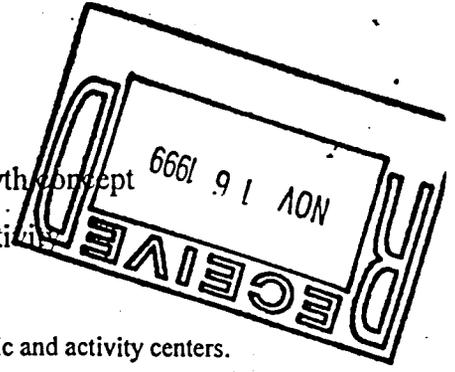
Plan and implement transportation projects to meet environmental standards and provide equal protection for all citizens.

- a. Existing transportation projects shall be operated and maintained, or modified, to meet existing environmental standards.
- b. New transportation projects must be designed and implemented to meet existing or anticipated environmental standards.
- c. Standards of livability or environmental protection relating to the transportation system shall protect all citizens to equal standards.

Policy 20.3. Transportation Safety

Anticipate and address system deficiencies that threaten the safety of the traveling public.

- a. Place the highest priority on projects and programs that address safety-related deficiencies in the region's transportation infrastructure, but do not abandon the financing policies of Section 20.0.





RTP Public Comment Report

Phone Calls

RTP Phone Log

October , 1999
Eric Einspruch
20380 SW York
Aloha, OR 97006

The RTP plan should emphasize public transportation, bicycling, and pedestrian traffic as means toward a cleaner environment and less dependence on fossil fuels.

October , 1999
Marian Drake
1705 SE Morrison #4
Portland, OR 97214

Need to fund more walkways and bikeways. There also needs to be more education on bike safety and noise pollution. Congestion is an ongoing problem that needs to be addressed.

October 22, 1999
Ed Zumwalt
(503) 654-2493 1:30pm.

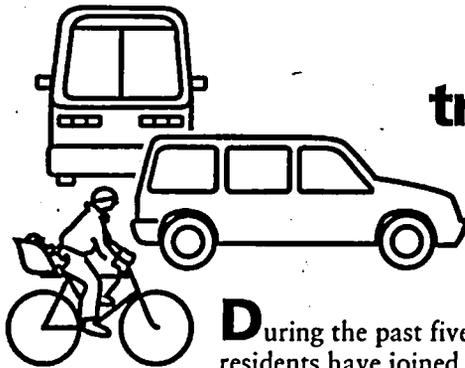
Mr. Zumwalt was upset that light rail to Milwaukie was still proposed in the RTP. He expressed frustration that his (and other Milwaukie residents) concerns were not being heard. I explained that the RTP is a 20-year plan for addressing growth in the region and that the plan was also intended to implement the 2040 Growth Concept - which is a forty year vision for addressing growth in the region. I let him know that the growth concept calls for light rail to all regional centers. I told him that there is a lot of population and job growth expected to occur in Clackamas County (as well as other parts of the region) and that we are doing our best to try to identify transportation solutions to address that growth - including consideration of all sorts of alternatives. I talked to him about how we were trying to learn from the previous process and were considering other "interim" solutions to address traffic along 99E and Highway 224 as part of the South Corridor Bus Study, but that light rail to Clackamas regional center was still part of our 20 and 40-year visions.

I encouraged him to continue expressing his views as the RTP adoption process continues, and let him know that we are listening. He acknowledged that if the South Corridor Study was looking at other alternatives, that was a good thing.



RTP Public Comment Report

Appendix B – Media and Publicity



Help shape our transportation future

During the past five years, residents have joined with local governments from across the region to identify how we can best meet our future transportation needs to the year 2020.

Regional elected officials are seeking comments on the Regional Transportation Plan's recommended motor vehicle, transit, pedestrian, bicycle and freight projects, and on ways to finance these long-term needs.

In addition, state and regional decision-makers need your input about transportation projects on the state system proposed for priority funding with part of the recently passed increase in the gas tax and vehicle registration fees.



Metro Regional Services
Creating livable communities



**Oregon Department
of Transportation**

Public comment meetings

Come to one of the following meetings to learn more and to comment:

5:30 p.m. Wednesday, Oct. 20
Conestoga Middle School
12250 SW Conestoga Drive
Beaverton

5:30 p.m. Thursday, Oct. 21
Gresham City Hall
1333 NW Eastman Parkway
Gresham

5:30 p.m. Tuesday, Oct. 26
Metro Regional Center
600 NE Grand Ave.
Portland



5:30 p.m. Thursday, Oct. 28
Monarch Hotel
12566 SE 93rd Ave.
Clackamas

For more information, call Metro's transportation hotline, (503) 797-1900, option 2, or visit www.metro-region.org. For ODOT, call 731-8245 or visit www.odot.state.or.us/stip/

Help shape our transportation future

During the past five years, residents have joined with local governments from across the region to identify how we can best meet our future transportation needs. Now it's time to take a final look at the Regional Transportation Plan – our 20-year blueprint for the region's transportation system – before it is finally adopted.

Regional elected officials are seeking comments on the plan's recommended motor vehicle, transit, pedestrian, bicycle and freight projects, and on ways to finance these long-term needs.

In addition, state and regional decision-makers need your input about transportation projects on the state system proposed for priority funding with part of the recently passed increase in the gas tax and vehicle registration fees.



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a dark, edgy, schizophrenic vision
of inexorable tragedy.

Lorca would have probably
enjoyed Jerry Mouwad, Imago co-
director's double-take on his play.
His interest in the ancient animos-
ity between the lure of love and
the insistence of familial obliga-
tion, as well as the struggle be-

Help shape the transportation choices for our region

Join us at a meeting and learn more
about Metro's draft Regional Transpor-
tation Plan and the Oregon Department
of Transportation's proposed Supple-
mental Statewide Transportation Im-
provement Program. Your comments
are encouraged.



Metro Regional Services
Creating livable communities



**Oregon Department
of Transportation**

Public meetings

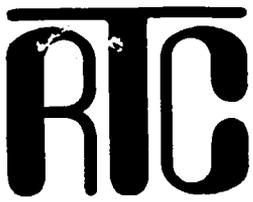
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option 2 or visit our web site at
www.metro-region.org



For Immediate Release – October 14, 1999

Portland Transportation Committee Includes Delta Park I-5 Improvement on \$600 Million ODOT Bond Program List of Projects

Metro's Joint Policy Advisory Committee on Transportation (JPACT) approved a list of projects for public comment that would be funded with a \$600 million Oregon Department of Transportation (ODOT) bond program. The Oregon Legislature authorized the bond program through an additional 5-cent gasoline tax.

The Delta Park project on Interstate 5 (I-5) south of the Columbia River has long been recognized as a bottleneck to freight and commuters. The proposed \$13 million dollar project would widen a small segment of I-5 south of Delta Park to Lombard Street to partially relieve a long-standing traffic congestion spot on I-5 southbound.

I-5 is the primary economic lifeline for freight, business and commuters on the West Coast. The segment of I-5 from Vancouver to Portland provides access to deep-water shipping, up river barging, and two transcontinental rail lines. I-5 is currently the most congested segment of the regional freeway system in the Portland/Vancouver area. Without attention, the future level of traffic congestion on this transportation corridor will threaten the livability and economic vitality of the Portland/Vancouver region.

Metro and ODOT are holding a series of meetings to get public comment on which projects to fund through the \$600 million bond program. Opportunity to provide comment is available at any of the following meetings:

October 20, 1999, Wednesday, 5:30 p.m.
Conestoga Intermediate School
12250 SW Conestoga Drive, Beaverton

October 26, 1999, Tuesday, 5:30 p.m.
Metro Regional Center
600 NE Grand Avenue, Portland

October 21, 1999, Thursday, 5:30 p.m.
Gresham City Hall
1333 NW Eastman Parkway, Gresham

October 28, 1999, Thursday, 5:30 p.m.
Monarch Hotel
12566 93rd Avenue, Clackamas

Submit Comments to:

Mail: ODOT Supplemental STIP Comments
123 NW Flanders
Portland, OR 97209

Fax: (503) 731-8259

Call: (503) 731-8245

Questions Call: Southwest Washington Regional Transportation Council
(360) 397-6067 or E-mail (info@rtc.wa.gov)

I-5 Delta Park bottleneck makes road projects list

By THOMAS RYLL
Columbia staff writer

For years, southbound Interstate 5 commuters have complained about a freeway bottleneck just south of Delta Park, where three lanes narrow to two.

Now, for the first time the project is on a tentative list of Portland-area highway jobs that would be funded if a series of decisions goes in their favor.

Huge hurdles, including Oregon voter approval of a gas-tax increase, are in the way of the \$13 million Delta Park project.

Four public meetings will take place in Oregon this month to outline the projects, and Clark Coun-

BOTTLENECK/ please see A6



Weather

Today: High 66, low 38

Sunday: High 68, low 42

Forecast: Sunny and nice.

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Bottleneck

Most people affected by project don't live in Oregon

From Page A1

ty officials say local residents must turn out in force to promote the bottleneck-breaker if it is to stand any chance of becoming reality.

"Those meetings are not convenient to people in Clark County, but they're very important if we want this to go ahead," said Royce Pollard, Vancouver's mayor. "And this is an issue not only for commuting but also for how it affects the flow of trade and commerce. We need people to take time out and go testify."

Pollard is one of three Clark County members of a transportation committee under the auspices of Metro, the Portland-based regional government. The group voted, with little discussion, Thursday to add the I-5 Delta Park work to the list of possible work in the Portland metro area.

Significant roadblocks are in the path of the project, not the least of which is the fact that people most affected don't live in the state where lawmakers will make the final decision.

Andy Cotugno, Metro's transportation director, said the agency's list of Portland-area projects totals \$335 million. Only \$189 million, of \$600 million statewide, would be available from a 5-cent-a-gallon gas tax increase.

The Oregon Legislature approved the gas-tax boost, but a challenge by AAA Oregon will apparently force the issue to a public vote in May 2000.

After the upcoming public meetings, Metro's Joint Policy Committee on Transportation will narrow the \$335 million list to \$189 million. The full Metro council then would review the projects, make any changes and send them to the

Oregon Transportation Commission. Its list then would have to be approved by a board whose members are Oregon legislators. Only then would the bottleneck project survive the process.

"It's a long road," said Don Wagner, regional Washington State Department of Transportation administrator and another local representative to Metro's Joint Policy Committee on Transportation. "The list of projects is very much out of whack with the amount of money they have."

Like Pollard, Wagner said that the "immediate issue is that enough people show support for this project."

It would take only a handful of other heavily promoted metro area road projects to bulldoze any hopes of the I-5 Delta Park work.

They include a \$60 million series of Sunset Highway improvements that were approved as part of the westside light rail project but not yet completed; a \$30 million job at Interstate 205 and Columbia Boulevard to improve the highway link to the Portland International Airport air cargo area; a \$70 million stretch of highway from Interstate 205 east to the Clackamas industrial area; and a \$24 million Wood Village bypass in the Interstate 84-Gresham area.

Pollard said he will speak on behalf of the I-5 Delta Park work at one of the public meetings. Wagner said a representative from his office will attend two meetings.

The meetings:

■ Wednesday: 5:30 p.m., Conestoga Intermediate School, 12250 S.W. Conestoga Drive, Beaverton, Ore.

■ Thursday: 5:30 p.m., Gresham City Hall, 1333 N.W. Eastman Parkway, Gresham, Ore.

■ Oct. 26: 5:30 p.m., Metro Regional Center, 600 N.E. Grand Ave., Portland.

■ Oct. 28: 5:30 p.m., Monarch Hotel, 12566 93rd Ave., Clackamas, Ore.

Lengthy list of highway projects up for comment

10-15-99

Most of the work hinges on approval of a 5-cent-a-gallon state gasoline tax

By **BILL STEWART**
THE OREGONIAN

At first glance, four upcoming highway meetings look like a waste of time. But metro-area officials say citizen comments really will be put to use.

Officially, the meetings are to discuss freeway projects that would be built if a new state gasoline tax survives a May 2000 election. In the metropolitan area, however, those comments will be used to revise a regional plan, which will receive some money no matter what happens on the gasoline tax.

The public comments will be reviewed, then become part of the regional plan process that will be completed Dec. 16.

A list, to be revised after the four meetings, also will be used next spring to show voters what projects would be built if the 5-cent-a-gallon tax survives the vote and is collected. That tax is intended to

build \$600 million of new roads around the state; \$189 million of that would be in the highway region that includes the tri-county area. That means some projects will have to be lopped even if the gasoline tax survives because the list totals at least \$145 million more than would be available from the tax.

Metro Councilor Jon Kvistad, who heads the areawide Joint Policy Advisory Committee on Transportation, conceded that "the election puts everything at risk."

Andy Cotugno, who directs transportation planning for Metro, said each of the four meetings will be similar: informational material in one area to peruse and elected officials in another to take public comments. To even the flow, individuals will sign up to speak at specific times.

Background information will be available at two Internet sites, and comments can be presented in person or by phone, mail, e-mail or fax. Metro officials report large increases in e-mail use for comments on each new program, from transportation to green spaces.

ROAD REPORT

Residents of the tri-county area have a chance to review and comment on a highway construction package that will result if the new gas tax survives a public vote in May 2000.

Details: Available at www.metro.dst.or.us or at one of four upcoming meetings.

Public comment:

- ◆ E-mail: arthurc@metro.dst.or.us
- ◆ Mail: RTP, Metro Transportation
600 N.E. Grand Ave.
Portland, OR 97232
- ◆ Phone: 503-797-1900, option 2
- ◆ Fax: 503-797-1949
- ◆ Deadline: Dec. 16, but sooner is better.
- ◆ Staff tip: Don't just complain; suggest positive solutions, too.

Meeting schedule

Each of the meetings will open at 5:30 p.m. The schedule:

- ◆ Beaverton: Wednesday at Conestoga Middle School, 12250 S.W. Conestoga Drive, off Scholls Ferry Road.
- ◆ Gresham: Thursday at Gresham City Hall, 1333 N.W. Eastman Parkway.
- ◆ Portland: Oct. 26 at Metro Re-

gional Center, 600 N.E. Grand Ave.
◆ Clackamas: Oct. 28 at Monarch Hotel, 12566 S.E. 93rd Ave.

The Oregon Department of Transportation is requiring that the meetings include nine area projects with a total estimated value of between \$250.6 million and \$279.6 million. Projects must be completed within six years, according to legislators.

The state list includes three

projects on U.S. 26 and Oregon 217 in Washington County, new connections in Northeast Portland around Lombard Street/82nd Avenue/Interstate 205, the first phase of the Sunrise Corridor in Clackamas County, work in central Milwaukie, and a safety improvement on U.S. 30 in Columbia County.

One project with political overtones involves a proposed expressway between Tualatin and Sherwood. Instead of ordering a \$3 million environmental study of the project, transportation officials have voted to push a study of alternatives and routes.

Another project on the state list — but ordered erased by local officials — is a widening of Interstate 5 and a better approach to Interstate 84 near the Rose Quarter. The state estimates the work will cost \$92 million; Portland Commissioner Charlie Hales says that's too much.

"The issue is buildability, and this project is not," Hales said. "We should not play games with people."

Secondary projects

At the meetings, a secondary list

of potential work totaling \$84.2 million will be offered for comment. It includes four jobs the area transportation panel wants built and then handed over to Portland for maintenance:

- ◆ Modernization of Northeast Sandy Boulevard from 57th Avenue westward.
- ◆ Reconstruction of Southwest Clay and Market streets from Naito Parkway to Interstate 405.

- ◆ Modernization of North Lombard Street from Interstate 5 west to the St. Johns Bridge.

- ◆ Modernization of Southwest Barbur Boulevard from Southwest Terwilliger Boulevard to the city limits.

Other work on the secondary list includes changes in Southeast Powell Boulevard, which the state opposes; a new street between Interstate 84 and Southeast Stark Street at 242nd Avenue; removing the Delta Park bottleneck of Interstate 5; and the third phase of the Kruse Way interchange.

◆
You can reach Bill Stewart at 503-294-7670 or by e-mail at billstewart@news.oregonian.com.

Road projects worth talking about

Officials promise they'll heed citizen comment on freeway projects tied to approval of the gas tax

By **BILL STEWART**
THE OREGONIAN

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A list, to be revised after the four meetings, also will be used next spring to show voters what projects would be built if the 5-cent-a-gallon tax survives the vote and is collected. That tax is intended to build \$600 million of new roads around the state; \$189 million of that would be in the highway re-

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Metro wants to hear opinions on road plans

Residents can comment on a long list of projects that depend on a proposed nickel-a-gallon gasoline tax

By **BILL STEWART**
THE OREGONIAN

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The Oregon Department of Transportation is requiring that the meetings include nine area projects with a total estimated value of between \$251 million and \$280 million. Projects must be completed within six years.

The state list includes new connections in Northeast Portland around Lombard Street/82nd Avenue/Interstate 205.

At the meetings, a secondary list of potential work totaling \$84.2 million will be offered for comment. Included on the secondary list includes changes in Southeast Powell Boulevard, which the state opposes, and a new street between Interstate 84 in Wood Village and Southeast Stark Street in Gresham.

Aug. 10-19-99

State solicits views on how to spend highway millions

Public comments about how the state should spend \$600 million on highways are being gathered by the Oregon Department of Transportation.

The projects would be built if a 5 cent gas tax is ratified by voters next May. That tax has been challenged by the Oregon division of the American Automobile Association.

Information on the proposals can be found on the state's transportation Internet site, accessed through odot.state.or.us/stip, or at a series of meetings being conducted by Metro starting this week.

Comments can be sent to the state by regular mail at STIP, Oregon Department of Transportation, 123 N.W. Flanders St., Portland, OR 97209; or phoned to 503-731-8245, or faxed to 503-731-8245.

Deadline for getting comments to the state is Dec. 16.

The Metro meetings, being used to amend the Regional Transportation Improvement Plan, will be:

- ◆ Beaverton: 5:30 p.m. Wednesday at Conestoga Middle School, 12250 S.W. Conestoga Drive, off Scholls Ferry Road.
- ◆ Gresham: 5:30 p.m. Thursday at Gresham City Hall, 1333 N.W. Eastman Parkway.
- ◆ Portland: 5:30 p.m. Oct. 26, Metro Regional Center, 600 N.E. Grand Ave.
- ◆ Clackamas: 5:30 p.m. Oct. 28, Monarch Hotel, 12566 S.E. 93rd Ave.

Regional Transportation Plan on Metro meeting agenda

Metro will hold meetings on the Regional Transportation Plan, a 20-year blueprint for the Portland area's travel and commuting needs. Portland-area sessions include:

- ◆ Tuesday: 5:30 p.m. at Metro headquarters, 600 N.E. Grand Ave.
- ◆ Thursday: 5:30 p.m. at the Monarch Hotel, 12566 S.E. 93rd Ave., near Clackamas Town Center.

Aug 10-22-99

Highway 43 upgrades included in 20-year road plan

By STEVE CLARK

For Community Newspapers

Citizens are being asked in the next few weeks to weigh in on a 20-year proposed regional transportation plan to improve how people and freight get around at a time of continued population growth and highly uncertain transportation funding.

The proposed plan includes a number of big and small local road, transit and pathway projects. Local projects include reconstructing the intersection of Highway 43 and Willamette Drive; creating a street and pedestrian boulevard connecting Highway 43 and the Willamette River along Pimlico Drive; realigning the intersections of Stafford Road and Rosemont and Borland roads with traffic signals; and adding safety and pedestrian improve-

ments along Highway 43.

Hearings on the plan began Wednesday in Beaverton. Other meetings will be held Oct. 21 at Gresham City Hall; on Oct. 26 at the Metro Regional Center in Portland and on Oct. 28 at the Monarch Hotel in Clackamas. Each meeting starts at 5:30 p.m.

Metro officials say additional public hearings will be held over the next two months before the Metro Council adopts the transportation plan on Dec. 16.

The proposed plan has been created over the past five years and includes projects that have been delayed by funding limitations that have mounted over the past seven years.

The 20-year improvement plan features close to 1,100 projects and

would cost an estimated \$4 billion. But officials project that available funding sources will add up to only \$970 million over the next two decades. Metro planners say that citizen input is important at the upcoming meetings to indicate what projects the public thinks are important; when those projects should occur; and how the work might be funded.

"When you think about what bothers you about traffic now, we are trying to look 20 years out," said Gina Whitehill-Baziuk, a Metro spokesperson.

Tom Kloster, a Metro transportation planner, said the transportation plan is initially focused on projects that improve transportation safety.

Over the long haul, he said, the plan seeks to complement Metro's land-use plans that are tied to 2040 growth management efforts. "The policy is that we are going to maintain the transportation system first and expand it next," Kloster said.

Although the plan is two months away from adoption, he said citizens can still shape changes in the plan by urging changes in priorities for projects or their timing. But he cautioned for realism.

"I think a lot of what we would be hearing is that everything should be done in the first five years," Kloster said. "What people don't understand is that they are not going to see an immediate fix. What they are going to see are steps."

The plan proposes to do 25 percent of the recommended projects from 2000 to 2005; the second 25 percent in the next five years and the balance of the projects from 2010 through 2020.

Yet the plan doesn't answer how to overcome the \$3 billion projected shortfall in funding to complete the plan.

"This isn't a funding document, it's a (transportation improvement) plan," Kloster said.

But the public can give officials suggestions on how to approach the funding challenge, said Whitehill-Baziuk. In addition to the local and regional transportation projects included in the regional plan, Metro and the state Department of

Transportation also are seeking input on nine major regional highway projects that would be funded if the 5-cent state gas tax and vehicle registration fee go into effect next year. The tax hike would allow the state to issue \$600 million in bonds to construct highway improvements, but the tax plan likely will be referred to voters by AAA Oregon.

The proposed bonding projects include long-delayed improvements along Highway 26 in Beaverton; improvements along I-5 near I-84 and the Rose Quarter; road work to improve freight movement in Clackamas and study funding for a bypass connection between I-5 and Highway 99W near Tualatin and Sherwood.

Public hearings planned on transportation projects

By STEVE CLARK

For the Review

Citizens are being asked in the next few weeks to weigh in on a 20-year proposed regional transportation plan to improve how people and freight get around at a time of continued population growth and highly uncertain transportation funding.

The proposed plan includes a number of big and small local road, transit and pathway projects. Local projects include repairing the train trestles serving the Lake Oswego Trolley into Portland; reconstructing deteriorating A Avenue from State Street to Third Avenue; adding a bike lane along Iron Mountain Boulevard; realigning the intersections of Stafford Road and Rosemont and Portland roads with traffic signals; and adding safety and pedestrian improvements along Highway 43 in West Linn.

The first public meeting will be held at 5:30 p.m. Wednesday at Conestoga Middle School, 12250 S.W.

Conestoga Drive in Beaverton. Other meetings will be held Oct. 21 at Gresham City Hall; on Oct. 26 at the Metro Regional Center in Portland and on Oct. 28 at the Monarch Hotel in Clackamas. Each meeting starts at 5:30 p.m.

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SEE EXAMINER
Oct. 99

Metro requests public input about future transportation

Public comment meetings planned; input from SE residents requested.

People across the region share a very important resource: our transportation system. Its health is vital to our economy, our community and our lives. In October, Metro and the Oregon Department of Transportation (ODOT) are holding a series of joint meetings around the region seeking public comment on the Regional Transportation Plan, discussing how to fund the projects in the Regional Transportation Plan, and which projects could receive funding through the Supplemental Statewide Transportation Improvement program (with part of the revenue from the increase in gas tax and vehicle registration fee recently approved by the Oregon Legislature).

Regional Transportation Plan

Metro has spent the past several years working with our local partners as well as citizens, community groups, and businesses to update the Regional Transportation Plan. The plan outlines the priority projects for roads; as well as alternative transportation options such as bicycling, transit, and

walking. It also works to ensure that all layers of the region's transportation system work together in the most effective way possible. In addition to discussion on individual projects, citizens are encouraged to talk about ways to help finance these long-term transportation needs. To receive more information, or a complete list of projects in your area of interest, stop by Metro or call Metro's transportation hotline at 797-1900 option 2. Leave your name and address and ask for, "Getting There."

Supplemental Statewide Transportation Improvement Program

The 1999 Legislature recently passed a 5-cent increase in the state gas tax and a \$5 increase in the annual vehicle registration fee. Part of these increases will fund a program to pay for highway projects statewide. In Clackamas, Columbia, Hood River, Multnomah and Washington counties, there is \$189 million available over a six-year period for highway projects. An initial list of projects and project selection criteria is available by calling 731-8245. The complete list of projects, with additions by the Joint Policy Advisory Committee

on Transportation, will be available on October 15, 1999.

Use the public meetings to learn more and provide input on both the Regional Transportation Plan and the Supplemental Statewide Transportation Improvement Plan:

5:30 pm, Tues., October 26
Metro Regional Center
600 NE Grand Avenue, Portland

Submit testimony on Regional Transportation Plan to:

Mail: Metro Ø RTP Comments
600 NE Grand Avenue
Portland, OR 97232

Fax: (503) 797-1794
E-mail: arthurc@metro.dst.or.us
Call: (503) 797-1900

Submit testimony on Supplemental Statewide Transportation Improvement Plan to:

Mail: ODOT Ø Supplemental STIP Comments
123 NW Flanders
Portland, OR 97209

Fax: (503) 731-8259
Call: (503) 731-8245

Portland, OR
(Multnomah Co.)
The Bee
(Cir. W. 2,172)

OCT 1998

Allen's P. C. B. Est. 1888

¹⁰ ⁹⁹⁶ Metro, ODOT Plans Need Public Comment

There's no declaration from the governor's office, but October could well be dubbed Transportation month in the Portland metropolitan area. In October, Metro and the Oregon Department of Transportation (ODOT) are holding a series of joint meetings around the region seeking public comment a regional and state transportation policy.

The agencies are seeking public comment on the Regional Transportation Plan, on how to fund the projects in the Regional Transportation Plan, and on projects that could receive funding through the

Supplemental Statewide Transportation Improvement program. The latter is funded with part of the revenue from the increase in the gas tax and vehicle registration fee recently approved by the Oregon Legislature.

Sellwood-Moreland residents will be most interested in the Regional Transportation Plan. Its policies impact the proposed redevelopment of SE Tacoma into a neighborhood-friendly street and the proposal to retain a two-lane Sellwood Bridge once it is reconstructed or upgraded.

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The Supplemental Statewide Transportation Improvement Program is a result of the Legislature's nickel increase in the state gas tax and a \$5 increase in the annual vehicle registration fee. Part of these increases will fund a program to pay for highway projects statewide. In Clackamas, Columbia, Hood River, Multnomah and Washington counties, there is \$189 million available over a six-year period for highway projects.

An initial list of projects and project selection criteria is available by calling 731-8245. The complete list of projects, with additions by the Joint Policy Advisory Committee on Transportation, will be

available on Oct. 15.

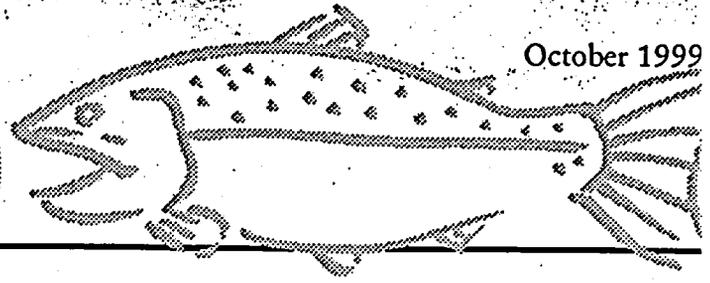
MEETING SCHEDULE: Oct. 20 - 5:30 p.m., Conestoga Intermediate School, 12250 SW Conestoga Drive, Beaverton; Oct. 21 - 5:30 p.m., Gresham City Hall, 1333 NW Eastman Parkway, Gresham; Oct. 26 - 5:30 p.m., Metro Regional Center, 600 NE Grand Ave.; Oct. 28 - 5:30 p.m., Monarch Hotel, 12566 SE 93rd Ave, Clackamas.

To submit testimony on Regional Transportation Plan write to: Metro, RTP Comments, 600 NE Grand Avenue, Portland, OR 97232. Or, fax to (503) 797-1794, E-mail at arthurc@metro.dst.or.us, or call (503) 797-1900.

To submit testimony on Supplemental Statewide Transportation Improvement Plan mail to: ODOT, Supplemental STIP Comments, 123 NW Flanders, Portland, OR 97209. Or call (503) 731-8245.

FishRap

October 1999



Metro's salmon and watershed bulletin

Transportation: it's important to everyone

State and regional decision-makers need your help making decisions about future regional road, transit, bike and pedestrian improvements. Please come to one of the following meetings to discuss the improvements and their funding and comment on Metro's Regional Transportation Plan and the Oregon Department of Transportation's Supplemental Statewide Transportation Improvement Program:

5:30 p.m. Oct. 20 – Conestoga Intermediate School, 12250 SW Conestoga Drive, Beaverton

5:30 p.m. Oct. 26 – Metro Regional Center, 600 NE Grand Ave., Portland

5:30 p.m. Oct. 21 – Gresham City Hall, 1333 NW Eastman Parkway, Gresham

5:30 p.m. Oct. 28 – Monarch Hotel, 12566 SE 93rd Ave., Clackamas

For more information, call Metro's transportation hotline at (503) 797-1900 option 2 or check Metro's website at www.Metro-region.org or ODOT's website at www.odot.state.or.us/stip/



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