

BEFORE THE METRO COUNCIL

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| FOR THE PURPOSE OF APPROVING THE |) | RESOLUTION NO. 99-2878AB |
| 1999 UPDATE TO THE REGIONAL |) | |
| TRANSPORTATION PLAN AND |) | Introduced by Jon Kvistad |
| REFINEMENT PROCESS |) | |

WHEREAS, Metro's 1989 Regional Transportation Plan ("RTP"), the 1992 Update and this 1999 RTP Update are the regional functional plan for transportation under ORS 268.390 and the regional transportation plan required by federal law as the basis for coordinating federal transportation expenditures; and

WHEREAS, new federal requirements under ISTEA resulted in a separate federal plan entitled "Interim Federal Regional Transportation Plan," July, 1995, which is now updated and incorporated into this RTP 1999 Update; and

WHEREAS, the current federal Transportation Equity Act for the 21st century ("TEA-21") requires an updated federal plan every three years that demonstrates continued compliance with the fifteen federal planning factors, a "financially constrained" plan and compliance with the Clean Air Act; and

WHEREAS, this 1999 Update, upon adoption by Ordinance, is intended to serve as the regional Transportation Systems Plan required by the state Transportation Planning Rule which must be consistent with the state Transportation Systems Plan, including the 1992 Oregon Transportation Plan and the 1999 Oregon Highway Plan; and

WHEREAS, all functional plans, including this 1999 RTP Update, must implement applicable regional goals and objectives, including Metro's acknowledged 2040 Growth Concept; and

WHEREAS, the 1999 RTP Update will be adopted as a component of the 1997 Regional Framework Plan; and

WHEREAS, development of this 1999 RTP Update has included adoption of regional transportation policies to begin implementation of the 2040 Growth Concept in Resolution 96-2327, Title 6 requirements for changes to local transportation plans in the 1996 Urban Growth Management Functional Plan, and the 1997 Regional Framework Plan; and

WHEREAS, a final public comment draft of the 1999 RTP Update was distributed in October, 1999 with 7 subregional area summaries of policies and projects affecting local areas; and

WHEREAS, the Metro Council has received the considered advice of a 21-member Citizens Advisory Committee, its Metro Policy Advisory Committee, and Joint Policy Advisory Committee on Transportation, and all the policies and projects have been the subject of extensive public review; and

WHEREAS, this Resolution accepts the final November 5, 1999 draft of the 1999 Regional Transportation Plan as amended, to be adopted by ordinance as the regional transportation plan for federal, state, and regional functional plan purposes by May, 2000 and states the process for its refinement and implementation;

WHEREAS, Chapter 6 of this 1999 RTP Update should be considered a substantial statement of intent, but will require further analysis prior to adoption by Ordinance; now, therefore be it

RESOLVED,

1. That the final November 5, 1999 draft of the 1999 Regional Transportation Plan, as amended, is hereby approved as the 1999 RTP Update proposal which shall be scheduled for adoption by ordinance as Metro's regional transportation functional plan to comply with applicable federal and state transportation planning requirements by implementing Metro's acknowledged 2040 Growth Concept as follows:

- a. The final (date), 1999 draft of the 1999 RTP Update in Exhibit "A."
- b. The amendments approved by JPACT and the Metro Council in Exhibit "B."
- c. ~~The amendments approved by the Metro Council subject to JPACT ratification in Exhibit "C."~~

2. That a refinement process of additional technical analysis, public review and staff evaluation of compliance with federal and state planning requirements shall be carried out between December 1999 and May 2000 to determine the required plan provisions necessary to assure compliance with all planning requirements and implementation of the 2040 Growth Concept.

3. That the refinement process of this 1999 RTP Update shall include development of the following by TPAC and JPACT for inclusion as technical appendices and plan amendments, as necessary:

- a. A "financially constrained" network of transportation facilities required for federal transportation plans.
- b. Air quality conformity findings of compliance with the federal Clean Air Act.
- c. An off-peak traffic congestion analysis.
- d. Demonstration of compliance with the state Transportation Planning Rule.

- e. Demonstration of compliance with federal TEA-21 planning requirements.
- f. Any draft revisions to the Regional Framework Plan to maintain consistency among Regional Framework Plan policies.

ADOPTED by the Metro Council this _____ day of _____ 1999.

Rod Monroe, Presiding Officer

APPROVED AS TO FORM:

Daniel B. Cooper, General Counsel

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Exhibit 'A'

November 5 Draft of the 1999 RTP

(under separate cover)



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Exhibit 'B'
JPACT and MPAC Recommendations
for Amendments to the
1999 RTP Draft



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Exhibit "B" to Resolution No. 99-2878

1999 Regional Transportation Plan

Part 1

Council Discussion Items

Transportation Finance

Comment 1: The "financially constrained" scenario should be more central to the RTP update. (DEQ, 10/27/99)

Comment 2: The RTP should be adopted in a single action, following completion of the financially constrained system analysis. (DEQ, 10/27/99)

JPACT Recommendation on Comments 1 and 2: Agree, in part. The financially constrained system is one of several "scenarios" proposed in the RTP. It is the system used to determine conformity with federal air quality standards. The financially constrained system be developed during the next few months, after the RTP resolution has been adopted, to ensure that the projects assumed in the resulting conformity analysis. The two-step adoption process has the advantage of allowing staff to fully evaluate the air quality conformity findings, as well as other federal, state and regional planning requirements, prior to full adoption of the RTP.

The "strategic system" concept that is now the focus of the RTP was developed cooperatively with TPAC two years ago, as the system development phase of the RTP update began. The strategic system was specifically developed as an addition to the financially constrained scenario. Though the financially constrained scenario is required to meet federal planning and air quality requirements, it has proved to be a confusing system for other planning purposes. By definition, it is neither adequate to meet the region's transportation needs, nor limited enough to be funded from current revenue (existing) resources. Rather, it is a judgement on how much new resources we will be successful in raising.

Instead, TPAC moved to the strategic system, which functions both as a statement of critical need, and as a financial goal for meeting transportation revenue shortfalls. The current, two step process of adopting the RTP first by resolution, then by ordinance, will allow staff to work with TPAC and JPACT to fully develop a financially constrained scenario, and establish conformity to federal air quality requirements, prior to final adoption of the plan using the "strategic" as a benchmark on what to strive toward. It will also provide the opportunity for public review and comment on all of the following post-resolution refinement activities, prior to enactment of the RTP:

- develop criteria for a financially constrained system
- identify financially constrained system projects and programs
- air quality conformity analysis and findings
- off-peak congestion analysis and findings
- state TPR requirements and findings of compliance
- federal TEA-21 planning requirements and findings of compliance
- draft revisions to the Regional Framework Plan (RFP) to maintain consistency between RTP and RFP policies
- continue TPAC and JPACT discussion of implementation provisions proposed in Chapter 6

However, the financially constrained system will be completed quickly, providing full opportunity for public comments, and will reflect a realistic basis for funding of all identified projects. To this end, the system must be a key and central part of the RTP.

Comment 3: The Strategic System is too costly, and should be scaled back to more closely reflect financial constraints. (TPAC, 11/23/99, 1,000 Friends of Oregon, 12/2/99 and Coalition for A Livable Future, 12/2/99)

Comment 4: The plan lacks a direction of funding the strategic system (Westside Economic Alliance, 11/23/99)

JPACT Recommendation on Comments 3 and 4: Both the strategic system and financial analysis have been presented at a series of joint JPACT and MPAC workshops, and a consensus among policy makers to downsize the strategic has not developed. Instead, the strategic system was developed on the basis of defining an "adequate" system to meet 20-year regional needs. Furthermore, the size of the "strategic" system is consistent with historical rates of expenditure on transportation and a comparison of transportation taxes to other public utilities.

The strategic system was tested against a number of "reasonableness" checks, to ensure that the size of the system was not unrealistic. These included benchmarking against other consumer utility charges and the relative function of the system compared to current function. Furthermore, the driving force behind the size of the strategic system is the 2020 growth forecast, that assumes growth patterns similar to those experience during the past 10 years.

TPAC has recommended that JPACT and MPAC continue to address transportation finance needs upon completion of the RTP update. The RTP will therefore serve as a supporting document for the JPACT and MPAC discussion.

Comment 5: Growth-based fees should pay for system expansion required to serve growth. (Councilor Atherton, 11/16/99)

JPACT & MPAC Recommendation on Comment 5: Agree, in part. The RTP financial analysis shows that currently, growth pays only a portion of the system expansion, though most of the recommended improvements in the plan are driven by growth. The financial strategy in Chapter 5 includes growth-based fees as an increasingly important source of revenue for system expansion, but is augmented by traditional sources of revenue and new user-based fees. While it is important to ensure

that growth-based fees are set at a reasonable level, it is also important to ensure that the level of growth-based fees does not discourage the growth patterns envisioned in the 2040 Growth Concept.

JPACT recommends retaining this balanced approach and an illustration for funding system expansion. However, the balance between growth fees, traditional sources and user-based fees is central to the task of adopting a financial strategy, and will be addressed by JPACT and MPAC as part of the post-RTP resolution activities.

Comment 6: Operations and maintenance be funded before system expansion. (Councilor Atherton, 11/16/99)

JPACT Recommendation on Comment 6: Disagree. Section 1.3.7 of the RTP policies call for a top priority to be a balance between 2040 implementation, system maintenance and preservation, and safety improvements. The relative importance of these competing needs should be determined on a case-by-case basis. Given the increasing cost of operations and maintenance, and limited revenue for system improvements, a strict limit on funding operations and maintenance before safety or system expansion projects would be overly restrictive, and could affect both traffic safety and implementation of the 2040 growth concept. No change recommended to the draft RTP.

Transportation Policy

Comment 7: The meaning and status of non-SOV targets is unclear, particularly with regard to the ability of local governments to meet them; additional strategies for meeting the targets should be specified if targets greater than model output levels are set (Washington County Coordinating Committee, 10/27/99)

JPACT Recommendation on Comment 7: Agree. The implementation of modal targets should be clarified with the following revisions to Section 6.4.6:

2. Cities and counties, working with Tri-Met and other regional agencies, shall identify actions in local TSPs that will implement result in progress toward the mode split non-SOV targets. These actions should initially be based on RTP modeling assumptions, analysis and conclusions, and include consideration of the maximum parking rations, adopted as part of Title 2, section 3.07.220, regional street design considerations in Section 6.7.3 this title and transit's role in serving the area. Local benchmarks for evaluating progress toward modal targets may be based upon future RTP updates and analysis, if local jurisdictions are unable to generate this information as part of TSP development.

Also, revise the introductory text in Table 1.2 as follows:

"...needed to achieve comply with Oregon Transportation Planning Rule 10 percent VMT/capita reduction requirement objectives to reduce reliance on single-occupancy vehicles. The targets reflect conditions appropriate for the year 2040.

Comment 8: Replace the entire Chapter 1 section 1.3.7, titled "Implementing the transportation system," with:

- fairness and efficiency in transportation finance
- linking land use and transportation
- transportation and the environment
- transportation safety

(Councilor Atherton, 11/16/99)

JPACT Recommendation on Comment 8: The proposed amendments are largely reflected in more detail in other sections of the RTP policies (including sections 1.2 - Connecting Land use and Transportation, Section 1.3.4 - Protecting the Environment, and Section 1.3.7 - Implementing the Transportation System). However, JPACT will be developing policies on the specific funding strategies proposed by Councilor Atherton, and these policies may be included in the RTP

Comment 9: Expand Policy 3.0 Urban Form to include the following objectives:

- d. Objective: Develop workforce housing adjacent to employment. Workforce housing is defined as housing affordable to all workers employed at these sites, i.e., costing no more than 30% of a household's income.
- e. Objective: Provide mixed use development to reduce travel demand. Locate housing, jobs, schools, services, shopping, parks and other destinations within walking distance of each other.

In the appropriate implementing chapter add the following language:

Local jurisdictions shall amend their comprehensive plans and other city policies (e.g., strategic investment policies) to achieve these principals.

(Rex Burkholder, 11/17/99)

JPACT & MPAC Recommendation on Comment 9: Agree, in part. Recommend the following revision to Policy 3.0, Urban Form on page 1-12:

- d. Objective: Support mixed use development to reduce travel demand. Locate housing, jobs, schools, parks and other destinations within walking distance of each other whenever possible.

In addition, better coordination is needed between the RTP and other Metro planning activities that relate to job/housing balance policies. JPACT also recommends that future work related to job/housing balance be expanded to include the relationship between wages and housing need. The following should be added to Section 6.8.7:

"...on the principal arterial system. The evaluation would also include an analysis of the effect of relative wages on the mix of jobs and housing needed to realize transportation benefits."

Local Planning Requirements & Project Development

Comment 10: Improvements in the urban reserve areas should be timed with urbanization. (MPAC, 11/10/99)

JPACT & MPAC Recommendation on Comment 10: Agree. More discussion is needed on linking the timing of transportation improvements and UGB amendments. Though it is premature to include such provisions in the RTP at this time, the combination of rapid growth and a growing transportation funding gap make this a critical issue for JPACT and MPAC consideration. In addition, a new subsection to Chapter 6 should be added, as follows:

6.5.4 Improvements in Urban Reserves

During the MTIP process, improvements that add capacity or urban design elements to rural facilities in urban reserves should be:

- be coordinated with expansion of the urban growth boundary
- not encourage development outside the urban growth boundary
- not disrupt the economic viability of nearby rural reserves
- be consistent with planned urban development or other transportation facilities

A related discussion of transportation analysis findings in on page 3-50 should also be amended, as follows:

~~"... No specific bicycle or pedestrian improvements were identified. Urban reserves in the Damascus and Pleasant Valley are expected to be added to the urban growth boundary incrementally, and will not necessarily be timed according to needed transportation improvements. Master street planning is needed to ensure that critical arterial...."~~

Comment 11: Connectivity revisions should be enacted immediately to assist local compliance with Title 6 of the UGMFP. (TPAC, 11/23/99)

JPACT & MPAC Recommendation on Comment 11: Agree. The connectivity requirements in Title 6 of the Urban Growth Management Function Plan (UGMFP) 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. Therefore, during the interim period prior to adoption of the RTP by ordinance, JPACT recommends that jurisdictions opting to use the streamlined connectivity requirements in Section 6.4.5 be found in "substantial compliance" with UGMFP Title 6 requirements for connectivity.

Comment 12: Retain the principal arterial designation for Canyon Road/TV Highway from Highway 217 to Hillsboro until further analysis can be completed as part of the corridor study (JPACT, 12/9/99)

JPACT & MPAC Recommendation on Comment 12: Agree. Revise the TV Highway corridor planning section on page 6-31 as follows:

Tualatin Valley Highway

A number of improvements are needed in this corridor to address existing deficiencies and serve increased travel demand. The One primary function of this route is to provide access to and between the Beaverton and Hillsboro regional centers. TV Highway also serves as an access route to Highway 217 from points west along the TV Highway corridor. As such, the corridor is defined as extending from Farmington Road, in Beaverton, to Baseline Road, in Hillsboro. The following design considerations should be addressed as part of a corridor study:

- aggressively manage access as part of a congestion management strategy
- implement TSM and other interim intersection improvements at various locations between Cedar Hills Boulevard and Brookwood Avenue
- the relative tradeoffs of a variety of capacity and transit improvements, including:
 - a) parallel improvements on parallel routes such as Farmington, Alexander, Baseline and Walker roads as an alternative to expanding TV Highway
 - b) 7-lane arterial improvement
 - c) implement long-term, a limited access, divided facility from Murray Boulevard to Brookwood Avenue, with three lanes in each direction and grade separation at major intersections
 - d) transit service that complements both the function of TV Highway and the existing light rail service to the north of the TV Highway corridor
- ~~implement complementary capacity improvements on parallel routes, including Farmington, Alexander, Baseline and Walker roads~~
- evaluate impacts of the principal arterial designation, and subsequent operational effects on travel within the Beaverton regional center
- evaluate motor vehicle and regional street design designations as part of the study to determine the most appropriate classifications for this route

Comment 13: Extend light rail designation to Forest Grove town center. (MPAC, 12/8/99)

Comment 14: Expand light rail discussion for Clackamas Regional Center extension to clarify the line as a long-term "placeholder", and emphasize that an interim rapid bus strategy will be pursued in the short term. (MPAC)

MPAC Recommendation on Comments 13 and 14: Agree. Add "potential light rail or rapid bus" designation to TV Highway from Hillsboro regional center terminus to Forest Grove town center. Also, add the following explanatory text to McLoughlin-Highway 224 discussion on page 6-29:

"Long-term improvements are needed in this corridor to preserve access to and from the Central City from the Clackamas County area, and to provide access to the developing Clackamas Regional Center. The recently completed South/North light rail study demonstrated both a long-term need for high-capacity transit service in this corridor, and a short-term opposition to construction of light rail. However, the long-term transit need is still critical, as demonstrated in the RTP analysis, where both highway and high-capacity transit service were needed over the 20-year plan period to keep pace with expected growth in this part of the region. The 2040 Growth Concept also calls for the regional centers and central city to be served with light rail. Therefore, the recommendations for this corridor study assume a short-term rapid bus, or equivalent, transit service in the corridor, and light rail service is retained in the long term as a placeholder. Transportation solutions..."

Future Land Use Planning

Comment 15: Address Clark County jobs/housing imbalance with land use policy changes. (TPAC, 11/23/99)

JPACT & MPAC Recommendation on Comment 15: Agree, in principle. The jobs/housing imbalance in Clark County results in heavy demand and need for improvements in the I-5 and I-205 corridors. However, the RTP is not the best forum for addressing the jobs/housing balance in Clark County. Instead, the recently convened Bi-State Committee is likely to address these issues, with the Metro and Clark County MPOs working jointly toward both land use and transportation solutions to the job/housing imbalance. Section 6.8.7 identifies the need for further evaluation of potential land use changes, based on RTP recommendations. This outstanding issue would be address prior, or as part of, the next RTP update. No change recommended to the draft RTP at this time.

Comment 16: Address Clackamas County job/housing imbalance with land use policy changes. (TPAC, 11/23/99)

Comment 17: Land use alternatives should be more prominently discussed where transportation solutions were not adequate to implement the 2040 Growth Concept. (Multnomah County, 10/27/99)

MPAC Recommendation on Comments 16 and 17: Agree. Add the following bullet to Section 6.8.7, which deals with needed land use and transportation evaluation of the 2040 Growth Concept:

- Damascus & Pleasant Valley Urban Reserves: The overall jobs/housing imbalance in Clackamas County results in heavy travel demand on routes like I-205 and Highway 224 that link Clackamas County to employment areas. A review of the Damascus and Pleasant Valley Urban Reserves should consider

the potential for improving jobs/housing balance in these areas. This review should include areas in the Pleasant Valley areas that have been recently incorporated into the urban area, but are largely undeveloped.

JPACT Recommendation on Comments 16 and 17: Agree. Add the same additional bullet to Section 6.8.7 as recommended by MPAC, above, as well as the following change to Section 6.8.2:

"...Transportation and land-use scenarios will be developed to reflect a variety of land-use alternatives for the area..."

Comment 18: Review urban reserve designation of Beaver Creek area. (TPAC, 11/23/99)

MPAC Recommendation on Comment 18: Agree. Add the following bullet to Section 6.8.7, which deals with needed land use and transportation evaluation of the 2040 Growth Concept:

- Beaver Creek Urban Reserves: Urbanization of these reserves would require major improvements to Highway 213 and connecting arterial streets that may be inappropriate in scale and cost, and could negatively impact adjacent areas in Oregon City. These reserves should be reviewed to determine whether refinements are appropriate in order to better complement existing transportation and land use plans in the vicinity.

JPACT Recommendation on Comment 18: Agree. However, JPACT does not recommend further refinements to the transportation system to serve this area, and instead recommends that more suitable reserves be evaluated. Add the following revised bullet to Section 6.8.7, which deletes the second sentence of the MPAC recommendation:

- Beaver Creek Urban Reserves: Urbanization of these reserves would require major improvements to Highway 213 and connecting arterial streets that may be inappropriate in scale and cost, and could negatively impact adjacent areas in Oregon City.

Comment 19: Establish a work plan to address Willamette Valley growth in future RTP updates. (TPAC, 11/23/99)

JPACT & MPAC Recommendation on Comment 19: Agree, in part. Though growth in the valley is expected to make up the bulk of traffic on I-5 South in the future, the RTP is limited in its ability to address travel demand for this corridor. Section 6.8.3 calls out the need to incorporate ODOT's valley model into the regional model as part of the next update to the RTP. This is an important first step in addressing the growth in travel demand between the metro region and the valley. However, other planning activities for the valley are already underway, with ODOT and DLCD working as lead agencies. Metro will continue to work with these state agencies to ensure that regional interests are reflected in valley planning decisions. No change recommended to the draft RTP at this time.



METRO

Exhibit "B" to Resolution No. 99-2878
1999 Regional Transportation Plan

Part 2
Council Consent Items

Policies and System Maps

Comment 1: Change Policy 13, page 1-8, to read: "Manage the existing Provide a regional motor vehicle system of..." and add objective I: Implement a pricing system based on traveler's relative contribution to congestion based on time of day, type of vehicle, number of passengers. (Rex Burkholder, 11/17/99)

JPACT Recommendation on Comment 1: No change is recommended. Other policies on page 1-56 of the draft RTP more appropriately deal with the peak period pricing issue as a tool to manage congestion in the region.

Comment 2: Revise Policy 18.0, Objective b, fourth bullet, to add the following text, "•Multi-modal traveler information services (such as broadcast radio and television; highway advisory radio; variable message signs; on-line reports and transit service reports; real-time transit arrival and departure monitors; and on-board navigation aids." (Willamette Pedestrian Coalition, 11/17/99)

JPACT Recommendation on Comment 2: Agree. Amend as requested.

Comment 3: Revise Policy 19.0, to add new objective h, "Promote end-of-trip facilities that support alternative transportation modes, such as showers and lockers at employment centers." (Willamette Pedestrian Coalition, 11/17/99)

JPACT Recommendation on Comment 3: Agree. Amend as requested.

Comment 4: "A significant hole in the RTP is the lack of discussion of the price elasticity of transportation. With world oil production predicted to peak within the 20 year time frame of this plan, it is prudent and essential that we prepare for the effects of increasing gasoline prices." (Rex Burkholder, 11/17/99)

JPACT Recommendation on Comment 4: Agree, in part. However, past predictions on the cost of oil have been so exaggerated over actual trends, that there is little merit to completing such an analysis at this time. Metro's regional demand model does account for the relative value of time in mode choices, and this has proven to be a more reliable prediction of future travel behavior. The model also considers parking costs, which are also more predictable, and represent a more discrete cost in trip-making. Another cost that could be considered is the aggregate cost of operating a personal vehicle. These

are all compelling issues that should be considered in future updates of the RTP. The plan is updated every three to five years with the specific purpose of evaluating such changes in transportation demand and technology.

Comment 5: Policy 11.0 Regional Street Design. The level of traffic determines whether bike lanes are warranted. Strike all references to "wide outside lanes or shared roadways." (Rex Burkholder, 11/17/99; BTA, 11/23/99)

Comment 6: Policy 16.1 Regional Bicycle System. Eliminate references to "wide outside lanes" as per argument under Policy 11.0 Regional Street Design. (Rex Burkholder, 11/17/99; BTA, 11/23/99)

JPACT Recommendation on Comments 5 and 6: Agree, in part. That bike lanes are the preferred bikeway choice in regional street design guidelines should be made more explicit in the RTP. Add the following sentences (from page 21 of *Creating Livable Streets: Street Design Guidelines*) as the last sentence of paragraph 2 on page 1-46 of the RTP: Regional streets provide the primary network for bicycle travel in the region, and require features that support bicycle traffic. Bicycle lanes are the preferred bikeway design choice for the throughway (highway), boulevard, street and road design classification concepts.

However, level of traffic is not the only factor that determines whether bike lanes are warranted. Wide outside lanes or shared roadways are acceptable where the following conditions exist:

- it is not possible to eliminate or reduce lane widths;
- topographical constraints exist;
- additional pavement would disrupt the natural environment or character of the natural environment;
- parking is essential to serve adjacent land uses or improve the character of the pedestrian environment;
- densely developed areas with low motor vehicle speeds.

Refer to page 21 of *Creating Livable Streets* for a more detailed discussion of general considerations and design guidelines for bike lanes.

Comment 7: Policy 1.0 Public Process. Public involvement fails to discover the public's wishes and concerns, leading to plans which lack public support (i.e. funding). Add objective: c. Objective: Use surveys and referenda to get citizen input in plan development and MTIP process. Use the results to determine transportation priorities. (Rex Burkholder, 11/17/99; BTA, 11/23/99)

JPACT Recommendation on Comment 7: Use of surveys is one useful tool in a large toolbox full of public involvement strategies, but surveys and referenda should not be used alone to determine transportation priorities. Furthermore, these are a work program methodology, not a transportation system characteristic.

Comment 8: Policy 2.0 Intergovernmental Coordination - Metro does have a coordinating role but it also has the authority and budgetary responsibility (given by Congress) to direct transportation

investment. The chart on the bottom of 1-11 indicates a reversal of the proper decision-making order. As currently configured, the major decisions are made by staff (TPAC and MTAC, 11/18/99), refined by the coordinating committees (JPACT and MPAC) and then reviewed and ratified by the Council. Amend language: The Metro Council sets transportation policy and priorities for the region. Metro coordinates with among the local, regional and state jurisdictions and private entities that own and operate the region's transportation system to better provide for state and regional transportation needs. (Rex Burkholder, 11/17/99; BTA, 11/23/99)

JPACT Recommendation on Comment 8: The existing regional decision-making process is sound. The Metro Council has the authority to remand decisions back to JPACT.

Comment 9: Downgrade Garden Home Road and Oleson Road north of Garden Home Road from minor arterials to local collectors on the Regional Motor Vehicle System Map. (Robert Bothman, 11/4/99)

JPACT Recommendation on Comment 9: This part of the region lacks an adequate east-west and north-south arterial street network, and Garden Home and Oleson roads have been included in past regional plans as minor arterials.

Comment 10: Downgrade Garden Home Road and Oleson Road north of Garden Home Road from community boulevard to community street designations. (Robert Bothman, 11/4/99)

JPACT Recommendation on Comment 10: Both Garden Home and Oleson are designated as main streets in the 2040 Growth Concept, and the Community Boulevard designation is the most appropriate design for a designated main street.

Comment 11: The RTP should recognize that students at the region's institutions of higher education have unique public transit needs. (Julie North; 10/28/99)

JPACT Recommendation on Comment 11: Agree. Policy language will be added to the end of the public transportation section on page 1-41 of Chapter 1 to read as follows:

"Transit Service for Special Needs Populations

Public transportation service often provides the only available transportation service to many people in the region, including: students, the elderly, the economically disadvantaged, the mobility impaired and others with special needs. It is important that the public transportation service providers consider the special needs of those people who rely on the providers as their primary transportation option for access to jobs, job training and services."

Revise Section 6.4.10 - Transit Service Planning to include the following text:

"6. Consider....designated lanes and traffic controls)

Public transit providers shall consider the needs and unique circumstances of special needs populations when planning for service. These populations include but are not limited to: students, the elderly, the economically disadvantaged, the mobility impaired and others with special needs. Consideration shall be given to:

- adequate transit facilities to provide service.
- hours of operation to provide transit service corresponding to hours of operation of institutions, employers, and service providers to these communities.
- adequate levels of transit service to these populations relative to the rest of the community and their special needs."

Comment 12: Add policy language to public transportation section regarding the speed and reliability of and 100% accessibility for mobility impaired to transit service. (TPAC, 11/23/99)

JPACT Recommendation on Comment 12: Agree. Add the following language to Chapter 1:

"Policy 14.0. Regional Public Transportation System

Provide an appropriate level, quality and range of public transportation options to serve this region and support implementation of the 2040 Growth Concept, consistent with Figures 1.15 and 1.16.

1. Objective: Provide special transit service that is accessible to the mobility impaired and provide as-needed, such as para-transit to the portions of the region without adequate fixed-route service to comply, that complies with the Americans with Disabilities Act of 1990.

Policy 14.3. Regional Public Transportation System

Provide transit service that is fast, reliable and has competitive travel times compared to the automobile.

- a. Objective: Transit travel time (in-vehicle) for trips on light rail transit and rapid bus routes during the peak hours of service should be no slower than 150% of the auto travel time during the off-peak hours. Exceeding this threshold would result in considering preferential treatment to road system for transit and express operation.
- b. Objective: Total transit travel time (in-vehicle + non-weighted wait time) for trips on regional bus routes should no slower than 200% of the total auto travel time."

In addition, Chapter 6, page 6-38, Section 6.8.10 identifies the need for additional work to develop a broader set of performance measures for all modes of travel as they relate to planned land uses.

Comment 13: Designate 182nd/Division and 182nd/Powell as Boulevard Intersections. (City of Gresham, 11/22/99)

JPACT Recommendation on Comment 13: Agree. Amend as requested.

Comment 14: Add freight designation descriptions to Chapter 1, page 1-45. (TPAC, 11/23/99)

JPACT Recommendation on Comment 14: Agree. Amend as requested.

Comment 15: Revise text that references Figures 1.13, 1.14 and 1.15 to refer to circles, instead of squares. (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 15: Agree. Amend as requested.

Comment 16: Revise the RTP System maps and Chapter 5 map boundaries for the Beaverton regional center and Murray Scholls town center to reflect recent adoption of new boundaries in Beaverton land use codes. (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 16: Agree. Amend as requested.

Comment 17: Amend page 1-57, Parking Management, last sentence to read, "The reduction in demand for parking will allow the region to...efficiently, reduce impervious surfaces, and..." (Oregon City, 12/2/99)

JPACT Recommendation on Comment 17: Agree. Amend as requested.

Comment 18: Incorporate peak period pricing recommendations into RTP. (TRO Task Force)

JPACT Recommendation on Comment 18: Agree. Policy 19.2 recommends that peak period pricing be considered when new highways or highway lanes in congested corridors are called for in the RTP. Section 6.7.5 recommends that peak period pricing be considered as capacity improvements are studied for the following facilities or corridors:

- 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)

Comment 19: Amend page 1-56, Policy 19.2, Objective c and b. to remove the phrase "using the criteria used in Working Paper 9 of the Traffic Relief Options study" from objective c. and add the phrase to the end of the first sentence of Objective b. (TRO TAC, 12/1/99)

JPACT Recommendation on Comment 19: Agree. Amend as requested. The criteria should be used whenever peak period pricing is considered, not just when a pilot project is selected.

Comment 20: Move Policy 19.2, Objective d., page 1-56 to the financing section because it deals with a financing implementation issue rather than a policy. (TRO TAC, 12/1/99)

JPACT Recommendation on Comment 20: Disagree in part. While this objective is not really a policy statement, it is one of the task force recommendations and ties into the pilot project recommendation in Objective c. No change is recommended.

Comment 21: Policy 8.0. Water Quality: In the appropriate implementing chapter add the following:

Local jurisdictions shall amend their comprehensive plans and transportation system plans to implement the design changes recommended on page 1-13, 1-14. in roadways to significantly reduce stormwater runoff.

In addition, set regional goals for reducing the percentage of land used for parking and eliminate parking minimums in local plans. In the appropriate implementing chapter add the following: "Local jurisdictions shall amend their comprehensive plans and transportation system plans to eliminate minimum parking requirements and to reduce amount of land area used for parking."

(Rex Burkholder, 11/17/99)

Comment 22: Chapter 6. Add a section on street design for stormwater runoff reduction. See comment above. (Rex Burkholder, 11/17/99)

JPACT Recommendation on Comments 21 and 22: Disagree, at this time. These are among the outstanding issues in Section 6.8 that require further refinement in the *Green Streets Initiative* described in Section 6.8.1.

Comment 23: Policy 13: Level of Service differentials: Use one standard of LOS for all roadways. Adopt a congestion-pricing program for all existing roadways. (Rex Burkholder, 11/17/99)

JPACT Recommendation on Comment 23: LOS differentials are necessary due to differences in 2040 land uses. A congestion-pricing program for all existing roadways would be contrary to Traffic Relief Options study recommendations recently adopted by Metro Council.

Comment 24: Policy 18 Transportation System Management: Access management should not reduce pedestrian and bicycle movement. On page 1-54 under Access management, calls for minimizing connections of local streets to arterial streets, which reduces connectivity. (Rex Burkholder, 11/17/99)

JPACT Recommendation on 24: Agree. Amend the following sentence on page 1-54, third paragraph, "minimizing connection of local streets to regionally significant arterial streets consistent with regional street design policies and..."

Comment 25: Policy 19.1. Regional Transportation Demand Management Eliminate requirement for minimum parking ratios under Objective (a) as unnecessary and contrary to goals for reducing impermeable surfaces and reducing VMT. Recommendation: Amend Objective (a) to read: Objective a: Establish ~~minimum and~~ maximum parking ratios to help.... (Rex Burkholder, 11/17/99)

JPACT Recommendation on Comment 25: Certain land uses require minimum parking. Also, Objective f. stresses further study of market-based strategies such as parking pricing, employer-based parking cash-outs and restructuring parking rates.

Comment 26: Policy 19.2 Regional Transportation Demand Management. As the Traffic Relief Options Study showed quite clearly, Congestion Pricing is an effective and fair means of managing traffic demand. Amend the language on congestion pricing as follows:

b. Objective: apply peak period pricing appropriately to manage congestion and generate revenues to help with needed transportation improvements.

c. Objective: ~~Use~~ Consider peak period pricing as a feasible option when major new highway capacity is added to the regional motor vehicle system.

d. Objective: ~~Do not price existing roadways at this time~~ (Rex Burkholder, 11/17/99)

JPACT Recommendation on Comment 26: Policy 19.2 in the 11/5/99 1999 RTP Adoption Draft (page 1-56) has been amended to reflect the *Traffic Relief Options* study recommendations recently adopted by Metro Council.

Comment 27: 6.4.5 Design standards for street connectivity. Amend 2 (h) to read:

h. Includes a street design, with exemplary street cross sections, that support expected speed limits of under 20mph on local service streets and under 25 mph on collector streets, and... (Rex Burkholder, 11/17/99; BTA, 11/23/99)

JPACT Recommendation on Comment 27: State law sets speed limits. Also, "support expected speed limits" should be replaced with "support posted speed limits" to be consistent with text on Street Design in the RTP.

Comment 28: MTIP program 6.5.2. Project lists should be adopted by resolution/ordinance of local jurisdictions, with required public hearings, before being submitted to Metro for consideration. (Rex Burkholder, 11/17/99; BTA, 11/23/99)

JPACT Recommendation on Comment 28: Agree. In current practice, MTIP projects must come from an adopted local plan or program, which in turn would have required local public hearings. This issue will be further addressed as part of a detailed examination of Chapter 6 by TPAC and JPACT as part of the post-resolution activities.

Comment 29: 6.6.3 Congestion Management Requirements. Require implementation of Congestion Management Techniques listed in this section before capacity increases are funded. This may require setting priorities among these actions appropriate to the scale of the project. (Rex Burkholder, 11/17/99; BTA, 11/23/99)

JPACT Recommendation on Comment 29: Agree. This requirement is already stated.

Comment 30: The following issues are not addressed in the RTP and should be included:

Regional concerns and issues regarding air freight and air travel; regional responsibility for funding improvements on local street systems to relieve demand on regional facilities; changing environment:

- Peak in world oil production (projected to occur between 2001 –2015)
- Effect of increased use of sport utility vehicles and light trucks in fleet on air quality conformity
- Growth in traffic originating outside of region and role of highway widening in encouraging long distance commuting. (Rex Burkholder, 11/17/99)

JPACT Recommendation on Comment 30: Air freight and air travel is described in Section 1.3.5, and is mapped in Figures 1.16 and 1.17. Local streets are generally funded with development capital funding. Local street system design criteria is described on page 1-34. Comments on changing environment have been addressed previously.

Comment 31: Policy 19.0, Objective d. Should refer to policy 20.1, funding priorities rather than just list areas in which we want to fund TMAs. We selected the TMAs in the current round using policy 20.1 priorities, we should state so in the TMA funding policy. (City of Portland, 12/1/99)

JPACT Recommendation on Comment 31: Current language in Policy 19.0, Objective d. is sufficient. Policy 20.1 includes implementation of a regional transportation system through selection of complementary transportation projects and programs. This includes the TDM program and TMA funding.

Comment 32: Beginning on page 1-5, replace the word ridesharing with the words carpooling and vanpooling throughout the text. Ridesharing is an antiquated early 1990s term that was used to generally describe all TDM strategies. (Tri-Met, 12/1/99)

JPACT Recommendation on Comment 32: Agree.

Comment 33: Page 1-53, second paragraph. Amend the following sentence: Most TDM strategies are designed to influence travel choices by providing a reason to choose a means of travel other than driving alone ~~alternatives to driving alone~~. (Tri-Met, 12/1/99)

JPACT Recommendation on Comment 33: Agree.

Comment 34: Policy 18.0 c. Objective. Reword to include transit priority measures. (Tri-Met, 12/1/99)

JPACT Recommendation on Comment 34: Transit priority measures are sufficiently covered under Public Transportation and Regional Street Design policies.

Comment 35: Policy 19.0 b. Objective. Amend the objective to read ...in 2040 Growth Concept land use components, including central city, regional centers... (Tri-Met, 12/1/99)

JPACT Recommendation on Comment 35: Agree. Above language or something similar will be used for clarification.

Comment 36: Policy 19.0 e. Objective. Amend the objective to read ...programs and services that encourage employees to change commuting patterns, use non-SOV modes, such as.... (Tri-Met, 12/1/99)

JPACT Recommendation on Comment 36: Agree, in part. The TDM strategies described above would change commuting patterns. The concern here is that by changing commuting patterns, we may be encouraging employees not ride transit. The importance of transit to TDM is expressed in the policy sentence. Staff suggests the following amendment:

...programs and services that encourage employees to use non-SOV modes or change commuting patterns, such as....

Comment 37: Policy 19.1 Regional Parking Management. Amend opening sentence to read ...central city, regional centers, industrial areas, town centers...(Tri-Met, 12/1/99)

JPACT Recommendation on Comment 37: Disagree. In general, the UGMFP Title 2 Parking Maximum Map divides the region into Zone A and Zone B for parking maximum purposes. Zone A includes the mixed use centers of the Metro 2040 Growth Concept as well as areas which are within 1/4 mile of Tri-Met bus lines with 20 minute or better frequency at the PM peak, and areas within 1/2 mile of Light Rail. Zone B has less restrictive standards for parking maximums. Industrial areas in the region are for the most part included in Zone B.

Comment 38: page 1-56 second and third paragraph text; dilute emphasis on commute/peak hour; add...works cooperatively with employers, community based groups and other organizations to provide alternatives to driving alone during rush hour. Next paragraph: replace commuters with people. (City of Portland, Tri-Met 12/1/99)

JPACT Recommendation on Comment 38: Agree.

Comment 39: Table 1.2. Include a map showing these locations with the non-SOV targets. Add non-SOV targets to the "Existing and Proposed TMA" placeholder map. Are non-SOV targets for all trips? By what date must the TPR 10 percent VMT/capita reduction requirement be achieved? (City of Portland, Tri-Met, 12/1/99)

JPACT Recommendation on Comment 39: Agree, in concept. A map may be redundant, as Table 1.2 gets the message across. Detailed work on a map would not begin until January, 2000. The non-SOV targets are for all trips. The table and text will be clarified to indicate targets are for all trips and to add the deadline date.

Comment 40: page 6-13, first paragraph. Amend last sentence: Regional Street Design considerations in this title Title 6, transportation demand management strategies, and transit's role in serving the area. (Tri-Met, 12/1/99)

JPACT Recommendation on Comment 40: Agree.

Comment 41: page 6-13, second paragraph. Where is the overall analysis of mobility? Moving cars and transit is identified, but there is not an overall analysis of people movement. (Tri-Met, 12/1/99)

JPACT Recommendation on Comment 41: Refer to maps, tables and text in Section 3.3.

Transportation Finance

Comment 42: Revise Section 5.4 to reflect updated revenue figures. (TPAC, 12/4/99)

JPACT Recommendation on Comment 42: Agree. Amend as requested. See Attachment A for actual language.

Comment 43: Include graphics in Section 5.4 demonstrating:

1. the amount of revenue from each revenue source that is assigned to each cost strategy
2. the cost of improving roads/highways if maintenance is deferred over time

(TPAC, 11/23/99)

JPACT Recommendation on Comment 43: Agree. Amend as requested.

Comment 44: Clarify that the road maintenance fee could be implemented within each jurisdiction by ordinance of the governing body. (TPAC, 11/23/99)

JPACT Recommendation on Comment 44: Agree. Amend as requested.

Comment 45: Provide financial capital cost information in an annualized form to provide comparison with operation and maintenance costs. (TPAC, 11/23/99)

JPACT Recommendation on Comment 45: Agree. An annual cost, assuming implementation of capital projects in an even rate, with an annual inflation rate at accepted industry standards will be developed for the Strategic System and included as additional information in Section 5.4.

Comment 46: Include information about the effects of adding new capital projects to the costs of operations and maintenance of the Strategic System. (TPAC, 11/23/99)

JPACT Recommendation on Comment 46: Agree. This information will be developed and included as additional information in Section 5.4.

Comment 47: Would RTP amendments have to be federally acknowledged prior to the MTIP application process, and if so, how much time would this add to such a process? (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 47: In order for a project to be eligible for MTIP funding, the project must be identified in the RTP. Section 6.6.2 in Chapter 6 describes the process necessary for RTP project amendments. RTP amendments can occur concurrently with MTIP allocation.

Comment 48: Consider adding a flow chart to Chapter 6 that details a time estimate for the various phases and MTIP amendment scenarios. (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 48: This comment will be forwarded to the MTIP subcommittee.

Comment 49: Priority should be given to funding bicycle and pedestrian improvements identified in the RTP Strategic list. (Multnomah County Bicycle and Pedestrian Advisory Committee, 11/12/99)

JPACT Recommendation on Comment 49: Agree, in part. Completing the regional bicycle system is included Policy 16.0 in Chapter 1. "Stand alone" bicycle improvements to regional access bikeways and regional corridor bikeways are essential to completing the regional bicycle system, and should be given priority in the MTIP process. Policies 17.0 through 17.3 address pedestrian design, mode share increase and access. "Stand alone" pedestrian improvements in the central city, regional centers, town centers, station areas and main streets should be given priority in the MTIP process. However there are a number of cases in the RTP Strategic list where bicycle and pedestrian improvements are included with boulevard design improvements, widening roads and building new roads. Therefore, it would not be advisable to give priority to all bicycle and pedestrian improvements identified in the RTP strategic list. Care must be taken in prioritizing projects so that bicycle and pedestrian improvements that are best for the region are given the highest priority for funding.

Performance Measures

Comment 50: Performance measures for non-auto modes should be incorporated into the plan. (TPAC, 11/23/99)

JPACT Recommendation on Comment 50: Agree. The RTP includes a 2-tier congestion policy that differentiates between 2040 land use types, and a third tier that calls for alternative mode measures instead of congestion-based measures for certain centers and corridors. However, additional measures are proposed as outstanding issues for future RTP updates in Section 6.8.3.

Comment 51: Table 1.1 in the RTP should be revised to be consistent with the level of service policy in the Oregon Highway Plan (ODOT, 10/27/99).

JPACT Recommendation on Comment 51: Table 1.1 is consistent for statewide, regional and district routes. However, where Table 1.1 differs from the OHP on interstate highways and expressways (these are classified as principal arterials in the RTP), the level of service policy called out in the RTP is consistent with the previous level of service E standard proposed for the OHP. In redefining the level of service from "grades" to volume/capacity figures, the OHP moved to D being defined as acceptable, which is a significant change from the previous E standard proposed for the OHP, and subsequently used in the draft RTP.

Metro's E standard for interstate highways and expressways is based on a the 1997 LOS Alternatives Analysis, which examined the relative benefits of varying LOS standards. That analysis showed that a D standard would require a massive expansion of the highways and expressway system; with most routes expanded to 10 lanes. Such a capacity is not only financially prohibitive – eight times our current 20-year revenue forecast, and twice our Strategic System – but also would have dramatic social and environmental impacts. In contrast, the benefits of such a standard in terms of shortened travel times and reduced congestion were modest, compared to the standards proposed in the draft RTP. The OHP fails to provide a similar level of analysis that demonstrates why the new D/E standard is appropriate for the Metro region.

Comment 52: One-hour LOS modeling is needed to fully evaluate proposed improvements, because two-hour modeling does not determine all areas where LOS policy is exceeded. (Washington County, 10/27/99)

JPACT Recommendation on Comment 52: Agree, however, for 2020 model forecasts, the p.m. peak two hour period has been used because of peak spreading issues. Because of increasing p.m. peak one-hour congestion levels in the future, it is expected that there will be more peak spreading outside of the peak one hour. Metro's Travel Forecasting section has not been successful in creating a peak spreading model for the future, therefore two hour forecasts have been adopted. It is possible to use current 1994 survey p.m. peak one hour peaking factors, however this will probably overestimate peak one hour conditions in the future due to the effects of peak spreading.

For LOS analysis, Metro has developed criteria based on the total p.m. peak two-hour assignment, rather than separating the one-hour and remaining portion of the two-hour period. A table showing the LOS deficiency thresholds using only the p.m. peak two-hour assignment will be included in the RTP appendices. For the purpose of TSP development, however, the two-hour modeling is adequate, and refinements can be done at the project development level.

Comment 53: Expand Area of Special Concern criteria to acknowledge progress toward non-SOV targets as measure of compliance. (TPAC, 11/23/99)

JPACT Recommendation on Comment 53: Agree. Revise Section 6.7.6 as follows:

1. Adopt the following performance measures standards, and provide an analysis that demonstrates progress toward these measures in the local TSP:

Comment 54: Non-SOV targets in industrial areas and intermodal facilities are unattainable, given proposed transit service in those areas (Port of Portland, 10/29/99)

JPACT Recommendation on Comment 54: Agree, in part. The non-SOV targets are a long term measure of progress in implementing the 2040 Growth Concept, and are not intended as strict performance standards. In addition, the demand-responsive and vanpool transit service proposed for industrial areas is not modeled, but is intended to provide a high level of transit service to major employers. This proposed service is only reflected in the regional model by fixed route service due to technical limitations in the model. No change recommended to the draft RTP.

Comment 55: Non-SOV targets should be identified for the financially constrained RTP. (DEQ, 10/27/99)

JPACT Recommendation on Comment 55: Agree. This issue will be addressed by TPAC as part of developing the financially constrained RTP, which is a post-resolution activity. Changes will be incorporated prior to adoption of the RTP by ordinance.

Comment 56: Mid-Day LOS should be addressed prior to adoption of the RTP (Multnomah County, 10/27/99 and Westside Economic Alliance, 11/23/99)

JPACT Recommendation on Comment 56: Agree. A mid-day LOS analysis is proposed as part of the post-resolution work plan, prior to adoption of the RTP by ordinance.

Comment 57: The State TPR requirements and findings on VMT/capita reduction should be more clearly summarized (Multnomah County, 10/27/99)

JPACT Recommendation on Comment 57: Agree. Section 6.2.1 was expanded in the final draft, addressing this comment. In addition, findings on compliance with the state TPR will be developed as part of the post-resolution activities, prior to adoption by ordinance.

Comment 58: The draft RTP does not adequately call out that regional performance measures have been reduced from previous plans to allow a higher level of peak hour congestion to be considered as acceptable in the future. (Westside Economic Alliance, 11/23/99)

JPACT Recommendation on Comment 58: In 1997 Metro completed an extensive study of level of service alternatives that was used to develop a LOS policy for Chapter 2 (Transportation) of the Regional Framework Plan. The reduced level of service performance measure adopted in the Regional Framework Plan underwent extensive review and comment by TPAC, JPACT, MPAC, the Metro Council and citizens who participated in the Regional Framework Plan adoption process.

Comment 59: Metro should annually monitor the progress made toward implementing and funding the elements of the strategic system. (Westside Economic Alliance, 11/23/99)

JPACT Recommendation on Comment 59: Agree. Metro intends to compile a report annually to address this. In addition, Section 6.5.3 in Chapter 6 of the RTP outlines how benchmarks will be established to monitor RTP implementation over time.

Performance Measures

Comment 60: Do not require local compliance with Motor Vehicle Performance Measures (Table 1.1) in local TSPs. (City of Portland, 12/1/99)

JPACT Recommendation on Comment 60: The state TPR requires regional transportation system plans to include performance measures. The LOS measures in Table 1.1 are revised LOS measures that better recognize the relationship between land use, congestion and alternative mode potential. In addition, the expanded Areas of Special Concern provisions directly reflect new provisions

in the TPR that allow for new alternative measures where traditional motor vehicle level of service (A-F) measures are not appropriate or adequate. No change recommended to the draft RTP.

Local Planning Requirements and Project Development

Comment 61: The legal requirements of the RTP should be clearly spelled out in the document. (Westside Economic Alliance, 11/23/99)

JPACT Recommendation on Comment 61: Agree. Section 6.4 in Chapter 6 of the draft plan details what elements of the RTP apply to local plans.

Comment 62: Chapter 6.4.3 identifies Metro's role in local plan amendments. This section should clarify to what process this applies. (Westside Economic Alliance, 11/23/99)

JPACT Recommendation on Comment 62: As stated in this section, the intent is to "review local plans and plan amendments, and facility plans that affect regional facilities for consistency with the RTP." No revision is recommended.

Comment 63: Specifically address how the Oregon Highway Plan provisions for special transportation areas, commercial centers and urban business areas relate to the RTP. (MTAC, 11/18/99)

JPACT Recommendation on Comment 63: Agree. Staff recommends the following revision to page 6-7:

6.2.3 Special Designations in the Oregon Highway Plan

The Oregon Highway Plan (OHP) establishes three special district designations for certain areas along state-owned facilities. The purpose of the designations is to respond to unique community access and circulation needs, while maintaining statewide travel function. Though these special districts are generally identified jointly between ODOT and local jurisdictions, the RTP establishes a policy framework that supports these OHP designations through the 2040 Growth Concept and corresponding regional street design classifications contained in Section 1.3.5. The following is a summary of how RTP street design designations correspond to the OHP special district classifications:

Special Transportation Area (STA): this designation is intended to provide access to community activities, businesses and residences along state facilities in a downtown, business district or community center. In these areas, the OHP acknowledges that local access issues outweigh highway mobility, except on certain freight routes, where mobility needs are more balanced with local access.

The RTP addresses this OHP designation through the boulevard design classifications, which correspond to the 2040 central city, regional center, town center and main street land use components. In the Metro region, these land use components are eligible to be designated STAs, as defined in the OHP. Further, the application of the boulevard design classifications also factors in major freight corridors, and this design classification is generally not applied to such routes.

Commercial Center: this designation applies to relatively large (400,000 square feet) commercial centers located along state facilities. In these areas, the OHP allows for consolidate access roads or driveways that serve these areas, but such access is subject to meeting OHP mobility standards on the state highway serving the center.

The RTP supports this OHP designation with the throughway design classifications, which include freeway and highway design types. The throughway designs are mobility-oriented, and generally apply to routes that form major motor vehicle connections between the central city, regional centers and intermodal facilities. The throughway design classifications support the concept of limiting future access on a number of state facilities in the region that are designated as principal routes in the RTP.

Urban Business Area (UBA): this designation recognizes existing commercial strips or centers along state facilities with the objective of balancing access need with the need to move through-traffic.

In the Metro region, these areas are generally designated as mixed-use corridors in the 2040 Growth Concept, and a corresponding regional or community street design classification in the RTP which calls for a balance between motor vehicle mobility, and local access. These designs are multi-modal in nature, and include transit, bicycle and pedestrian design features, consistent with the OHP designation.

Comment 64: Clarify that the 2020 forecast requirement for local TSPs in Chapter 6 is only for transportation planning purposes, and does not apply to other land use planning requirements. (MTAC, 11/18/99)

Comment 65: Clarify local forecast option in Section 6.4.1 as it relates to overall planning for UGMFP purposes (MTAC, 11/18/99 and City of Portland, 12/1/99)

JPACT Recommendation on Comments 64 and 65: Agree. Revise Section 6.4.1 as follows:

"....2020 population and employment forecast contained in Section 2.1 and 2.3, or alternative forecast as provided for in Section 6.4.8 of this chapter, but only for the purpose of TSP development an analysis."

and revise the final paragraph in Section 6.4.1 as follows:

"...is amended to increase or decrease. The provisions in this section are for the purpose of TSP development and analysis, and do not necessarily apply to other planning activities."

Comment 66: Define "significant" in section 6.4.4, using a threshold number of SOV trips (MTAC, 11/18/99 and City of Portland, 12/1/99)

JPACT Recommendation on Comment 66: Agree. Amend Section 6.4.4 as follows:

....to add significant single occupancy vehicle (SOV) capacity to the regional motor vehicle system multi-modal arterials, and/or highways. For the purpose of this section, significant SOV capacity is

defined as any increase in general vehicle capacity designed to serve 700 or more additional vehicle trips in one direction in one hour over a length of more than one mile.

In addition, this issue will be further addressed as part of a detailed examination of Chapter 6 by TPAC and JPACT as part of the post-resolution activities.

Comment 67: Clarify the opening paragraphs in section 6.4.1; opening text suggests that the RTP consists of recommendations and not requirements. (MTAC, 11/18/99)

JPACT Recommendation on Comment 67: Agree. Revise first sentence of first completed paragraph on page 6-8, and move below the Chapter 6 bullets on the same page, as follows:

"For the purpose of local planning, all the remaining provisions in the RTP are recommendations unless clearly designated in this section as a requirement of local government comprehensive plans."

Comment 68: Local plan amendments should be evaluated against the preferred system, not the strategic system (Washington County, 10/27/99)

JPACT Recommendation on Comment 68: The strategic system was developed to be "adequate" to meet the region's needs, and is the best measure of what can be expected to be in place in the long term as the RTP is implemented. The preferred system represents an optimal set of improvements that are largely unfunded, and thus serves as an overly optimistic basis for evaluating changes to local comprehensive plans. No change recommended to the draft RTP.

Comment 69: Clarify the MTIP section in Chapter 6 to allow air-quality neutral projects to be added to financially constrained system without affecting other projects. (ODOT)

JPACT Recommendation on Comment 69: Agree. Revise the final paragraph of Section 6.5.1 to read:

....to include the project or projects. In addition, when the constrained scenario is amended, continued financial constraint must be demonstrated by identifying additional revenues or removal of other projects from the constrained scenario. An exception to this requirement is any project deemed to be exempt from air-quality rules under OAR 340.20.1050 and OAR 340.20.1060. Except in the case of exempt...."

Staff Addendum to JPACT Recommendation: Staff has met with DEQ officials since the JPACT meeting on December 9, and recommends that the intent of the JPACT revision proposed for Comment 69 be expanded, and replaced with a new "Section 6.1.3 - Demonstration of Air Quality Conformity." This new section would replace the recommended change to Section 6.5.1, and include results of the upcoming air quality conformity analysis, based on the financially constrained system and other regionally significant projects that are determined to have a significant air quality impact.

In addition, this section will outline the process by which projects determined to be exempt from air quality conformity analysis can be added or subtracted without affecting a previous finding of conformity with federal air quality laws. The financially constrained network also forms the basis for the MTIP, so projects that are exempt from air quality could be substituted into the MTIP, given that financial

balance is retained. The findings in this new sections would be prepared for inclusion in the RTP ordinance.

Comment 70: Remove "benchmarks" from MTIP section of Chapter 6. (ODOT)

Comment 71: Establish benchmarks for each mode. (Rex Burkholder, 11/17/99; BTA, 11/23/99)

Comment 72: Use the benchmarks to build the program year phases of the RTP project list. (City of Portland, 12/1/99)

JPACT Recommendation on Comments 70, 71 and 72: OAR 660.012.0035(7) requires regional TSPs to include interim benchmarks to assure satisfactory progress toward meeting TPR provisions in five year increments. The benchmarks called for in Section 6.5.3 are included for this purpose. To clarify the purpose of the benchmarks, the following revision is proposed for Section 6.5.3:

"2. Findings.... in conjunction with other RTP monitoring activities.

In addition, benchmarks should be designed to track the following general information to the degree practicable for ongoing monitoring:

- progress on financing the strategic system
- progress in completing the modal systems described in Chapter 1
- relative change in system performance measures
- progress toward land use objectives related to the RTP
- relative comparisons with similar metropolitan regions on key measures

In addition, it is premature to set benchmarks for each mode because Metro does not have a complete inventory of existing infrastructure. It is Metro's intent to complete this inventory as part of developing the benchmarks. As a result, this issue will be further addressed as part of a detailed examination of Chapter 6 by TPAC and JPACT as part of the post-resolution activities.

Comment 73: Revise project maps in Chapter 5, as appropriate, to show "proposed" alignments as dashed lines. (TPAC, 11/23/99)

JPACT Recommendation on Comment 73: Agree. Revise maps as proposed.

Comment 74: Improve delineation of UGB and urban reserves on Chapter 5 project maps. (TPAC, 11/23/99)

JPACT Recommendation on Comment 74: Agree. Revise maps as proposed.

Comment 75: Amend 6.4.3 regarding Metro review of local plan amendments to better reflect local quasi-judicial processes, where staff reports are typically available 10 days prior to a hearing. (City of Portland, 12/1/99)

JPACT Recommendation on Comment 75: Agree. Recommend the following revisions to Section 6.4.3:

"...the jurisdiction shall forward the proposed amendments or plans and accompanying staff report to Metro prior to public hearings on the amendment..."

Comment 76: Revise wording on p. 5-49 to read:

"... urban reserve planning that will be led by Metro and local government partners."

(City Gresham, 11/22/99)

JPACT Recommendation on Comment 76: Agree. Amend as requested.

Comment 77: Amend the Peak Period Pricing bullet on page 4-15, to read "...can reduce the need for new roadways while providing can provide some revenues for needed highway expansion. In addition, peak period pricing can manage congestion on new highway lanes, thereby extending their life and reducing the need for future expansions." This is a financing section, so the finance aspect should be emphasized. In addition, because this policy refers to the pricing of new lanes only, the demand management aspect should be clarified in a separate sentence. (TRO TAC, 12/1/99)

JPACT Recommendation on Comment 77: Agree. Amend as requested.

Comment 78: Amend page. 4-15, Peak period pricing bullet, second paragraph to copy the first three sentences to the last paragraph on peak period pricing on page 1-57 and delete the specific dollar amount references. In addition, revise the second sentence to read, "The Traffic Relief Options study, under undertaken with guidance from a citizen task force and completed by Metro..." (TRO TAC, 12/1/99)

JPACT Recommendation on Comment 78: Agree. Amend as requested.

Refinement Planning

Comment 79: Describe who will lead and finance refinement plans, and outline the issues that will be addressed in corridor planning; Metro should take the lead role in corridor planning. (1,000 Friends of Oregon, 12/2/99, Multnomah County, 10/27/99 and Washington County Coordinating Committee, 10/27/99)

Comment 80: Establish a prioritization for refinement plans contained in Chapter 6. (TPAC, 11/23/99)

JPACT Recommendation on Comments 79 and 80: Agree. Recommend the following revision to Section 6.7.4, as follows:

Section 6.7.4 Refinement Planning Scope and Responsibilities

In some areas defined in this section, the need for refinement planning is warranted before specific projects or actions that meet and identified need can be adopted into the RTP. Refinement plans generally involve a combination of transportation and land use analysis, multiple local jurisdictions and facilities operated by multiple transportation providers. Therefore, unless otherwise specified in this section, Metro or ODOT will initiate and lead necessary refinement planning in coordination with other affected local, regional and state agencies. Refinement planning efforts will be multi-modal evaluations of possible transportation solutions in response to needs identified in the RTP. The evaluation may also include land use alternatives to fully address transportation needs in these corridors. Appendix 3.1 describes the 1999 prioritization for refinement plans. Refinement plan prioritization and specific scope for each corridor is subject to annual updates as part of the Unified Work Plan (UWP).

(renumber subsequent sections in Chapter 6)

Comment 81: The Banfield corridor planning considerations should be recommendations, like other corridors described in this section. (City of Portland, 12/1/99)

JPACT Recommendation on Comment 81: Agree. Revise Banfield Corridor description on page 6-22 as follows:

"...Instead, local and special district plans shall should consider the following..."

Comment 82: Revise the McLoughlin-Highway 224 corridor planning section on page 6-29 to include the following revisions:

"Long term improvements are needed in this corridor to preserve access to and from the Central City from the Clackamas County area and to support downtown development in the Milwaukie town center."

and amend the second bullet, as follows:

"design access points to McLoughlin and Highway 224 to discourage traffic spillover onto Lake Road, 34th Avenue, Johnson Creek Boulevard, 17th Avenue and Tacoma Streets"

(City of Milwaukie, 11/19/99)

JPACT Recommendation on Comment 82: Agree. Revise as proposed.

Comment 83: Amend page 6-25, last bullet under the section on I-5 to 99W Connector to add a reference to consider HOV lanes. (TRO TAC, 12/1/99)

JPACT Recommendation on Comment 83: Agree. Amend as requested.

Comment 84: Amend first bullet on page 6-26 to read, " consider express, peak period pricing and HOV lanes and ~~peak period pricing~~ when adding highway capacity, especially west of Highway 217. (TRO TAC, 12/1/99)

JPACT Recommendation on Comment 84: Agree. Amend as requested.

Comment 85: Section 6.44; This section states that local jurisdictions must submit a "CMS compliance" report as part of system-level planning other studies and through findings consistent with the TPR in the case of amendments to applicable plans. While Metro is required to do CMS analysis, this has not been a requirement on local jurisdictions. Language should be rewritten to limit CMS analysis to transportation system plans and amendments to it and to comprehensive plan map changes that meet some threshold. (City of Portland, 12/1/99)

JPACT Recommendation on Comment 85: Disagree, in part. There is a local requirement for local jurisdictions to do CMS analysis. Refer to *Congestion Management System: Portland Metropolitan Area (Interim Document; January, 1996)*, and *RTP Technical Q & A (Metro handout to TPAC dated November 19, 1999)*. The latter was handed out to TPAC representatives, and answers a number of questions that have been asked regarding motor vehicle performance measures. Local jurisdiction CMS requirements described in the above document, memorandum and elsewhere in the RTP will be cross-referenced to this section. Local CMS requirements will be described in more detail in this section to avoid further confusion.

Comment 86: The RTP projects a system, both strategic and preferred that may be unrealistic to fund. At the very least, the RTP should include a plan of action based on existing revenue sources. This plan should not be simply a cut-back version of the proposed plan. Rather, it should recognize that without additional resources it will be impossible to continue a transportation system based on maximizing mobility of undifferentiated motor vehicle traffic. It could be argued that even the strategic and preferred systems fail to achieve this goal, despite the expenditure of billions of dollars, due to physical and social constraints. Recommendation:

1) Prepare a transportation program based on existing resources that recognizes that the regional road system as essentially complete. Set a high priority on maintenance of existing infrastructure, management techniques to maintain freight and person mobility (such as converting existing general purpose lanes to Freight/HOV/bus lanes and area wide pricing), and aggressively redevelops communities to be more accessible.

2) Prepare a regional transportation budget that includes all expenditures by jurisdictions and agencies by mode. Estimate private party expenditures by mode.

(Rex Burkholder, 11/17/99)

JPACT Recommendation on Comment 86: As described in the response to comments 1 and 2, the strategic system represents a minimum goal that will serve as a financial target for raising transportation revenue. The plan already includes an existing resource system that is not a "cut back", but was instead designed to best implement the 2040 Growth Concept with limited resources. The findings

on the performance of this system are described in Section 5.1, which concludes that this level of funding is inadequate to meet the growing transportation needs of this region.

While some principles proposed in this concept are already included in the RTP, the congestion pricing recommendations contradict those made by the TRO task force, and are not recommended as revisions by staff. Further, the comment that the RTP transportation budget should include all expenditures by jurisdiction and mode is not possible to compile at this time, due to varying accounting systems among public agencies. The RTP does include aggregate spending for capital projects, operations, maintenance and preservation costs, which is adequate for the purposes of the RTP financial analysis.

Specific Project and Service Recommendations

Comment 87: The Sunrise Highway (projects 5003-5006) will cause sprawl and should be removed from the RTP. (Citizens for Sensible Transit, 12/2/99)

JPACT Recommendation on Comment 87: Much of the Sunrise corridor is located within the existing urban area or within the Damascus urban reserve. Further, the corridor planning considerations located on page 6-24 include a number of objectives intended to reduce impacts on rural areas as a result of adding highway capacity in this corridor.

Comment 88: TV Highway corridor study recommendations on page 6-31 are premature, and should be advanced only after urban reserve decisions affecting areas south of Hillsboro are resolved. (Steve Lawrence, 12/2/99)

JPACT Recommendation on Comment 88: The TV Highway corridor study considerations on page 6-31 focus on providing a primary route between the Beaverton and Hillsboro regional centers, and is not driven by the addition of urban reserves. The RTP analysis shows that most of the predicted demand on this route results from development in the two regional centers that it serves, and in existing, adjacent urban areas in Washington County. Further, the purpose of the corridor study is to better evaluate potential transportation solutions for this route, and to address a travel need that would exist without the nearby urban reserves. In addition, JPACT recommends not proceeding with the proposed functional classification change to Tualatin Valley Highway and instead, retain the current classification of "Principal Arterial." JPACT will discuss this issue further and make recommendations prior to adoption of the RTP by ordinance.

Comment 89: Include sidewalks and bikeways in the planned McLoughlin viaduct reconstruction between Division Street and Powell Boulevard (Brooklyn Neighborhood, 12/1/99; Brooklyn Action Corps, 12/3/99)

JPACT & MPAC Recommendation on Comment 89: This issue is a local project development issue, not an issue to be addressed through the Regional Transportation Plan. This comment will be forwarded to the City of Portland for consideration.

Comment 90: Expand discussion of Highway 224 on page 3-53 to include the following additional bullet:

"Limiting the impact of through traffic on adjacent residential areas."

(City of Milwaukie, 11/19/99)

JPACT & MPAC Recommendation on Comment 90: Agree. Revise as proposed.

Comment 91: Expand discussion of Highway 99E on page 3-54 to include the following additional bullet:

"Supporting the redevelopment of the Milwaukie town center."

(City of Milwaukie, 11/19/99)

JPACT & MPAC Recommendation on Comment 91: Agree. Revise as proposed.

Comment 92: Delete RTP Project #3187, US 26 Overcrossing, from the RTP project list due to high cost and impact to existing development. (Don Waggoner, 10/20/99; Westside Economic Alliance, 11/23/99 and Randy Young, 12/1/99)

JPACT & MPAC Recommendation on Comment 92: Agree. Amend as requested.

Comment 93: Add a new project to the RTP that rebuilds I-5 between I-84 and Greeley Avenue. This project should be below-grade between NE Weidler Street and NE Oregon Street and completely covered between NE Broadway Street and NE Oregon Street. In addition, reconnect the Lloyd District street grid to the Rose Quarter. (Lenny Anderson, 10/26/99)

JPACT & MPAC Recommendation on Comment 93: Agree in part. This project is included in the RTP. Specific design elements of such a project would be determined through the Environmental Impact Statement and Final Design process.

Comment 94: Add a new project to the RTP to cover I-405 in the west end at the MAX line crossing. (Lenny Anderson, 10/26/99)

JPACT & MPAC Recommendation on Comment 94: Disagree at this time. The city of Portland is currently studying the potential for this project. Upon completion of this study, it would be appropriate to add the study's recommendation to the RTP project list.

Comment 95: Add a new project to the RTP to reconstruct the Eastbank I-5 freeway as either a covered, below-grade freeway or as an at-grade "boulevard" with traffic signals to improve pedestrian access to the river and allow use of the land adjacent to the Eastbank of the Willamette River. (Lenny Anderson, 10/26/99)

JPACT Recommendation on Comment 95: Prior studies o relocating the I-5 freeway from the east bank of the Willamette have concluded that the project is not a viable transportation option due to financial impacts.

Comment 96: Add a new project to the RTP to reconstruct Hawthorne/Madison Avenue couplet between SE 12th Avenue and Grand Avenue. (CEIC, 10/26/99)

JPACT Recommendation on Comment 96: The city of Portland has not identified this project as part of the city's 20-year needs. This comment will be forwarded to city of Portland staff for consideration.

Comment 97: Add a new project to the RTP to realign the Hawthorne Bridge ramp southbound to Martin Luther King Jr. Boulevard. (CEIC, 10/26/99)

JPACT Recommendation on Comment 97: The city of Portland has not identified this project as part of the city's 20-year needs. This comment will be forwarded to city of Portland staff for consideration.

Comment 98: Add a new project to the RTP to create a one-way couplet for Stark and Oak streets between Water Avenue and Grand Avenue. (CEIC, 10/26/99)

JPACT Recommendation on Comment 98: The city of Portland has not identified this project as part of the city's 20-year needs. This comment will be forwarded to city of Portland staff for consideration.

Comment 99: Add a new project to the RTP to relocate the I-5 Water Avenue off-ramp from the Morrison Bridge off-ramp. (CEIC, 10/26/99)

JPACT Recommendation on Comment 99: The city of Portland has not identified this project as part of the city's 20-year needs. This comment will be forwarded to city of Portland staff for consideration.

Comment 100: Add a new project to the RTP to extend the central city streetcar over the Hawthorne Bridge to connect to Broadway Avenue via the Grand/Martin Luther King Jr. Boulevard couplet. (CEIC, 10/26/99)

JPACT Recommendation on Comment 100: The city of Portland is currently studying the potential for this project. Upon completion of this study, it would be appropriate to add the study's recommendation to the RTP project list. In the interim, this comment will be forwarded to city of Portland staff for consideration.

Comment 101: Delete RTP Project #1061, SE 11th/12th Avenue Bikeway. (CEIC, 10/26/99)

JPACT Recommendation on Comment 101: This project extends from East Burnside Street to SE Gideon Street and constructs an important north/south regional access bikeway that connects southeast neighborhoods to the Portland central city, including the Lloyd District.

Comment 102: Add a new project to the RTP to widen the Ross Island Bridge to six lanes (three lanes in each direction) and to accommodate pedestrians and bicycles. (CEIC, 10/26/99)

JPACT Recommendation on Comment 102: Disagree at this time. Several alternatives are under consideration for future improvements to the Ross Island Bridge, including widening to six lanes, but a conclusion on a final project has not been reached.

Comment 103: Reconsider the Western Bypass Study recommendations to build a new bridge and road connection from Vancouver Lake to Hillsboro and south to I-5 at Newberg. (Michael Kepche, 10/26/99)

JPACT Recommendation on Comment 103: No change recommended. The Western Bypass Study concluded that a four-lane express type facility is warranted between Tualatin and Sherwood, along with other arterial improvements in south-central Washington County. The study also recognized the need for an additional lane in each direction on Highway 217. All of these improvements have been included in the RTP, including the I-5 to 99W connector and capacity improvements to Highway 217, Tualatin Valley Highway, Beef Bend-Elsner Road, Hall Boulevard. The study did not recommend a new road from Vancouver Lake to Hillsboro and south to I-5 at Newberg.

Comment 104: Add a new project to the RTP to install a traffic signal at the intersection of the Carver Bridge and Highway 224. (Wes Wanvig, 10/28/99)

JPACT Recommendation on Comment 104: This project is located outside of the Metro boundary and has been identified as a need in the rural portion of the Clackamas County Transportation System Plan. This comment will be forwarded to Clackamas County staff for consideration.

Comment 105: The RTP should consider additional crossings of US 26 and Highway 217 to relieve congestion at interchanges and improve multi-modal access across these facilities. (Pat Russell, 10/20/99)

JPACT Recommendation on Comment 105: Generally agree. The RTP recognizes the importance of multi-modal connections across freeways, particularly US 26 and Highway 217, to improve bicycle and pedestrian access and provide an alternative to interchange crossings for local trips. Although supported by regional policies, these crossings are difficult to evaluate at the regional level. As a result, the RTP recommends consideration of overcrossings as warranted by congestion at interchanges or to address local multi-modal access needs through local transportation system plans on a case-by-case basis as part of the local transportation planning process.

Comment 106: Add additional projects to the RTP to widen some local collector streets west of Beaverton regional center (Alexander Street, Bronson Road and Johnson Street) to improve local circulation. (Pat Russell, 10/20/99)

JPACT Recommendation on Comment 106: Generally agree. The RTP focuses improvements on streets of regional significance, primarily arterial streets, freeways and highways. However, the RTP recognizes the importance of an adequate collector-level street system to serve local traffic and reduce dependence on the regional system for local trips. As a result, the RTP identifies several improvements to streets designated as collectors of regional significance, particularly in major centers

such as Beaverton, Clackamas and Washington Square and parallel to principal arterial highways and arterial streets.

The local collector streets identified in the comment are not currently designated as collectors of regional significance. As a result, this comment will be forward to Washington County staff for consideration as part of the county's transportation system plan. In addition, the RTP identifies the need for a Tualatin Valley Highway corridor study that will consider complementary capacity improvements to parallel routes including Alexander Street. The RTP also identifies a three-lane extension of Johnson Street from 170th Avenue to 209th Avenue with sidewalks and bike lanes.

Comment 107: Add Sunnybrook Road interchange to Urban Clackamas County project map in Chapter 5. (Clackamas County, 11/17/99)

JPACT Recommendation on Comment 107: Agree. Amend as requested.

Comment 108: Revise RTP project label on Sunnyside Road in Clackamas regional center inset map in Chapter 5 from #5022 to #7022 to reflect actual project number. (Clackamas County, 11/17/99)

JPACT Recommendation on Comment 108: Agree. Amend as requested.

Comment 109: Need more frequent bus service on 257th Avenue. (Rowena Hughes, 10/21/99)

JPACT Recommendation on Comment 109: Agree. 257th between the I-84 frontage road and Powell Valley Road has been designated in the RTP as a Regional bus route and is included in the strategic system as a priority for future funding. A Regional bus route would provide a bus every 15 minutes during the day hours (less frequent at night), seven days a week. This would be a substantial improvement from current transit service.

Comment 110: Change the order of construction phasing for the Sunrise Corridor project. Construct the 152nd (Rock Creek) to US 26 section first and then the section between I-205 and 152nd. Claims eastern section is more congested because of fewer alternative routes than the western section. (Gene Smith, 10/21/99)

JPACT Recommendation on Comment 110: Metro's analysis demonstrates that congestion is worse in the I-205 to 152nd area of the corridor. Additionally, improved access to I-205 better supports development of the surrounding industrial area; a key job center in a part of the region with a deficit of jobs relative to housing. Finally, prioritizing access improvements to existing urban land within the urban growth boundary (UGB), especially the Clackamas regional center, supports land use goals of maximizing utilization of existing urban land rather than investing in access to land outside the UGB.

Comment 111: Project #2028 (SE Powell Boulevard widening) needs to be started sooner than the 2006-2010 timeframe. (Smiley Ragan, 10/21/99)

JPACT Recommendation on Comment 111: Timing of this project is tied to potential new urban growth in the Powell Valley and Damascus urban reserve areas and the ability to complete design and engineering work. Given these conditions, the 2006-2010 timeframe is an appropriate designation for this project.

Comment 112: Capacity of light rail system is approaching maximum capacity in downtown Portland. Commuter rail and streetcars could better serve transit needs north and east of the Portland central city and eliminate the need for the Interstate light rail project, preserving needed track capacity in the downtown. (Per Fagereng, 10/26/99)

JPACT Recommendation on Comment 112: Light Rail transit was selected as the preferred mode of high capacity transit improvement in this corridor after an extensive analysis and public involvement process through the South/North Corridor Study. The Interstate MAX light rail project, a segment within the South/North corridor, recently completed its Environmental Impact Statement (FEIS). The FEIS analyzed the track capacity of light rail in the central city. A summary of this analysis can be found on page 3-33 of the FEIS.

Comment 113: Plans for express bus service on Barbur Boulevard are a great idea as long as they are local buses. (Helen Farrens, 10/26/99)

JPACT Recommendation on Comment 113: The RTP designates Barbur Boulevard as a Potential light rail transit or rapid bus corridor. If Rapid Bus was selected as the preferred transit strategy for Barbur Boulevard, it would provide a mix of express bus service, with fewer stops, and local bus service with conventional stop spacing similar to current service. Transit preferential street treatments would help increase schedule reliability and travel time of the local bus service and additional passenger amenities would make transit service more comfortable along Barbur Boulevard.

Comment 114: Tri-Met lines 8 and 15 need to provide faster, more reliable service. (Penny Roth 10/26/99)

JPACT Recommendation on Comment 114: Line 15 has been designated a Frequent Bus route and line 8 has been designated a Regional Bus route in the RTP. The additional frequency with which buses are planned to be provided will reduce travel time by reducing the amount of time required to wait for a bus to arrive. Transit preferential street treatments will further reduce travel time and increase schedule reliability on these routes.

Comment 115: There is a need for a second railroad bridge between the Port of Portland and the Port of Vancouver. (Michael Kepche, 10/26/99)

JPACT Recommendation on Comment 115: Disagree at this time. The existing bridge between these two ports is being studied as a part of the I-5 Trade Corridor study. Currently under consideration are the needs of additional track capacity on the bridge and a possible change in the lift-span location. Upon conclusion of the study, it would be appropriate to add the study's recommendation to the RTP project list.

Comment 116: The South/North light rail alignment should be on I-205 (between Clackamas and Vancouver Mall and then to downtown Vancouver, not the plan rejected by voters. Barbur Boulevard should have light rail improvements. (Art Lewellen, 10/26/99)

JPACT Recommendation on Comment 116: Metro has designated the I-5/McLoughlin/Hwy 224 corridor as the regions next priority for light rail improvements. This decision

was made after an extensive study that compared this corridor with high capacity transit improvements in the I-205 corridor. That voters rejected a funding proposal for a light rail proposal in the I-5/McLoughlin corridor does not change the need for light rail service in this corridor or its need relative to the I-205 corridor. As light rail transit has been designated as a long-term improvement in the McLoughlin/Highway 224 corridor, rapid bus improvements will be pursued in the interim. Given potential ridership and cost, rapid bus service is more appropriate in the I-205 corridor during the RTP planning period (through the year 2020).

The Barbur Boulevard corridor is designated as a potential light rail or rapid bus corridor in the RTP. Further study will provide further information for regional policy makers on the preferred type of high capacity transit improvement for this corridor.

Comment 117: The proposed bus plans in the RTP options lack adequate frequency, speed and critical linkages. Need a connected bus network providing 20-24 hour service, seven days a week with 10-15 minute headway frequencies; high demand corridors should have rail service. (Jim Howell, 10/26/99)

JPACT Recommendation on Comment 117: RTP policy is to provide the region with a network of high quality bus and rail service, complementary to the regions growth strategy, called the regional transit network. Components include:

- Light rail transit with minimum 10 minute headways during weekdays and weekend mid-days
- Rapid bus which emulates light rail in speed by having fewer stops than local bus service and includes transit preferential street treatments and has minimum 15 minute headways during weekdays and weekend mid-days
- Frequent bus provides local bus service but includes transit preferential street treatments and has minimum 10 minute headways during weekdays and weekend mid-days
- Regional bus provides local bus service with minimum 10 minute headways during weekdays and weekend mid-days and includes transit preferential street treatments at high ridership locations
- Streetcars provide local fixed-route transit service in high-density urban areas with minimum 15 minute headways during weekdays and weekend mid-days
- Commuter rail provides peak-hour service on freight rail tracks as an option to vehicle travel in congested corridors.

The strategic system plans for a three-fold increase in the amount of service hours provided by the year 2020, providing a significant increase in the frequency and coverage of transit service. Service levels beyond that recommended in the RTP are financially infeasible and beyond the level supported by ridership.

Comment 118: The imminent capacity problems on MAX are not addressed in the RTP. (Jim Howell, 10/26/99)

JPACT Recommendation on Comment 118: Agree. The RTP did not analyze track capacity in the Portland Central City because detailed analyses of this issue have been recently completed. The strategic system plans for east/west and Airport light rail to operate on the 1st Avenue and Morrison/Yamhill streets cross-mall and the South/North light rail lines to operate on the 5th/6th avenues transit mall by the year 2020.

A detailed analysis of the 5th and 6th avenues Transit Mall capacity was analyzed in the South/North DEIS (Metro, February '98). Using a transit network very similar to the RTP strategic system, this analysis demonstrated that there was adequate capacity for buses and South/North light rail on the 5th and 6th avenues transit mall through the plan year 2020. (See South/North DEIS pages 4-14 through 4-16 for detailed summary).

The North Corridor Interstate MAX final environmental impact statement (FEIS; Metro, October '99) analyzed capacity of the SW 1st Avenue and Morrison/Yamhill Streets cross-mall capacity issues. The existing east/west light rail and airport light rail are projected to have 20 trains operating in the peak direction during the peak hour in the year 2020. The analysis demonstrates that there is adequate capacity on the cross-mall alignment for this number of trains. (See North Corridor Interstate MAX FEIS pages 3-32 through 3-33 for detailed summary).

Comment 119: The (RTP) continues proposing Clackamas Town Center as major destination (for light rail transit) despite public rejection (of this alternative). Light rail on Barbur Boulevard should be in the RTP. (Jim Howell, 10/26/99)

JPACT Recommendation on Comment 119: There are four levels of light rail service and planning distinguished in Regional Transportation Plan policy (Figure 1-16); existing, planned, proposed light rail and potential light rail or rapid bus. Planned light rail is under construction or has a regional commitment to financing the project. Planned light rail designations include the Airport and Interstate Avenue light rail projects. Proposed light rail is designated in corridors where corridor planning work has been completed and a light rail project has been adopted by the region as the long-term solution for transit service in that corridor. Proposed light rail has been designated as the region's long-term transit solution for service to the Clackamas regional center and to Vancouver, Washington. Interim transit improvements will be studied in the McLoughlin/Hwy 224 corridor to Clackamas regional center as local funding for light rail improvements in this corridor were not approved in the November 1998 election.

Potential light rail or rapid bus are designated in corridors where it is apparent from the RTP analysis that some form of high capacity transit service is justified and desirable in the corridor but that further corridor study is needed to determine the mode, termini and design of the transit improvement. This designation has been proposed for the Barber and Oregon City corridors. The strategic system includes costs of improvements for rapid bus service on Barber Boulevard between downtown Portland and King City, which is a reasonable expectation in the 20-year time period. However, when studies are initiated, light rail could emerge as a preferred option.

Comment 120: Over 100 miles of rail lines in the metropolitan area are not being considered for passenger service in the RTP. (Jim Howell, 10/26/99)

JPACT Recommendation on Comment 120: Several existing freight rail lines in the region have been designated (See Figure 1.16) as potential commuter rail lines. These include service between:

- Wilsonville and Beaverton
- Sherwood and Portland via Milwaukie
- Wilsonville and Portland via Milwaukie
- Lake Oswego and Portland
- Extension of Wilsonville service to Salem

The strategic system included capital and operating costs for peak-hour commuter rail service between Wilsonville and Beaverton. It also includes planning studies for commuter rail service in the other four corridors and money for trestle repairs on the Willamette Shore Railway (Portland to Lake Oswego) to support future commuter service on that facility.

Comment 121: Opposed to the designation of light rail to Clackamas County. (Eugene Schoenheit, Ed Zumwalt, Dick Jones, 10/28/99)

JPACT Recommendation on Comment 121: There is a long-term need for a high capacity transit improvement in the McLoughlin/Highway 224 corridor due to significant congestion in the corridor, even with additional vehicle capacity improvements on McLoughlin Boulevard and Highway 224. Metro's South Corridor Study will recommend interim transit improvements to address short-term needs in the corridor. A transit alternative that provides a viable alternative to expected road congestion is important to maintaining the economic vitality of and planned growth in this corridor.

Furthermore, the Regional Framework Plan calls for Regional Centers to be served by and connected to the Portland Central City and other regional centers by light rail. After extensive analysis and public involvement through the South/North Transit Corridor Study, the region has designated the South/North corridor (which includes the McLoughlin/Highway 224 corridor) as the next priority to receive high capacity transit improvements. It also adopted light rail as the preferred high capacity transit mode for this corridor. As part of the region's priority for receiving high capacity transit improvements, it is appropriate to be included as a project to be built within the 20 year time-frame of the RTP. Prior to pursuing funding and construction of a high capacity transit alternative in the future, regional decision-makers could reevaluate whether light rail transit is still the preferred mode of high capacity transit in this corridor.

Comment 122: Not supportive of the South/North alignment as designated in the RTP. (Rob Kappa, 10/28/99)

JPACT Recommendation on Comment 122: The current alignment designated in the RTP is the alignment that was selected by JPACT and the Metro council through the South/North alternative analysis and environmental impact study process. An extensive analysis and public involvement process lead to the selection of this alignment. Should regional transportation policy officials

decide to pursue funding and construction of a high capacity improvement in this corridor, they have the opportunity to re-evaluate the alignment shown in the RTP.

Comment 123: 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. (Dick Jones, 10/28/99)

JPACT Recommendation on Comment 123: Agree. The RTP designates improvements to SE 172nd Avenue to create a five-line arterial and to connect it to 181st Avenue in East Multnomah County that provides a continuous route from the Sunrise corridor to I-84 and Airport Way. These projects are included in the Strategic system.

Comment 124: There should be bus service from Oregon City to Tualatin or Wilsonville. (Bob Shannon, 10/28/99)

JPACT Recommendation on Comment 124: Agree. The RTP designates Rapid Bus service on I-205 between Oregon City and Tualatin. This service is included in the strategic transportation system.

Comment 125: Make the Central City Streetcar extension to North Macadam a priority in the RTP. (Julie North, 10/28/99)

JPACT Recommendation on Comment 125: Disagree at this time. The city of Portland is currently studying the potential for this project. Upon completion of this study, it would be appropriate to add the study's recommendation to the RTP project list.

Comment 126: Wants cross-town bus service on NE Prescott Street and 92nd Avenue, connecting Swan Island, Gateway and Clackamas Town Center. (anonymous survey, Oct. '99)

JPACT Recommendation on Comment 126: Agree. The RTP designates a new Regional Bus route from Swan Island to Gateway transit center via Prescott Street (using Alberta Street between MLK Blvd. and 39th Avenue). This service is included in the strategic transportation system.

Comment 127: The first priority (for public investment in the transportation system) must be the improvement of the public transit system, combined with an absolute stop to additional pavement for roads, highways and parking. (Citizens for Better Transit; Ray Polani, Co-Chair, 11/1/99)

JPACT Recommendation on Comment 127: The RTP planning process first attempted to meet regional transportation needs (as measured by regional level of service standards) by considering investments in alternatives to expansion of the road and highway network. Only after considering all alternatives were road capacity expansion projects allowed to be added to the RTP. Investment in the public transit system alone did not meet regional standards of level of service.

Comment 128: Recommends prompt implementation of a transit intensive RTP study. (Work program description attached). (Citizens for Better Transit; Ray Polani, Co-Chair, 11/1/99)

JPACT Recommendation on Comment 128: The current RTP analyzes an existing revenue transportation network and two networks that represent reasonable investments in transit, other

single occupant vehicle (SOV) alternative modes and road/highway projects. These networks include significant investments in the transit system but also include road capacity projects where warranted to meet regional transportation level-of-service standards. Completion of a transit only network is not warranted given costs and delay to the planning process such an analysis would require, not being responsive to regional transportation goals and standards, and the inability to finance such a system.

Comment 129: Regional Public Transportation System map: show a regional bus on Scholls Ferry Road connecting Raleigh Hills to Washington Square. (Robert Bothman, 11/4/99)

JPACT Recommendation on Comment 129: Agree. Regional Bus is a part of the strategic transit network and was mistakenly left off of the Regional Public Transportation System map. Include this change.

Comment 130: Wants to see transit shuttle service to Oxbow Park. (Marian Drake, 11/8/99)

JPACT Recommendation on Comment 130: While the RTP supports the provision of shuttle or mini-bus service as a part of the community transit network, it does not designate specific routes that should receive this service. Route planning for the community transit network is reviewed and adjusted annually as part of service planning by Tri-Met. As managers of this facility, the Metro Parks Department may be interested in working with Tri-Met or a private service provider to consider provision of this service in the future.

Comment 131: Delete the Beaverton portion of Project #3224 from RTP Project List. This project widened Farmington Road to seven lanes. The Beaverton TSP update in 2000 will look at the Farmington Road corridor in more detail. In addition, the traffic analysis for the preliminary engineering phase of the recently approved MTIP project on Farmington Road will provide a detailed analysis of the segment and recommended mitigation. (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 131: Agree. However, staff recommends removing the entire project from the RTP project list and Figure 5.16. This recommendation recognizes a significant amount of additional analysis will be conducted for this corridor in the next year by Beaverton and as part of the Tualatin Valley Highway Corridor study identified in Chapter 6 of the RTP. It seems premature to recommend widening Farmington Road to seven-lanes prior to the completion of this additional work. This recommendation recognizes that additional projects may be added to the RTP project list based on the traffic analysis conducted as part of the Beaverton TSP update, the preliminary engineering phase of widening Farmington Road to five lanes and the Tualatin Valley Highway Corridor Study.

Comment 132: Revise name of project #2093 to be "Marine Drive Safety Corridor Plan." (City of Portland and Multnomah County, 12/1/99)

JPACT Recommendation on Comment 132: Agree. Amend as requested.

Comment 133: Add RTP project to widen 170th Avenue (#3084) to map in Figure 5.16 on page 5-69. (Washington County, 11/30/99)

JPACT Recommendation on Comment 133: Agree. Amend as requested.

Comment 134: Revise description for Project #4006 to read:

"Construct a full direction access full-diamond interchange at I-5 and Columbia Boulevard based on recommendations from the I-5 North Trade Corridor Study." (ODOT, 11/30/99)

JPACT Recommendation on Comment 134: Agree. Amend as requested.

Comment 135: Move Foster-Powell I-205 Ramp Study (#1164) to the 2000-05 strategic time frame to ensure this study occurs prior to construction of Powell Boulevard improvements (#2028) which is in the 2006-2010 time period. (ODOT, 11/30/99)

JPACT Recommendation on Comment 135: Agree. Amend as requested.

Comment 136: Will jurisdictions be able to comment on the major transit stop designations prior to the RTP adoption by ordinance? (City of Beaverton, 11/23/99)

Comment 137: The designation of major transit stops will create confusion and inconsistencies for jurisdictions that are going beyond State Transportation Planning Rules with regard to regulations on the relationship between transit and development. Also concerned about clarity of what is required and cost of providing pedestrian crossings at transit stops. (City of Portland, 12/1/99)

JPACT Recommendation on Comments 136 and 137: The requirement for transportation system plans to identify transit facilities, including major stops comes from the Oregon transportation planning rule (TPR). Metro will add language to the RTP to clarify that local jurisdictions may establish regulations or standards beyond those required by the TPR. Upon completion of the RTP post-resolution work plan, a public review period will occur prior to adoption of the RTP by ordinance, allowing jurisdictions to comment on major transit stops that will be mapped as part of the RTP.

Staff agrees that language should be clarified on what is required for pedestrian crossings at transit stops. However, providing marked crossings at major transit stops is an implementation requirement of Metro street design policies in Chapter 1 of the RTP.

The transit stop section should read:

6.4.10 Transit Stop Locations

1. (add) Local jurisdictions may adopt regulations beyond the minimum requirements of the State transportation planning rule; section 660-012-0045 or this regional transportation plan to implement their transportation system plans.

- Provide marked for direct and logical pedestrian crossings at transit stops and marked crossings at major transit stops.

Comment 138: Amend RTP Project list and Figure 5.15 to move Project 6012 to the 2006-2010 time period. (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 138: Agree. Amend as requested.

Comment 139: Move Stark Street Improvements (#2102) to 2000-2005 timeframe as priority for funding over Burnside Road boulevard improvements. (City of Gresham, 11/22/99)

JPACT Recommendation on Comment 139: Agree. Amend as requested. This project is included on the Existing Resources network.

Comment 140: Include bikeway improvements on 162nd Avenue between Halsey and Glisan in the 162nd Avenue bikeway project (project #2130). (City of Gresham, 11/22/99)

JPACT Recommendation on Comment 140: Metro data shows this section of 162nd Avenue as already striped with bike lanes (Halsey to Stark) and therefore have not included it in the 162nd Avenue bikeway project.

Comment 141: Move timing of Civic Neighborhood light rail station project (#2027) up to 2000-2005. (City of Gresham, 11/22/99, Multnomah County)

JPACT Recommendation on Comment 141: Agree. Amend as requested, subject to meeting transit-oriented development objectives for this station.

Comment 142: Add project of improving Sandy Boulevard (122nd to 238th) to 3-5 lane urban road in the 2011-2020 time frame. (City of Gresham, 11/22/99)

JPACT Recommendation on Comment 142: Agree. A portion of this project was included in the Metro January 1998 Citizen Advisory Committee Idea Kit. The project generally addresses a system design objective of providing parallel arterial improvements to the Interstate freeway system. Metro will work with jurisdictional staff to develop a project description and preliminary cost estimate.

Comment 143: Show the 172nd Avenue extension (#7005) as a dashed line on the map as the project alignment is not determined. (Multnomah County, 10/27/99)

JPACT Recommendation on Comment 143: Agree. Amend as requested.

Comment 144: Change the scope of the Division Street bikeway project (#2056) of 182nd to Wallula to 174th to Wallula. (Multnomah County, 10/27/99)

JPACT Recommendation on Comment 144: Agree. Amend as requested.

Comment 145: Change the timeframe of the Division Street Frequent bus (#2025) to 2000-2005 rather than 2006-2010. (Multnomah County, 10/27/99)

JPACT Recommendation on Comment 145: Agree. Amend as requested.

Comment 146: Add Halsey Street bike lane 162nd to 181st Avenues project to the Strategic List (2000-2005). (Multnomah County, 10/27/99)

JPACT Recommendation on Comment 146: Agree. Amend as requested.

Comment 147: Differentiate how expansion of transit service hours are proposed to be allocated between new transit coverage, increases in peak and off-peak headway frequencies and increases in weekend service. (Metro, 12/2/99)

JPACT Recommendation on Comment 147: Add the following language to Chapter 5.3.1; Alternative Mode Performance:

"Of the new transit service provided to the region on an average weekday, the forecast is that: 31 percent would provide new coverage, 36 percent would expand the length of and increase the frequency of peak-hour service on existing routes, 23 percent would provide more frequent service during the off-peak hours on existing routes and 10 percent would provide longer service days on existing routes."

General Text Edits Recommendations

Comment 148: On page vii, recognize that congestion is a part of urban living, and not necessarily a bad thing as long as there are options available. Amend first bullet: ~~limit the amount of congestion motorists experience, and~~ provide alternatives to avoid congestion (Rex Burkholder, 11/17/99; BTA, 11/23/99)

JPACT Recommendation on Comment 148: Agree. As an alternative to the above amendment language, replace ~~motorists~~ with people.

Comment 149: Clarify that in Table 2.1, page 2-2, the term "intra-Metro UGB" refers to the Multnomah, Washington and Clackamas counties within the urban growth boundary. (RTC, 11/24/99)

JPACT Recommendation on Comment 149: Agree. Amend footnote through RTP document to read, "Within Metro urban growth boundary, (excludes Clark County, WA. and areas of Clackamas, Multnomah and Washington counties outside of the Metro urban growth boundary.)" as requested.

Comment 150: Revise Table 2.2 to reflect accurate population and employment numbers for Clark County. Currently the table shows the population and employment forecast for Clark County and rural reserves as being the same in 1994 and 2020. (RTC, 11/24/99 and DLCD, 12/2/999)

JPACT Recommendation on Comment 150: Agree. Tables 2.2, 2.3 and 2.4 and Figures 2.4 and 2.5 and relevant text will be updated to reflect the actual population, household and employment forecast numbers. The following numbers are accurate:

| Combined RTP Subarea | Population | | Increase | Employment | | Increase |
|----------------------|------------|---------|--------------------|------------|---------|--------------------|
| | 1994 | 2020 | | 1994 | 2020 | |
| Rural reserves | 123,868 | 196,806 | 72,938 (+ 59%) | 31,956 | 53,844 | 21,888 (+ 68%) |
| Clark County, Wa. | 282,437 | 480,387 | 197,950 (+ 70%) | 123,759 | 228,523 | 104,764 (+ 85%) |

Comment 151: Consider deleting Figure 2.1 categories not graphed elsewhere in Chapter 2 for clarity. (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 151: The purpose of Table 2.1 is to summarize the population, household and employment forecast for both the four-county region and for the Oregon portion of the region within the urban growth boundary. While the intra-UGB forecast is not graphed, the forecast is the basis for evaluating the performance of the different RTP systems described in Chapters 2, 3 and 5.

Comment 152: Amend page 2-7, Section 2.3.1, first sentence to add "...the focus of employment growth." (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 152: Agree. Amend as requested.

Comment 153: Amend page 2-13, Section 2.5.1, fourth sentence to add "...expected to increase faster..." (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 153: Agree. Amend as requested.

Comment 154: Amend page 3-8, last sentence of Section 3.2 to add "...requirements is described in Chapter 6..." (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 154: Agree. Amend as requested.

Comment 155: Amend page 3-61, findings, second sentence to read "...remained relatively uncongested..." (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 155: Agree. Amend as requested.

Comment 156: Amend page 3-65, first bullet under Murray Boulevard discussion to change reference from Farmington town center to Murray Scholls town center. (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 156: Agree. Amend as requested.

Comment 157: Clarify last sentence on page 4-10. (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 157: Agree. Amend sentence to read, "If HB 2082 is implemented...is expected to be available in the year 2000..."

Comment 158: Clearly distinguish between the Existing Resources System and Financially Constrained System throughout the document. (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 158: Agree. Amend as requested.

Comment 159: Change references to the Strategic System to refer to the Existing Resources System in the titles of Table 5.2, 5.3 and 5.4. (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 159: Agree. Amend as requested.

Comment 160: Amend page 5-4, first sentence to delete first "also." (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 160: Agree. Amend as requested.

Comment 161: Amend page 5-4, last sentence to read "Freeways in the existing...vehicle hours of delay as..." (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 161: Agree. Amend as requested.

Comment 162: Amend page 5-11, future studies bullet, second sentence to read "Corridor refinement plans to developed..." (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 162: Agree. Amend as requested.

Comment 163: Amend page 5-22, fifth sentence to delete the word "than." (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 163: Agree. Amend as requested.

Comment 164: Amend page 5-22, last sentence to read "...has 77 more hours of delay..." (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 164: Agree. Amend as requested.

Comment 165: Use a different picture concerning development in the Pleasant Valley area and change the caption of Pictures #1 and #2 and change the project descriptions of the Powell/Foster studies for consistency with Chapter 6. (City of Gresham, 11/22/99)

JPACT Recommendation on Comment 165: This portion of the RTP is a placeholder for a description of the projects in each RTP sub-area. Pictures and captions of the sub-areas and project descriptions will be incorporated into the final document as space and budget allow.

Comment 166: Amend RTP project list to reflect Hollywood and Lents Town Centers and Gateway regional center to reflect TGM study recommendations for these centers. (City of Portland, 12/2/99)

JPACT Recommendation on Comment 166: Agree. Amend as requested.

Glossary Recommendations

Comment 167: Amend glossary definition for HCT corridor, page G-4, to spell out High capacity transit. (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 167: Agree. Amend as requested.

Comment 168: Amend glossary to add a definition of light rail transit. (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 168: Agree. Amend as requested.

Comment 169: Amend glossary to add a definition of transportation control measures. (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 169: Agree. Amend as requested.

5.4 Possible Revenue Strategies for 2020

The following is a general description of what would be necessary to provide revenues to fund the Strategic transportation system. A more detailed financial analysis is necessary to accurately identify how much revenue would be raised by increases in existing revenue sources or by the creation of new revenue sources. Further study and engineering is also needed to more accurately estimate the project costs of the Strategic system.

Each agency or jurisdiction that administers a revenue source has the authority to control the spending of additional revenues from those sources in accordance with any laws governing the revenue source. The following scenarios are only to illustrate the magnitude of what would be required to fund the strategic transportation system. Three possible scenarios for raising the revenues necessary to fund the strategic system are described for comparative purposes but do not constitute an adopted financial strategy for the region.

5.4.1 Traditional Sources

This strategy would be to rely on increases in the rates of existing revenue sources to fund the strategic transportation system. Existing revenue sources are familiar to those affected and usually do not require the creation of additional administrative systems to collect and distribute the revenues.

Increases in the following revenue sources could provide the resources necessary to fund the strategic system.

Increase in the State Gas Tax and Vehicle Registration Fee. The state gas tax and vehicle registration fee could be increased to a level that would adequately fund state highway OMP and provide resources necessary to fund highway modernization and expansion costs in the region. Due to revenue sharing of state trust fund money by the state to the cities and counties of the region, additional revenues would also be available for OMP and capital projects for the road system in the region.

An annual increase of 1 cent in the state gas tax from the existing 24 cents per gallon through the year 2020 would make available an additional \$3.8 million in the year 2000 and \$96 million by the year 2020 for state highway OMP in the region. This amount of additional revenue would adequately fund state highway OMP in the region and provide approximately \$20 million (YOES) for state highway modernization projects in the region during the course of the 20 year planning period.

An increase in the state vehicle registration fee by \$10 per year would make available an additional \$5.5 million in the year 2000 increasing to \$7.7 million by the year 2020 for the modernization of state highways in the region. If used for highway modernization, this additional \$10 fee would result in a year of expenditure equivalent of \$92 million during the course of the planning period. To provide enough revenue to fund the capital projects in the strategic highway system in the metro region would require an increase of \$190 annually (to a total of \$210) of the state vehicle registration fee.

Under current revenue sharing rates, an annual increase of one cent to the state gas tax would provide an additional \$4.9 million dollars to the cities and counties in the region in the year 2000,

increasing to \$127 million by the year 2020. These additional revenues would allow the region to begin funding the cost of maintaining and preserving current pavement and bridge standards in the region by the year 2007, although there would continue to be a shortfall until that time.

An increase in the state vehicle registration fee by \$10 per year would result in additional \$5.6 million in the year 2000, increasing to \$7.3 million by the year 2020 for metro area local governments. This would have a year of expenditure value of \$86 million for road capital projects. If the state vehicle registration fee was increased by \$190 annually in an attempt to fund the strategic state highway system, local governments could fund an additional \$1.66 billion of the strategic road system.

Increase in Local Vehicle Registration Fee. A \$20 vehicle registration fee imposed by the three counties of the region would generate an additional \$408 million in year-of-expenditure dollars for road capital projects in the region. With the additional state revenue, this would create enough revenue to fund the strategic road system.

Increase in Local Gas Tax. To improve current pavement standards of the road system, the local gas tax could be increased by the three counties of the region. An increase to a uniform 18 cents per gallon would be needed to fully fund OMP costs of the road system, in addition to revenues shared from increases in the state gas tax.

Increase in Payroll Tax and Passenger Fares. Transit operations and maintenance costs of the strategic system could be funded through increases in the payroll tax and passenger fares. An increase of approximately .1 percent in the payroll tax with an additional .1 percent increase in the year 2004 would fund operations and maintenance costs of the strategic transit system.

Property Tax Bonds. Property tax bonds could provide revenues to match federal discretionary grants for the capital costs of the light rail system as was done on the westside light rail project. An additional \$650 million in property tax based bonds would be needed to match federal grants for light rail projects that have no identified local match at this time.

With these property tax bonds and the allocation of \$1,040 million of flexible revenues, the capital costs of the strategic transit system could be nearly funded.

5.4.2 Growth and User Based

This strategy would attempt to ensure that fees and revenues generated by development pays for all impacts that development has to the existing transportation system and pays for all new transportation services required by the development. Costs to maintain and operate the transportation system would be shared by everyone.

Priced Lanes with Added Freeway Capacity. This strategy would price new freeway capacity with the goal of maximizing revenue up to recovering the full cost of these projects.

The following highway projects could be built with priced lanes to help offset capital costs of the project:

- Tualatin-Sherwood connector
- Highway 26 widening

- Highway 217 widening
- McLoughlin Boulevard widening; Harold to Hwy 224
- Sunrise Highway; I-205 to US 26
- I-5 North widening (portions only); Going Street to the Interstate Bridge
- I-205 North widening; Oregon City to I-84

Pricing lanes of freeway expansion projects would reduce the amount of increase to the state vehicle registration fee needed to fully fund the highway capital costs in the region. These projects are currently being studied and a cost recovery rate will be estimated for each project by Metro within the next year. For purposes of this RTP, a 20 percent capital cost recovery rate of all these projects are assumed. This recovery rate would reduce the capital cost of the strategic highway system from \$1.96 billion to \$1.68 billion.

Increase in the State Gas Tax and Vehicle Registration Fee. As with the Traditional Resources strategy, the state gas tax and vehicle registration fee could be increased to a level that would adequately fund state highway OMP and provide resources necessary to fund highway modernization and expansion costs in the region. Due to revenue sharing of state trust fund money by the state to the cities and counties of the region, additional revenues would also be made available for OMP and capital projects for the road system in the region.

An increase of 1 cent in the state gas tax each year would adequately fund state highway OMP in the region and provide approximately \$20 million (YOES) for state highway modernization projects in the region during the course of the 20 year planning period.

An increase in the state vehicle registration fee could fund state highway capital costs in the region for those costs not recovered by priced freeway lanes. To provide enough revenue to fund the capital projects in the strategic highway system in the metro region would require an increase of \$160 annually (to a total of \$180) to the state vehicle registration fee.

Under current revenue sharing rates of state gas taxes to Oregon cities and counties, an annual one cent state gas tax increase would provide an additional \$4.9 million dollars to the cities and counties in the region in the year 2000, increasing to \$127 million by the year 2020. This additional revenue would allow the region to fully fund the cost of maintaining and preserving current pavement and bridge standards in the region by the year 2007, although there would continue to be a shortfall until that time.

An increase in the state vehicle registration fee by \$10 per year would result in additional \$5.6 million in the year 2000, increasing to \$7.3 million by the year 2020 for metro area local governments. If the state vehicle registration fee was increased by \$160 per year in an attempt to fund the strategic state highway system, local governments would be able to fund an additional \$1.38 billion of capital costs of the strategic road system.

Increase in Local Vehicle Registration Fee. A \$20 vehicle registration fee imposed by the three counties of the region would generate an additional \$408 million in year-of-expenditure dollars

for road capital projects in the region. With the additional state revenue, this would create enough revenue to fund all but \$264 million of the strategic road system.

Implement Road Maintenance Fee. A road maintenance fee similar to the fee used by the City of Tualatin, implemented throughout the region, could provide an additional \$22 million to \$32 million per year for road maintenance in the region. With the additional revenues available for road OMP from the increase in the state gas tax, a portion of the backlog of maintenance needs could be addressed. Additional revenue could be raised from this source by adjusting the rate structure to reflect a higher percentage of actual road OMP costs within each jurisdiction.

Increase in Local Gas Tax. To improve current pavement standards of the road system, the local gas tax could be increased by the three counties of the region. An increase to a uniform 12 cents per gallon, along with the Road Maintenance Fee, would be needed to fully fund OMP costs of the road system, in addition to revenues shared from increases in the state gas tax.

Increase in System Development Charges. System development charges could be increased by jurisdictions to provide for:

- all capital costs of new roads associated with the development,
- a contribution to a road modernization fund for impacts to the existing road network, to fill the \$264 million funding gap for capital projects of the strategic system, and
- a contribution to a transit capital improvements fund for costs associated with providing new or improved transit service to a community. This revenue could fill a gap of \$292 needed for transit capital projects.

Property Tax Bonds. Property tax bonds could provide revenues to match federal discretionary grants for the capital costs of the light rail system as was done on the westside light rail project. An additional \$650 million in property tax based bonds, less what could be raised with increases in system development charges, would be needed to match federal grants for light rail projects that have no identified local match at this time.

With these property tax bonds, the system development revenues and the allocation of \$1,040 million of flexible revenues, the capital costs of the strategic transit system could be fully funded.

Increase in Payroll Tax. Transit operations and maintenance costs of the strategic system could be funded through increases in the payroll tax. An increase of .1 percent in the payroll tax with an additional .1 percent increase in the year 2004 would fund O&M costs of the strategic transit system.

5.4.3 Balanced Approach

This strategy would attempt to ensure that growth pays its fair share of transportation costs while allowing for flexibility in how jurisdictions raise and allocate transportation revenues. It also takes into consideration the feasibility of creating new revenue sources and the levels at which revenue sources could be sustained.

Tollways or Peak Period Pricing for New Highway Capacity. This strategy would price selective projects with the goal of balancing the effort to recover costs of the project with the effort to influence of travel behavior to desired routes and times.

The following highway projects could be built with priced lanes to help offset capital costs of the project:

- Tualatin-Sherwood connector
- Highway 26 widening
- Highway 217 widening
- McLoughlin Boulevard widening; Harold to Hwy 224
- Sunrise Highway; I-205 to US 26
- I-5 North widening (portions only); Going Street to the Interstate Bridge
- I-205 North widening; Oregon City to I-84

Pricing lanes of freeway expansion projects would reduce the amount of increase to the state vehicle registration fee needed to fully fund the highway capital costs in the region. These projects are currently being studied and a cost recovery rate will be estimated for each project by Metro within the next year. For purposes of this RTP, a 20 percent capital cost recovery rate of all these projects are assumed. This recovery rate would reduce the cost of the strategic system from \$1.96 billion to \$1.68 billion.

Increase in the State Gas Tax and Vehicle Registration Fee. As with the Traditional Resources strategy, the state gas tax and vehicle registration fee could be increased to a level that would adequately fund state highway OMP and provide resources necessary to fund some highway modernization and expansion costs in the region. Due to revenue sharing of state trust fund money by the state to the cities and counties of the region, additional revenues would also be made available for OMP and capital projects for the road system in the region.

An increase of 1 cent in the state gas tax each year would adequately fund state highway OMP in the region and provide approximately \$20 million (YOES) for state highway modernization projects in the region during the course of the 20 year planning period. Rather than fully funding all OMP costs of state highways to improve current pavement and bridge standards, ODOT and the region could use some of these additional revenues for modernization and expansion projects.

An increase in the state vehicle registration fee could fund state highway capital costs in the region. The balanced approach strategy would attempt to select a more feasible vehicle registration fee increase of \$100 a year (to \$120 a year). This would provide \$919 million in year-of-expenditure revenue for the capital projects in the strategic highway system in the metro region. Further increases could be made in later years if the additional increases in the vehicle registration fee are acceptable given the benefits of the strategic highway system projects that would be funded.

Under current revenue sharing rates, an annual one cent increase in the state gas tax would provide an additional \$4.9 million dollars to the cities and counties in the region in the year 2000, increasing to \$127 million by the year 2020. This additional revenue would allow the region to fully fund the cost of maintaining and preserving current pavement and bridge standards in the region by the year 2007, although there would continue to be a shortfall until that time.

An increase in the state vehicle registration fee by \$10 per year would result in additional \$5.6 million in the year 2000, increasing to \$7.3 million by the year 2020 for metro area local governments. If the state vehicle registration fee was increased by \$100 per year, local governments would be able to provide \$860 million in year-of-expenditure dollars towards the capital costs of the strategic road system.

Implement Road Maintenance Fee. A road maintenance fee similar to the fee used by the City of Tualatin, implemented throughout the region, could provide an additional \$22 million to \$32 million per year for road maintenance in the region. With the additional revenues available for road OMP from the increase in the state gas tax, a portion of the backlog of maintenance needs could be addressed. Additional revenue could be raised from this source by adjusting the rate structure to reflect a higher percentage of actual road OMP costs within each jurisdiction.

Increase in System Development Charges. System development charges could be increased by jurisdictions to provide for:

- a contribution to a road modernization fund for impacts to the existing road network, to fill the \$264 million funding gap for capital projects of the strategic system, and
- a contribution to a transit capital improvements fund for costs associated with providing new or improved transit service to a community. This revenue could provide \$292 needed for transit capital projects.

Property Tax Bonds. Property tax bonds could provide revenues to match federal discretionary grants for the capital costs of the light rail system as was done on the westside light rail project. An additional \$650 million in property tax backed bonds would be needed to match federal grants that have no identified local match at this time.

With these property tax bonds, the system development revenues and the allocation of \$492 million of flexible revenues (out of \$1,040 million available), the capital costs of the strategic transit system would be more than 80% funded.

Increase in Payroll Tax. Transit operations and maintenance costs of the strategic system could be funded through increases in the payroll tax. An increase of .1 percent in the payroll tax and an additional .1 percent increase in the year 2004 would fund O&M costs of the Strategic transit system.



METRO

Exhibit 'C'

Additional Comments Received on the 1999 RTP Draft

(this exhibit includes public comments received after the JPACT and MPAC recommendations have been forwarded to Council; the proposed resolution will refer these comments to JPACT for ratification in January)



METRO

Exhibit "C" to Resolution No. 99-2878

1999 Regional Transportation Plan

Part 1

Summary of Additional RTP Comments and Staff Recommendations for

Approval by Consent

(The following staff recommendations respond to most of the additional public comments received after the December 2 Metro Council Public Hearing on the RTP. More staff recommendations will be provided at the December 16 Metro Council public hearing on the Regional Transportation Plan that respond to public comments received after December 13.)

Comment 1: The strategic system should not be used as the basis for defining an "adequate" transportation system for future land use planning in the region when the region is unable to fund improvements to implement the system. (Larry Derr, 12/7/99)

Staff Recommendation on Comment 1: Retain the strategic system as the basis for defining an "adequate" transportation system. Refer to TPAC's recommendation on Comments 3 and 4 as summarized in *Exhibit "B" to Resolution No. 99-2878, Part 1, Council Discussion Items and Part 2, Council Consent Items*, Comment 68.

Comment 2: Additional work is needed to define a system that clearly defines how local governments can achieve the non-SOV targets, how Tri-Met will achieve these targets and how as a region we will achieve these targets. This additional work needs to be completed before adoption of the RTP. (City of Hillsboro, 12/2/99 and 12/7/99)

Staff Recommendation on Comment 2: This comment has been previously addressed. Refer to *Exhibit "B" to Resolution No. 99-2878, Part 1, Council Discussion Items*, Comment 7.

Comment 3: Amend Resolution No. 99-2878A as follows, "WHEREAS, Chapter 6 of this 1999 RTP Update and other information related to Chapter 6 should be considered a substantial statement of intent, but will require further analysis prior to adoption by Ordinance; now, therefore be it RESOLVED," Addition of this language will address concerns that other chapters

of the RTP that contain policies, tables, maps or other requirements that are required to be implemented in Chapter 6 may be revised prior to adoption by ordinance. (City of Hillsboro, 12/2/99 and 12/7/99)

Staff Recommendation on Comment 3: Agree. Amend as requested.

Comment 4: Amend page 6-8 to read, "...Chapter 2 as applicable, 2020 Population and employment forecasts contained in Section 2.1 and 2.3, or alternative forecasts as provided for in Section 6.4.9 of this chapter" to allow cities and counties to use a different 2020 forecast than adopted in the RTP. (City of Hillsboro, 12/2/99 and 12/7/99)

Staff Recommendation on Comment 4: No change is recommended. The existing language currently provides some flexibility to allow a local jurisdiction to use a different 2020 population and employment forecast. In addition, refer to *Exhibit "B" to Resolution No. 99-2878, Part 2, Council Consent Item*, Comments 64 and 65.

Comment 5: Concerned about clarity of what is required and cost of providing pedestrian crossings at major transit stops. How can major transit stops be designated without knowing where transit service will be provided? (City of Hillsboro, 12/2/99 and 12/7/99)

Staff Recommendation on Comment 5: This comment has been previously addressed. Refer to *Exhibit "B" to Resolution No. 99-2878, Part 2, Council Consent Item*, Comments 136 and 137.

Comment 6: The meaning and status of non-SOV targets is unclear, particularly with regard to the ability of local governments to meet them and what local benchmarks would be used to evaluate progress toward meeting the targets. (City of Hillsboro, 12/2/99 and 12/7/99)

Staff Recommendation on Comment 6: This comment has been previously addressed. Refer to *Exhibit "B" to Resolution No. 99-2878, Part 1, Council Discussion Items*, Comment 7 and *Part 2, Council Consent Item*, Comments 54, 70, 71 and 72.

Comment 7: Amend Figure 1.14, Relationship between Regional Street Design and Motor Vehicle Classifications, to add "Community Street" and "Urban Road" as "most appropriate street design classification" circles for "Collector" streets. These changes cover situations where there are "collectors of regional significance" that are also designated as "Community Street" or "Urban Road." (City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 7: Agree. Amend as requested. In addition, add "Community Boulevard" and "Rural Road" as "most appropriate street design classification" circles for "Collector" streets.

Comment 8: Amend page 1-50, definition of "Transit/Mixed Use Corridor" to distinguish mixed-use corridors from transit corridors where pedestrian amenities are provided, but not as intensively developed with pedestrian amenities such as wide sidewalks. (City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 8: No change is recommended. The Transit/Mixed-Use Corridor designation is based on the "Corridor" designation on the 2040 Growth Concept map and is intended to reflect priority areas for pedestrian improvements to support regional bus service designated on the Regional Public Transportation System Map.

Comment 9: Amend all the RTP system maps shown in Chapter 1 as follows:

- Using the "Hillsboro 2040 Growth Concept Boundaries Map", correct the locations of the Orenco Town Center, Tanasbourne Town Center and the Industrial Areas (on the east side of Cornelius Pass Road on the south side of US 26 and east of Brookwood Parkway on the north side of Airport Road).
- Remove the Urban Reserve designation for Segawa property, which is located at the SE corner of the intersection of Cornelius Pass and West Union Roads as it has been brought into the UGB.
- Correct the alignment of Jacobson Road from Helvetia Road to Cornelius Pass Road.

(City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 9: Agree. Amend as requested.

Comment 10: Amend Figure 1.12: Regional Motor Vehicle System Map to change the classification of NE 25th Avenue from Cornell Road to Evergreen Road from a "Collector of Regional Significance" to a "Minor Arterial." (City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 10: Agree. Amend as requested.

Comment 11: Amend Figure 1.12: Regional Motor Vehicle System Map to add NE 28th Avenue from E. Main Street to Cornell Road as a "Minor Arterial." This street connects a designated main street with the Fair Complex LRT Station. (City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 11: Agree. Amend as requested.

Comment 12: Amend Figure 1.12: Regional Motor Vehicle System Map to add SE Minter Bridge Road, SE Cypress Street and SE 32nd Avenue from the urban growth boundary to E. Main Street as "Minor Arterials." (City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 12: Agree. Amend as requested.

Comment 13: Amend Figure 1.12: Regional Motor Vehicle System Map to add 229th Avenue from Jacobson Road to West Union as a dashed "Collector of Regional Significance." (City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 13: Agree. Amend as requested.

Comment 14: Amend Figure 1.12: Regional Motor Vehicle System Map to change the designation for SE Witch Hazel Road from a "Minor Arterial" to a "Collector of Regional Significance." (City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 14: Agree. Amend as requested.

Comment 15: Remove Tualatin Valley Highway recommendations from the RTP, including the proposal to downgrade Tualatin Valley highway to "Major Arterial" status within the Beaverton regional center. (Steve Larrance, 12/7/99 and 12/8/99)

Staff Recommendation on Comment 15: This comment has been previously addressed. Refer to *Exhibit "B" to Resolution No. 99-2878, Part 1, Council Discussion Items, Comment 12, and Part 2, Council Consent Item, Comment 88.*

Comment 16: Revise Tualatin Valley Highway Corridor Study discussion on page 6-31 to read,

"A number of improvements are need in this corridor to address existing deficiencies and serve increased travel demand. The primary function of this route is to provide access to and between the Beaverton and Hillsboro regional centers; and move significant volumes of east-west traffic through a corridor bounded by Baseline Road to the north and Farmington Road to the south. As such, the corridor is defined as extending from Farmington Road, in Beaverton, to Baseline Road, in Hillsboro. The following design considerations should be addressed as part of a corridor study:

- consider aggressively managing access as part of a congestion management strategy
- ~~implement~~ consider TSM and other interim intersection improvements at various locations between Cedar Hills Boulevard and Brookwood Avenue
- ~~implement long-term~~ consider a limited access, divided facility from Murray Boulevard to Brookwood Avenue, with three lanes in each direction, and grade separation Also consider alternatives to grade separation at major intersections.
- ~~Implement~~ consider complementary capacity improvements on parallel routes, including Farmington, Alexander, Baseline and Walker roads."

(City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 16: This comment has been previously addressed. Refer to *Exhibit "B" to Resolution No. 99-2878, Part 1, Council Discussion Items, Comment 12, and Exhibit "B" to Resolution No. 99-2878, Part 2, Council Consent Item, Comment 88.*

Comment 17: Amend Figure 1.4: Regional Street Design System Map to add NE 28th Avenue from E. Main Street to Cornell Road as a "Community Street." (City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 17: Agree. Amend as requested.

Comment 18: Amend Figure 1.4: Regional Street Design System Map to revise designation for Cornell Road from Baseline Road to NE 25th Avenue from a "Highway" to a "Regional Street". (City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 18: Agree. Amend as requested.

Comment 19: Amend Figure 1.4: Regional Street Design System Map to revise designation of Baseline Road from SW 197th Avenue to 185th Avenue from a "Community Boulevard" to a "Community Street" due to the low density of this area. (City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 19: Agree. Amend as requested.

Comment 20: Amend Figure 1.4: Regional Street Design System Map to revise designations of John Olson Avenue and Stucki Avenue between Amberwood/Walker Road and Evergreen Parkway from "Urban Roads" to "Community Streets." (City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 20: Agree. Amend as requested.

Comment 21: Amend Figure 1.4: Regional Street Design System Map to revise designation of 206th Avenue between Quatama Street and Baseline Road from an "Urban Road" to a "Community Street." (City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 21: Agree. Amend as requested.

Comment 22: Amend Figure 1.4: Regional Street Design System Map to add segment of 229th Avenue from Jacobson Road to West Union Road as a dashed "Urban Road." (City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 22: Agree. Amend as requested.

Comment 23: Amend Figure 1.4: Regional Street Design System Map to add SE Minter Bridge Road, SE Cypress Street and SE 32nd Avenue as "Community Street" from UGB to E. Main Street. (City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 23: Agree. Amend as requested.

Comment 24: Add regional bus routes to the following streets on Figure 1.16, Regional Public Transportation System Map, to increase the amount of regional transit service in Washington County:

- Brookwood Avenue/Brookwood Parkway/Shute Road from Tualatin Valley Highway to West Union Road.
- Century Boulevard/231st Avenue/229th Avenue from Davis Road to West Union.

- Cornelius Pass Road from SE 209th Avenue intersection (showed as dashed line through the South Hillsboro Urban Reserve) to West Union Road.
- Cypress Street/32nd Avenue/28th Avenue/25th Avenue from Tualatin Valley Highway to Evergreen Road.
- Evergreen Road/Evergreen Parkway from Jackson School Road to Cornell Road
- Farmington Road from 209th Avenue to 185th Avenue.
- Jacobson Road from Helvetia Road to Cornelius Pass Road, then heading east on West Union Road.
- Kinnaman Road from 209th Avenue to 185th Avenue.
- River Road/Davis Road from Minter Bridge Road to 209th Avenue.
- NE 5th Avenue/Jackson School Road from Baseline Street to Evergreen Road.
- 205th Avenue/206th Avenue/John Olson Avenue from Baseline Road to Evergreen Parkway.
- 209th Avenue from Cornelius Pass Road (where it intersects 209th Avenue from the South Hillsboro Urban Reserve) to Farmington Road.

(City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 24: No change is recommended. In Figure 1.16, regional bus service is tied to "Corridor" or "Main Street" designations on the adopted 2040 Growth Concept map. The proposed regional bus routes are not designated as "Corridors" or "Main Streets" on the 2040 Growth Concept map. In addition, the Regional Public Transportation System map is not intended to preclude operating local transit service on these streets. Staff will consider adding these routes to the Regional Public Transportation System map as part of the Ordinance version of the RTP based on Hillsboro comprehensive plan changes to current local land use designations in support of regional bus service.

Comment 25: Amend Figure 1.19, Regional Pedestrian System Map, to distinguish between purely mixed-use corridors (with residential) and transit corridors which serve primarily commercial/industrial development (like Tualatin Valley Highway). (City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 25: No change is recommended. The Transit/Mixed-Use Corridor designation is based on the "Corridor" designation on the 2040 Growth Concept map and is intended to reflect priority areas for pedestrian improvements to support regional bus service designated on the Regional Public Transportation System Map.

Comment 26: Amend Figure 1.19, Regional Pedestrian System Map, to reflect the alignment of the Rock Creek multi-use trail as shown in adopted Hillsboro TSP and reflect the already completed sections of this multi-use trail as solid lines. (City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 26: Agree. Amend as requested.

Comment 27: Amend Figure 1.19, Regional Pedestrian System Map, to reflect the delineation of pedestrian districts in Figure 5-2 in adopted Hillsboro TSP. (City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 27: Agree. Amend as requested.

Comment 28: Amend Figure 1.19, Regional Pedestrian System Map, to designate Hillsboro regional center and Tanasbourne and Orenco town centers as pedestrian districts. Main Street in the general vicinity of NE 28th Avenue and E. Main Street should also be shown. (City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 28: Agree. Amend as requested.

Comment 29: Page 5-69, revise alignment of Project #3153 (David Hill Road Connection) to reflect alignment proposed in City of Forest Grove TSP. (Mayor Kidd, Forest Grove, 12/7/99)

Staff Recommendation on Comment 29: Agree. Amend as requested.

Comment 30: Add an interim project to the strategic system on Garden Home Road to build bicycle lanes and sidewalks from Oleson Road to Allen Boulevard. (CPO#3, 12/8/99)

Staff Recommendation on Comment 30: Agree. Amend as requested.

Comment 31: Pages 3-60, 3-61, 3-68, amend the commuter rail language to reflect the following conclusion, "Overall, commuter rail is expected to be an important part of the modal mix of improvements for this part of the region because it offers separate right-of-way for transit service in a corridor that is expected to experience congestion during the morning and evening two-hour peak period." (Metro staff, 12/7/99)

Staff Recommendation on Comment 31: Agree. Amend as requested.

Comment 32: Recommend that Tri-Met bring their service plans through Metro as part of the regional TDM program. (City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 32: This request will be forwarded to Tri-Met for consideration.

Comment 33: Revise cost of Project #1029 (Water Avenue Extension) to be \$250,000. (City of Portland, 12/3/99)

Staff Recommendation on Comment 33: Agree. Amend as requested.

Comment 34: Add new project #1047 (SE 7-8th Avenue Connection) to RTP Strategic System in 2006-2010 timeframe to reflect recommendations from Central Eastside Transportation Study. (City of Portland, 12/3/99)

Staff Recommendation on Comment 34: Agree. Amend as requested.

Comment 35: Revise Tables 2.7, 3.6, 5.2 and 5.9 and the corresponding discussion of these tables be updated to reflect the following data:

Congested Miles Versus Total Miles in Network
P.M. Peak Two Hour **Congested is V/C**
 Greater than 0.9

INTRA-UGB

| | 1994 | No Build | Existing Resources | Strategic System | Preferred System |
|---|-------|----------|--------------------|------------------|------------------|
| Congested Freeway Miles (as percentage of Total Freeway Miles with v/c >0.9) | 14.9% | 36.7% | 35.8% | 26.6% | 28.6% |
| Congested Arterial Miles (as percentage of Total Arterial Miles with v/c >0.9) | 6.0% | 24.6% | 23.5% | 16.3% | 15.3% |
| Congested Total Miles (as percentage of Total Miles with v/c >0.9) | 6.6% | 25.4% | 24.4% | 17.0% | 16.3% |

(Metro staff, 12/13/99)

Staff Recommendation on Comment 35: Agree. Amend as requested.

Comment 36: Advocating for a new community-based transit planning process, using computer-model data feedback, to develop a transit network which provides more coverage of the region and allows for more timed transfers at community, town and regional centers. Need better use of information technology to provide real-time information for transit users waiting for transit service to arrive. (John Miller, 12/6/99)

Staff Recommendation on Comment 36: The transit component of the strategic transportation network provides several pieces of the community-based transit network being proposed while also investing in proven radial transit routes. It includes new coverage to areas of the region currently without fixed-route transit service (31 percent of proposed new service). It also includes more investment in existing service that is not radial oriented into the central city but oriented to transit centers in regional and town centers, allowing for timed-transfers and serving community-oriented land uses, such as main streets, along those transit routes.

It also proposes substantial investment in improving and creating new transit centers throughout the region. Part of these proposed improvements include real-time information technology at transit centers and along the regional transit routes to relieve the uncertainty of waiting customers.

Tri-Met is now doing more detailed service planning to define changes to implement during the next ten years within the Regional Transportation Plan 20-year plan period.

Comment 37: Abandon projects that increase capacity between regional centers - they increase costs beyond available revenues and encourage more driving. (Sierra Club, 12/6/99)

Staff Recommendation on Comment 37: For regional centers to be successful as a way to manage growth in the region, it is important to provide multi-modal access to and from the regional centers and their service areas.

Comment 38: Focus funds on making getting around within regional and town centers easier. (Sierra Club, 12/6/99)

Staff Recommendation on Comment 38: The RTP includes a new focus on identifying multi-modal projects within regional and town centers that make getting around in those centers more attractive for pedestrians, bicyclist and transit users. The RTP does not prioritize funding among projects identified within the strategic system.

Comment 39: Define zoning and other land use plans and pricing measures to bring businesses to existing residential centers, and residences to business centers, and tie this to funding. (Sierra Club, 12/6/99)

Staff Recommendation on Comment 39: The RTP does not define zoning; this is the responsibility of the region's cities and counties. It does provide policy guidance on how to serve defined land uses with transportation facilities of regional significance. These policies do encourage mixing land uses to achieve transportation goals and prioritizing transportation investments in those areas that provide mixed land uses.

Comment 40: The Strategic System is too large. (Sierra Club, 12/6/99)

Staff Recommendation on Comment 40: This comment has been previously addressed. Refer to *Exhibit "B" to Resolution No. 99-2878, Part 1 Council Discussion Items*, Comment 3.

Comment 41: The Strategic System has much less transit than the Preferred System, while road projects are not cut proportionately. This should be reversed, with transit solutions given priority before new road capacity is added. (Sierra Club, 12/6/99)

Staff Recommendation on Comment 41: The purpose of the RTP is to define a transportation system that is adequate to meet local, state and federal goals and regulations regarding transportation facilities. That is the purpose of the strategic system and any proportionality to the Preferred system (a list of desirable projects to fully meet goals) is irrelevant. Furthermore, the strategic system represents a 194 percent increase in average weekday transit revenue hours and a 16 percent increase in roadway lane miles from 1994.

Regional funding priorities are defined during the biannual Metropolitan Transportation Improvement Plan (MTIP) process. The MTIP is a public process that develops technical and administrative criteria for ranking the merits of each project being considered for funding. To be eligible for funding, the project must be included in the RTP strategic system and comply with federal clean air regulations.

Comment 42: The plan fails to identify specific solutions for transportation corridors in some existing communities and does not identify priorities for developing those solutions. The

consequence will be funding for defined but lower priority projects at the urban edge. (Sierra Club, 12/6/99)

Staff Recommendation on Comment 42: The RTP does not propose specific solutions where further study is needed to develop agreement on what projects and strategies are needed to address transportation issues. This implies no order of priority of other, more defined projects, relative to a corridor study and its subsequent projects.

Comment 43: The proposed RTP will substantially increase the risk that we will fall into air quality non-attainment. (Sierra Club, 12/6/99)

Staff Recommendation on Comment 43: As stated in section 3.5.1, demonstration of conformity of budgeted levels for the Portland metropolitan area air shed for the transportation sector will be completed after the RTP is adopted by resolution in December 1999. Amendments to the RTP may be triggered if the demonstration cannot be made.

Comment 44: The plan should make maintenance and preservation of the existing system its first priority. (Sierra Club, 12/6/99)

Staff Recommendation on Comment 44: Maintenance and preservation of the existing road system is provided by ODOT and the cities and counties of the region and largely funded through state-collected auto and truck fees. While the RTP is a plan for an adequate capital system, the financial analysis provided in chapter 4 and section 5.4 recognize the need of ODOT, cities and counties to maintain their road systems and that maintenance competes for funding with modernization projects. The RTP demonstrates what is necessary to fund both operation and maintenance of the existing system and then new capital projects identified in the plan.

Prioritization of spending of city and county transportation funds is made through processes at each of those jurisdictions. Prioritization of regional funding is made through the MTIP process as described above.

Comment 45: Numerous small improvements should be implemented before single large, expensive solutions are adopted. In many cases better results can be obtained from better connectivity of local streets than from large increases in capacity. (Sierra Club, 12/6/99)

Staff Recommendation on Comment 45: Providing local street connectivity to preserve operating capacity on the regional street network is an identified policy in the RTP with subsequent regulations for underdeveloped residential and mixed-use areas. See sections 1.3.2 and 6.4.5 for a detailed description of RTP policies and regulations on local street connectivity.

Comment 46: The plan fails to adequately address environmental concerns of adding road capacity. These include the impact on endangered salmon from bridges over salmon streams, run-off from roads and parking. (Sierra Club, 12/6/99)

Staff Recommendation on Comment 46: The RTP only plans for the transportation network in public right-of-way, not off-street parking facilities. However,

additional work is needed to address environmental impacts of road and bridge improvements identified in the RTP. Metro recently received a planning grant for the *Green Streets* project. This project will look at the conflicts between good transportation design, expected growth and the need to protect streams and wildlife corridors from urban impacts. The project will propose new regional connectivity standards tailored to urban reserves, inventory culverts in the region and create a handbook that recommends best practices and street design solutions that protect the environment.

Comment 47: Would like to see more emphasis given to Town Centers to deal with development pressures. Specifically, add language to section 3.4.3 addressing transportation needs and deficiencies in the Fairview/Wood Village, Troutdale and Rockwood town centers. (East Multnomah County Transportation Committee, 12/7/99) —

Staff Recommendation on Comment 47: Add language describing the improvements of the preferred system, and develop findings and conclusions for a new subsection titled "Other Centers" in section 3.4.3 to address issues in the Fairview/Wood Village, Troutdale and Rockwood town centers.

Comment 48: North/South traffic movement (in East Multnomah County) needs to be addressed in the near term in both the RTP and MTIP process. This includes a number of substandard railroad over-crossings and the I-84 to US 26 connector. (East Multnomah County Transportation Committee, 12/7/99)

Staff Recommendation on Comment 48: There are several railroad crossing improvements included in the strategic system for East Multnomah County, including crossings at 162nd, 202nd, and 223rd Avenues. There are also several improvements included in the strategic system to phase in an improved connection between I-84 and US 26 along Hogan Road and 242nd Avenue. These improvements and others included in the strategic system are adequate to address south/north transportation needs in east Multnomah County.

Comment 49: Would like JPACT to address funding strategies for the strategic system in conjunction with MPAC funding sub-committee. (East Multnomah County Transportation Committee 12/7/99, Multnomah County 12/8/99)

Staff Recommendation on Comment 49: This issue has been previously addressed. Refer to *Exhibit "B" to Resolution No. 99-2878, Part 1, Council Discussion Items*, Comments 3 and 4.

Comment 50: The strategic system project list should be revisited to provide a system that is closer to our economic reality. (Multnomah County, 12/8/99)

Staff Recommendation on Comment 50: This comment has been previously addressed. Refer to *Exhibit "B" to Resolution No. 99-2878, Part 1 Council Discussion Items*, Comments 3 and 4.

Comment 51: While the Traffic Relief Options study suggested to JPACT that congestion pricing only be used to pay for new infrastructure, the RTP should not rule out using this tool to

fund other projects. It should be considered for all new projects, including any new capacity built on Interstate 5. (Multnomah County, 12/8/99)

Staff Recommendation on Comment 52: The TRO study recommends that tolling or peak-period pricing be analyzed as an option in locations where the RTP calls for new highway capacity in congested corridors. There are a large number of spot improvements and arterial projects that do not lend themselves to pricing. However, improvements to I-5 are recommended for peak period pricing consideration.

Comment 52: The RTP should direct Tri-Met, SMART and C-Tran to develop programs that reach out and build ridership among youth, elderly and disabled populations. (Multnomah County, 12/8/99)

Staff Recommendation on Comment 52: Agree, amend as follows:

1.3.3 Equal Access and Safety; Policy 5.0 Barrier-Free Transportation

- Objective: Develop outreach programs that encourage and support ridership among youth, elderly and disabled populations.

Comment 53: Chapter 1: Regional Transportation Policy; Figure 1.18: Regional Bicycle System Map. Please make the following corrections or additions to the map: Bike lanes on NE 25th Avenue only go up to the entrance of Jones Farm, show the rest as proposed to Evergreen Road. (City of Hillsboro, 12/1/1999)

Staff Recommendation on Comment 53: The Regional Bicycle System Map is a functional map. The map does not include design treatments such as bike lanes. A map showing existing and planned bicycle improvements will be incorporated into Chapter 3, and will address the above comment.

Comment 54: Chapter 1: Regional Transportation Policy; Figure 1.18: Regional Bicycle System Map. Please make the following corrections or additions to the map:

- Add NE 28th Avenue from E. Main Street to Cornell Road as a "Community Connector" as it connects a main street with a station area. This is a planned project.
- Add Century Boulevard/234th Avenue/231st Avenue as a proposed "Community Connector" from Tualatin Highway to Baseline Road.
- Add Butler Road from Brookwood Parkway to Shute Road as a proposed "Community Connector" and from Shute Road to Cornelius Pass Road as a "Community Connector."
- Add 205th Avenue/206th Avenue from Baseline Road to Cornell Road as "Regional Access" as it connects a Station Community with Tanasbourne Town Center.
- Add Amberglen Parkway from Walker Road to 206th Avenue/LRT as a proposed "Community Connector".
- The alignment of the Rock Creek multi-use trail is shown incorrectly especially to the north and near Tualatin Valley Highway. Please refer to your copy of our adopted TSP for the correct alignment. Also reflect the already completed sections as solid lines. The delineation of pedestrian districts needs to match our designated pedestrian districts per

our "Pedestrian Master and Pedestrian Action Plans" contained within our adopted TSP. Please refer to your copy of our adopted TSP for the correct pedestrian districts delineation. (City of Hillsboro, December 2, 1999)

Staff Recommendation on Comment 54: Agree. In the fourth bullet, the regional bikeway function would be "Community Connector" rather than "Regional Access."

Comment 55: Defer projects 5086, 5211 and 5212 so more critical projects can go forward. Projects 5211 and 5212 may not be necessary. (Mayor Grant, Happy Valley, 12/2/99)

Staff Recommendation on Comment 55: Project 5086 (82nd Ave. Multi-Modal Improvements) is in the Clackamas Regional Center Plan and has been adopted by Clackamas County. Project 5211 (Scott Creek Lane Pedestrian Improvements) was submitted by Happy Valley during the Priorities 2000 Process, and is an MTIP approved project. Project 5212 already includes bike lanes and sidewalks on Mountain View Road/137th Avenue from 129th Avenue to King Road, and can be deleted from the RTP project list.

Comment 56: Bicycle projects 7009, 7010 and 7011 should be deleted; they are not justified due to small benefit and steep grades. (Mayor Grant, Happy Valley, 12/2/99)

Staff Recommendation on Comment 56: Bicycle projects 7009, 7010 and 7011 are in Clackamas County's adopted Bicycle Master Plan. Project 7011 (Monner Road) helps provide east/west bicycle system connectivity.

Comment 57: Add 134th/Deardorff/132nd from SE Foster to King Road to the Regional Bicycle System. (Mayor Grant, Happy Valley, 12/2/99)

Staff Recommendation on Comment 57: Agree. Amend as requested.

Comment 58: Add William Otty Road Extension (from I-205 frontage road to Valley View Terrace) and SE Otty Road (from Valley View Terrace to SE 129th Street) to the Regional Bicycle System. (Happy Valley, 12/2/99)

Staff Recommendation on Comment 58: Agree. Amend as requested.

Comment 59: Revise the timing and phasing of the following projects to be earlier in the strategic system time frames:

- 5066 (widening of Sunnyside Road; 122nd to 172nd Avenues)
- 7008 (147th realignment)
- 5071 (Otty Road extension; I-205 to Valley View Terrace)
- 5208 (Idleman Road to Johnson Creek Blvd.)

Staff Recommendation on Comment 59: Do not change timing and phasing of projects 5066 and 5208 on the RTP project list. Timing and phasing of project 5066 and 5208 reflects current funding priorities and realities in Clackamas County and the region. Projects 5071

and 7008 are tied to development in Happy Valley and Clackamas County. As development occurs and local funding becomes available, projects 5071 and 7008 could be completed at an earlier date.

Comment 60: Add the new 147th Avenue alignment (project 7008) to the Regional Bicycle System. Happy Valley, 12/2/99)

Staff Recommendation on Comment 60: Agree. Amend as requested.

Comment 61: In light of severely constrained finances, Metro should be focusing its efforts on increasing mobility for the region's residents at the lowest possible cost. This means shifting investment priorities toward projects that improve multi-modal levels of service. The Bicycle Transportation Alliance urges JPACT to revise the Project List to prioritize projects that increase local connectivity and improve access for cyclists and pedestrians. While the Preferred system does contain projects that substantially improve bicycle access and increase local connectivity, the revenues needed to actually build the system are far beyond the region's reach. (Bicycle Transportation Alliance, 11/23/99)

Staff Recommendation on Comment 61: This comment has been previously addressed. Refer to *Exhibit "B" to Resolution No. 99-2878, Part 1, Council Discussion Items*, Comments 3 and 4.

Comment 62: The Caruthers Bike/Pedestrian Bridge (RTP #1077) is tied to South-North Light Rail funding. (Bicycle Transportation Alliance, 11/23/99)

Staff Recommendation on Comment 62: Agree. Revise language too indicate that Project 1077 is tied to the South-North light rail project and should not be listed in the RTP as a "stand-alone" bicycle/pedestrian bridge project.

Comment 63: The Morrison Bridge bicycle access project (RTP #1062) should be moved up in time to 2000-2005, as it was the highest-ranked bicycle project in the 1999 MTIP process. (Bicycle Transportation Alliance, 11/23/99)

Staff Recommendation on Comment 63: Agree. Amend as requested.

Comment 64: Existing Resource Concept (page 5-2, RTP project list). This system absolutely fails to meet Metro's stated commitment to increasing multi-modal transportation options in the metropolitan region. Its failure is particularly acute in relation to bicycles. Out of fewer than 20 bicycle projects identified in the list, approximately half are City of Portland projects and several of the identified projects have already been funded. This list reflects virtually no regional commitment to increasing bicycle access in coming years, despite Metro's stated policies to the contrary. At a minimum, the following projects should be prioritized to receive funding:

#1009 Springwater Trail Access Improvements – critical north/south connection for bicycles along the east side of the Willamette River

#1062 WRBAP/Morrison Bridge Bicycle Pathway – top-ranked bicycle project in the 1999 MTIP process

1065 N. Interstate Bikeway – Essential bicycle connectivity in relation to the Interstate MAX line

#1069 East Burnside Bikeway

#1143 N/NE Lombard Bikeway – critical connection to Interstate MAX line

#1144 N. Portland Rd. Bikeway – critical connection to Interstate MAX line

#1169 SW Vermont Bikeway – provide access and connection where there currently is none

#1175 SW Capitol Highway Pedestrian and Bicycle Improvements – key access

#1177 SW Sunset Pedestrian and Bicycle Improvements – key access

#1213 NE/SE 122nd Avenue Bikeway - critical connection to Interstate MAX line

#1258 N/NE Skidmore Bikeway – critical connection to Interstate MAX line

#2053 Gresham/Fairview Trail – key cross-town bicycle connection between two well-used routes in a place where bicycle access is extremely difficult

#2054 Springwater Trail connections – leverage this outstanding bicycle corridor

#3012 Rock Creek Greenway Multi-use Path – critical access in an area with poor bicycle/pedestrian access

#3013 Bronson Creek Greenway Multi-Use Path – critical access in an area with poor bicycle/pedestrian access

#3014 Powerline Beaverton Trail Corridor Trail – critical access in an area with poor bicycle/pedestrian access

#3015 Beaverton Creek Greenway Corridor Study – critical access in an area with poor bicycle/pedestrian access

#3045 Farmington Road Bikeway – critical access in an area with poor bicycle access

#3046 Hall Boulevard Bikeway – critical access in an area with poor bicycle access

#3047 Watson Avenue Bikeway – critical access in an area with poor bicycle access

#3055 Beaverton-Hillsdale Highway Pedestrian and Bicycle Improvements - critical access in an area with poor bicycle access

3071 Fanno Creek Greenway Multi-Use Path – this is a high-priority project that will create superb regional access in an area that is less and less pedestrian- and bicycle-accessible

#3073 Hall Boulevard Bikeway - critical access in an area with poor bicycle access

#3078 Canyon Road Bicycle and Pedestrian Improvements – provide much-needed bicycle and pedestrian access

#3098 Walker Road Bike/Ped Improvements

#4074 Rivergate Bicycle and Pedestrian Trail – key bicycle connection to improve transportation benefits of the 40-Mile Loop trail

#5026 Portland Traction Co. Multi-Use Trail – important trail connection in an area of difficult bicycle and pedestrian access

#5089 Sunnyside Road Bikeway

#5091 Causey Avenue Bikeway

#5165 Willamette Greenway Path – key bicycle access

#6051 Hall Boulevard Bikeway and Pedestrian Improvements

#6077 Tualatin-Sherwood Road Bikeway

#6081 Nyberg Road Pedestrian and Bike Improvements

#8000 Bicycle Travel Demand Forecasting Model – essential planning tool to prioritize bicycle investments (Bicycle Transportation Alliance, 11/23/99)

Staff Recommendation on Comment 64: No change is recommended. The Existing Resource System represents just one example of how limited revenues might be spent in this region for the purposes of analyzing the impact of no new revenue on the operation of the regional transportation system and implementation of the 2040 Growth Concept. This system is not a policy statement of where transportation improvements should be directed if no new revenues are identified during the 20-year plan period.

A number of the projects listed above are included as high priority projects (2000-2005) in the Strategic System. Metro staff will develop a Financially Constrained System prior to adoption of the RTP by Ordinance in June 1999. Therefore, the projects listed above will receive consideration as the Financially Constrained project list is developed.

Comment 65: Strategic System. As with the preferred system, it appears that the Strategic System far outstrips available resources. Metro's Strategic System should reflect investment priorities that allow residents to choose walking or bicycling as an accessible, convenient and universally-available alternative to using an automobile to meet daily transportation needs. (Bicycle Transportation Alliance, 11/23/99)

Staff Recommendation on Comment 65: This comment has been previously addressed. Refer to *Exhibit "B" Part 1, Council Discussion Items, Comments 3 and 4.*

Comment 66: A disproportionate number of the bicycle projects included on the Strategic System list are located in Portland. Bicycle projects dropped from the Preferred list tend to be stand-alone bicycle, pedestrian and trail projects (not connected to road widening) located in suburban jurisdictions. This will severely limit those jurisdictions' ability to give residents the option of bicycling or walking as an alternative means of getting around in their community. At a minimum, the Strategic System should include the following projects in addition to those outlined in the current plan:

- #1143 N/NE Lombard Bikeway – critical connection to Interstate MAX
- #1259 N/NE Skidmore Bikeway – critical connection to Interstate MAX
- #3078 Canyon Road Bicycle and Pedestrian Improvements
- #3079 Allen Boulevard Bike/Ped Projects
- #6135 Boones Ferry Road Bike Lanes

(Bicycle Transportation Alliance, 11/23/99)

Staff Recommendation on Comment 66: Agree. Amend as requested.

Comment 67: Policy 13.0 Regional Motor Vehicle System. Revise language of objective (d) to prioritize local streets that increase connectivity over arterial improvements that add motor vehicle capacity. (Bicycle Transportation Alliance, 11/23/99)

Staff Recommendation on Comment 67: No change is recommended.

Comment 68: Policy 16.0 Regional Bicycle System. Include objectives for system completion (i.e. 80% by 2005, 90% by 2010; 95% by 2015; 100% by 2020), recognizing that a partially completed system provides severely limited mobility.

Staff Recommendation on Comment 68: Agree with proposed approach. This comment has been previously addressed. Refer to *Exhibit "B" to Resolution No. 99-2878, Part 2, Council Consent Items, Comments 70, 71 and 72.* This issue is addressed in revisions to Chapter 6, Section 6.5.3. Additional objectives to Policy 16.0 are not necessary. In addition, it is premature to set benchmarks for each mode because Metro does not have a complete inventory of the existing infrastructure. Metro intends to complete this inventory as part of post-resolution activities.

Comment 69: Policy 16.0 Regional Bicycle System. Include objective: ensure that development of other mode systems (i.e. transit, motor vehicle) does not eliminate existing bicycle access or system components. (Bicycle Transportation Alliance, 11/23/99)

Staff Recommendation on Comment 69: Additional objective is not necessary, as Policy 16.0 and Objectives (a) and (b) sufficiently respond to the comment.

Comment 70: Policy 20.1 Transportation Finance: Recommendation: Add objective: (e) Place lowest priority on projects that expand auto-oriented road capacity at the edges of the region. (Bicycle Transportation Alliance, 11/23/99)

Staff Recommendation on Comment 70: Do not add the above objective to Policy 20.1. Existing policy and objectives sufficiently respond to the comment.

Comment 71: Do not locate a regional bicycle and pedestrian path in the Fanno Creek Greenway that is planned for Fanno Creek, adjacent to the single family homes in the Montclair neighborhood. Do connect your regional paths to other existing, or planned for on-street paths in the area. (Pat McGuinn, 11/22/99)

Staff Recommendation on Comment 71: Implementation of this project has been controversial for a number of years. Metro Park and Greenspaces, City of Beaverton, Tualatin Parks and Recreation District, neighborhood residents and businesses are currently working toward a solution that is acceptable to all affected parties. Designation of the Fanno Creek Multi-use Path on the Regional Bicycle System map and Regional Pedestrian System map should not be changed at this time.

Comment 72: Opposes any designation changes that would affect McLoughlin Boulevard in the area from Division Street to Powell Boulevard. Changing the designation to allow higher speeds would result in dire effects to the Brooklyn Neighborhood. (Brooklyn Action Corps, 12/3/99)

Staff Recommendation on Comment 72: McLoughlin Boulevard is important to a number of transportation modes in the region. RTP system map designations in Chapter 1 reflect current function and speed of McLoughlin Boulevard. McLoughlin Boulevard from Division Street to Powell Boulevard is designated on RTP system functional maps in Chapter 1 as follows:

- Regional Street Design System map: highway
- Regional Motor Vehicle System map: principal arterial (highway)
- Regional Public Transportation System map: potential light rail or rapid bus
- Regional Freight System map: main roadway route
- Regional Bicycle System map: regional corridor bikeway
- Regional Pedestrian System map: no designation

The designation of McLoughlin Boulevard south of Powell Boulevard emphasizes a more limited-access facility.

Comment 73: A project underway, the McLoughlin Boulevard viaduct north of the Ross Island Bridge, does not allow for two-way pedestrian and bicycle access. (Brooklyn Action Corps, 12/3/99)

Staff Recommendation on Comment 73: This comment has been previously addressed. Refer to *Exhibit "B" to Resolution No. 99-2878, Part 2, Council Consent Items*, Comment 89.

Comment 74: Consider revising Policy 19.0 Regional Transportation Demand Management to take a broader view of TMAs. Amend the following objective to read:

d. Objective: Promote, establish and support ~~Promote the establishment of~~ transportation management associations (TMAs) in the central city, regional centers, industrial areas and intermodal facilities, town centers and employment centers. (Western Transportation Alliance, 12/6/99)

Staff Recommendation on Comment 74: Agree, amend policy language as requested. Note that the objective is to promote, establish and support TMAs in concept and does not define funding responsibility. TMAs compete for regional funding with other programs and projects through the MTIP process.



METRO

Exhibit "C" to Resolution No. 99-2878

1999 Regional Transportation Plan

Part 2

Public Comment Report Addendum

Summary of comments received from
December 3 through December 13, 1999

(Additional public comments received after December 13 will be provided at the December 16 Metro Council public hearing on the Regional Transportation Plan.)

November 22, 1999

Mike Hoglund
Transportation
Métro
600 NE Grand Ave.
Portland, Oregon 97232-1736

Bill
RECEIVED

BY: _____

Dear Mike Hoglund:

Last Friday I phoned Metro requesting to speak to the "Bike and Pedestrian" planner, and was pleased to be connected with you. You informed me that your B/P planner was out for a week or so, and to write. Following are some of the questions, concerns and suggestions we discussed:

Re: The "string of orange/yellow pearls" denoting a Regional Bike and Pedestrian Path from the existing Bike/Ped path south of the Portland Golf Course to the Raleigh Hills major intersection of Oleson Road, Scholls Ferry and Beaverton Hillsdale Highway. (Figures 1.18 and 1.19)

1. Do you have a larger map delineating exactly where you are proposing that path?
2. Are the yellow/orange circles a conceptual location, or specific?
3. I realize there is a proposed Greenway along Fanno Creek, and I accept and support a riparian corridor for the purpose of restoring Fanno... it's fish and critters as well as encouraging the natural habitat. However, I do not support nor do I want a bike/ped path in the area adjacent to existing single family homes, flood plains, wetland and riparian areas.
4. At the present time Washington County residents are paying into MSTIP to specifically provide bike facilities as well as sidewalks along Oleson Road.
5. Alternatives:
 - a. Why isn't the existing path shown as extending on to Garden Home Recreation Center at Garden Home Road and Oleson, a Main Street? The path has been in existence for years, and will be officially upgraded to meet standards next year. The hope has been that it would extend to Multnomah Blvd. and proceed from there.
 - b. If you are looking for a connection to the Raleigh Hills intersection, from the almost completed existing path location, why not turn east on Vermont to the "being paid for" Oleson Road bike/ped facilities, or put a widened green corridor along Oleson in the Tualatin Hills Park property?

c. Better yet. If you must come to Raleigh Hills, continue the bike/ped path up Nicol to Laurelwood, and thence to the Core of the Raleigh Hills Town Center, Fred Meyer. Laurelwood is already tagged as a bike street, and there are off street markings on Nicol for bike/ped use already.

d. I understand there is "talk" of going along Vermont and through somehow to another old rail road right-of-way (the Red line?) and to continue on to Terwilliger. Although I do not know any details, this makes more sense for a Regional Trail than "winding up" at Kamikaze corners.

6. More disruptions:

In addition to the intrusion into flood plain, riparian areas, and wetlands, too many bridges would be required. They would also have to be large, long structures if Fanno is to be crossed near where Fanno Creek and (I think it's called) Vermont Creek converge. As I mentioned, you can go "brown" water rafting through there during the winter, and it always floods adjacent lands.

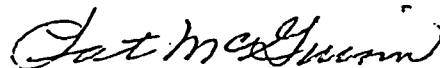
I am aware of the 50 foot buffer protection for the creek. I just hope that refers to bike/ped paths and bridges, as well as other structures. Are they required to be at least 50 feet from the creek as well? 150 feet? Further?

I really am tired of "fishing" out the human 'varmint' that fall into the creek. It is dangerous. Not only have I rescued small children who have fallen in over their heads during heavy rainfall, but many a shoe has been left in the deep mud after losing one's balance at the water's edge, or digging in the side banks during lower flow. And I haven't even mentioned the kids rafting down, shooting all the nutria/baby beavers in sight.

For all the above reasons, I hope you do not locate a Regional Bicycle and Pedestrian Path in the Fanno Creek Greenway that is planned for Fanno Creek, adjacent to the single family homes in the Montclair neighborhood. Do connect your Regional Paths to other existing, or planned for on street paths in the area.

Thank you for your consideration in this matter. I look forward to a response to my questions and concerns. Thank you.

Sincerely,



Pat McGuinn
7180 S.W. Willowmere Drive
Portland, Oregon 97225

**CITY OF OREGON CITY**

incorporated 1844

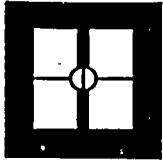
320 WARNER MOUNT ROAD | OREGON CITY, OREGON 97045
TEL 657-0891 | FAX 657-7892**MEMORANDUM**

To: Tom Kloster, Metro
From: Nancy J.T. Kraushaar, P.E., City of Oregon City
Date: December 2, 1999
Subject: RTP Review - Oregon City Issues

The following comments and concerns are offered by Oregon City staff and Commissioners who have reviewed the RTP.

1. Oregon City is grappling with the proposed Performance Measures (Table 1.1). LOS thresholds are often used to identify transportation improvements needed to accommodate new development. The developer is then often required to provide certain infrastructure to mitigate the development's impact on the transportation system. The City understands the objectives of reducing performance measures, but we are concerned about the inherent reduced accountability of a new development to contribute to transportation impacts. We are seeking Metro's suggestions for alternative or substitute mitigation requirements.
2. Pages 3-55, 3-57, and 3-59 project a situation where Oregon City's part of the region is falling behind in mobility and transportation alternatives. There is a concern for freight mobility as well. It would seem that Metro could consider moving up the dates of the Oregon City projects for Washington Street and McLoughlin Boulevard (# 5135 and 5137) from the years 2006-2010 to 2000-2005.
3. Page 1-57, Parking management: Add "reduce impervious surfaces, and" after "efficiently" in next to last line. This statement supports earlier policy on reducing impervious surfaces.
4. Page 3-55, Highway 213:
 - a) Oregon City is concerned about the findings that expanded transit is not proposed for the Highway 213 Corridor. Environmental and physical constraints (Newell Canyon) will not allow Highway 213 roadway expansion between Redland/Abernethy Roads and Beavercreek Road. In addition, severe physical limitations exist along all parallel routes (steep slopes, water resources, and historic, built-out land uses). The City cannot close the door on transit service along this route and believes that the region must continue to explore effective transit along this corridor.

CITY OF HILLSBORO



DEC 03 1999

December 2, 1999

To: Tom Kloster, Senior Program Supervisor
Metro

From: Winslow C. Brooks, Planning Director *WCB*

Re: RTP – November 5, 1999 Draft Comments

Dear Tom:

This letter contains the City of Hillsboro comments regarding the November 5, 1999 Draft Regional Transportation Plan (RTP). We are extremely concerned about the short timeline for review, consideration and discussion of this document, a concern we share with other local jurisdictions. A lot of work has gone into producing the RTP document and it is very apparent that there are many outstanding issues of regional importance that need to be resolved prior to adoption.

We have organized our comments in two parts. The first section contains issues for discussion at TPAC and the second section contains consent items. We also are commenting on the discussion and consent items contained in the December 3, 1999 TPAC Workshop packet.

Discussion Items:

1. Non-SOV Targets:

We do not agree that this topic is appropriate as a consent item for two reasons. First, these 2040 non-SOV targets are based on a Strategic System that is almost entirely dependent on the provision of transit service, which is outside the control of local government. Even if local government does everything in its power to increase walking and bicycle trips, it does not possess the tools to increase shared rides (regional ECO program) or transit service (Tri-Met), which represent a large percentage of the non-SOV targets. In the RTP document, a system needs to be defined for achieving these targets and a project list needs to be developed that is consistent with the targets. Additionally, 2020 non-SOV targets that are obtainable should be established in the RTP. Using a 40-year non-SOV target for a 20-year Regional Transportation Plan simply does not make any sense.

Second, we do not agree with Metro's response to this WCCC comment: "The meaning and status of non-SOV targets is unclear, particularly with regard to the ability of local governments to meet them. Additional strategies for meeting the targets should be specified if targets greater than model output levels are set." Metro's response creates even more confusion regarding implementation of non-SOV targets. Specifically, what does "result in progress toward the non-SOV targets and initially be based on RTP modeling assumptions, analysis and conclusions" mean? What are local benchmarks? I.e., what would the local benchmarks be that would evaluate progress toward modal targets?

It is clear that additional work is needed to define a system that clearly defines how local governments can achieve the non-SOV targets; how Tri-Met will achieve these targets and how as a region we will achieve these targets. This additional work needs to be completed before adoption of the RTP. Section 1.3.6 Managing the Transportation System states that the regional TDM program is operated by Tri-Met with oversight by Metro through the TDM subcommittee. This means that Tri-Met is largely responsible for insuring that the non-SOV targets are achievable such that local jurisdictions can meet those targets. Given Tri-Met's role in how non-SOV targets are met, we feel that the following questions need to be addressed by Tri-Met/Metro prior to RTP adoption:

- 1) What can we assume on transit? Figure 1.16 Regional Public Transportation System shows that the West Side of the region has very few regional bus or frequent bus routes. If we are increasing densities to implement the 2040 Growth Concept design types, where will the corresponding increase in transit capacity occur?
- 2) While we have been glad to receive the LRT expansion, overall we have been disappointed in service expansion to implement the 2040 Growth Concept. More coordination needs to occur between Tri-Met and local government to ensure that we receive the transit service that we need to obtain the non-SOV targets and reduce VMT. We recommend that Tri-Met bring their service plans through Metro as part of the regional TDM program.
- 3) How do we get fareless squares in the Regional Centers?
- 4) How do we insure that discounted transit passes such as the PassPort program continue?

2. Local Jurisdiction Implementation of the RTP:

We are still not comfortable with the implementation section of the RTP. We appreciate the efforts Metro has made in attempting to clarify the responsibilities of local governments; however we feel that in some cases, Metro has either raised more issues or made the processes more confusing. A case in point is Metro's response to this comment by MTAC and the City of Portland: "define 'significant' in section 6.4.4, using a threshold number of SOV trips". The questions or concerns we have regarding Metro's response are:

- 1) What kind of project would generate 700 or more additional vehicle trips in one direction in one hour over a length of more than one mile? Specific projects should be given as examples. Are we talking about a Fred Meyer or Intel expansion?
- 2) This number may be too low. Where did it come from?
- 3) If Metro says no to RTP amendment, then would the only alternative to adding roadway capacity be to designate the regional facility for a refinement plan or an area of special concern?

Tom Kloster, Metro
December 2, 1999

We also do not have a clear understanding of how the "Implementing the RTP Performance Standards" flowchart works. Using an example that takes a jurisdiction through the process from when regionally significant exceedence is identified to how the jurisdiction arrives at the recommended solution would help our understanding of this process. Without more clarification of the implementation section we're probably unable to move forward toward effectively implementing the RTP.

Consent Items:

Chapter 1: Regional Transportation Policy:

Overall map corrections:

Please make the following corrections to all the system maps shown in Chapter 1:

1. Using the attached "Hillsboro 2040 Growth Concept Boundaries Map", correct the locations of the Orenco Town Center, Tanasbourne Town Center and the Industrial Areas (on the east side of Cornelius Pass Road on the south side of US 26 and east of Brookwood Parkway on the north side of Airport Road).
2. Remove the Urban Reserve designation for Segawa property, which is located at the SE corner of the intersection of Cornelius Pass and West Union Roads as it has been brought into the UGB.
3. Correct the alignment of Jacobson Road from Helvetia Road to Cornelius Pass Road, it is shown incorrectly. Refer to your copy of our adopted TSP for the correct alignment.

Please take into consideration multi-modal connectivity of 2040 Growth Concept design types when reviewing the proposed additions to Figures 1.4, 1.12, 1.14, 1.16, 1.18 and 1.19.

Figure 1.4: Regional Street Design System Map:

Please make the following corrections or additions to the map:

1. NE 28th Avenue from E. Main Street to Cornell Road is added as a "Community Street".
2. Cornell Road from Baseline to NE 25th Avenue is not a Highway but a "Regional Street".
3. Baseline Road east of SW 197th Avenue to 185th Avenue is not appropriate as a Community Boulevard due to the low density of this area, change it to a "Community Street".
4. John Olson Avenue and Stucki Avenue between Amberwood/Walker Road and Evergreen Parkway serve the Tanasbourne Town Center and are not appropriate as Urban Roads, change them to "Community Streets".
5. Change the classification for 206th Avenue between Quatama Street and Baseline Road from an Urban Road to a "Community Street" as this road segment is not appropriate for the Urban Road designation.

6. Add segment of 229th Avenue from Jacobson Road to West Union as a dashed "Urban Road".
7. Add SE Minter Bridge Road/SE Cypress Street/SE 32nd Avenue as "Community Streets" from UGB to E. Main Street.

Figure 1.12: Regional Motor Vehicle System Map:

Please make the following corrections or additions to the map:

1. Change the classification of NE 25th Avenue from Cornell Road to Evergreen Road to a "Minor Arterial", this is not a collector street thus; it cannot be a Collector of Regional Significance.
2. Add NE 28th Avenue from E. Main Street to Cornell Road as a "Minor Arterial". This street connects a designated main street with the Fair Complex LRT Station.
3. Add SE Minter Bridge Road/SE Cypress Street/SE 32nd Avenue from the UGB to E. Main Street as "Minor Arterials".
4. Add 229th Avenue from Jacobson Road to West Union as a dashed "Collector of Regional Significance".
5. Change the designation for SE Witch Hazel Road from a minor arterial to a "Collector of Regional Significance", as it is a collector road.

Figure 1.14: Relationship between Regional Street Design and Motor Vehicle Classifications:

Add Community Street and Urban Road as "most appropriate street design classification" circles for Collector streets. These changes cover situations where there are "collectors of regional significance" that are also designated as Community Streets or Urban Roads.

Figure 1.16: Regional Public Transportation System Map:

Please make the following additions of regional bus routes to the map:

1. Brookwood Avenue/Brookwood Parkway/Shute Road from Tualatin Valley Highway to West Union Road.
2. Century Boulevard/231st Avenue/229th Avenue from Davis Road to West Union.
3. Cornelius Pass Road from SE 209th Avenue intersection (showed as dashed line through the South Hillsboro Urban Reserve) to West Union Road.
4. Cypress Street/32nd Avenue/28th Avenue/25th Avenue from Tualatin Valley Highway to Evergreen Road.
5. Evergreen Road/Evergreen Parkway from Jackson School Road to Cornell Road

Tom Kloster, Metro
December 2, 1999

6. Farmington Road from 209th Avenue to 185th Avenue.
7. Jacobson Road from Helvetia Road to Cornelius Pass Road, then heading east on West Union Road.
8. Kinnaman Road from 209th Avenue to 185th Avenue.
9. River Road/Davis Road from Minter Bridge Road to 209th Avenue.
10. NE 5th Avenue/Jackson School Road from Baseline Street to Evergreen Road.
11. 205th Avenue/206th Avenue/John Olson Avenue from Baseline Road to Evergreen Parkway.
12. 209th Avenue from Cornelius Pass Road (where it intersects 209th Avenue from the South Hillsboro Urban Reserve) to Farmington Road.

Figure 1.18: Regional Bicycle System Map:

Please make the following corrections or additions to the map:

1. Bike lanes on NE 25th Avenue only go up to the entrance of Jones Farm, show the rest as proposed to Evergreen Road.
2. Add NE 28th Avenue from E. Main Street to Cornell Road as a "Community Connector" as it connects a main street with a station area. This is a planned project.
3. Add Century Boulevard/234th Avenue/231st Avenue as a proposed "Community Connector" from Tualatin Highway to Baseline Road.
4. Add Butler Road from Brookwood Parkway to Shute Road as a proposed "Community Connector" and from Shute Road to Cornelius Pass Road as a "Community Connector".
5. Add 205th Avenue/206th Avenue from Baseline Road to Cornell Road as "Regional Access" as it connects a Station Community with Tanasbourne Town Center.
6. Add Amberglen Parkway from Walker Road to 206th Avenue/LRT as a proposed "Community Connector".
7. The alignment of the Rock Creek multi-use trail is shown incorrectly especially to the north and near Tualatin Valley Highway. Please refer to your copy of our adopted TSP for the correct alignment. Also reflect the already completed sections as solid lines.

Figure 1.19: Regional Pedestrian System Map:

Please make the following corrections or additions to the map:

1. On the map distinguish between purely mixed-use corridors (with residential) and transit corridors which serve primarily commercial/industrial development (like Tualatin Valley Highway). See comment below regarding regional pedestrian functional classification (page 1-50).
2. The alignment of the Rock Creek multi-use trail is shown incorrectly especially to the north and near Tualatin Valley Highway. Please refer to your copy of our adopted TSP for the correct alignment. Also reflect the already completed sections as solid lines.
3. The delineation of pedestrian districts needs to match our designated pedestrian districts per our "Pedestrian Master and Pedestrian Action Plans" contained within our adopted TSP. Please refer to your copy of our adopted TSP for the correct pedestrian districts delineation.
4. The Hillsboro Regional Center, Tanasbourne and Orenco Town Centers should be shown on the map. If they are also pedestrian districts, perhaps a purple line could be drawn around the pink to indicate their status as pedestrian districts. Main Street in the general vicinity of NE 28th Avenue and E. Main Street should also be shown. Please see attached map for the main street area boundaries.

Page 1-50: Regional pedestrian system functional classification:

Change the language describing transit/mixed use corridors such that you are not tying transit/mixed use corridors with 2040 Growth Concept corridors. Distinguish between mixed-use corridors in such as fashion that they are separate from transit corridors where pedestrian amenities are provided but not as intensively developed with pedestrian amenities, i.e., wide sidewalks, pedestrian attractions, etc.

Chapter 2: Land Use Growth and Travel Demand and Section 6.4.9 of Chapter 6:

As part of our Periodic Review requirements to revise and update our comprehensive plan, we are preparing Hillsboro 2020 population, employment and housing need forecasts pursuant to ORS 197.296. To the extent that Hillsboro's 2020 forecasts differ from Metro's 2020 forecast (based on 1994 data) reconciliation needs to occur prior to Hillsboro's update of our TSP in compliance with the adopted RTP. It has been our recent experience that the Metro forecasts have significantly understated Hillsboro's current and projected growth.

Chapter 6: Implementation:

Please make the following text additions or corrections:

6.4.5 Design Standards for Street Connectivity:

- 2.b. Provides full street connections with spacing of no more than 530 feet between connections except where ~~prevented by~~ barriers such as topography, railroads, freeways, ~~pre-existing development, or water features where~~ regulations implementing Title 3 of the Urban Growth Management Functional Plan or Goal 5 Resource Protection requirements do not allow prevent their construction of or require different street connection standards. ~~for street facilities.~~
- 2.c. Provides bike and pedestrian connections on public easements or rights-of-way ~~when~~ where full street connections are not possible. Spacing between connections shall be no more than 330 feet except where ~~prevent by~~ barriers such as topography, railroads, freeways, pre-existing development, or ~~water features where~~ regulations implementing Title 3 of the Urban Growth Management Functional Plan or Goal 5 Resource Protection requirements do not allow prevent their construction of or require different street connection standards. ~~for street facilities.~~
- 2f. Limits the use of cul-de-sac designs and closed street systems to situations ~~where~~ in which barriers such as topography, railroads, freeways, ~~or~~ pre-existing development, ~~or environmental constraints or~~ regulations implementing Title 3 of the Urban Growth Management Functional Plan or Goal 5 Resource Protection requirements prevent full street extensions.

Section 6.5.4 Improvements in Urban Reserves:

~~As part of~~ During the MTIP Process, improvements that add capacity or urban design elements to ~~rural transportation system facilities in urban reserves should be evaluated to determine whether the proposed improvements would:~~

- ~~be implemented upon~~ be coordinated with the eventual expansion of the urban growth boundary;
- ~~prematurely not~~ encourage development outside the urban growth boundary;
- ~~negatively affect~~ not disrupt the economic viability of ~~adjacent nearby~~ rural reserves; and
- ~~conflict~~ be coordinated with planned urban development or other transportation facilities.

Section 6.7.4 Refinement Planning Scope and Responsibilities:

In some areas defined in this section, the need for refinement planning is warranted before specific projects or actions that meet and identified need can be adopted into the RTP. Refinement plans generally involve a combination of transportation and land use analysis, multiple local jurisdictions and facilities operated by multiple transportation providers. Therefore, ~~unless otherwise specified in this section, in most cases~~ Metro will initiate and lead necessary refinement planning in coordination with other affected local, regional and state agencies. Refinement planning efforts will be purpose multi-modal ~~evaluations of possible~~ transportation solutions ~~in that response~~ to needs identified in the RTP. The ~~evaluation~~ solutions may also include land use alternatives to fully address transportation needs in these corridors. Appendix 3.1 describes the 1999 prioritization for refinement plans. Refinement plan prioritization is subject to annual periodic updates as part of the Unified Work Plan (UWP).

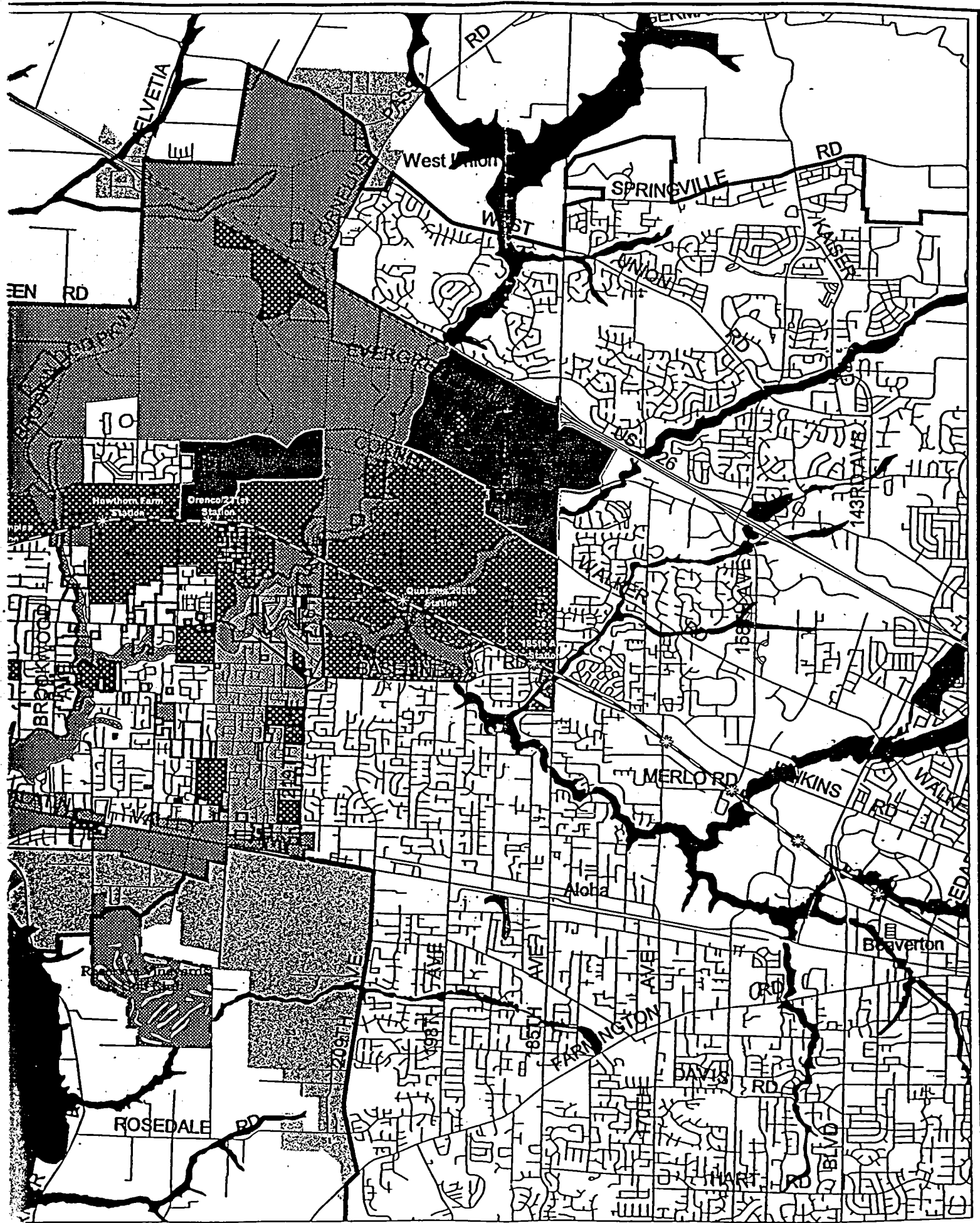
Section 6.7.5 Specific Corridor Studies:

The purpose of the corridor studies is to develop an appropriate transportation strategy or solution thorough the corridor planning process. For each corridor, a number of transportation alternatives will be examined over a broad geographic area or through a local TSP to determine a recommended set of projects, actions or strategies that meet the identified need. The recommendations from corridor studies are then incorporated into the RTP, as appropriate. This section contains the following specific considerations that ~~must~~ should be incorporated into corridor studies as they occur:

Tualatin Valley Highway

A number of improvements are need in this corridor to address existing deficiencies and serve increased travel demand. The primary function of this route is to provide access to and between the Beaverton and Hillsboro regional centers, and move significant volumes of east-west traffic through a corridor bounded by Baseline Road to the north and Farmington Road to the south. As such, the corridor is defined as extending from Farmington Road, in Beaverton, to Baseline Road, in Hillsboro. The following design considerations should be addressed as part of a corridor study:

- consider aggressively manageing access as part of a congestion management strategy
- ~~implement~~ consider TSM and other interim intersection improvements at various locations between Cedar Hills Boulevard and Brookwood Avenue
- ~~implement long-term~~ consider a limited access, divided facility from Murray Boulevard to Brookwood Avenue, with three lanes in each direction. and grade separation Also consider alternatives to grade separation at major intersections.
- ~~Implement~~ consider complementary capacity improvements on parallel routes, including Farmington, Alexander, Baseline and Walker roads



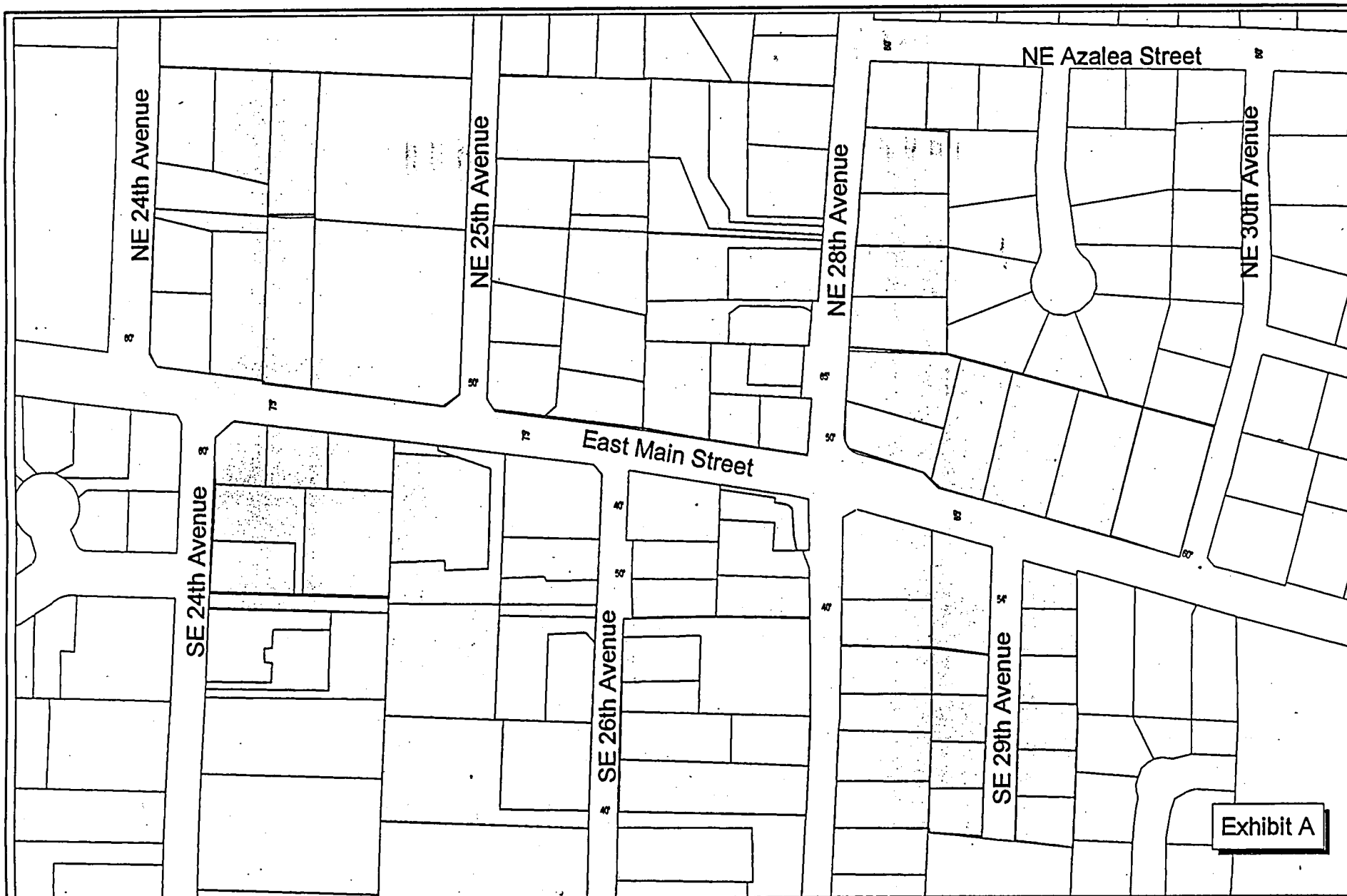


Exhibit A

Legend
 Planning Area



**NE 28TH AVENUE
 EAST MAIN STREET
 PLAN AREA**

Plot Dates: August 30, 1999

DISCLAIMER

This map is derived from various digital database sources. While care has been taken to insure the accuracy of the information shown on this page, the City of Hillsboro assumes no responsibility or liability for any errors or omissions in this information. All data presented on this map is continually updated and is current as of the dates listed above. This map is provided "as is".

SOURCE

City of Hillsboro Planning, City of Hillsboro GIS, Current as of June 4, 1999
 Washington County, GIS, Current as of May, 1999



Susan Garland

2023 SE Madison #5 Portland, OR 97214 ☎ 503 231-1690

December 2, 1999

RTP Comments
Metro Transportation Department
600 NE Grand Avenue
Portland, OR 97232

RECEIVED
BY: _____

Dear Transportation Committee:

I am writing to encourage support for transit, bicycle, and pedestrian projects in the 2040 Regional Transportation Plan. A very disproportionate number of these projects did not make the cut from the Preferred to the Strategic plans. Without these options, it will become increasingly difficult to meet federal air quality standards as the region grows. Building larger roads always brings more traffic. Building better roads, which incorporate sidewalks, bike lanes, and transit options, gives a safe and convenient alternative to driving, and encourages a sense of community.

I had never needed to own a car before I moved to Portland. I ended up accepting a job in Hillsboro, since so many of the high-tech jobs are located outside of the city. My only practical option to get to Hillsboro was commuting by car. Although Portland's cost of living index was about 30% lower than Boston's, where I had lived before, my own cost of living went up astronomically because I had to buy, maintain and insure a car.

In July, I was finally able to find a job downtown, and have since become a very satisfied bike and bus commuter. I can even walk if I have extra time, thanks to the well thought out renovation of the Hawthorne Bridge, which is now so safe and accessible for walkers and cyclists. That kind of project is the most valuable to the people who live in a community, and not just those who travel through it.

If regional centers like Hillsboro had more amenities like sidewalks, bike lanes, and a sense of true neighborhoods, I would have considered living as well as working there. Many of these "small" improvements can be built for the same cost as one freeway bypass, which will still cost commuters years of construction delays.

Please include more transit, walking, and cycling projects in the final Strategic Plan. Neighborhoods and communities are what make this area great.

Sincerely,

Susan Garland

Susan Garland

CORNELL OAKS

CORPORATE CENTER

December 1, 1999

VIA FACSIMILE

Metro RTP Comments
600 NE Grand Avenue
Portland, OR 97232

RECEIVED

BY:.....

Re: Regional Transportation Plan Project 3187

Dear Members of the Transportation Committee:

Talcott Realty is the owner of the 117-acre development known as Cornell Oaks Corporate Center. Norris, Beggs & Simpson is the on-site property manager for Cornell Oaks. We have reviewed the preliminary plan of the proposed 143rd Avenue connection between Cornell Road and Walker Road by way of an overpass across Highway 26, and wish to express our concern with the plan.

Our concern is the effect on traffic through our development and the minimal impact on overall traffic flow. While this project produces a negligible reduction in traffic across the Murray Road and Cornell Road overpasses, a 90% increase of traffic is projected on Bluebridge Drive and Greenbrier Parkway. Greenbrier Parkway is the main road through Cornell Oaks Corporate Center connecting the majority of the facilities located in the development, and was designed as a cul-de-sac, not a through road. This amount of additional traffic is a safety concern as well as a livability issue for the companies doing business in Cornell Oaks Corporate Center.

This letter expresses our opposition to the project, its expense, and its lack of a positive impact on overall transportation in the region.

Very truly yours,

NORRIS, BEGGS & SIMPSON


Randall O. Young
Associate Vice President

ROY/lpd
rtp.doc

cc: John Reynolds, Talcott Realty



Management, Sales and Leasing, Norris, Beggs & Simpson
15455 NW Greenbrier Parkway, Suite 200, Beaverton, OR 97006. (503) 629-9400. FAX (503) 629-4821



DEC 06 1999

Written Comments for the RTP

This comment pertains only to the Transit Service Strategy. I propose that an additional project be undertaken within the timeframe of the RTP. I assume that this project could be funded by a grant. I know of no American city that has undergone a wholesale re-design of its transit routes.

I believe that 2040 is a great plan, and that it deserves a great transit plan to go with it. A transit plan with more reach. The same cognition that brought us to the regional and town center concepts brings me to community centers.

A map at your RTP hearing showed community bus routes as largish arrows going outward from selected places as an indication of a commitment to identify and introduce community bus routes over time. (Great!) To me, however, these buses would not just be going out into the "the community" (some amorphous entity) but would be passing through at least one community center on their loop from the regional or town center. To me, a community center is something like the business district at the intersection of Terwilliger and Taylor's Ferry. A dense portion of any Main Street could be a community center, and so on.

If you can accept the concept of a community center, I claim that we should be able to build a transit system based on regional, town, and community centers. The TRIMET 1998-2003 Strategic Plan includes the caption "The region's transit map will increasingly look like an airline's map of America, with many hubs". The body of the plan admits that there needs to be "very different transit patterns".

I therefore propose a project to design a whole transit system map starting from nearly scratch. The goal of this project would be to develop a system map so strikingly familiar that most anyone's response to it would be "I could get around that system".

The project would start by developing a mathematical model with the usual inputs such as the regional roadway network (neighborhood collectors and larger), rail stations, transit stations, bus stops; various kinds of travel data such as workers commute to jobs, students to schools, errand, shopping; et cetera. The model would generate optimal transit basins (a tree structure) but would also include connecting routes to adjacent communities and towns from each community, town, and regional center. Optimality would be determined by minimizing some results, such as travel time, while maximizing other results such as coverage area. Perhaps some research group has already developed such a model.

One of the sets of parameters for the model would be an inventory of resources available to operate the transit system -- drivers, buses of all kinds, max trains, and so on. If constrained to existing resources, the result would be a corresponding finite system coverage (i.e. depth or reach into the community). Countering that would be projected ridership to help pay for it. Subsystems could be operated and supplemented by local service districts, perhaps an obstacle present in the the current operational guidelines.

With the stability of regional and town centers, the upper levels of the system structure would not change overnight, while community centers could be added easily. Capacity should be able to be added or reduced (reallocated) as needed. The system would be scalable, so that links could be upgraded to the next level of service. The new system would start operation within existing resources and would reward those in areas where use is high as part of the system feedback. This is common transit planner practice.

People must also be a part of this process. First approximations of a Portland metro area system transit map would be reviewed by planners and refined by exploring various "What if's", by upgrading, downgrading, and/or adding hypothetical new links. For example, consider a one-way alternating link used only by a shuttle operating at 5 minute intervals.

Then the map would be shown to an advisory committee. (You'd have people begging to be on that committee). Iterate the model if needed. Then show the map in a series of open houses. Iterate. You need to have input from people throughout the region because people can tell you immediately if it will work for them, and what to do to improve it.

The public would of course have to understand that this would be an experiment, and that the map might change radically between iterations. But I think that the public would understand just from looking at such a map that there are underlying principles at work. If a given system has overall integrity, it would be hard to criticize the fact that for some riders a particular trip downtown might take three minutes longer (whatever) when in fact they might also be able to go quite number of other places practically unreachable under the current system.

I have hardly hinted at the many ways such a system would be different from the current set of legacy routes, but I must close now.

Some may reject this project based on the perception that "adding a new transit link is not to be considered" at this time. If the introduction of a link such as example above would make the overall system perform where needed, it should not be overlooked in a 20 year plan because of some broad current state legislation or city guideline.

Many of you will reject this project because (while not described explicitly above) it depends on transfers for moving people around the region. I can only say then that all attempts at configuring a system to serve more than just corridors will fail without the intelligent, planned use of transfers. It is no wonder that user feel transfers are avoided *in the current system*. Going from one point to another within the current system, there is no consistency in dwell times between all possible transfers. Minimum transfer times cannot be programmed into a system where that has not been a design parameter.

The real truth is that people don't mind transfers so much if they are safe and comfortable. To that I would add predictable, i.e. the dwell time is known, or if there is going to be a delay in boarding time (either in originating or transferring) the length of the delay can be known. This can be accomplished via the judicious use of information technology. (Remember this is a 20-40 year plan). I most likely would not mind if my connection was going to be 15 minutes late -- if I knew that, and did not have to wait at the stop to find out - I could go have a beer or latte with that time. At least I would not be chained to the stop. There is all kinds of things that people could do with that information.

All people need to be encouraged to use transit. The TRIMET system, and the few things I see in the current RTP are going to attract the public marginally at best, in my opinion.

Thank you for the opportunity to comment, and for your time. I would appreciate any thoughts you may have.

John Miller, 8959 SW Boone's Ferry Road, Portland, OREGON 97219 --- miller@lclark.edu ---



DEC 06 1999

December 2, 1999

Metro Regional Council
600 N.E. Grand Avenue
Portland, OR 97232

Dear Councilors,

The Sierra Club Oregon Chapter would like Metro Regional Council to refer the Regional Transportation Plan (RTP) draft back to its Joint Regional Policy Advisory Committee on Transportation (JPACT) and staff, with instructions to:

- Abandon the projects for more capacity between inter-regional centers, which take funding well beyond what is available and encourage more driving
- Focus funds on making getting around within regional and town centers easier
- Define zoning and other land use plans and pricing measures to bring businesses to existing residential centers, and residences to business centers, and tie these to funding

Our Observations on the RTP

1) The Strategic System is too large to provide the basis for setting priorities for investing the region's transportation money. It is very unlikely that there will be anything close to four times the existing resources available for transportation over the next 20 years.

2) The plan provides no criteria for prioritizing projects in the very likely event that substantially less money is available than is required to implement the entire system. As a result there is no meaningful way for this system to provide guidance to the biannual process of allocating the region's transportation funds.

3) The plan has too many projects to expand road capacity at the edge of the region and between regional centers. These projects will encourage sprawl and increase commutes from outside the region. An example is the sunrise corridor (Highway 224) project that creates a new freeway from Clackamas to Highway 26.

Oregon Chapter

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- 4) Priority should be given to transportation investments that improve transportation within existing communities, rather than serving new development at the urban edge. This includes improving local links to regional and town centers. It also includes providing improved transportation options such as transit, bike and pedestrian facilities.
- 5) The Strategic System has much less transit than the Preferred System, while road projects are not cut proportionately. These should be reversed, with transit solutions being given priority before new road capacity is added. The RTP should encourage new development to be transit oriented by making transit investments the first priority.
- 6) The plan fails to identify specific solutions for transportation corridors in some existing communities such as highway 99 in Tigard. It also fails to set priorities for developing those solutions. The result is that it is likely that these existing communities will continue to suffer while limited funds will be spent on lower priority, but already identified, projects at the urban edge. Improving the livability of existing communities should be the first priority, not the last.
- 7) Instead of attempting to reduce air pollution and use of the automobile, the proposed RTP will result in increased vehicle miles traveled and increased air pollution. It would substantially increase the risk that we will fall into air quality non-attainment, with substantial economic consequences for the region.
- 8) The plan should make maintenance and preservation of existing systems its first priority. Numerous small improvements should be implemented before single, large, expensive solutions adopted. In many cases better results can be obtained from better connectivity of local street than from large increases in capacity.
- 9) Since we already have an extensive street network, priority should be given to developing the transit, bike and pedestrian networks to a similar degree of convenience, reliability, safety and access.

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10) The plan fails to adequately address environmental concerns of adding road capacity. These include the impact on endangered salmon from bridges over salmon streams, runoff from roads and parking.

Thank you for your consideration.

Respectfully,

Scott Chapman
Sierra Club Oregon Chapter
Transportation and Land Use Coordinator

Oregon Chapter

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West Linn

COPY

RECEIVED

BY: _____

December 10, 1999

Mike Burton
Metro Executive Officer
600 NE Grand Ave.
Portland OR 97232-2736

SUBJECT: COMMENTS ON DRAFT REGIONAL TRANSPORTATION PLAN

The City of West Linn has the following comments on the Draft Regional Transportation Plan, dated November 5, 1999:

1. REGIONAL TRANSIT SERVICE STRATEGY MAP (following Page 5-12):

The map for regional bus service does not follow the adopted West Linn Transportation System Plan strategy for bus routes in West Linn. West Linn proposes that the future community bus route on Rosemont Road run from the Rosemont/Salamo Road intersection south along Salamo Road to I-205 and the Willamette "main street" area.

2. URBAN CLACKAMAS COUNTY TRANSPORTATION PROJECTS (following Page 5-56)

Project # 5195: This project should be worded "Retrofit the street with a boulevard design from West A Street to the existing Oregon City bridge... This will eliminate some confusion as to the location of this project.

Project #5194: This project should be worded, "Improve the intersection with Pimlico Drive safer for all modes of travel." The other intersections mentioned in this item have already been improved.

Project #5204: There is no traffic signal currently at the intersection of Stafford Road and Rosemont Road, and while the project is in the Clackamas County Capital Improvement Program, it is not funded. Please change the second sentence to read, "This project will include construction of a traffic signal."

Please contact Gordon Howard at 656-4211 if you have any questions about these items.

Sincerely,

A handwritten signature in black ink, appearing to read "Dan Drentlaw", with a long horizontal flourish extending to the right.

Dan Drentlaw
Planning Director

C: Mayor and Council
Scott Burgess
Andrew Cotugno

Clean air
Clean water
Clear thinking



Oregon Environmental Council

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To: JPACT

From: Chris Hagerbaumer, Air & Transportation Program Director *CH*

RE: 2nd Round of Comments on Regional Transportation Plan

Date: December 10, 1999

The Oregon Environmental Council (OEC) appreciates your attention to our first round of comments (see the memo from OEC dated November 2). This memo reiterates some comments from the first, but also includes some new suggestions. We would also like to draw your attention to the fact that we are members of the Coalition for a Livable Future and strongly support the comments that CLF will soon submit.

Air Quality Impacts

We are aware that you will be developing a financially constrained system and determining the conformity of that system with federal air quality standards in the coming months. Please don't wait to deal with excess emissions by shuffling projects around at the end. Avoid exceedances up front by forwarding projects that are known beforehand to have the least impact on the airshed.

We are somewhat worried that the RTP that has been shared with the public to date sets up unrealistic expectations about what the region can afford to build from a financial standpoint and what the region can afford to build from an air quality standpoint. Involve the public as soon as possible in the selection and analysis of projects to be built under the constrained system. Make the public aware of the financial and environmental costs of various scenarios.

Transportation Demand Management

We understand that you have broken TDM policies into three categories (general, parking, and peak period pricing), but believe that you've missed calling out some other pricing policies besides parking pricing and peak period pricing. We suggest adding an objective to Policy 19.0:

- Investigate the use of policies that accurately reflect the full costs of transportation to encourage more efficient use of resources.

OEC does not agree with our fellow members on the TRO TAC that the revenue-generating aspect of peak period pricing should be on parity with the congestion management aspect. We suggest changing objective (a) of Policy 19.1 as follows:

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oec@orcouncil.org www.orcouncil.org

- a. Objective: Apply peak period pricing appropriately to manage congestion and, secondarily, to generate revenues to help with needed transportation improvements.

We also feel strongly that given the longevity of the RTP, the possibility that public opinion will change over time should be reflected in objective (b) of Policy 19.2. We are also worried that by negating the possibility of pricing existing roadway over the period of the RTP's influence, we may negate the possibility of pricing on new infrastructure. Because new road projects are being built in such small segments, the region may need to toll a portion of the existing roadway in order to make a pricing project feasible. We suggest the following change to the policy language:

- b. Objective: Do not price existing roadway at this time, but peak period pricing on existing roadways should be considered as public support grows and demand necessitates.

Potential New Revenue Sources

This section should detail a wider range of potential revenue sources. For example, the recently adopted Oregon Highway Plan considers fees on vehicle miles traveled as an option. We suggest adding a bullet under 4.4.1 that describes mileage-based fees and a bullet that describes smog fees (see our earlier memo for a full description of the potential benefits of these policies).

- **Mileage-based fee on automobiles and light trucks.** The gas tax does not accurately reflect vehicle contribution to road maintenance because fuel efficiency varies greatly from vehicle to vehicle. The gas tax will become more and more antiquated as the fleet is modernized to include hybrid and alternative-fueled vehicles. A vehicle miles traveled (VMT) fee would properly account for the wear and tear caused by lightweight vehicles.
- **Fee on pollution emitted.** A "smog fee" based on vehicles' emission characteristics would properly account for the damage caused by vehicle-related air pollution and could be used as a source of funding for less-polluting transportation options.

At the December 9 JPACT meeting, we were somewhat disappointed that a large increase in the vehicle registration fee was suggested as a funding option. A vehicle registration fee taxes vehicle ownership, not vehicle use. A fair and efficient finance system would charge motorists for the actual costs they impose on the system.

Thank you for your attention to our suggestions.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 99-2878B FOR THE PURPOSE OF APPROVING THE 1999 UPDATE TO THE REGIONAL TRANSPORTATION PLAN AND REFINEMENT PROCESS

Date: December 16, 1999

Presented by: Andrew C. Cotugno

PROPOSED ACTION

This resolution would tentatively recognize the completion of the 1999 RTP, including updated RTP policies, system analysis, recommended projects and financial analysis, as follows:

- RTP Policies - Chapter 1 of the RTP was initially approved by Council Resolution in July 1996. It has since been updated for consistency with the Regional Framework Plan and the functional plan, and edited for readability and brevity.
- RTP Projects and Systems Analysis - Chapters 2 through 5 of the RTP identify the 20-year transportation needs for the region, detail the scope and nature of proposed improvements that address the 20-year needs and a financial plan for implementing the recommended projects.
- RTP Implementation - Chapter 6 of the RTP establishes regional compliance with state and federal planning requirements, and sets requirements for city and county compliance with the RTP. Chapter 6 also identifies future studies needed to refine the RTP as part of future updates.

FACTUAL BACKGROUND AND ANALYSIS

The RTP update has been conducted in three stages over the past four years. The first stage involved an update to the RTP policies that focused on implementing the 2040 Growth Concept, and reflected new state and federal planning requirements. The policy document was approved by Council resolution in July 1996, and has served as the guiding vision for later steps in the update process.

The second stage of the RTP update, known as the RTP alternatives analysis, examined the region's level of service policy for motor vehicles and transit. This stage led to the 2040-based congestion policy that has since been adopted as part of Title 6 of the Urban Growth Management Functional Plan.

The lessons learned from RTP alternatives analysis helped guide the final, project development stage of the RTP update. The project development phase included a system analysis, proposed 20-year transportation solutions, and financial strategies for implementing the plan. This element of the plan Together with the RTP policies approved by resolution in July 1996 and transportation elements of the Regional Framework Plan and the Urban Growth Management Functional Plan (UGMFP) in 1998, these recommendations complete the effort to update the RTP to implement the 2040 growth concept.

The RTP update featured a greatly expanded public outreach effort. The update was guided by a 21-member Citizen Advisory Committee, and included several public outreach efforts, special newsletters, and a number of joint JPACT, MPAC and Council workshops held at key decision points. The update also reflects the efforts of local officials, citizens and staff to develop transportation proposals that reflect the policy direction developed by the CAC and regional growth management policies. Of the nearly 700 projects proposed through the year 2020 to address expected growth, and to implement the 2040 growth concept, more than half are new to the regional plan, and many were generated by citizen input. These projects range from relatively modest bicycle and pedestrian improvements, to major transit and highway projects, each developed with an eye toward promoting safety, responding to growth or leveraging the 2040 growth concept.

During the past year, staff tested these projects through three separate rounds of transportation modeling. Each project proposed in the draft plan was reflected in the modeling assumptions, and projects were further refined after each round of modeling to better respond to projected travel needs during the 20-year plan period. This phase of the RTP update was also based on a collaborative approach, with local jurisdictions overseeing the modeling process at every step, and modeling analysis completed in a series of workshops with the regional partners. As a result, the draft project list is a consensus-based product, with project recommendations that are based on detailed analysis.

On December 14, 1999, the Council Transportation Planning Committee referred Resolution No. 99-2878B to the Metro Council without a recommendation for action by the Council at the scheduled December 16 meeting. The committee referred Attachment "1" to this staff report to TPAC and JPACT for consideration and action in January 2000. Additional comments may be added to Attachment "1" during the remainder of the public comment period, which continues through the scheduled Council consideration of Resolution No. 99-2878B on December 16, 1999. JPACT action on Attachment "1" will be forwarded to the Council Transportation Planning Committee for consideration and action in January or February 2000. Amendments to the draft RTP as identified in Attachment "1" would be included in the ordinance draft RTP.

During the next four months, staff proposes the following activities necessary to demonstrate compliance with regional, state and federal planning requirements:

- 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

Upon completion of these tasks, staff will work with TPAC to develop refinements to the final draft RTP, and present them for JPACT and Council review. Council adoption of the final draft RTP is proposed for May 2000.

TK:KW:rmb

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METRO

Attachment "1"

1999 Regional Transportation Plan

The following staff recommendations respond to the additional public comments received after the December 2 Metro Council Public Hearing on the RTP through noon on December 16.

Attachment "1" is divided into three sections:

- **Part 1:** Summary of Additional RTP Comments and Staff Recommendations for Approval by Discussion (Comments 1-3)
- **Part 2:** Summary of Additional RTP Comments and Staff Recommendations for Approval by Consent (Comments 3-93)
- **Part 3:** Public Comment Report Addendum: Public Comments Received from **December 2, 1999 – noon, December 16, 1999**

More staff recommendations will be provided to respond to comments received during the December 16 Metro Council public hearing on the Regional Transportation Plan. These recommendations will be forwarded to TPAC and JPACT for consideration and action on January 4 and 13, respectively. JPACT action on this attachment will be forwarded to the Metro Council for consideration and action in January or February 2000.



METRO

Attachment "1"

1999 Regional Transportation Plan

Part 1

Summary of Additional RTP Comments and Staff Recommendations for

Approval by Discussion

Comment 1: Add a new objective to Policy 19.0 (Transportation Demand Management) to recognize that other market-based pricing strategies should be investigated in addition to strategies identified in Policy 19.1 (Parking Management) and 19.2 (Peak Period Pricing).

"h. Objective: Investigate the use of policies that accurately reflect the full costs of transportation to encourage more efficient use of resources."

(Oregon Environmental Council, 12/10/99)

Staff Recommendation on Comment 1: Amend page 1-55 to add the following language, "h. Objective: Investigate the use of market-based strategies that reflect the full costs of transportation to encourage more efficient use of resources."

Comment 2: Metro should jointly staff a task force with Tri-Met and other partners that would meet to consider and recommend ways to broaden and expand the scope of planning and consideration in the RTP for special needs transportation for elderly, disabled and low income individuals throughout the plan. (Multnomah County Aging and Disability Services, 12/14/99)

Staff Recommendation on Comment 2: Metro agrees that this important issue needs additional consideration within the Regional Transportation Plan and recommends working with Tri-Met, the area agencies on aging, TPAC and JPACT to develop recommendations for inclusion in the ordinance draft RTP in Spring 2000 or in a future update to the RTP.

In the interim, JPACT has recommended the following language be included on page 1-41 of Chapter 1 in response to a comment received earlier in the public comment period (refer to Exhibit "B" to Resolution No. 99-2878, Part 2, Council Consent Items, Comments 11 and 12),

"Transit Service for Special Needs Populations"

Public transportation service often provides the only available transportation service to many people in the region, including: students, the elderly, the economically disadvantaged, the mobility impaired and others with special needs. It is important that the public transportation service providers consider the special needs of those people who rely on the providers as their primary transportation option for access to jobs, job training and services."

In addition, JPACT recommends adding the following language to Chapter 1,

"Policy 14.0. Regional Public Transportation System

Provide an appropriate level, quality and range of public transportation options to serve this region and support implementation of the 2040 Growth Concept, consistent with Figures 1.15 and 1.16.

1. Objective: Provide ~~special transit service that is accessible to the mobility impaired and provide as needed, such as para-transit to the portions of the region without adequate fixed-route service to comply, that complies~~ with the Americans with Disabilities Act of 1990.

Policy 14.3. Regional Public Transportation System

Provide transit service that is fast, reliable and has competitive travel times compared to the automobile.

- a. Objective: Transit travel time (in-vehicle) for trips on light rail transit and rapid bus routes during the peak hours of service should be no slower than 150% of the auto travel time during the off-peak hours. Exceeding this threshold would result in considering preferential treatment to road system for transit and express operation.
- b. Objective: Total transit travel time (in-vehicle + non-weighted wait time) for trips on regional bus routes should no slower than 200% of the total auto travel time."

Finally, JPACT recommends revising Section 6.4.10 - Transit Service Planning to include the following text:

"Public transit providers shall consider the needs and unique circumstances of special needs populations when planning for service. These populations include but are not limited to: students, the elderly, the economically disadvantaged, the mobility impaired and others with special needs. Consideration shall be given to:

- adequate transit facilities to provide service,
- hours of operation to provide transit service corresponding to hours of operation of institutions, employers, and service providers to these communities,
- adequate levels of transit service to these populations relative to the rest of the community and their special needs."

Comment 3: The RTP should direct Tri-Met, SMART and C-Tran to develop programs that reach out and build ridership among youth, elderly and disabled populations. (Multnomah County, 12/8/99)

Staff Recommendation on Comment 3: Agree, amend as follows:

1.3.3 Equal Access and Safety; Policy 5.0 Barrier-Free Transportation

- Objective: Develop outreach programs that encourage and support ridership among youth, elderly and disabled populations.



METRO

Attachment "1"

1999 Regional Transportation Plan

Part 2

Summary of Additional RTP Comments and Staff Recommendations for

Approval by Consent

Comment 4: The strategic system should not be used as the basis for defining an "adequate" transportation system for future land use planning in the region when the region is unable to fund improvements to implement the system. (Larry Derr, 12/7/99)

Staff Recommendation on Comment 4: Retain the strategic system as the basis for defining an "adequate" transportation system. Refer to JPACT's recommendation on Comments 3 and 4 as summarized in *Exhibit "B" to Resolution No. 99-2878, Part 1, Council Discussion Items* and *Part 2, Council Consent Items*, Comment 68.

Comment 5: Additional work is needed to define a system that clearly defines how local governments can achieve the non-SOV targets, how Tri-Met will achieve these targets and how as a region we will achieve these targets. This additional work needs to be completed before adoption of the RTP. (City of Hillsboro, 12/2/99 and 12/7/99)

Staff Recommendation on Comment 5: This comment has been previously addressed. Refer to *Exhibit "B" to Resolution No. 99-2878, Part 1, Council Discussion Items*, Comment 7.

Comment 6: Amend Resolution No. 99-2878A as follows, "WHEREAS, Chapter 6 of this 1999 RTP Update and other information related to Chapter 6 should be considered a substantial statement of intent, but will require further analysis prior to adoption by Ordinance; now, therefore be it RESOLVED," Addition of this language will address concerns that other chapters of the RTP that contain policies, tables, maps or other requirements that are required to be

implemented in Chapter 6 may be revised prior to adoption by ordinance. (City of Hillsboro, 12/2/99 and 12/7/99)

Staff Recommendation on Comment 6: Agree. Amend as requested.

Comment 7: Amend page 6-8 to read, "...Chapter 2 as applicable, 2020 Population and employment forecasts contained in Section 2.1 and 2.3, or alternative forecasts as provided for in Section 6.4.9 of this chapter" to allow cities and counties to use a different 2020 forecast than adopted in the RTP. (City of Hillsboro, 12/2/99 and 12/7/99)

Staff Recommendation on Comment 7: No change is recommended. The existing language currently provides some flexibility to allow a local jurisdiction to use a different 2020 population and employment forecast. In addition, refer to *Exhibit "B" to Resolution No. 99-2878, Part 2, Council Consent Item*, Comments 64 and 65.

Comment 8: Concerned about clarity of what is required and cost of providing pedestrian crossings at major transit stops. How can major transit stops be designated without knowing where transit service will be provided? (City of Hillsboro, 12/2/99 and 12/7/99)

Staff Recommendation on Comment 8: This comment has been previously addressed. Refer to *Exhibit "B" to Resolution No. 99-2878, Part 2, Council Consent Item*, Comments 136 and 137.

Comment 9: The meaning and status of non-SOV targets is unclear, particularly with regard to the ability of local governments to meet them and what local benchmarks would be used to evaluate progress toward meeting the targets. (City of Hillsboro, 12/2/99 and 12/7/99)

Staff Recommendation on Comment 9: This comment has been previously addressed. Refer to *Exhibit "B" to Resolution No. 99-2878, Part 1, Council Discussion Items*, Comment 7 and *Part 2, Council Consent Item*, Comments 54, 70, 71 and 72 .

Comment 10: Amend Figure 1.14, Relationship between Regional Street Design and Motor Vehicle Classifications, to add "Community Street" and "Urban Road" as "most appropriate street design classification" circles for "Collector" streets. These changes cover situations where there are "collectors of regional significance" that are also designated as "Community Street" or "Urban Road." (City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 10: Agree. Amend as requested. In addition, add "Community Boulevard" and "Rural Road" as "most appropriate street design classification" circles for "Collector" streets.

Comment 11: Amend page 1-50, definition of "Transit/Mixed Use Corridor" to distinguish mixed-use corridors from transit corridors where pedestrian amenities are provided, but not as intensively developed with pedestrian amenities such as wide sidewalks. (City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 11: No change is recommended. The Transit/Mixed-Use Corridor designation is based on the "Corridor" designation on the 2040 Growth Concept map and is intended to reflect priority areas for pedestrian improvements to support regional bus service designated on the Regional Public Transportation System Map.

Comment 12: Amend all the RTP system maps shown in Chapter 1 as follows:

- Using the "Hillsboro 2040 Growth Concept Boundaries Map", correct the locations of the Orenco Town Center, Tanasbourne Town Center and the Industrial Areas (on the east side of Cornelius Pass Road on the south side of US 26 and east of Brookwood Parkway on the north side of Airport Road).
- Remove the Urban Reserve designation for Segawa property, which is located at the SE corner of the intersection of Cornelius Pass and West Union Roads as it has been brought into the UGB.
- Correct the alignment of Jacobson Road from Helvetia Road to Cornelius Pass Road.

(City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 12: Agree. Amend as requested.

Comment 13: Amend Figure 1.12: Regional Motor Vehicle System Map to change the classification of NE 25th Avenue from Cornell Road to Evergreen Road from a "Collector of Regional Significance" to a "Minor Arterial." (City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 13: Agree. Amend as requested.

Comment 14: Amend Figure 1.12: Regional Motor Vehicle System Map to add NE 28th Avenue from E. Main Street to Cornell Road as a "Minor Arterial." This street connects a designated main street with the Fair Complex LRT Station. (City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 14: Agree. Amend as requested.

Comment 15: Amend Figure 1.12: Regional Motor Vehicle System Map to add SE Minter Bridge Road, SE Cypress Street and SE 32nd Avenue from the urban growth boundary to E. Main Street as "Minor Arterials." (City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 15: Agree. Amend as requested.

Comment 16: Amend Figure 1.12: Regional Motor Vehicle System Map to add 229th Avenue from Jacobson Road to West Union as a dashed "Collector of Regional Significance." (City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 16: Agree. Amend as requested.

Comment 17: Amend Figure 1.12: Regional Motor Vehicle System Map to change the designation for SE Witch Hazel Road from a "Minor Arterial" to a "Collector of Regional Significance." (City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 17: Agree. Amend as requested.

Comment 18: Remove Tualatin Valley Highway recommendations from the RTP, including the proposal to downgrade Tualatin Valley highway to "Major Arterial" status within the Beaverton regional center. (Steve Larrance, 12/7/99 and 12/8/99)

Staff Recommendation on Comment 18: This comment has been previously addressed. Refer to *Exhibit "B" to Resolution No. 99-2878, Part 1, Council Discussion Items*, Comment 12, and *Part 2, Council Consent Item*, Comment 88.

Comment 19: Revise Tualatin Valley Highway Corridor Study discussion on page 6-31 to read,

"A number of improvements are need in this corridor to address existing deficiencies and serve increased travel demand. The primary function of this route is to provide access to and between the Beaverton and Hillsboro regional centers: and move significant volumes of east-west traffic through a corridor bounded by Baseline Road to the north and Farmington Road to the south. As such, the corridor is defined as extending from Farmington Road, in Beaverton, to Baseline Road, in Hillsboro. The following design considerations should be addressed as part of a corridor study:

- consider aggressively managing access as part of a congestion management strategy
- ~~implement~~ consider TSM and other interim intersection improvements at various locations between Cedar Hills Boulevard and Brookwood Avenue
- ~~implement long-term~~ consider a limited access, divided facility from Murray Boulevard to Brookwood Avenue, with three lanes in each direction, ~~and grade separation~~ Also consider alternatives to grade separation at major intersections.
- ~~Implement~~ consider complementary capacity improvements on parallel routes, including Farmington, Alexander, Baseline and Walker roads."

(City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 19: This comment has been previously addressed. Refer to *Exhibit "B" to Resolution No. 99-2878, Part 1, Council Discussion Items*, Comment 12, and *Exhibit "B" to Resolution No. 99-2878, Part 2, Council Consent Item*, Comment 88.

Comment 20: Amend Figure 1.4: Regional Street Design System Map to add NE 28th Avenue from E. Main Street to Cornell Road as a "Community Street." (City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 20: Agree. Amend as requested.

Comment 21: Amend Figure 1.4: Regional Street Design System Map to revise designation for Cornell Road from Baseline Road to NE 25th Avenue from a "Highway" to a "Regional Street". (City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 21: Agree. Amend as requested.

Comment 22: Amend Figure 1.4: Regional Street Design System Map to revise designation of Baseline Road from SW 197th Avenue to 185th Avenue from a "Community Boulevard" to a "Community Street" due to the low density of this area. (City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 22: Agree. Amend as requested.

Comment 23: Amend Figure 1.4: Regional Street Design System Map to revise designations of John Olson Avenue and Stucki Avenue between Amberwood/Walker Road and Evergreen Parkway from "Urban Roads" to "Community Streets." (City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 23: Agree. Amend as requested.

Comment 24: Amend Figure 1.4: Regional Street Design System Map to revise designation of 206th Avenue between Quatama Street and Baseline Road from an "Urban Road" to a "Community Street." (City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 24: Agree. Amend as requested.

Comment 25: Amend Figure 1.4: Regional Street Design System Map to add segment of 229th Avenue from Jacobson Road to West Union Road as a dashed "Urban Road." (City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 25: Agree. Amend as requested.

Comment 26: Amend Figure 1.4: Regional Street Design System Map to add SE Minter Bridge Road, SE Cypress Street and SE 32nd Avenue as "Community Street" from UGB to E. Main Street. (City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 26: Agree. Amend as requested.

Comment 27: Add regional bus routes to the following streets on Figure 1.16, Regional Public Transportation System Map, to increase the amount of regional transit service in Washington County:

- Brookwood Avenue/Brookwood Parkway/Shute Road from Tualatin Valley Highway to West Union Road.
- Century Boulevard/231st Avenue/229th Avenue from Davis Road to West Union.

- Cornelius Pass Road from SE 209th Avenue intersection (showed as dashed line through the South Hillsboro Urban Reserve) to West Union Road.
- Cypress Street/32nd Avenue/28th Avenue/25th Avenue from Tualatin Valley Highway to Evergreen Road.
- Evergreen Road/Evergreen Parkway from Jackson School Road to Cornell Road
- Farmington Road from 209th Avenue to 185th Avenue.
- Jacobson Road from Helvetia Road to Cornelius Pass Road, then heading east on West Union Road.
- Kinnaman Road from 209th Avenue to 185th Avenue.
- River Road/Davis Road from Minter Bridge Road to 209th Avenue.
- NE 5th Avenue/Jackson School Road from Baseline Street to Evergreen Road.
- 205th Avenue/206th Avenue/John Olson Avenue from Baseline Road to Evergreen Parkway.
- 209th Avenue from Cornelius Pass Road (where it intersects 209th Avenue from the South Hillsboro Urban Reserve) to Farmington Road.

(City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 27: No change is recommended. In Figure 1.16, regional bus service is tied to “Corridor” or “Main Street” designations on the adopted 2040 Growth Concept map. The proposed regional bus routes are not designated as “Corridors” or “Main Streets” on the 2040 Growth Concept map. In addition, the Regional Public Transportation System map is not intended to preclude operating local transit service on these streets. Staff will consider adding these routes to the Regional Public Transportation System map as part of the Ordinance version of the RTP based on Hillsboro comprehensive plan changes to current local land use designations in support of regional bus service.

Comment 28: Amend Figure 1.19, Regional Pedestrian System Map, to distinguish between purely mixed-use corridors (with residential) and transit corridors which serve primarily commercial/industrial development (like Tualatin Valley Highway). (City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 28: No change is recommended. The Transit/Mixed-Use Corridor designation is based on the “Corridor” designation on the 2040 Growth Concept map and is intended to reflect priority areas for pedestrian improvements to support regional bus service designated on the Regional Public Transportation System Map.

Comment 29: Amend Figure 1.19, Regional Pedestrian System Map, to reflect the alignment of the Rock Creek multi-use trail as shown in adopted Hillsboro TSP and reflect the already completed sections of this multi-use trail as solid lines. (City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 29: Agree. Amend as requested.

Comment 30: Amend Figure 1.19, Regional Pedestrian System Map, to reflect the delineation of pedestrian districts in Figure 5-2 in adopted Hillsboro TSP. (City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 30: Agree. Amend as requested.

Comment 31: Amend Figure 1.19, Regional Pedestrian System Map, to designate Hillsboro regional center and Tanasbourne and Orenco town centers as pedestrian districts. Main Street in the general vicinity of NE 28th Avenue and E. Main Street should also be shown. (City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 31: Agree. Amend as requested.

Comment 32: Page 5-69, revise alignment of Project #3153 (David Hill Road Connection) to reflect alignment proposed in City of Forest Grove TSP. (Mayor Kidd, Forest Grove, 12/7/99)

Staff Recommendation on Comment 32: Agree. Amend as requested.

Comment 33: Add an interim project to the strategic system on Garden Home Road to build bicycle lanes and sidewalks from Oleson Road to Allen Boulevard. (CPO#3, 12/8/99)

Staff Recommendation on Comment 33: Agree. Amend as requested.

Comment 34: Pages 3-60, 3-61, 3-68, amend the commuter rail language to reflect the following conclusion, "Overall, commuter rail is expected to be an important part of the modal mix of improvements for this part of the region because it offers separate right-of-way for transit service in a corridor that is expected to experience congestion during the morning and evening two-hour peak period." (Metro staff, 12/7/99)

Staff Recommendation on Comment 34: Agree. Amend as requested.

Comment 35: Recommend that Tri-Met bring their service plans through Metro as part of the regional TDM program. (City of Hillsboro, 12/3/99 and 12/7/99)

Staff Recommendation on Comment 35: This request will be forwarded to Tri-Met for consideration.

Comment 36: Revise cost of Project #1029 (Water Avenue Extension) to be \$250,000. (City of Portland, 12/3/99)

Staff Recommendation on Comment 36: Agree. Amend as requested.

Comment 37: Add new project #1047 (SE 7-8th Avenue Connection) to RTP Strategic System in 2006-2010 timeframe to reflect recommendations from Central Eastside Transportation Study. (City of Portland, 12/3/99)

Staff Recommendation on Comment 37: Agree. Amend as requested.

Comment 38: Revise Tables 2.7, 3.6, 5.2 and 5.9 and the corresponding discussion of these tables be updated to reflect the following data:

Congested Miles Versus Total Miles in Network
P.M. Peak Two Hour Congested is V/C
Greater than 0.9

INTRA-UGB

| | 1994 | No Build | Existing Resources | Strategic System | Preferred System |
|---|-------|----------|--------------------|------------------|------------------|
| Congested Freeway Miles (as percentage of Total Freeway Miles with v/c >0.9) | 14.9% | 36.7% | 35.8% | 26.6% | 28.6% |
| Congested Arterial Miles (as percentage of Total Arterial Miles with v/c >0.9) | 6.0% | 24.6% | 23.5% | 16.3% | 15.3% |
| Congested Total Miles (as percentage of Total Miles with v/c >0.9) | 6.6% | 25.4% | 24.4% | 17.0% | 16.3% |

(Metro staff, 12/13/99)

Staff Recommendation on Comment 38: Agree. Amend as requested.

Comment 39: Advocating for a new community-based transit planning process, using computer-model data feedback, to develop a transit network which provides more coverage of the region and allows for more timed transfers at community, town and regional centers. Need better use of information technology to provide real-time information for transit users waiting for transit service to arrive. (John Miller, 12/6/99)

Staff Recommendation on Comment 39: The transit component of the strategic transportation network provides several pieces of the community-based transit network being proposed while also investing in proven radial transit routes. It includes new coverage to areas of the region currently without fixed-route transit service (31 percent of proposed new service). It also includes more investment in existing service that is not radial oriented into the central city but oriented to transit centers in regional and town centers, allowing for timed-transfers and serving community -oriented land uses, such as main streets, along those transit routes.

It also proposes substantial investment in improving and creating new transit centers throughout the region. Part of these proposed improvements include real-time information technology at transit centers and along the regional transit routes to relieve the uncertainty of waiting customers.

Tri-Met is now doing more detailed service planning to define changes to implement during the next ten years within the Regional Transportation Plan 20-year plan period.

Comment 40: Abandon projects that increase capacity between regional centers - they increase costs beyond available revenues and encourage more driving. (Sierra Club, 12/6/99)

Staff Recommendation on Comment 40: For regional centers to be successful as a way to manage growth in the region, it is important to provide multi-modal access to and from the regional centers and their service areas.

Comment 41: Focus funds on making getting around within regional and town centers easier. (Sierra Club, 12/6/99)

Staff Recommendation on Comment 41: The RTP includes a new focus on identifying multi-modal projects within regional and town centers that make getting around in those centers more attractive for pedestrians, bicyclist and transit users. The RTP does not prioritize funding among projects identified within the strategic system.

Comment 42: Define zoning and other land use plans and pricing measures to bring businesses to existing residential centers, and residences to business centers, and tie this to funding. (Sierra Club, 12/6/99)

Staff Recommendation on Comment 42: The RTP does not define zoning; this is the responsibility of the region's cities and counties. It does provide policy guidance on how to serve defined land uses with transportation facilities of regional significance. These policies do encourage mixing land uses to achieve transportation goals and prioritizing transportation investments in those areas that provide mixed land uses.

Comment 43: The Strategic System is too large. (Sierra Club, 12/6/99)

Staff Recommendation on Comment 43: This comment has been previously addressed. Refer to *Exhibit "B" to Resolution No. 99-2878, Part 1 Council Discussion Items, Comment 3.*

Comment 44: The Strategic System has much less transit than the Preferred System, while road projects are not cut proportionately. This should be reversed, with transit solutions given priority before new road capacity is added. (Sierra Club, 12/6/99)

Staff Recommendation on Comment 44: The purpose of the RTP is to define a transportation system that is adequate to meet local, state and federal goals and regulations regarding transportation facilities. That is the purpose of the strategic system and any proportionality to the Preferred system (a list of desirable projects to fully meet goals) is irrelevant. Furthermore, the strategic system represents a 194 percent increase in average weekday transit revenue hours and a 16 percent increase in roadway lane miles from 1994.

Regional funding priorities are defined during the biannual Metropolitan Transportation Improvement Plan (MTIP) process. The MTIP is a public process that develops technical and administrative criteria for ranking the merits of each project being considered for funding. To be eligible for funding, the project must be included in the RTP strategic system and comply with federal clean air regulations.

Comment 45: The plan fails to identify specific solutions for transportation corridors in some existing communities and does not identify priorities for developing those solutions. The

consequence will be funding for defined but lower priority projects at the urban edge. (Sierra Club, 12/6/99)

Staff Recommendation on Comment 45: The RTP does not propose specific solutions where further study is needed to develop agreement on what projects and strategies are needed to address transportation issues. This implies no order of priority of other, more defined projects, relative to a corridor study and its subsequent projects.

Comment 46: The proposed RTP will substantially increase the risk that we will fall into air quality non-attainment. (Sierra Club, 12/6/99)

Staff Recommendation on Comment 46: As stated in section 3.5.1, demonstration of conformity of budgeted levels for the Portland metropolitan area air shed for the transportation sector will be completed after the RTP is adopted by resolution in December 1999. Amendments to the RTP may be triggered if the demonstration cannot be made.

Comment 47: The plan should make maintenance and preservation of the existing system its first priority. (Sierra Club, 12/6/99)

Staff Recommendation on Comment 47: Maintenance and preservation of the existing road system is provided by ODOT and the cities and counties of the region and largely funded through state-collected auto and truck fees. While the RTP is a plan for an adequate capital system, the financial analysis provided in chapter 4 and section 5.4 recognize the need of ODOT, cities and counties to maintain their road systems and that maintenance competes for funding with modernization projects. The RTP demonstrates what is necessary to fund both operation and maintenance of the existing system and then new capital projects identified in the plan.

Prioritization of spending of city and county transportation funds is made through processes at each of those jurisdictions. Prioritization of regional funding is made through the MTIP process as described above.

Comment 48: Numerous small improvements should be implemented before single large, expensive solutions are adopted. In many cases better results can be obtained from better connectivity of local streets than from large increases in capacity. (Sierra Club, 12/6/99)

Staff Recommendation on Comment 48: Providing local street connectivity to preserve operating capacity on the regional street network is an identified policy in the RTP with subsequent regulations for underdeveloped residential and mixed-use areas. See sections 1.3.2 and 6.4.5 for a detailed description of RTP policies and regulations on local street connectivity.

Comment 49: The plan fails to adequately address environmental concerns of adding road capacity. These include the impact on endangered salmon from bridges over salmon streams, run-off from roads and parking. (Sierra Club, 12/6/99)

Staff Recommendation on Comment 49: The RTP only plans for the transportation network in public right-of-way, not off-street parking facilities. However,

Attachment '1' - Version 1.0

Part 2: Summary of Additional RTP Comments and Staff Recommendations

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additional work is needed to address environmental impacts of road and bridge improvements identified in the RTP. Metro recently received a planning grant for the *Green Streets* project. This project will look at the conflicts between good transportation design, expected growth and the need to protect streams and wildlife corridors from urban impacts. The project will propose new regional connectivity standards tailored to urban reserves, inventory culverts in the region and create a handbook that recommends best practices and street design solutions that protect the environment.

Comment 50: Would like to see more emphasis given to Town Centers to deal with development pressures. Specifically, add language to section 3.4.3 addressing transportation needs and deficiencies in the Fairview/Wood Village, Troutdale and Rockwood town centers. (East Multnomah County Transportation Committee, 12/7/99)

Staff Recommendation on Comment 50: Add language describing the improvements of the preferred system, and develop findings and conclusions for a new subsection titled "**Other Centers**" in section 3.4.3 to address issues in the Fairview/Wood Village, Troutdale and Rockwood town centers.

Comment 51: North/South traffic movement (in East Multnomah County) needs to be addressed in the near term in both the RTP and MTIP process. This includes a number of substandard railroad over-crossings and the I-84 to US 26 connector. (East Multnomah County Transportation Committee, 12/7/99)

Staff Recommendation on Comment 51: There are several railroad crossing improvements included in the strategic system for East Multnomah County, including crossings at 162nd, 202nd, and 223rd Avenues. There are also several improvements included in the strategic system to phase in an improved connection between I-84 and US 26 along Hogan Road and 242nd Avenue. These improvements and others included in the strategic system are adequate to address south/north transportation needs in east Multnomah County.

Comment 52: Would like JPACT to address funding strategies for the strategic system in conjunction with MPAC funding sub-committee. (East Multnomah County Transportation Committee 12/7/99, Multnomah County 12/8/99)

Staff Recommendation on Comment 52: This issue has been previously addressed. Refer to *Exhibit "B" to Resolution No. 99-2878, Part 1, Council Discussion Items, Comments 3 and 4.*

Comment 53: The strategic system project list should be revisited to provide a system that is closer to our economic reality. (Multnomah County, 12/8/99)

Staff Recommendation on Comment 53: This comment has been previously addressed. Refer to *Exhibit "B" to Resolution No. 99-2878, Part 1 Council Discussion Items, Comments 3 and 4.*

Comment 54: While the Traffic Relief Options study suggested to JPACT that congestion pricing only be used to pay for new infrastructure, the RTP should not rule out using this tool to

fund other projects. It should be considered for all new projects, including any new capacity built on Interstate 5. (Multnomah County, 12/8/99)

Staff Recommendation on Comment 54: The TRO study recommends that tolling or peak-period pricing be analyzed as an option in locations where the RTP calls for new highway capacity in congested corridors. There are a large number of spot improvements and arterial projects that do not lend themselves to pricing. However, improvements to I-5 are recommended for peak period pricing consideration.

Comment 55: Chapter 1: Regional Transportation Policy; Figure 1.18: Regional Bicycle System Map. Please make the following corrections or additions to the map: Bike lanes on NE 25th Avenue only go up to the entrance of Jones Farm, show the rest as proposed to Evergreen Road. (City of Hillsboro, 12/1/1999)

Staff Recommendation on Comment 55: The Regional Bicycle System Map is a functional map. The map does not include design treatments such as bike lanes. A map showing existing and planned bicycle improvements will be incorporated into Chapter 3, and will address the above comment.

Comment 56: Chapter 1: Regional Transportation Policy; Figure 1.18: Regional Bicycle System Map. Please make the following corrections or additions to the map:

- Add NE 28th Avenue from E. Main Street to Cornell Road as a "Community Connector" as it connects a main street with a station area. This is a planned project.
- Add Century Boulevard/234th Avenue/231st Avenue as a proposed "Community Connector" from Tualatin Highway to Baseline Road.
- Add Butler Road from Brookwood Parkway to Shute Road as a proposed "Community Connector" and from Shute Road to Cornelius Pass Road as a "Community Connector."
- Add 205th Avenue/206th Avenue from Baseline Road to Cornell Road as "Regional Access" as it connects a Station Community with Tanasbourne Town Center.
- Add Amberglen Parkway from Walker Road to 206th Avenue/LRT as a proposed "Community Connector".
- The alignment of the Rock Creek multi-use trail is shown incorrectly especially to the north and near Tualatin Valley Highway. Please refer to your copy of our adopted TSP for the correct alignment. Also reflect the already completed sections as solid lines. The delineation of pedestrian districts needs to match our designated pedestrian districts per our "Pedestrian Master and Pedestrian Action Plans" contained within our adopted TSP. Please refer to your copy of our adopted TSP for the correct pedestrian districts delineation. (City of Hillsboro, December 2, 1999)

Staff Recommendation on Comment 56: Agree. In the fourth bullet, the regional bikeway function would be "Community Connector" rather than "Regional Access."

Comment 57: Defer projects 5086, 5211 and 5212 so more critical projects can go forward. Projects 5211 and 5212 may not be necessary. (Mayor Grant, Happy Valley, 12/2/99)

Staff Recommendation on Comment 57: Project 5086 (82nd Ave. Multi-Modal Improvements) is in the Clackamas Regional Center Plan and has been adopted by Clackamas County. Project 5211 (Scott Creek Lane Pedestrian Improvements) was submitted by Happy Valley during the Priorities 2000 Process, and is an MTIP approved project. Project 5212 already includes bike lanes and sidewalks on Mountain View Road/137th Avenue from 129th Avenue to King Road, and can be deleted from the RTP project list.

Comment 58: Bicycle projects 7009, 7010 and 7011 should be deleted; they are not justified due to small benefit and steep grades. (Mayor Grant, Happy Valley, 12/2/99)

Staff Recommendation on Comment 58: Bicycle projects 7009, 7010 and 7011 are in Clackamas County's adopted Bicycle Master Plan. Project 7011 (Monner Road) helps provide east/west bicycle system connectivity.

Comment 59: Add 134th/Deardorff/132nd from SE Foster to King Road to the Regional Bicycle System. (Mayor Grant, Happy Valley, 12/2/99)

Staff Recommendation on Comment 59: Agree. Amend as requested.

Comment 60: Add William Otty Road Extension (from I-205 frontage road to Valley View Terrace) and SE Otty Road (from Valley View Terrace to SE 129th Street) to the Regional Bicycle System. (Mayor Grant, Happy Valley, 12/2/99)

Staff Recommendation on Comment 60: Agree. Amend as requested.

Comment 61: Revise the timing and phasing of the following projects to be earlier in the strategic system time frames:

- 5066 (widening of Sunnyside Road; 122nd to 172nd Avenues)
- 7008 (147th realignment)
- 5071 (Otty Road extension; I-205 to Valley View Terrace)
- 5208 (Idleman Road to Johnson Creek Blvd.)

(Mayor Grant, Happy Valley, 12/2/99)

Staff Recommendation on Comment 61: Do not change timing and phasing of projects 5066 and 5208 on the RTP project list. Timing and phasing of project 5066 and 5208 reflects current funding priorities and realities in Clackamas County and the region. Projects 5071 and 7008 are tied to development in Happy Valley and Clackamas County. As development occurs and local funding becomes available, projects 5071 and 7008 could be completed at an earlier date.

Comment 62: Add the new 147th Avenue alignment (project 7008) to the Regional Bicycle System. (Mayor Grant, Happy Valley, 12/2/99)

Staff Recommendation on Comment 62: Agree. Amend as requested.

Comment 63: In light of severely constrained finances, Metro should be focusing its efforts on increasing mobility for the region's residents at the lowest possible cost. This means shifting investment priorities toward projects that improve multi-modal levels of service. The Bicycle Transportation Alliance urges JPACT to revise the Project List to prioritize projects that increase local connectivity and improve access for cyclists and pedestrians. While the Preferred system does contain projects that substantially improve bicycle access and increase local connectivity, the revenues needed to actually build the system are far beyond the region's reach. (Bicycle Transportation Alliance, 11/23/99)

Staff Recommendation on Comment 63: This comment has been previously addressed. Refer to *Exhibit "B" to Resolution No. 99-2878, Part 1, Council Discussion Items, Comments 3 and 4.*

Comment 64: The Caruthers Bike/Pedestrian Bridge (RTP #1077) is tied to South-North Light Rail funding. (Bicycle Transportation Alliance, 11/23/99)

Staff Recommendation on Comment 64: Agree. Revise language to indicate that Project 1077 is tied to the South-North light rail project and should not be listed in the RTP as a "stand-alone" bicycle/pedestrian bridge project.

Comment 65: The Morrison Bridge bicycle access project (RTP #1062) should be moved up in time to 2000-2005, as it was the highest-ranked bicycle project in the 1999 MTIP process. (Bicycle Transportation Alliance, 11/23/99)

Staff Recommendation on Comment 65: Agree. Amend as requested.

Comment 66: Existing Resource Concept (page 5-2, RTP project list). This system absolutely fails to meet Metro's stated commitment to increasing multi-modal transportation options in the metropolitan region. Its failure is particularly acute in relation to bicycles. Out of fewer than 20 bicycle projects identified in the list, approximately half are City of Portland projects and several of the identified projects have already been funded. This list reflects virtually no regional commitment to increasing bicycle access in coming years, despite Metro's stated policies to the contrary. At a minimum, the following projects should be prioritized to receive funding:

#1009 Springwater Trail Access Improvements – critical north/south connection for bicycles along the east side of the Willamette River

#1062 WRBAP/Morrison Bridge Bicycle Pathway – top-ranked bicycle project in the 1999 MTIP process

1065 N. Interstate Bikeway – Essential bicycle connectivity in relation to the Interstate MAX line

#1069 East Burnside Bikeway

#1143 N/NE Lombard Bikeway – critical connection to Interstate MAX line

- #1144 N. Portland Rd. Bikeway – critical connection to Interstate MAX line
- #1169 SW Vermont Bikeway – provide access and connection where there currently is none
- #1175 SW Capitol Highway Pedestrian and Bicycle Improvements – key access
- #1177 SW Sunset Pedestrian and Bicycle Improvements – key access
- #1213 NE/SE 122nd Avenue Bikeway - critical connection to Interstate MAX line
- #1258 N/NE Skidmore Bikeway – critical connection to Interstate MAX line
- #2053 Gresham/Fairview Trail – key cross-town bicycle connection between two well-used routes in a place where bicycle access is extremely difficult
- #2054 Springwater Trail connections – leverage this outstanding bicycle corridor
- #3012 Rock Creek Greenway Multi-use Path – critical access in an area with poor bicycle/pedestrian access
- #3013 Bronson Creek Greenway Multi-Use Path – critical access in an area with poor bicycle/pedestrian access
- #3014 Powerline Beaverton Trail Corridor Trail – critical access in an area with poor bicycle/pedestrian access
- #3015 Beaverton Creek Greenway Corridor Study – critical access in an area with poor bicycle/pedestrian access
- #3045 Farmington Road Bikeway – critical access in an area with poor bicycle access
- #3046 Hall Boulevard Bikeway – critical access in an area with poor bicycle access
- #3047 Watson Avenue Bikeway – critical access in an area with poor bicycle access
- #3055 Beaverton-Hillsdale Highway Pedestrian and Bicycle Improvements - critical access in an area with poor bicycle access
- # 3071 Fanno Creek Greenway Multi-Use Path – this is a high-priority project that will create superb regional access in an area that is less and less pedestrian- and bicycle-accessible
- #3073 Hall Boulevard Bikeway - critical access in an area with poor bicycle access
- #3078 Canyon Road Bicycle and Pedestrian Improvements – provide much-needed bicycle and pedestrian access
- #3098 Walker Road Bike/Ped Improvements

#4074 Rivergate Bicycle and Pedestrian Trail – key bicycle connection to improve transportation benefits of the 40-Mile Loop trail

#5026 Portland Traction Co. Multi-Use Trail – important trail connection in an area of difficult bicycle and pedestrian access

#5089 Sunnyside Road Bikeway

#5091 Causey Avenue Bikeway

#5165 Willamette Greenway Path – key bicycle access

#6051 Hall Boulevard Bikeway and Pedestrian Improvements

#6077 Tualatin-Sherwood Road Bikeway

#6081 Nyberg Road Pedestrian and Bike Improvements

#8000 Bicycle Travel Demand Forecasting Model – essential planning tool to prioritize bicycle investments (Bicycle Transportation Alliance, 11/23/99)

Staff Recommendation on Comment 66: No change is recommended. The Existing Resource System represents just one example of how limited revenues might be spent in this region for the purposes of analyzing the impact of no new revenue on the operation of the regional transportation system and implementation of the 2040 Growth Concept. This system is not a policy statement of where transportation improvements should be directed if no new revenues are identified during the 20-year plan period.

A number of the projects listed above are included as high priority projects (2000-2005) in the Strategic System. Metro staff will develop a Financially Constrained System prior to adoption of the RTP by Ordinance in June 1999. Therefore, the projects listed above will receive consideration as the Financially Constrained project list is developed.

Comment 67: Strategic System. As with the preferred system, it appears that the Strategic System far outstrips available resources. Metro's Strategic System should reflect investment priorities that allow residents to choose walking or bicycling as an accessible, convenient and universally-available alternative to using an automobile to meet daily transportation needs. (Bicycle Transportation Alliance, 11/23/99)

Staff Recommendation on Comment 67: This comment has been previously addressed. Refer to *Exhibit "B" Part 1, Council Discussion Items, Comments 3 and 4.*

Comment 68: A disproportionate number of the bicycle projects included on the Strategic System list are located in Portland. Bicycle projects dropped from the Preferred list tend to be stand-alone bicycle, pedestrian and trail projects (not connected to road widening) located in suburban jurisdictions. This will severely limit those jurisdictions' ability to give residents the option of bicycling or walking as an alternative means of getting around in their community. At a

minimum, the Strategic System should include the following projects in addition to those outlined in the current plan:

- #1143 N/NE Lombard Bikeway – critical connection to Interstate MAX
- #1259 N/NE Skidmore Bikeway – critical connection to Interstate MAX
- #3078 Canyon Road Bicycle and Pedestrian Improvements
- #3079 Allen Boulevard Bike/Ped Projects
- #6135 Boones Ferry Road Bike Lanes

(Bicycle Transportation Alliance, 11/23/99)

Staff Recommendation on Comment 68: Agree. Amend as requested.

Comment 69: Policy 13.0 Regional Motor Vehicle System. Revise language of objective (d) to prioritize local streets that increase connectivity over arterial improvements that add motor vehicle capacity. (Bicycle Transportation Alliance, 11/23/99)

Staff Recommendation on Comment 69: No change is recommended.

Comment 70: Policy 16.0 Regional Bicycle System. Include objectives for system completion (i.e. 80% by 2005, 90% by 2010; 95% by 2015; 100% by 2020), recognizing that a partially completed system provides severely limited mobility.

Staff Recommendation on Comment 70: Agree with proposed approach. This comment has been previously addressed. Refer to *Exhibit "B" to Resolution No. 99-2878, Part 2, Council Consent Items*, Comments 70, 71 and 72. This issue is addressed in revisions to Chapter 6, Section 6.5.3. Additional objectives to Policy 16.0 are not necessary. In addition, it is premature to set benchmarks for each mode because Metro does not have a complete inventory of the existing infrastructure. Metro intends to complete this inventory as part of post-resolution activities.

Comment 71: Policy 16.0 Regional Bicycle System. Include objective: ensure that development of other mode systems (i.e. transit, motor vehicle) does not eliminate existing bicycle access or system components. (Bicycle Transportation Alliance, 11/23/99)

Staff Recommendation on Comment 71: Additional objective is not necessary, as Policy 16.0 and Objectives (a) and (b) sufficiently respond to the comment.

Comment 72: Policy 20.1 Transportation Finance: Recommendation: Add objective: (e) Place lowest priority on projects that expand auto-oriented road capacity at the edges of the region. (Bicycle Transportation Alliance, 11/23/99)

Staff Recommendation on Comment 72: Do not add the above objective to Policy 20.1. Existing policy and objectives sufficiently respond to the comment.

Comment 73: Do not locate a regional bicycle and pedestrian path in the Fanno Creek Greenway that is planned for Fanno Creek, adjacent to the single family homes in the Montclair

neighborhood. Do connect your regional paths to other existing, or planned for on-street paths in the area. (Pat McGuinn, 11/22/99)

Staff Recommendation on Comment 73: Implementation of this project has been controversial for a number of years. Metro Park and Greenspaces, City of Beaverton, Tualatin Parks and Recreation District, neighborhood residents and businesses are currently working toward a solution that is acceptable to all affected parties. Designation of the Fanno Creek Multi-use Path on the Regional Bicycle System map and Regional Pedestrian System map should not be changed at this time.

Comment 74: Opposes any designation changes that would affect McLoughlin Boulevard in the area from Division Street to Powell Boulevard. Changing the designation to allow higher speeds would result in dire effects to the Brooklyn Neighborhood. (Brooklyn Action Corps, 12/3/99)

Staff Recommendation on Comment 74: McLoughlin Boulevard is important to a number of transportation modes in the region. RTP system map designations in Chapter 1 reflect current function and speed of McLoughlin Boulevard. McLoughlin Boulevard from Division Street to Powell Boulevard is designated on RTP system functional maps in Chapter 1 as follows:

- Regional Street Design System map: highway
- Regional Motor Vehicle System map: principal arterial (highway)
- Regional Public Transportation System map: potential light rail or rapid bus
- Regional Freight System map: main roadway route
- Regional Bicycle System map: regional corridor bikeway
- Regional Pedestrian System map: no designation

The designation of McLoughlin Boulevard south of Powell Boulevard emphasizes a more limited-access facility.

Comment 75: A project underway, the McLoughlin Boulevard viaduct north of the Ross Island Bridge, does not allow for two-way pedestrian and bicycle access. (Brooklyn Action Corps, 12/3/99)

Staff Recommendation on Comment 75: This comment has been previously addressed. Refer to *Exhibit "B" to Resolution No. 99-2878, Part 2, Council Consent Items*, Comment 89.

Comment 76: Consider revising Policy 19.0 Regional Transportation Demand Management to take a broader view of TMAs. Amend the following objective to read:
d. Objective: Promote, establish and support ~~Promote the establishment of~~ transportation management associations (TMAs) in the central city, regional centers, industrial areas and intermodal facilities, town centers and employment centers. (Western Transportation Alliance, 12/6/99)

Staff Recommendation on Comment 76: Agree, amend policy language as requested. Note that the objective is to promote, establish and support TMAs in concept and does not define funding responsibility. TMAs compete for regional funding with other programs and projects through the MTIP process.

Comment 77: Amend the following objective under Policy 19.2 on page 1-56 to read, "b. Objective: ...Do not price existing roadways at this time, but peak period pricing on existing roadways should be considered as public support grows and demand necessitates." (Oregon Environmental Council, 12/10/99)

Staff Recommendation on Comment 77: No change is recommended. Objective b., as currently written, reflects the Traffic Relief Options Study recommendations. However, Metro is required to update the RTP every 3 to 5 years. All policies will be re-evaluated as part of each update process and revised as appropriate to reflect changing conditions.

Comment 78: Amend the following objective under Policy 19.2 on page 1-56 to read, "a. Objective: Apply peak period pricing appropriately to manage congestion and, secondarily, to generate revenues to help with needed transportation improvements." (Oregon Environmental Council, 12/10/99)

Staff Recommendation on Comment 78: Amend objective a. as follows, ""a. Objective: Apply peak period pricing appropriately to manage congestion. In addition, peak period pricing may and generate revenues to help with needed transportation improvements." to reflect the TRO TAC recommendations.

Comment 79: Amend description of project #5195 to read, "Retrofit the street with a boulevard design from West A Street to the existing Oregon City bridge..." to eliminate confusion as to the location of the project. (City of West Linn, 12/10/99)

Staff Recommendation on Comment 79: Agree. Amend as requested.

Comment 80: Amend description of project #5194 to read, "Improve the intersections with Pimlico Drive to be safer for all modes of travel ~~to address safety and capacity issues.~~" Intersection improvements at Failing and Jolie Pointe have been completed. (City of West Linn, 12/10/99)

Staff Recommendation on Comment 80: Agree. Amend as requested.

Comment 81: Amend description of project #5204 to add a sentence at the end, "This project will include construction of a traffic signal." (City of West Linn, 12/10/99)

Staff Recommendation on Comment 81: Agree. Amend as requested.

Comment 82: Concerned that transit service is not proposed for the Highway 213 corridor. (City of Oregon City, 12/2/99)

Staff Recommendation on Comment 82: No change is recommended. Not designating Highway 213 for transit service does not preclude Tri-Met from providing local

transit service on this facility. At this time, however, there are no land uses to serve along Highway 213, between I-205 and Beavercreek Road. The hilltop area near Beavercreek Road, including Clackamas Community College, is served by a regional bus route and community bus service that connects this area to the Oregon City transit center. When rail transit or rapid bus service is extended to Oregon City, a study of how to reorient the bus feeder network may consider service on Highway 213 to connect the hilltop area directly to a transit station north of Oregon City.

Further study of the suitability of the Beavercreek urban reserves are also recommended in section 3.4.5 of the draft RTP. Transit service on Highway 213 could be studied as a part of that analysis and amendments made to the RTP, if appropriate.

Comment 83: The map for regional bus service is not consistent with the West Linn Transportation System Plan; future community bus route on Rosemont Road should run from the Rosemont/Salamo Road intersection, along Salamo Road to I-205 and the Willamette Main Street area. (City of West Linn, 12/10/99)

Staff Recommendation on Comment 83: The community bus routes on the Regional Transit Service Strategy map in Chapter 5 are not intended to serve as adopted regional strategy. Rather, they are illustrative of the community bus routes that were modeled for transportation system performance analysis. These routes will be reviewed and adjusted annually as a part of Tri-Met's service planning process. As the Rosemont Road community bus route is implemented, Tri-Met will work with West Linn staff and the transportation system plan to define the specific bus routing.

In addition, amend the Regional Transit Service Strategy list to add the following footnote:
"Community Bus routes (shown in dark yellow) represent general coverage, not specific commitments to routing."

Comment 84: Section 4.4 should include a wider range of potential revenue sources, including mileage-based fees on automobiles and light trucks and a fee on pollution emitted. (Oregon Environmental Council, 12/10/99)

Staff Recommendation on Comment 84: Section 4.4 is not intended to be a comprehensive list of potential new revenue sources but a summary of potential new revenue from existing or recently studied revenue sources. To clarify that there are other potential sources of transportation funding, amend the plan at the end of section 4.4.3 to include the following text,

"Sources of revenue new to this region could also be considered to fund transportation needs. These include but are not limited to a parking tax, vehicle emission fees or vehicle miles traveled tax."

Comment 85: Remove project #3033 (125th Avenue Extension) from the RTP or move the project to be in a time frame after project #6021 which widens Scholls Ferry Road to seven lanes from Highway 217 to 125th Avenue. (Jim Persey, 12/13/99)

Staff Recommendation on Comment 85: No change is recommended. This project supports regional policies to increase local street connectivity throughout the region to

improve bicycle and pedestrian access and to provide parallel routes of travel to accommodate local trips. In addition, this project has been on the city's transportation plan for many years. An extensive traffic analysis conducted by the City of Beaverton showed many benefits of the proposed extension. The proposed extension would significantly reduce traffic volumes on Sorrento Road, modestly reduce traffic volumes on Hart Road and Greenway Road and improve local accessibility in the immediate neighborhoods. The proposed extension also mitigates the need for capacity improvements at the intersection of Hall Boulevard and Greenway Road and provides a direct connection from Scholls Ferry Road to Hall Boulevard that links to school sites. This comment will be forwarded to the City of Beaverton for consideration.

Comment 86: LOS thresholds are often used to identify transportation improvements needed to accommodate new development. The developer is then often required to provide certain infrastructure to mitigate the development's impact on the transportation system. Oregon City understands the objectives of the Performance Measures (Table 1.1) but is concerned about the inherent reduced accountability of a new development to contribute to transportation impacts. (Oregon City, 12/2/99)

Staff Recommendation on Comment 86: A local TSP can use higher performance standard than the RTP, provided that the higher standard doesn't result in "downstream" effects on the regional system, meets CMS requirements, accounts for latent traffic demand and complies with modal targets. An RTP amendment would be required to add resulting improvements to the regional plan. Section 6.4.7 of the RTP (Motor Vehicle Congestion Analysis), page 6-13, states the following: "By definition, the RTP addresses congestion of regional significance through the projects identified in Chapter 3 or refinement plans contained in this chapter of the plan. Other, more localized congestion is more appropriately addressed through the local TSP process, and includes any locations on the regional Motor Vehicle System (Figure 1.8) that are not addressed by the RTP. Intersection analysis and improvements generally fall outside of the RTP, and capacity improvements recommended in this plan generally apply to links in the regional system, not intersections."

Comment 87: Pages 3-55, 3-57 and 3-59 project a situation where Oregon City's part of the region is falling behind in mobility and transportation alternatives. There is a concern for freight mobility as well. Consider moving up the dates of the Oregon City projects for Washington Street (# 5135) and McLoughlin Boulevard (# 5137) from the years 2006-2010 to the years 2000-2005. (Oregon City, 12/2/99)

Staff Recommendation on Comment 87: Moving these projects to years 2000-2005 in the Strategic System would not guarantee implementation, as there are already too many projects slated for 2000-2005 than the region can realistically afford. Projects 5135 and 5137 should be re-visited as the Financially Constrained RTP System is developed in the following months. These projects will be competing with other projects and programs in the Strategic System for placement on the Financially Constrained System.

Comment 88: Include more transit, bicycle and pedestrian projects in the Strategic System. A disproportionate number of these projects did not make the cut from the Preferred to the Strategic System. Without these options, it will become increasingly difficult to meet federal air quality standards as the region grows. Building better roads, which incorporate sidewalks, bike

lanes, and transit options, gives a safe and convenient alternative to driving and encourages a sense of community. (Susan Garland, 12/2/99)

Staff Recommendation on Comment 88: Agree. A Financially Constrained System will be developed prior to adoption of the RTP by Ordinance in June 1999. Therefore, transit, bicycle and pedestrian projects and programs described above will receive consideration as the Financially Constrained project list is developed.

Comment 89: The Green Streets outstanding issues on page 6-34 states that 20 percent of the urban landscape consists of right-of-way. This seems low, compared to other estimates that 40 percent of urban imperviousness can be attributed to the transportation system. (Audubon Society, 11/26/99)

Staff Recommendation on Comment 89: The 20 percent statistic refers to the amount of urban land that falls within the public right-of-way, and is not limited to that portion of the right-of-way that is covered with impervious surfaces. The 40 percent figure cited in this comment likely refers to the total transportation infrastructure, including parking lots. The Green Streets project will not include parking lots, since they are generally operated outside the right-of-way or public ownership.

Comment 90: Add project to the project list to construct a new on-ramp to southbound I-5 from Barbur Boulevard. (Don Baack, 12/15/99)

Staff Recommendation on Comment 90: No change is recommended. Project #1205 (West Portland I-5 Access Study) is identified on the RTP project list and will study Taylors Ferry Road and Barbur Boulevard ramps to I-5. Amendments could be made to reflect the study recommendations as appropriate.

Comment 91: Amend description of project # 1195 (Barbur Boulevard Design Treatment) to start at Naito Parkway instead of Terwilliger Boulevard to reflect the Barbur Streetscape Plan adopted by the Portland City Council on December 8, 1999. (Don Baack, 12/15/99)

Staff Recommendation on Comment 91: No change is recommended. Project #1195 is not intended to be inclusive of the Barbur Streetscape Plan adopted by the Portland City Council. In addition, the Barbur Streetscape Plan did not identify boulevard treatment along Barbur Boulevard from Naito Parkway to Terwilliger Boulevard. Instead, the plan identified a demonstration project for boulevard treatment along Barbur Boulevard from SW 19th Avenue to SW Alice Street.

Comment 92: Project 1200 (Pedestrian Overpass Near Markham School) should include a pedestrian overpass over Barbur Boulevard as well as I-5. In addition, add new project to construct a bicycle/pedestrian overpass over I-5 at Gibbs Street or Whitaker Street. (Don Baack, 12/15/99)

Staff Recommendation on Comment 92: No change is recommended. Project #1206 (West Portland I-5 Crossings Study) is identified on the RTP project list and will study additional full street, pedestrian or bicycle overcrossings. Amendments could be made to reflect the study recommendations as appropriate.

Comment 93: Subregion reviews by citizens are needed as part of the RTP update process.
(Don Baack, 12/15/99)

Staff Recommendation on Comment 93: The RTP update has been conducted in three stages over the past four years. The RTP update featured a greatly expanded public outreach effort. The update was guided by a 21-member Citizen Advisory Committee, made up of representatives from throughout the region, and included several public outreach efforts, special newsletters and a number of joint JPACT, MPAC and Council workshops held at key decision points. Public workshops were also held at several locations throughout the region in Spring 1996, November 1997, Fall 1998, October 1999. The workshops emphasized engaging citizens in a subregion review of the draft RTP. The update also reflects the efforts of local officials, citizens and staff to develop transportation proposals that reflect the policy direction developed by the CAC and regional growth management policies. Of the nearly 700 projects proposed through the year 2020 to address expected growth, and to implement the 2040 Growth Concept, more than half are new to the regional plan, and many were generated by citizen input.



METRO

Attachment "1"

1999 Regional Transportation Plan

Part 3

**Public Comment Report
Addendum**

Additional RTP Comments received

after the December 2 Metro Council

public hearing through noon on December 16

November 22, 1999

Mike Hoglund
Transportation
Metro
600 NE Grand Ave.
Portland, Oregon 97232-1736

Bill
RECEIVED

BY: NOV 24 1999

Dear Mike Hoglund:

Last Friday I phoned Metro requesting to speak to the "Bike and Pedestrian" planner, and was pleased to be connected with you. You informed me that your B/P planner was out for a week or so, and to write. Following are some of the questions, concerns and suggestions we discussed:

Re: The "string of orange/yellow pearls" denoting a Regional Bike and Pedestrian Path from the existing Bike/Ped path south of the Portland Golf Course to the Raleigh Hills major intersection of Oleson Road, Scholls Ferry and Beaverton Hillsdale Highway. (Figures 1.18 and 1.19)

1. Do you have a larger map delineating exactly where you are proposing that path?
2. Are the yellow/orange circles a conceptual location, or specific?
3. I realize there is a proposed Greenway along Fanno Creek, and I accept and support a riparian corridor for the purpose of restoring Fanno... it's fish and critters as well as encouraging the natural habitat. However, I do not support nor do I want a bike/ped path in the area adjacent to existing single family homes, flood plains, wetland and riparian areas.
4. At the present time Washington County residents are paying into MSTIP to specifically provide bike facilities as well as sidewalks along Oleson Road.
5. Alternatives:
 - a. Why isn't the existing path shown as extending on to Garden Home Recreation Center at Garden Home Road and Oleson, a Main Street? The path has been in existence for years, and will be officially upgraded to meet standards next year. The hope has been that it would extend to Multnomah Blvd. and proceed from there.
 - b. If you are looking for a connection to the Raleigh Hills intersection, from the almost completed existing path location, why not turn east on Vermont to the "being paid for" Oleson Road bike/ped facilities, or put a widened green corridor along Oleson in the Tualatin Hills Park property?

c. Better yet. If you must come to Raleigh Hills, continue the bike/ped path up Nicol to Laurelwood, and thence to the Core of the Raleigh Hills Town Center, Fred Meyer. Laurelwood is already tagged as a bike street, and there are off street markings on Nicol for bike/ped use already.

d. I understand there is "talk" of going along Vermont and through somehow to another old rail road right-of-way (the Red line?) and to continue on to Terwilliger. Although I do not know any details, this makes more sense for a Regional Trail than "winding up" at Kamikaze corners.

6. More disruptions:

In addition to the intrusion into flood plain, riparian areas, and wetlands, too many bridges would be required. They would also have to be large, long structures if Fanno is to be crossed near where Fanno Creek and (I think it's called) Vermont Creek converge. As I mentioned, you can go "brown" water rafting through there during the winter, and it always floods adjacent lands.

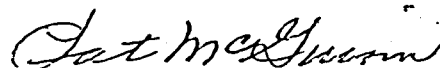
I am aware of the 50 foot buffer protection for the creek. I just hope that refers to bike/ped paths and bridges, as well as other structures. Are they required to be at least 50 feet from the creek as well? 150 feet? Further?

I really am tired of "fishing" out the human 'varmints' that fall into the creek. It is dangerous. Not only have I rescued small children who have fallen in over their heads during heavy rainfall, but many a shoe has been left in the deep mud after losing one's balance at the water's edge, or digging in the side banks during lower flow. And I haven't even mentioned the kids rafting down, shooting all the nutria/baby beavers in sight.

For all the above reasons, I hope you do not locate a Regional Bicycle and Pedestrian Path in the Fanno Creek Greenway that is planned for Fanno Creek, adjacent to the single family homes in the Montclair neighborhood. Do connect your Regional Paths to other existing, or planned for on street paths in the area.

Thank you for your consideration in this matter. I look forward to a response to my questions and concerns. Thank you.

Sincerely,



Pat McGuinn
7180 S.W. Willowmere Drive
Portland, Oregon 97225

**CITY OF OREGON CITY**

Incorporated 1844

320 WARNER MINE ROAD | OREGON CITY, OREGON 97045
Tel 657-0891 | Fax 657-7892**MEMORANDUM**

To: Tom Kloster, Metro
From: Nancy J.T. Kraushaar, P.E., City of Oregon City
Date: December 2, 1999
Subject: RTP Review - Oregon City Issues

The following comments and concerns are offered by Oregon City staff and Commissioners who have reviewed the RTP.

1. Oregon City is grappling with the proposed Performance Measures (Table 1.1). LOS thresholds are often used to identify transportation improvements needed to accommodate new development. The developer is then often required to provide certain infrastructure to mitigate the development's impact on the transportation system. The City understands the objectives of reducing performance measures, but we are concerned about the inherent reduced accountability of a new development to contribute to transportation impacts. We are seeking Metro's suggestions for alternative or substitute mitigation requirements.
2. Pages 3-55, 3-57, and 3-59 project a situation where Oregon City's part of the region is falling behind in mobility and transportation alternatives. There is a concern for freight mobility as well. It would seem that Metro could consider moving up the dates of the Oregon City projects for Washington Street and McLoughlin Boulevard (# 5135 and 5137) from the years 2006-2010 to 2000-2005.
3. Page 1-57, Parking management: Add "reduce impervious surfaces, and" after "efficiently in next to last line. This statement supports earlier policy on reducing impervious surfaces.
4. Page 3-55, Highway 213:
 - a) Oregon City is concerned about the findings that expanded transit is not proposed for the Highway 213 Corridor. Environmental and physical constraints (Newell Canyon) will not allow Highway 213 roadway expansion between Redland/Abernethy Roads and Beavercreek Road. In addition, severe physical limitations exist along all parallel routes (steep slopes, water resources, and historic, built-out land uses). The City cannot close the door on transit service along this route and believes that the region must continue to explore effective transit along this corridor.

CITY OF HILLSBORO



DEC 03 1999

December 2, 1999

To: Tom Kloster, Senior Program Supervisor
Metro

From: Winslow C. Brooks, Planning Director *WCB*

Re: RTP – November 5, 1999 Draft Comments

Dear Tom:

This letter contains the City of Hillsboro comments regarding the November 5, 1999 Draft Regional Transportation Plan (RTP). We are extremely concerned about the short timeline for review, consideration and discussion of this document, a concern we share with other local jurisdictions. A lot of work has gone into producing the RTP document and it is very apparent that there are many outstanding issues of regional importance that need to be resolved prior to adoption.

We have organized our comments in two parts. The first section contains issues for discussion at TPAC and the second section contains consent items. We also are commenting on the discussion and consent items contained in the December 3, 1999 TPAC Workshop packet.

Discussion Items:

1. Non-SOV Targets:

We do not agree that this topic is appropriate as a consent item for two reasons. First, these 2040 non-SOV targets are based on a Strategic System that is almost entirely dependent on the provision of transit service, which is outside the control of local government. Even if local government does everything in its power to increase walking and bicycle trips, it does not possess the tools to increase shared rides (regional ECO program) or transit service (Tri-Met), which represent a large percentage of the non-SOV targets. In the RTP document, a system needs to be defined for achieving these targets and a project list needs to be developed that is consistent with the targets. Additionally, 2020 non-SOV targets that are obtainable should be established in the RTP. Using a 40-year non-SOV target for a 20-year Regional Transportation Plan simply does not make any sense.

Second, we do not agree with Metro's response to this WCCC comment: "The meaning and status of non-SOV targets is unclear, particularly with regard to the ability of local governments to meet them. Additional strategies for meeting the targets should be specified if targets greater than model output levels are set." Metro's response creates even more confusion regarding implementation of non-SOV targets. Specifically, what does "result in progress toward the non-SOV targets and initially be based on RTP modeling assumptions, analysis and conclusions" mean? What are local benchmarks? I.e., what would the local benchmarks be that would evaluate progress toward modal targets?

Tom Kloster, Metro
December 2, 1999

It is clear that additional work is needed to define a system that clearly defines how local governments can achieve the non-SOV targets, how Tri-Met will achieve these targets and how as a region we will achieve these targets. This additional work needs to be completed before adoption of the RTP. Section 1.3.6 Managing the Transportation System states that the regional TDM program is operated by Tri-Met with oversight by Metro through the TDM subcommittee. This means that Tri-Met is largely responsible for insuring that the non-SOV targets are achievable such that local jurisdictions can meet those targets. Given Tri-Met's role in how non-SOV targets are met, we feel that the following questions need to be addressed by Tri-Met/Metro prior to RTP adoption:

- 1) What can we assume on transit? Figure 1.16 Regional Public Transportation System shows that the West Side of the region has very few regional bus or frequent bus routes. If we are increasing densities to implement the 2040 Growth Concept design types, where will the corresponding increase in transit capacity occur?
- 2) While we have been glad to receive the LRT expansion, overall we have been disappointed in service expansion to implement the 2040 Growth Concept. More coordination needs to occur between Tri-Met and local government to ensure that we receive the transit service that we need to obtain the non-SOV targets and reduce VMT. We recommend that Tri-Met bring their service plans through Metro as part of the regional TDM program.
- 3) How do we get fareless squares in the Regional Centers?
- 4) How do we insure that discounted transit passes such as the PassPort program continue?

2. Local Jurisdiction Implementation of the RTP:

We are still not comfortable with the implementation section of the RTP. We appreciate the efforts Metro has made in attempting to clarify the responsibilities of local governments, however we feel that in some cases, Metro has either raised more issues or made the processes more confusing. A case in point is Metro's response to this comment by MTAC and the City of Portland: "define 'significant' in section 6.4.4, using a threshold number of SOV trips". The questions or concerns we have regarding Metro's response are:

- 1) What kind of project would generate 700 or more additional vehicle trips in one direction in one hour over a length of more than one mile? Specific projects should be given as examples. Are we talking about a Fred Meyer or Intel expansion?
- 2) This number may be too low. Where did it come from?
- 3) If Metro says no to RTP amendment, then would the only alternative to adding roadway capacity be to designate the regional facility for a refinement plan or an area of special concern?

Tom Kloster, Metro
December 2, 1999

We also do not have a clear understanding of how the "Implementing the RTP Performance Standards" flowchart works. Using an example that takes a jurisdiction through the process from when regionally significant exceedence is identified to how the jurisdiction arrives at the recommended solution would help our understanding of this process. Without more clarification of the implementation section we're probably unable to move forward toward effectively implementing the RTP.

Consent Items:

Chapter 1: Regional Transportation Policy:

Overall map corrections:

Please make the following corrections to all the system maps shown in Chapter 1:

1. Using the attached "Hillsboro 2040 Growth Concept Boundaries Map", correct the locations of the Orenco Town Center, Tanasbourne Town Center and the Industrial Areas (on the east side of Cornelius Pass Road on the south side of US 26 and east of Brookwood Parkway on the north side of Airport Road).
2. Remove the Urban Reserve designation for Segawa property, which is located at the SE corner of the intersection of Cornelius Pass and West Union Roads as it has been brought into the UGB.
3. Correct the alignment of Jacobson Road from Helvetia Road to Cornelius Pass Road, it is shown incorrectly. Refer to your copy of our adopted TSP for the correct alignment.

Please take into consideration multi-modal connectivity of 2040 Growth Concept design types when reviewing the proposed additions to Figures 1.4, 1.12, 1.14, 1.16, 1.18 and 1.19.

Figure 1.4: Regional Street Design System Map:

Please make the following corrections or additions to the map:

1. NE 28th Avenue from E. Main Street to Cornell Road is added as a "Community Street".
2. Cornell Road from Baseline to NE 25th Avenue is not a Highway but a "Regional Street".
3. Baseline Road east of SW 197th Avenue to 185th Avenue is not appropriate as a Community Boulevard due to the low density of this area, change it to a "Community Street".
4. John Olson Avenue and Stucki Avenue between Amberwood/Walker Road and Evergreen Parkway serve the Tanasbourne Town Center and are not appropriate as Urban Roads, change them to "Community Streets".
5. Change the classification for 206th Avenue between Quatama Street and Baseline Road from an Urban Road to a "Community Street" as this road segment is not appropriate for the Urban Road designation.

Tom Kloster, Metro
December 2, 1999

6. Add segment of 229th Avenue from Jacobson Road to West Union as a dashed "Urban Road".
7. Add SE Minter Bridge Road/SE Cypress Street/SE 32nd Avenue as "Community Streets" from UGB to E. Main Street.

Figure 1.12: Regional Motor Vehicle System Map:

Please make the following corrections or additions to the map:

1. Change the classification of NE 25th Avenue from Cornell Road to Evergreen Road to a "Minor Arterial", this is not a collector street thus, it cannot be a Collector of Regional Significance.
2. Add NE 28th Avenue from E. Main Street to Cornell Road as a "Minor Arterial". This street connects a designated main street with the Fair Complex LRT Station.
3. Add SE Minter Bridge Road/SE Cypress Street/SE 32nd Avenue from the UGB to E. Main Street as "Minor Arterials".
4. Add 229th Avenue from Jacobson Road to West Union as a dashed "Collector of Regional Significance".
5. Change the designation for SE Witch Hazel Road from a minor arterial to a "Collector of Regional Significance", as it is a collector road.

Figure 1.14: Relationship between Regional Street Design and Motor Vehicle Classifications:

Add Community Street and Urban Road as "most appropriate street design classification" circles for Collector streets. These changes cover situations where there are "collectors of regional significance" that are also designated as Community Streets or Urban Roads.

Figure 1.16: Regional Public Transportation System Map:

Please make the following additions of regional bus routes to the map:

1. Brookwood Avenue/Brookwood Parkway/Shute Road from Tualatin Valley Highway to West Union Road.
2. Century Boulevard/231st Avenue/229th Avenue from Davis Road to West Union.
3. Cornelius Pass Road from SE 209th Avenue intersection (showed as dashed line through the South Hillsboro Urban Reserve) to West Union Road.
4. Cypress Street/32nd Avenue/28th Avenue/25th Avenue from Tualatin Valley Highway to Evergreen Road.
5. Evergreen Road/Evergreen Parkway from Jackson School Road to Cornell Road

6. Farmington Road from 209th Avenue to 185th Avenue.
7. Jacobson Road from Helvetia Road to Cornelius Pass Road, then heading east on West Union Road.
8. Kinnaman Road from 209th Avenue to 185th Avenue.
9. River Road/Davis Road from Minter Bridge Road to 209th Avenue.
10. NE 5th Avenue/Jackson School Road from Baseline Street to Evergreen Road.
11. 205th Avenue/206th Avenue/John Olson Avenue from Baseline Road to Evergreen Parkway.
12. 209th Avenue from Cornelius Pass Road (where it intersects 209th Avenue from the South Hillsboro Urban Reserve) to Farmington Road.

Figure 1.18: Regional Bicycle System Map:

Please make the following corrections or additions to the map:

1. Bike lanes on NE 25th Avenue only go up to the entrance of Jones Farm, show the rest as proposed to Evergreen Road.
2. Add NE 28th Avenue from E. Main Street to Cornell Road as a "Community Connector" as it connects a main street with a station area. This is a planned project.
3. Add Century Boulevard/234th Avenue/231st Avenue as a proposed "Community Connector" from Tualatin Highway to Baseline Road.
4. Add Butler Road from Brookwood Parkway to Shute Road as a proposed "Community Connector" and from Shute Road to Cornelius Pass Road as a "Community Connector".
5. Add 205th Avenue/206th Avenue from Baseline Road to Cornell Road as "Regional Access" as it connects a Station Community with Tanasbourne Town Center.
6. Add Amberglen Parkway from Walker Road to 206th Avenue/LRT as a proposed "Community Connector".
7. The alignment of the Rock Creek multi-use trail is shown incorrectly especially to the north and near Tualatin Valley Highway. Please refer to your copy of our adopted TSP for the correct alignment. Also reflect the already completed sections as solid lines.

Figure 1.19: Regional Pedestrian System Map:

Please make the following corrections or additions to the map:

1. On the map distinguish between purely mixed-use corridors (with residential) and transit corridors which serve primarily commercial/industrial development (like Tualatin Valley Highway). See comment below regarding regional pedestrian functional classification (page 1-50).
2. The alignment of the Rock Creek multi-use trail is shown incorrectly especially to the north and near Tualatin Valley Highway. Please refer to your copy of our adopted TSP for the correct alignment. Also reflect the already completed sections as solid lines.
3. The delineation of pedestrian districts needs to match our designated pedestrian districts per our "Pedestrian Master and Pedestrian Action Plans" contained within our adopted TSP. Please refer to your copy of our adopted TSP for the correct pedestrian districts delineation.
4. The Hillsboro Regional Center, Tanasbourne and Orenco Town Centers should be shown on the map. If they are also pedestrian districts, perhaps a purple line could be drawn around the pink to indicate their status as pedestrian districts. Main Street in the general vicinity of NE 28th Avenue and E. Main Street should also be shown. Please see attached map for the main street area boundaries.

Page 1-50: Regional pedestrian system functional classification:

Change the language describing transit/mixed use corridors such that you are not tying transit/mixed use corridors with 2040 Growth Concept corridors. Distinguish between mixed-use corridors in such as fashion that they are separate from transit corridors where pedestrian amenities are provided but not as intensively developed with pedestrian amenities, i.e., wide sidewalks, pedestrian attractions, etc.

Chapter 2: Land Use Growth and Travel Demand and Section 6.4.9 of Chapter 6:

As part of our Periodic Review requirements to revise and update our comprehensive plan, we are preparing Hillsboro 2020 population, employment and housing need forecasts pursuant to ORS 197.296. To the extent that Hillsboro's 2020 forecasts differ from Metro's 2020 forecast (based on 1994 data) reconciliation needs to occur prior to Hillsboro's update of our TSP in compliance with the adopted RTP. It has been our recent experience that the Metro forecasts have significantly understated Hillsboro's current and projected growth.

Chapter 6: Implementation:

Please make the following text additions or corrections:

6.4.5 Design Standards for Street Connectivity:

- 2.b. Provides full street connections with spacing of no more than 530 feet between connections except where ~~prevented by~~ barriers such as topography, railroads, freeways, pre-existing development, or ~~water features where~~ regulations implementing Title 3 of the Urban Growth Management Functional Plan or Goal 5 Resource Protection requirements do not allow prevent their construction ~~of~~ or require different street connection standards. ~~for street facilities.~~
- 2.c. Provides bike and pedestrian connections on public easements or rights-of-way ~~when~~ where full street connections are not possible. Spacing between connections shall be no more than 330 feet except where ~~prevent by~~ barriers such as topography, railroads, freeways, pre-existing development, or ~~water features where~~ regulations implementing Title 3 of the Urban Growth Management Functional Plan or Goal 5 Resource Protection requirements do not allow prevent their construction ~~of~~ or require different street connection standards. ~~for street facilities.~~
- 2f. Limits the use of cul-de-sac designs and closed street systems to situations ~~where in which~~ barriers such as topography, railroads, freeways, ~~or~~ pre-existing development, ~~or environmental constraints or~~ regulations implementing Title 3 of the Urban Growth Management Functional Plan or Goal 5 Resource Protection requirements prevent full street extensions.

Section 6.5.4 Improvements in Urban Reserves:

~~As part of~~ During the MTIP Process, improvements that add capacity or urban design elements to rural transportation system facilities in urban reserves should: ~~be evaluated to determine whether the proposed improvements would:~~

- ~~be implemented upon~~ be coordinated with the eventual expansion of the urban growth boundary;
- ~~prematurely not~~ encourage development outside the urban growth boundary;
- ~~negatively affect~~ not disrupt the economic viability of ~~adjacent nearby~~ rural reserves; and
- ~~conflict~~ be coordinated with planned urban development or other transportation facilities.

Section 6.7.4 Refinement Planning Scope and Responsibilities:

In some areas defined in this section, the need for refinement planning is warranted before specific projects or actions that meet and identified need can be adopted into the RTP. Refinement plans generally involve a combination of transportation and land use analysis, multiple local jurisdictions and facilities operated by multiple transportation providers. Therefore, ~~unless otherwise specified in this section, in most cases~~ Metro will initiate and lead necessary refinement planning in coordination with other affected local, regional and state agencies. Refinement planning efforts will be purpose multi-modal ~~evaluations of possible~~ transportation solutions in that response to needs identified in the RTP. The ~~evaluation solutions~~ may also include land use alternatives to fully address transportation needs in these corridors. Appendix 3.1 describes the 1999 prioritization for refinement plans. Refinement plan prioritization is subject to annual periodic updates as part of the Unified Work Plan (UWP).

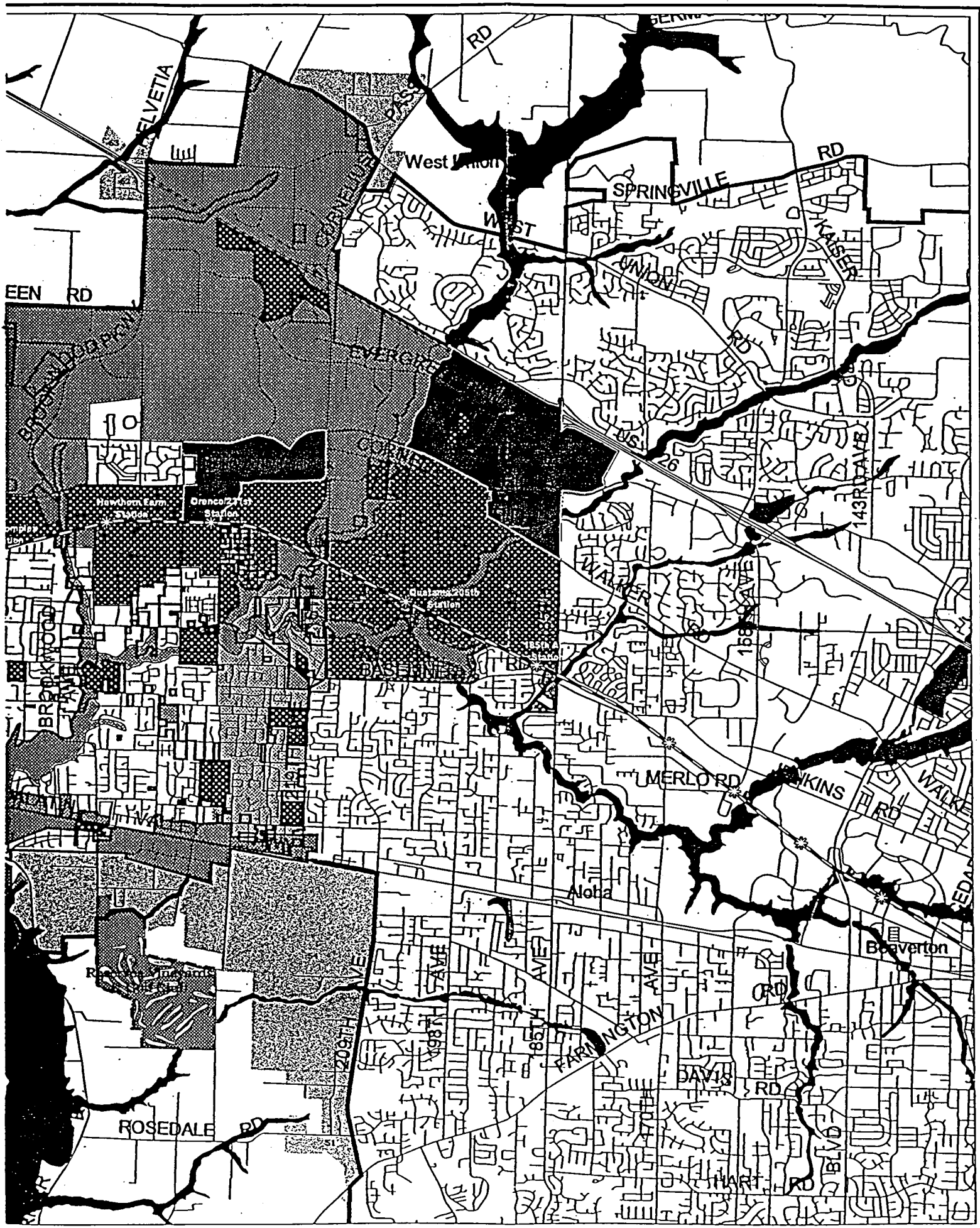
Section 6.7.5 Specific Corridor Studies:

The purpose of the corridor studies is to develop an appropriate transportation strategy or solution thorough the corridor planning process. For each corridor, a number of transportation alternatives will be examined over a broad geographic area or through a local TSP to determine a recommended set of projects, actions or strategies that meet the identified need. The recommendations from corridor studies are then incorporated into the RTP, as appropriate. This section contains the following specific considerations that ~~must~~ should be incorporated into corridor studies as they occur:

Tualatin Valley Highway

A number of improvements are need in this corridor to address existing deficiencies and serve increased travel demand. The primary function of this route is to provide access to and between the Beaverton and Hillsboro regional centers, and move significant volumes of east-west traffic through a corridor bounded by Baseline Road to the north and Farmington Road to the south. As such, the corridor is defined as extending from Farmington Road, in Beaverton, to Baseline Road, in Hillsboro. The following design considerations should be addressed as part of a corridor study:

- consider aggressively manageing access as part of a congestion management strategy
- ~~implement~~ consider TSM and other interim intersection improvements at various locations between Cedar Hills Boulevard and Brookwood Avenue
- ~~implement long-term~~ consider a limited access, divided facility from Murray Boulevard to Brookwood Avenue, with three lanes in each direction, and grade separation Also consider alternatives to grade separation at major intersections.
- ~~Implement~~ consider complementary capacity improvements on parallel routes, including Farmington, Alexander, Baseline and Walker roads



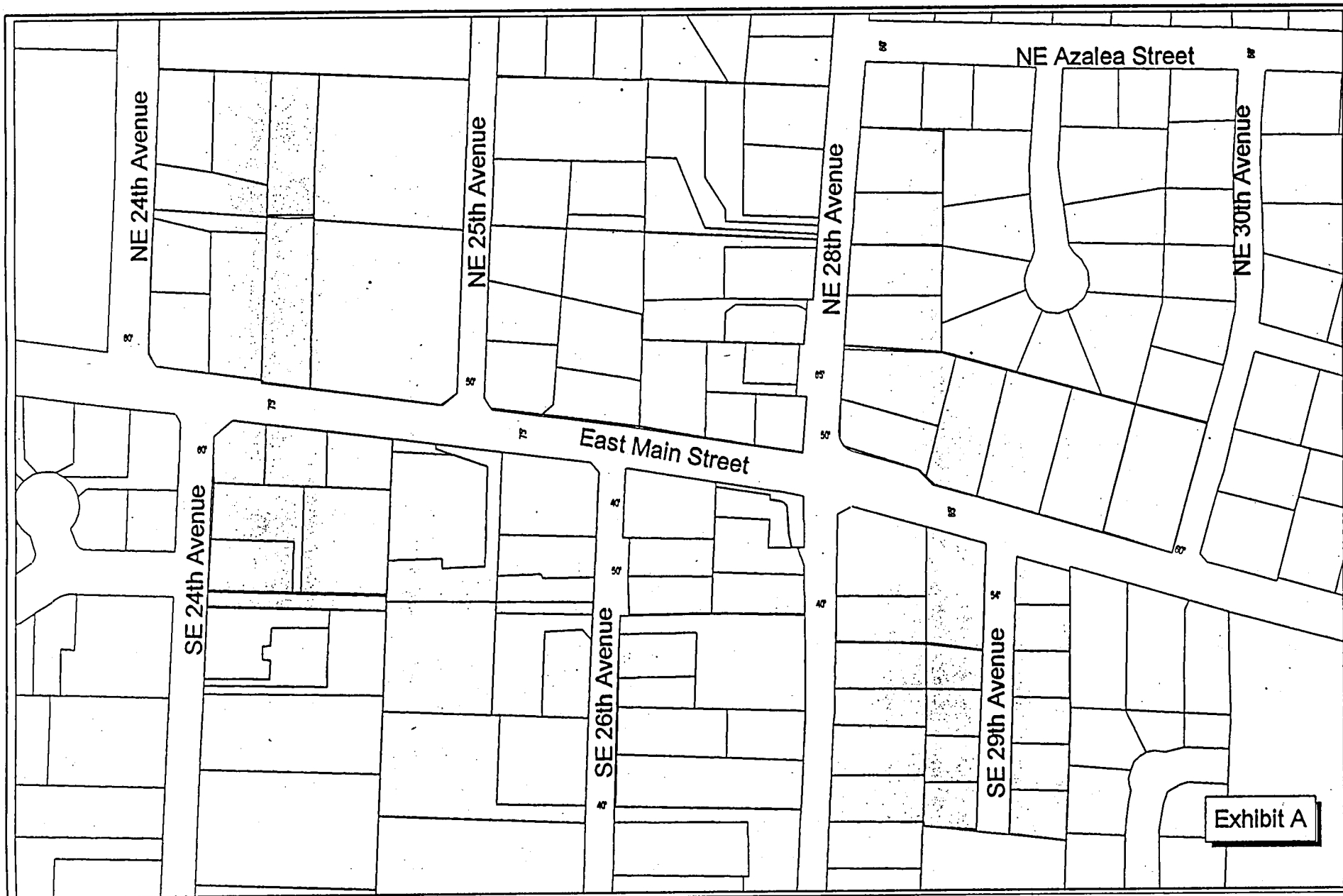
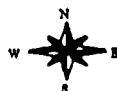


Exhibit A

Legend

 Planning Area



NE 28TH AVENUE EAST MAIN STREET PLAN AREA

Plot Date: August 20, 1999

DISCLAIMER

This map is derived from various digital database sources. While care has been taken to insure the accuracy of the information shown on this page, the City of Hillsboro assumes no responsibility or liability for any errors or omissions in this information. All data presented on this map is continually updated and is current as of the dates listed above. This map is provided "as is".

SOURCE

City of Hillsboro Planning, City of Hillsboro GIS, Current as of June 4, 1999
Washington County, GIS, Current as of May, 1999



Susan Garland

2023 SE Madison #5 Portland, OR 97214 ☎ 503 231-1690

December 2, 1999

RTP Comments
Metro Transportation Department
600 NE Grand Avenue
Portland, OR 97232

RECEIVED
BY: _____

Dear Transportation Committee:

I am writing to encourage support for transit, bicycle, and pedestrian projects in the 2040 Regional Transportation Plan. A very disproportionate number of these projects did not make the cut from the Preferred to the Strategic plans. Without these options, it will become increasingly difficult to meet federal air quality standards as the region grows. Building larger roads always brings more traffic. Building better roads, which incorporate sidewalks, bike lanes, and transit options, gives a safe and convenient alternative to driving, and encourages a sense of community.

I had never needed to own a car before I moved to Portland. I ended up accepting a job in Hillsboro, since so many of the high-tech jobs are located outside of the city. My only practical option to get to Hillsboro was commuting by car. Although Portland's cost of living index was about 30% lower than Boston's, where I had lived before, my own cost of living went up astronomically because I had to buy, maintain and insure a car.

In July, I was finally able to find a job downtown, and have since become a very satisfied bike and bus commuter. I can even walk if I have extra time, thanks to the well thought out renovation of the Hawthorne Bridge, which is now so safe and accessible for walkers and cyclists. That kind of project is the most valuable to the people who live in a community, and not just those who travel through it.

If regional centers like Hillsboro had more amenities like sidewalks, bike lanes, and a sense of true neighborhoods, I would have considered living as well as working there. Many of these "small" improvements can be built for the same cost as one freeway bypass, which will still cost commuters years of construction delays.

Please include more transit, walking, and cycling projects in the final Strategic Plan. Neighborhoods and communities are what make this area great.

Sincerely,

Susan Garland

Susan Garland

DEC 06 1999

Written Comments for the RTP

This comment pertains only to the Transit Service Strategy. I propose that an additional project be undertaken within the timeframe of the RTP. I assume that this project could be funded by a grant. I know of no American city that has undergone a wholesale re-design of its transit routes.

I believe that 2040 is a great plan, and that it deserves a great transit plan to go with it. A transit plan with more reach. The same cognition that brought us to the regional and town center concepts brings me to community centers.

A map at your RTP hearing showed community bus routes as largish arrows going outward from selected places as an indication of a commitment to identify and introduce community bus routes over time. (Great!) To me, however, these buses would not just be going out into the "the community" (some amorphous entity) but would be passing through at least one community center on their loop from the regional or town center. To me, a community center is something like the business district at the intersection of Terwilliger and Taylor's Ferry. A dense portion of any Main Street could be a community center, and so on.

If you can accept the concept of a community center, I claim that we should be able to build a transit system based on regional, town, and community centers. The TRIMET 1998-2003 Strategic Plan includes the caption "The region's transit map will increasingly look like an airline's map of America, with many hubs". The body of the plan admits that there needs to be "very different transit patterns".

I therefore propose a project to design a whole transit system map starting from nearly scratch. The goal of this project would be to develop a system map so strikingly familiar that most anyone's response to it would be "I could get around that system".

The project would start by developing a mathematical model with the usual inputs such as the regional roadway network (neighborhood collectors and larger), rail stations, transit stations, bus stops; various kinds of travel data such as workers commute to jobs, students to schools, errand, shopping; et cetera. The model would generate optimal transit basins (a tree structure) but would also include connecting routes to adjacent communities and towns from each community, town, and regional center. Optimality would be determined by minimizing some results, such as travel time, while maximizing other results such as coverage area. Perhaps some research group has already developed such a model.

One of the sets of parameters for the model would be an inventory of resources available to operate the transit system -- drivers, buses of all kinds, max trains, and so on. If constrained to existing resources, the result would be a corresponding finite system coverage (i.e. depth or reach into the community). Countering that would be projected ridership to help pay for it. Subsystems could be operated and supplemented by local service districts, perhaps an obstacle present in the the current operational guidelines.

With the stability of regional and town centers, the upper levels of the system structure would not change overnight, while community centers could be added easily. Capacity should be able to be added or reduced (reallocated) as needed. The system would be scalable, so that links could be upgraded to the next level of service. The new system would start operation within existing resources and would reward those in areas where use is high as part of the system feedback. This is common transit planner practice.

People must also be a part of this process. First approximations of a Portland metro area system transit map would be reviewed by planners and refined by exploring various "What if's", by upgrading, downgrading, and/or adding hypothetical new links. For example, consider a one-way alternating link used only by a shuttle operating at 5 minute intervals.

Then the map would be shown to an advisory committee. (You'd have people begging to be on that committee). Iterate the model if needed. Then show the map in a series of open houses. Iterate. You need to have input from people throughout the region because people can tell you immediately if it will work for them, and what to do to improve it.

The public would of course have to understand that this would be an experiment, and that the map might change radically between iterations. But I think that the public would understand just from looking at such a map that there are underlying principles at work. If a given system has overall integrity, it would be hard to criticize the fact that for some riders a particular trip downtown might take three minutes longer (whatever) when in fact they might also be able to go quite number of other places practically unreachable under the current system.

I have hardly hinted at the many ways such a system would be different from the current set of legacy routes, but I must close now.

Some may reject this project based on the perception that "adding a new transit link is not to be considered" at this time. If the introduction of a link such as example above would make the overall system perform where needed, it should not be overlooked in a 20 year plan because of some broad current state legislation or city guideline.

Many of you will reject this project because (while not described explicitly above) it depends on transfers for moving people around the region. I can only say then that all attempts at configuring a system to serve more than just corridors will fail without the intelligent, planned use of transfers. It is no wonder that user feel transfers are avoided *in the current system*. Going from one point to another within the current system, there is no consistency in dwell times between all possible transfers. Minimum transfer times cannot be programmed into a system where that has not been a design parameter.

The real truth is that people don't mind transfers so much if they are safe and comfortable. To that I would add predictable, i.e. the dwell time is known, or if there is going to be a delay in boarding time (either in originating or transferring) the length of the delay can be known. This can be accomplished via the judicious use of information technology. (Remember this is a 20-40 year plan). I most likely would not mind if my connection was going to be 15 minutes late -- if I knew that, and did not have to wait at the stop to find out - I could go have a beer or latte with that time. At least I would not be chained to the stop. There is all kinds of things that people could do with that information.

All people need to be encouraged to use transit. The TRIMET system, and the few things I see in the current RTP are going to attract the public marginally at best, in my opinion.

Thank you for the opportunity to comment, and for your time. I would appreciate any thoughts you may have.

John Miller, 8959 SW Boone's Ferry Road, Portland, OREGON 97219 --- miller@lclark.edu ---



CC
DEC 06 1999

December 2, 1999

Metro Regional Council
600 N.E. Grand Avenue
Portland, OR 97232

Dear Councilors,

The Sierra Club Oregon Chapter would like Metro Regional Council to refer the Regional Transportation Plan (RTP) draft back to its Joint Regional Policy Advisory Committee on Transportation (JPACT) and staff, with instructions to:

- Abandon the projects for more capacity between inter-regional centers, which take funding well beyond what is available and encourage more driving
- Focus funds on making getting around within regional and town centers easier
- Define zoning and other land use plans and pricing measures to bring businesses to existing residential centers, and residences to business centers, and tie these to funding

Our Observations on the RTP

1) The Strategic System is too large to provide the basis for setting priorities for investing the region's transportation money. It is very unlikely that there will be anything close to four times the existing resources available for transportation over the next 20 years.

2) The plan provides no criteria for prioritizing projects in the very likely event that substantially less money is available than is required to implement the entire system. As a result there is no meaningful way for this system to provide guidance to the biannual process of allocating the region's transportation funds.

3) The plan has too many projects to expand road capacity at the edge of the region and between regional centers. These projects will encourage sprawl and increase commutes from outside the region. An example is the sunrise corridor (Highway 224) project that creates a new freeway from Clackamas to Highway 26.

Oregon Chapter

3701 SE Milwaukie Ave. Suite F, Portland OR 97202 Tel. (503) 238-0442 Fax: (503) 238-6281
email: oregon.chapter@sierraclub.org website: <http://www.spiritone.com/~orsierra>



4) Priority should be given to transportation investments that improve transportation within existing communities, rather than serving new development at the urban edge. This includes improving local links to regional and town centers. It also includes providing improved transportation options such as transit, bike and pedestrian facilities.

5) The Strategic System has much less transit than the Preferred System, while road projects are not cut proportionately. These should be reversed, with transit solutions being given priority before new road capacity is added. The RTP should encourage new development to be transit oriented by making transit investments the first priority.

6) The plan fails to identify specific solutions for transportation corridors in some existing communities such as highway 99 in Tigard. It also fails to set priorities for developing those solutions. The result is that it is likely that these existing communities will continue to suffer while limited funds will be spent on lower priority, but already identified, projects at the urban edge. Improving the livability of existing communities should be the first priority, not the last.

7) Instead of attempting to reduce air pollution and use of the automobile, the proposed RTP will result in increased vehicle miles traveled and increased air pollution. It would substantially increase the risk that we will fall into air quality non-attainment, with substantial economic consequences for the region.

8) The plan should make maintenance and preservation of existing systems its first priority. Numerous small improvements should be implemented before single, large, expensive solutions adopted. In many cases better results can be obtained from better connectivity of local street than from large increases in capacity.

9) Since we already have an extensive street network, priority should be given to developing the transit, bike and pedestrian networks to a similar degree of convenience, reliability, safety and access.

Oregon Chapter

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email: oregon.chapter@sierraclub.org website: <http://www.spiritone.com/~orsierra>



10) The plan fails to adequately address environmental concerns of adding road capacity. These include the impact on endangered salmon from bridges over salmon streams, runoff from roads and parking.

Thank you for your consideration.

Respectfully,

Scott Chapman
Sierra Club Oregon Chapter
Transportation and Land Use Coordinator

Oregon Chapter

3701 SE Milwaukie Ave. Suite F, Portland OR 97202 Tel. (503) 238-0442 Fax: (503) 238-6281
email: oregon.chapter@sierraclub.org website: <http://www.spiritone.com/~orsierra>



BROOKLYN ACTION CORPS

NEIGHBORHOOD ASSOCIATION

December 3, 1999

Tom Kloster
600 NE Grand
Portland, OR 97232

RECEIVED

BY:.....

TPAC and Others To Whom It May Concern:

I oppose any designation changes that would effect McLoughlin Blvd in the area from Division Street to Powell Blvd. As you know McLoughlin runs through Brooklyn Neighborhood and changing the designation to allow higher speeds would result in dire effects to our neighborhood.

Please keep in mind the vulnerability of the inner SE neighborhoods in the changes you are considering. We will have to live for many years with what you decide now.

Another project underway that will have the same effect on our neighborhoods is the McLoughlin Overpass north of the Ross Island Bridge. Both the designation and the overpass being considered do not allow for two-way pedestrian and bicycle access.

The rebuilding of this viaduct on 99E and change of designation should take into account the following:

1. The viaduct will be in close proximity to the Eastbank development, which is already in the planning stages. We should not be building a new structure for only cars and trucks so close to a "walking environment."

2. The only roadways that are built new without pedestrian walkways are freeways. What are we thinking? Making room for commuter traffic and destroy the neighborhoods in doing so?

3. Without pedestrian and bicycle access, it would be in direct opposition to the 20/40 plans put out by Metro which emphasizes pedestrian friendly roadways and streets.

4. This viaduct and change of designation would take McLoughlin Boulevard another step closer to becoming a freeway. The businesses and homes in close proximity to McLoughlin is a big obstacle to the obvious goal of ODOT of turning McLoughlin Boulevard into a commuter's freeway.

Please keep McLoughlin a Boulevard. The livability of the neighborhoods that McLoughlin borders is at stake here. Not allowing pedestrians and bicycles to use the roadway reflects the thinking of the 50's. Any new construction should take into account our future needs, not just present.

Please consider the above when dealing with these two issues.

Thank you.



Marie Phillippi

Brooklyn Neighborhood Resident and Chair

4014 SE 9th

Portland, OR 97202

Email: mariep@ocp.org

Cc Charlie Hales, Jim Francesconi, Erik Sten, David Bragdon



WASHINGTON
COUNTY,
OREGON

December 6, 1999

Rod Monroe, Presiding Officer
Metro Council
600 NE Grand Ave.
Portland, OR 97232

Subject: Regional Transportation Issues

Dear Mr. ^{Ro} Monroe:

The WCCC appreciates the opportunities it has been given to review the developing RTP and has taken advantage of these opportunities to comment on various RTP drafts over the past year. Although Metro has shown a good faith effort in attempting to respond to many of our concerns, we believe that the November 5 RTP adoption draft contains several major issues that need to be addressed. Although many of these concerns have been expressed by our staff before, they continue to be problematic:

1. Funding - As you are aware, both the Strategic and Preferred System call for funding that far exceeds our current sources of revenue. We understand that JPACT will begin the funding discussion in the next month or so. Necessarily, an important part of this discussion should be to more address the significant imbalance between the amount of resources expected to be available and the cost of systems and services identified in the plan. Without greater clarity in this area, we may create overly high expectations with regard to the region's ability to address transportation needs identified in the plan. The plan may also lose credibility without a stronger funding strategy.

We believe that the results of this funding discussion could significantly reshape the RTP as currently drafted. With that in mind, JPACT should ensure that the RTP remains flexible in order to incorporate potentially significant changes in policy that could result from the funding discussions.

2. Implementation - A number of implementation issues remain either unresolved or sources of confusion. As you are aware, the implementation issues are described in Chapter 6 of the RTP. We would prefer to see more time spent developing RTP Chapter 6 before it is adopted by resolution. This is a critical component of the RTP and we are uncomfortable having even mild support for language that we don't fully comprehend or can't be implemented in our local TSPs.

Our preference is that the RTP not be adopted by Resolution in December, but rather continue to be reviewed and refined during the first several months of 2000. Recognizing that others may not support this position, we strongly believe

that if the RTP is adopted by Resolution in December, that Chapter 6: Implementation not be included in that adoption.

If the entire RTP is adopted by Resolution, at a minimum Implementation provisions should be identified among those issues that need further investigation and refinement prior to adoption by ordinance.

3. Mode Split Targets – The RTP contains some ambitious mode split targets as a means of helping achieve VMT reductions. Despite assumptions of increased intersection density, parking fees, subsidized transit passes, and fareless squares, many of these areas still fail to meet the prescribed mode split targets in the RTP analysis. Nevertheless, local jurisdictions are required to establish similar targets and develop additional strategies in local TSPs in an effort to reach these targets. We fail to see what additional strategies could be developed in local TSPs beyond those already assumed in the RTP modeling. Moreover, additional strategies are likely to be beyond local control, relying on agencies such as Tri-Met or DEQ for implementation. This is doubly concerning because progress toward meeting mode split targets is one of the considerations in decisions of whether to add capacity to the system. If the targets are unachievably high – if all practicable strategies have been assumed and are in place and the targets are not met – then adding capacity to the system may be warranted.

While we are certainly supportive of increasing the non-SOV mode split, we believe the targets unfairly place the burden on local government. OAR 660-12-0035(4) is clear that the vmt/capita target is for the entire MPO area and not a portion of the region. Findings as to whether or not the RTP meets the vmt/capita target need to be made when the RTP is adopted, and not as part of local TSPs. As such, we believe the mode-split targets are unnecessary and unworkable at the local level.

4. Preferred vs. Strategic System - We understand that the Preferred System is intended to represent an "optimal set of improvements" that achieves RTP LOS standards to the extent possible and that the Strategic System is intended to be a high priority set of projects used to make TPR "adequacy" findings. However, the relationship of these systems to local transportation decision-making and the level-of-service (LOS) standard remains unclear.

In our opinion, the Preferred System and not the Strategic System should be used as the basis for adequately serving regional transportation needs. Our understanding of the term "adequate" is that it demands a system that is equal to or sufficient to meet a specific requirement – in this case, the regional LOS standard. Because the Preferred System is the only system defined in the RTP solely to meet a specific LOS standard, it therefore must be by definition the adequate system.

We understand Metro's desire to complete this RTP, but would hope that Metro understands our discomfort and desire to get these issues resolved before the RTP is adopted.

On a more specific issue, the WCCC requests that project number 3187, the 143rd Overcrossing of Sunset Highway (Exhibit B, Version 1, Comment 64, page 26) be moved from the Consent Items category to the Discussion Items category for discussion at JPACT. At its December 6 meeting, the WCCC voted to recommend removal of this project from the RTP.

Finally, I have attached a December 2, 1999, letter from Brent Curtis to TPAC that reflects WCCC TAC discussion on some of these matters. It provides additional detail regarding our concerns.

Again, thank you for your attention. We look forward to continuing to work with Metro as the RTP progresses.

Sincerely,



Roy Rogers, Chair
Washington County Coordinating Committee

Attachment

cc: JPACT
WCCC

\\shared\\plng\\wpshare\\rtpnov5#2.doc

CITY OF HILLSBORO



December 7, 1999

Fax Transmitted:

Jon Kvistad, JPACT Chair
Metro
600 NE Grand Avenue
Portland, OR 97232

RE: Resolution No. 99-2878A Adopting the RTP as Amended

Dear Chair Kvistad:

This letter contains the City of Hillsboro comments regarding "Resolution No. 99-2878A: For the Purpose of Approving the 1999 Update to the Regional Transportation Plan and Refinement Process". Generally, we are extremely concerned about the short timeline for review, consideration and discussion of this document (the November 5, 1999 Draft Regional Transportation Plan (RTP)), a concern we share with other local jurisdictions. A lot of work has gone into producing the RTP document and it is very apparent that there are many outstanding issues of regional importance that need to be resolved prior to adoption.

We have organized our comments in two parts. The first section contains issues for discussion at JPACT and the second section contains consent items. We also are commenting on the discussion items contained in the December 9, 1999 JPACT packet.

Discussion Items:**1. Local Jurisdiction Implementation of the RTP (Chapter 6: Implementation):**

Considerable discussion occurred at the December 3, 1999 TPAC Workshop regarding the number of implementation issues that remain either unresolved or sources of confusion. Given the level of our discomfort, TPAC is recommending that more time and analysis needs to be devoted to Chapter 6: Implementation prior to adoption of the RTP. Language was added to Resolution No. 99-2878A to address this concern, however we feel that it does not adequately address our concerns. We suggest altering this language to read as follows:

WHEREAS, Chapter 6 of this 1999 RTP Update and other information related to Chapter 6 should be considered a substantial statement of intent, but will require further analysis prior to adoption by Ordinance; now, therefore be it RESOLVED,

Addition of this language will address our concerns that other chapters of the RTP that contain policies, tables, maps or other requirements that are required to be implemented in Chapter 6 may be revised prior to adoption.

Jon Kvistad, JPACT Chair
December 7, 1999
Page 2

2. Non-SOV Targets:

We do not agree with the TPAC recommendation regarding JPACT Discussion Item Comment 7: "The meaning and status of non-SOV targets is unclear, particularly with regard to the ability of local governments to meet them. Additional strategies for meeting the targets should be specified if targets greater than model output levels are set." (Washington County Coordinating Committee, 10/27/99). The proposed revisions to Section 6.4.6 do not address the fact that more work needs to be done regarding non-SOV targets particularly with regard to the ability of local governments to meet them and identifying strategies for meeting the targets. There are two reasons why these proposed revisions are inappropriate.

First, these 2040 non-SOV targets are based on a Strategic System that is almost entirely dependent on the provision of transit service, which is outside the control of local government. Even if local government does everything in its power to increase walking and bicycle trips, it does not possess the tools to increase shared rides (regional ECO program) or transit service (Tri-Met), which represent a large percentage of the non-SOV targets. In the RTP document, a system needs to be defined for achieving these targets and a project list needs to be developed that is consistent with the targets. Additionally, 2020 non-SOV targets that are obtainable should be established in the RTP. Using a 40-year non-SOV target for a 20-year Regional Transportation Plan simply does not make any sense.

Second, the proposed Section 6.4.6 revisions create even more confusion regarding implementation of non-SOV targets. Specifically, what does "result in progress toward the non-SOV targets and initially be based on RTP modeling assumptions, analysis and conclusions" mean? What are local benchmarks? I.e., what would the local benchmarks be that would evaluate progress toward modal targets?

It is clear that additional work is needed to define a system that clearly defines how local governments can achieve the non-SOV targets, how Tri-Met will achieve these targets and how as a region we will achieve these targets. This additional work needs to be completed before adoption of the RTP. Section 1.3.6 Managing the Transportation System states that the regional TDM program is operated by Tri-Met with oversight by Metro through the TDM subcommittee. This means that Tri-Met is largely responsible for insuring that the non-SOV targets are achievable such that local jurisdictions can meet those targets. Given Tri-Met's role in how non-SOV targets are met, we feel that the following questions need to be addressed by Tri-Met/Metro prior to RTP adoption:

- 1) What can we assume on transit? Figure 1.16 Regional Public Transportation System shows that the West Side of the region has very few rapid bus, regional bus or frequent bus routes. If we are increasing densities to implement the 2040 Growth Concept design types, where will the corresponding increase in transit capacity occur?
- 2) While we have been grateful for the LRT Westside expansion, overall we have been disappointed in service expansion to implement the 2040 Growth Concept. More coordination needs to occur between Tri-Met and local government to ensure that we receive the transit service that we need to obtain the non-SOV targets and reduce VMT. We recommend that Tri-Met bring their service plans through Metro as part of the regional TDM program.
- 3) How do we get fareless squares in the Regional Centers?

Jon Kvistad, JPACT Chair
December 7, 1999
Page 3

4) How do we insure that discounted transit passes such as the PassPort program continue?

3. Section 6.4.1: Local Compliance with the RTP:

We agree in part with this City of Portland comment regarding Section 6.4.1 of Chapter 6 as stated in their December 1, 1999 letter to Tom Kloster: "It is inappropriate for Metro to require local jurisdictions to adopt Table 2.2 in Chapter 2. Title 1 of the UGMFP contains another set of population and employment targets. Adoption of two different sets of numbers is confusing to the public, particularly when they represent different boundaries and are for different purposes". Table 2.2 shows the 2020 population and employment forecasts by RTP subarea, which are primarily subareas of counties and do not show individual city forecasts.

In addition, each jurisdiction under Periodic Review that is revising and updating comprehensive plans must prepare 2020 population, employment and housing needs forecasts pursuant to ORS 197.296. To the extent that a local jurisdiction's 2020 forecasts differ from Metro's 2020 forecast (based on 1994 data) reconciliation needs to occur prior to updates of TSPs in compliance with the adopted RTP. We are currently preparing Hillsboro 2020 population, employment and housing need forecasts pursuant to ORS 197.296. If Hillsboro's 2020 forecasts differ from Metro's 2020 forecast (based on 1994 data) this reconciliation needs to occur prior to Hillsboro's update of our TSP in compliance with the adopted RTP. It has been our recent experience that the Metro forecasts have significantly understated Hillsboro's current and projected growth.

We suggest that addition of the following language to Section 6.4.1 will address our concerns.

Chapter 6 as applicable, 2020 population and employment forecasts contained in Section 2.1 and 2.3, or alternative forecasts as provided for in Section 6.4.9 of this chapter.

4. Section 6.4.10: Transit Service Planning:

We agree with this City of Portland comment regarding Section 6.4.10 of Chapter 6 as stated in their December 1, 1999 letter to Tom Kloster: "Transit stop locations. Requires local jurisdictions to show (on a map) the location of major and regionally significant transit stop locations and facilities, shelters, park-and-rides and transit centers. It also requires us to "Provide pedestrian crossings at transit stops and marked crossings at major stops." What does this mean? This is an unfunded mandate that would potentially require significant resources. Metro agreed that we wouldn't be held to the "major stop concept" during earlier phases of the RTP - has this now changed? The TPR says local jurisdictions can go further than the rule requires which is why we designated all transit streets as requiring TPR building orientation (which is the purpose of identifying major transit stops). Since this is already a requirement of the TPR why put an additional burden on local jurisdictions? We continue to be concerned with Metro requiring marked crosswalks when marking crosswalks is not a universally accepted method of increasing pedestrian safety". Portland's concern regarding this section also relates to our concern regarding designation of rapid, regional and frequent bus routes, which is a responsibility of Tri-Met. How can we designate major transit stops and marked pedestrian crossings if we don't even know where transit service may be provided? It is our hope that this issue will be addressed as part of the additional work needed on Chapter 6.

Jon Kvistad, JPACT Chair
December 7, 1999
Page 4

Consent Items:

Chapter 1: Regional Transportation Policy:

Overall map corrections:

Please make the following corrections to all the system maps shown in Chapter 1:

1. Using the attached "Hillsboro 2040 Growth Concept Boundaries Map", correct the locations of the Orenco Town Center, Tanasbourne Town Center and the Industrial Areas (on the east side of Cornelius Pass Road on the south side of US 26 and east of Brookwood Parkway on the north side of Airport Road).
2. Remove the Urban Reserve designation for Segawa property, which is located at the SE corner of the intersection of Cornelius Pass and West Union Roads as it has been brought into the UGB.
3. Correct the alignment of Jacobson Road from Helvetia Road to Cornelius Pass Road, it is shown incorrectly. Refer to your copy of our adopted TSP for the correct alignment.

Please take into consideration multi-modal connectivity of 2040 Growth Concept design types when reviewing the proposed additions to Figures 1.4, 1.12, 1.14, 1.16, 1.18 and 1.19.

Figure 1.4: Regional Street Design System Map:

Please make the following corrections or additions to the map:

1. NE 28th Avenue from E. Main Street to Cornell Road is added as a "Community Street".
2. Cornell Road from Baseline to NE 25th Avenue is not a Highway but a "Regional Street".
3. Baseline Road east of SW 197th Avenue to 185th Avenue is not appropriate as a Community Boulevard due to the low density of this area, change it to a "Community Street".
4. John Olson Avenue and Stucki Avenue between Amberwood/Walker Road and Evergreen Parkway serve the Tanasbourne Town Center and are not appropriate as Urban Roads, change them to "Community Streets".
5. Change the classification for 206th Avenue between Quatama Street and Baseline Road from an Urban Road to a "Community Street" as this road segment is not appropriate for the Urban Road designation.
6. Add segment of 229th Avenue from Jacobson Road to West Union as a dashed "Urban Road".
7. Add SE Minter Bridge Road/SE Cypress Street/SE 32nd Avenue as "Community Streets" from UGB to E. Main Street.

Jon Kvistad, JPACT Chair
 December 7, 1999
 Page 5

Figure 1.12: Regional Motor Vehicle System Map:

Please make the following corrections or additions to the map:

1. Change the classification of NE 25th Avenue from Cornell Road to Evergreen Road to a "Minor Arterial", this is not a collector street thus, it cannot be a Collector of Regional Significance.
2. Add NE 28th Avenue from E. Main Street to Cornell Road as a "Minor Arterial". This street connects a designated main street with the Fair Complex LRT Station.
3. Add SE Minter Bridge Road/SE Cypress Street/SE 32nd Avenue from the UGB to E. Main Street as "Minor Arterials".
4. Add 229th Avenue from Jacobson Road to West Union as a dashed "Collector of Regional Significance".
5. Change the designation for SE Witch Hazel Road from a minor arterial to a "Collector of Regional Significance", as it is a collector road.

Figure 1.14: Relationship between Regional Street Design and Motor Vehicle Classifications:

Add Community Street and Urban Road as "most appropriate street design classification" circles for Collector streets. These changes cover situations where there are "collectors of regional significance" that are also designated as Community Streets or Urban Roads.

Figure 1.16: Regional Public Transportation System Map:

Please make the following additions of regional bus routes to the map:

1. Brookwood Avenue/Brookwood Parkway/Shute Road from Tualatin Valley Highway to West Union Road.
2. Century Boulevard/231st Avenue/229th Avenue from Davis Road to West Union.
3. Cornelius Pass Road from SE 209th Avenue intersection (showed as dashed line through the South Hillsboro Urban Reserve) to West Union Road.
4. Cypress Street/32nd Avenue/28th Avenue/25th Avenue from Tualatin Valley Highway to Evergreen Road.
5. Evergreen Road/Evergreen Parkway from Jackson School Road to Cornell Road
6. Farmington Road from 209th Avenue to 185th Avenue.
7. Jacobson Road from Helvetia Road to Cornelius Pass Road, then heading east on West Union Road.
8. Kinnaman Road from 209th Avenue to 185th Avenue.
9. River Road/Davis Road from Minter Bridge Road to 209th Avenue.

Jon Kvistad, JPACT Chair
December 7, 1999
Page 6

10. NE 5th Avenue/Jackson School Road from Baseline Street to Evergreen Road.
11. 205th Avenue/206th Avenue/John Olson Avenue from Baseline Road to Evergreen Parkway.
12. 209th Avenue from Cornelius Pass Road (where it intersects 209th Avenue from the South Hillsboro Urban Reserve) to Farmington Road.

Figure 1.18: Regional Bicycle System Map:

Please make the following corrections or additions to the map:

1. Bike lanes on NE 25th Avenue only go up to the entrance of Jones Farm, show the rest as proposed to Evergreen Road.
2. Add NE 28th Avenue from E. Main Street to Cornell Road as a "Community Connector" as it connects a main street with a station area. This is a planned project.
3. Add Century Boulevard/234th Avenue/231st Avenue as a proposed "Community Connector" from Tualatin Highway to Baseline Road.
4. Add Butler Road from Brookwood Parkway to Shute Road as a proposed "Community Connector" and from Shute Road to Cornelius Pass Road as a "Community Connector".
5. Add 205th Avenue/206th Avenue from Baseline Road to Cornell Road as "Regional Access" as it connects a Station Community with Tanasbourne Town Center.
6. Add Amberglen Parkway from Walker Road to 206th Avenue/LRT as a proposed "Community Connector".
7. The alignment of the Rock Creek multi-use trail is shown incorrectly especially to the north and near Tualatin Valley Highway. Please refer to your copy of our adopted TSP for the correct alignment. Also reflect the already completed sections as solid lines.

Figure 1.19: Regional Pedestrian System Map:

Please make the following corrections or additions to the map:

1. On the map distinguish between purely mixed-use corridors (with residential) and transit corridors which serve primarily commercial/industrial development (like Tualatin Valley Highway). See comment below regarding regional pedestrian functional classification (page 1-50).
2. The alignment of the Rock Creek multi-use trail is shown incorrectly especially to the north and near Tualatin Valley Highway. Please refer to your copy of our adopted TSP for the correct alignment. Also reflect the already completed sections as solid lines.
3. The delineation of pedestrian districts needs to match our designated pedestrian districts per our "Pedestrian Master and Pedestrian Action Plans" contained within our adopted TSP. Please refer to your copy of our adopted TSP for the correct pedestrian districts delineation.

Jon Kvistad, JPACT Chair
 December 7, 1999
 Page 7

4. The Hillsboro Regional Center, Tanasbourne and Orenco Town Centers should be shown on the map. If they are also pedestrian districts, perhaps a purple line could be drawn around the pink to indicate their status as pedestrian districts. Main Street in the general vicinity of NE 28th Avenue and E. Main Street should also be shown. Please see attached map for the main street area boundaries.

Page 1-50: Regional pedestrian system functional classification:

Change the language describing transit/mixed use corridors such that you are not tying transit/mixed use corridors with 2040 Growth Concept corridors. Distinguish between mixed-use corridors in such as fashion that they are separate from transit corridors where pedestrian amenities are provided but not as intensively developed with pedestrian amenities, i.e., wide sidewalks, pedestrian attractions, etc.

Chapter 6: Implementation:

Please make the following text additions or corrections:

6.4.5 Design Standards for Street Connectivity:

- 2.b. Provides full street connections with spacing of no more than 530 feet between connections except where ~~prevented by barriers~~ such as topography, railroads, freeways, pre-existing development, or ~~water features where~~ regulations implementing Title 3 of the Urban Growth Management Functional Plan or Goal 5 Resource Protection requirements ~~do not allow prevent their~~ construction of or require different street connection standards. ~~for street facilities.~~
- 2.c. Provides bike and pedestrian connections on public easements or rights-of-way ~~when~~ where full street connections are not possible. Spacing between connections shall be no more than 330 feet except where ~~prevent by~~ barriers such as topography, railroads, freeways, pre-existing development, or ~~water features where~~ regulations implementing Title 3 of the Urban Growth Management Functional Plan or Goal 5 Resource Protection requirements ~~do not allow prevent their~~ construction of or require different street connection standards. ~~for street facilities.~~
- 2f. Limits the use of cul-de-sac designs and closed street systems to situations ~~where~~ in which barriers such as topography, railroads, freeways, ~~or~~ pre-existing development, ~~or environmental constraints or~~ regulations implementing Title 3 of the Urban Growth Management Functional Plan or Goal 5 Resource Protection requirements prevent full street extensions.

Jon Kvistad, JPACT Chair
December 7, 1999
Page 8

Section 6.7.4 Refinement Planning Scope and Responsibilities:

In some areas defined in this section, the need for refinement planning is warranted before specific projects or actions that meet and identified need can be adopted into the RTP. Refinement plans generally involve a combination of transportation and land use analyses, multiple local jurisdictions and facilities operated by multiple transportation providers. Therefore, ~~unless otherwise specified in this section, in most cases~~ Metro will initiate and lead necessary refinement planning in coordination with other affected local, regional and state agencies. Refinement planning efforts will be purpose multi-modal evaluations of possible transportation solutions in that response to needs identified in the RTP. The ~~evaluation~~ solutions may also include land use alternatives to fully address transportation needs in these corridors. Appendix 3.1 describes the 1999 prioritization for refinement plans. Refinement plan prioritization is subject to annual periodic updates as part of the Unified Work Plan (UWP).

Section 6.7.5 Specific Corridor Studies:

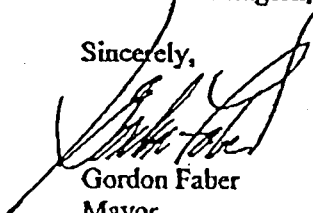
The purpose of the corridor studies is to develop an appropriate transportation strategy or solution thorough the corridor planning process. For each corridor, a number of transportation alternatives will be examined over a broad geographic area or through a local TSP to determine a recommended set of projects, actions or strategies that meet the identified need. The recommendations from corridor studies are then incorporated into the RTP, as appropriate. This section contains the following specific considerations that must should be incorporated into corridor studies as they occur:

Tualatin Valley Highway

A number of improvements are need in this corridor to address existing deficiencies and serve increased travel demand. The primary function of this route is to provide access to and between the Beaverton and Hillsboro regional centers, and move significant volumes of east-west traffic through a corridor bounded by Baseline Road to the north and Farmington Road to the south. As such, the corridor is defined as extending from Farmington Road, in Beaverton, to Baseline Road, in Hillsboro. The following design considerations should be addressed as part of a corridor study:

- consider aggressively managing access as part of a congestion management strategy
- ~~implement~~ consider TSM and other interim intersection improvements at various locations between Cedar Hills Boulevard and Brookwood Avenue
- ~~implement long-term~~ consider a limited access, divided facility from Murray Boulevard to Brookwood Avenue, with three lanes in each direction, ~~and grade separation~~ Also consider alternatives to grade separation at major intersections.
- ~~Implement~~ consider complementary capacity improvements on parallel routes, including Farmington, Alexander, Baseline and Walker roads

Sincerely,



Gordon Faber
Mayor

Cc: MPAC

East Multnomah County Transportation Committee

City of Fairview

City of Gresham

City of Troutdale

City of Wood Village

Multnomah County

December 7, 1999

Jon Kvistad, Chair
Joint Policy Advisory Committee on Transportation
Metro
600 NE Grand Ave
Portland OR 97232

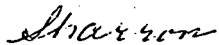
Dear Mr. Kvistad:

The East Multnomah County Transportation Committee, (EMCTC) has had many discussions about transportation financing in recent months. At the December 6, 1999 meeting, it was reported that the Metro Policy Advisory Committee (MPAC) has convened a Finance Subcommittee. As we understand it, the subcommittee is looking at financing strategies for a variety of issues, one being transportation. EMCTC would like to see participation from JPACT representatives in this subcommittee.

In addition, we believe the subcommittee would benefit from people with expertise and experience in non-traditional sources of financing strategies. This may be done with a consultant to research new financing strategies or by inviting guest speakers to the subcommittee.

We believe that working together is our best strategy to finding solutions to the financial challenges we as a region face.

Sincerely,



Sharron Kelley, Chair
East Multnomah County Transportation Committee

KSCK2436.LTR (L0078)

East Multnomah County Transportation Committee

City of Fairview

City of Gresham

City of Troutdale

City of Wood Village

Multnomah County

December 7, 1999

Jon Kvistad, Chair
Joint Policy Advisory Committee on Transportation
Metro Regional Center
600 NE Grand Ave.
Portland OR 97232

Dear Mr. Kvistad:

The East Multnomah County Transportation Committee (EMCTC) has been an active participant in the preparation and review of the 1999 Regional Transportation Plan (RTP) over the past four years. We are pleased to see the RTP finally heading for approval, as we recognize the tremendous effort in bringing the RTP to this point.

Sometimes we tend to forget that a document such as the RTP really represents a dynamic process as it is continually under development. Selecting a cut-off point is difficult, as there will also remain a number of outstanding issues that require resolution. With this in mind, EMCTC supports approval of the RTP. EMCTC would like to point out several remaining issues that we would like to see addressed in the coming months.

The most recent MTIP process devoted a considerable amount of attention and resources to building on Regional Centers at the expense of Town Centers. The rationale for this support was based on leveraging the existing investment in Regional Centers. However, many of the Regional Centers are mature to the point of essentially being self-sustaining, while a number of the outlying Town Centers are facing strong development pressures and lack the resources and infrastructure of the Regional Centers to accommodate this development.

EMCTC would like additional emphasis given to Town Centers in the future to deal with these development pressures. More specifically, we would like language added in section 3.4.3 addressing transportation needs and deficiencies in the Fairview/Wood Village, Troutdale, and Rockwood Town Centers.

North/south traffic movement in East Multnomah County is becoming more and more difficult. There are a number of impediments to overcome that the region needs to address in the near term. First, there are a number of substandard railroad overcrossings that seriously impede traffic flow, whether it is freight movement, access to jobs in the Columbia Corridor, or simply safety issues such as the lack of bicycle/pedestrian access to the Blue Lake Regional Park.

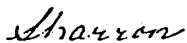
Letter/J. Kvistad
Page 2

Second, when the Oregon Department of Transportation suspended work on the environmental analysis for the Mt. Hood Parkway, Multnomah County assumed responsibility for undertaking the analysis and need to make necessary arterial improvements to the 242nd Avenue Corridor between I-84 and US 26. To help compensate for the state's inability to move forward with the Mt. Hood Parkway and the County's need to meet future traffic demands, EMCTC seeks continued support in the RTP and MTIP processes to assure needed arterial improvements in the corridor.

Finally, EMCTC is concerned about the portrayal of the strategic transportation system. By including the strategic system in the "Getting There" promotional brochures, the Region may be telling the public that the transportation improvements contained therein will be built in the timeframe identified in the brochure. The public needs to know the likelihood of the strategic system being built as opposed to the financially constrained system

Again, we appreciate the effort required to complete the 1999 Regional Transportation Plan and look forward towards implementing the RTP.

Sincerely,



Sharron Kelley, Chair
East Multnomah County Transportation Committee

EACK2423.LTR



MULTNOMAH COUNTY OREGON

DEBORAH BOGSTAD, BOARD CLERK

OFFICE OF BEVERLY STEIN, COUNTY CHAIR
1120 SW FIFTH AVENUE, SUITE 1515
PORTLAND, OREGON 97204-1914
TELEPHONE • (503) 248-3277
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BOARD OF COUNTY COMMISSIONERS

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| LISA NAITO• | DISTRICT 3 | •248-5217 |
| SHARRON KELLEY• | DISTRICT 4 | •248-5213 |

December 8, 1999

Andy Cotugno
Director, Transportation, METRO
600 NE Grand Avenue
Portland, OR 97232

Dear Mr. Cotugno,

We would like to submit the following comments regarding the Regional Transportation Plan for JPACT's discussion. We hope you will accept these general policy suggestions in addition to those comments submitted by the East Multnomah County Transportation Committee.

We applaud the work of Metro staff, community members, TPAC and others who have worked hard to come up with this comprehensive transportation vision for our region that will help to guide our policies for the next twenty years. We specifically appreciate the work that has been done to link our land-use policies and transportation planning.

The following list of comments we feel would complement the work already accomplished in the RTP draft. We hope that you will carefully consider them as JPACT and the Metro Council finalize and implement this plan.

1. Funding

Funding is obviously one of the biggest challenges we face in implementing this plan. With the impending referral vote on the increased gas tax measure passed earlier this year by the Legislature, we can not discount that any efforts we make locally or statewide to fund upcoming transportation projects will be hard-fought battles. In light of that, we suggest that Metro planning staff and JPACT revisit the project list of the Strategic System. It would be more realistic for us to plan for a funding package that is closer to our economic reality, as opposed to one that is almost three times the available resources. Creating a Strategic System that is closer to the \$2.0 billion predicted revenue would be more attainable than a \$7.21 billion package. (Chapter 5)

In light of the shortfall in funding available regionally, the plan should also direct a joint MPAC and JPACT funding committee to research and strategize the regional funding

options available to us. The funding committee should present these options and their suggestions to JPACT for review and implementation.

While we understand that the Traffic Relief Options study suggested to JPACT that congestion pricing only be used to pay for new infrastructure, we do not think that we should rule out using this tool to fund other projects. (Section 4.5.1) Additionally, I think it is imperative that congestion pricing be considered for all new projects and capacity, including any new capacity built on Interstate 5.

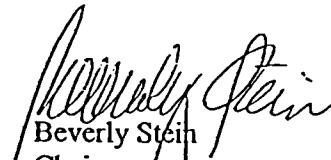
2. Building Transit Ridership:


The RTP depends on alleviating some of the pressures of congestion by expanding transportation choices. Coupling this with efforts to expand transit ridership is very important to our success in getting people out of their cars for work, shopping and play. At the beginning of the RTP (section 1.3), special mention is made to increase transportation choices for people of all needs, including youth, elderly and disabled. The RTP should not only encourage transportation choices for these populations, but should direct Tri-Met, SMART and C-TRAN to develop programs that reach out to and build ridership within these populations. This point could be addressed in section 1.3.3 or the Transportation Demand Management section 3.1.

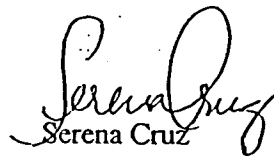
Additionally, special attention should be focussed on providing increased access to transportation for economically disadvantaged people, especially as it addresses their needs to work.

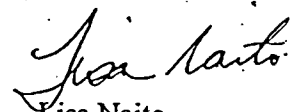
Thank you for taking the time to review our suggestions. We look forward to working with Metro to make these plans and ideas a reality.

Sincerely,


Beverly Stein
Chair
Multnomah County


Diane Linn
Commissioner
District 1


Serena Cruz
Commissioner
District 2


Lisa Naito
Commissioner
District 3

CPO#3
Robert N. Bothman
Chair

ROBERT N. BOTHMAN
7365 S. W. 87TH
Portland, Oregon
97223

Phone 503 244 7206
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DATE DECEMBER 8, 1999

ATTENTION JON KVISTAD, METRO COUNCILOR
CHAIR JPACT

PAGES 2

SUBJECT REGIONAL TRANSPORTATION PLAN

The residents in West Slope-Raleigh Hills-Garden Home CPO#3, seeking to maintain the livability of their neighborhood, have requested traffic through the neighborhood be managed and not simply accommodated. A key to this request is to seek improvements without additional lanes on Garden Home Road and Oleson Road. This can be accomplished by simply classifying these streets as collectors and not develop them into arterials.

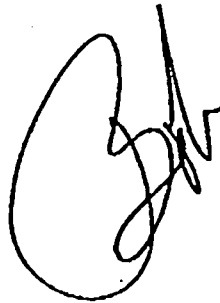
Staff has responded to the CPO comments with Comment 9 and 10, citing the lack of arterials in the network. Actually this neighborhood is circled by I-5, Hwy 217 and Hwy 26 providing an excellent freeway system to carry through traffic. Within the freeways the area is served with arterials Hall Blvd, Beaverton Hillsdale Hwy, Canyon Road, and Scholls Ferry Road. Collector designation is the correct assignment of Garden Home and Oleson roads allowing for traffic to get from neighborhood streets to the arterials and freeways.

The staff is considering only the auto demands. The region system cannot afford to simply accommodate more and more autos in the built up suburban neighborhoods. Your consideration of the neighborhoods and folks directly affected by this decision is appreciated.

Washington County MSTIP projects include improvements to all of Oleson Road consisting of two lanes with a left turn lane and signal at 80th, bicycle lanes and sidewalks, matching the recently completed improvements at Oleson Road and Garden Home Road. These improvements represent the input from the neighborhoods and desire for the future of Oleson Road and Garden Home Road.

The CFO would also appreciate your consideration to adding an interim project on Garden Home Road to build bicycle lanes and sidewalks from Oleson Road to Allen Blvd, the same project in the county MSTIP for Oleson Road, in the Strategic Program. This project would connect to the existing improved two lane with bicycle lanes section of Multnomah Blvd east of Oleson Road.

I would be happy to further discuss this request for your assistance.

A handwritten signature in black ink, appearing to be 'R. Bothman', is centered on the page below the text.

FAX
page 1 of 4

Date: 12-8-99
To: Jon Kvistad, Metro Councilor, J-PAC Chair
From: Steve Larrance for Citizens Against Irresponsible Growth CAIG
Re: RTP proposed changes to classification of T.V. Highway

The following paragraph is to summarize and support the testimony of Larry Derr and myself to your Transportation Committee yesterday.

Please remove from the text of the soon to be adopted Regional Transportation Plan, RTP, all functional classification changes and references to future study conclusions, such as the four bullets on page 6-31 of the RTP, to the T.V. Highway east of Brookwood Avenue until completion of the corridor study also recommended in the RTP. I have attached two pages from the DKS Report dated Sept. 13, 1999 prepared for the Washington County Board of Commissioners which indicate that the study must come before the conclusions. Also attached is the page in the RTP referencing the T. V. Highway.

Thanks for your hard work to ensure to the citizens of Washington County and the Region that the easy and inexpensive transportation solutions will be considered before the expensive ones, which very probably will never be fully implemented, are adopted.

Sincerely submitted,



* T.Y.

an expressway facility similar to Highway 212 in Milwaukie and Highway 99E near Tacoma Avenue with roadway over-crossings, grade-separated interchanges, and very limited access to adjoining land. The Draft Strategic RTP allocates \$33.2 million for this improvement. Additional costs for land acquisition and business impact requirements could increase the total project to over \$100 million.

- * • **TV Highway Improvements Require Further Study** - The suggested Metro recommendation for an expressway facility on TV Highway has not been studied by ODOT, Washington County or either affected city and these solutions have not been adopted into their respective transportation plans. Further study of the TV Highway Corridor is needed to document the specific needs and to develop a preferred alternative. This investigation would balance the benefits of high capacity street improvements assumed in the Strategic RTP and the costs of such improvements including the impacts to existing and planned land development (both takings and access modifications).

transportation system given the existing system and planned improvements that are identified in the latest RTP².



TV Highway – One of the more substantial RTP street improvements on the Strategic network was along TV Highway between 10th Street in Hillsboro and Cedar Hills Boulevard in Beaverton. The improvement would more than double capacity from 2,150 vehicle per hour (vph) in each direction today to 4,500 vph after the improvement. (See letter from Metro to Washington County with this improvement recommendation and ODOT's letter to Metro regarding TV Highway in *Appendix B*)

This RTP project is not explicitly contained in the state, county or city transportation plans. The county plan calls for seven-lanes on TV Highway in this area, and the city plan notes that by 2015 TV Highway will be close to capacity (this review focuses on 2020 horizon year). ODOT has not adopted such improvements into their regional plan but they recognize the need for improved access management.

In order to achieve 4,500 vehicles per hour capacity, significant access changes must occur in the TV Highway Corridor. The model assumes three interchange treatments, four or five flyovers or underpasses and five or six "right in, right out" locations between Brookwood Avenue and Hocken Avenue. All other roads and business driveways would be cut-off from direct access to TV Highway. Between Brookwood Avenue and 198th Avenue, one interchange, two flyovers and two "right in, right outs" are assumed. Further refinement study is needed to fully document the capacity needs, and to develop alternative measures to increase corridor capacity. The suggested expressway concept by Metro is only one possible solution. Other alternatives could include improved capacity and connectivity of parallel roads, and other locations for grade separations and access controls.

At a planning level, access changes of this magnitude are necessary to achieve the high capacity assumed in the model. The precise access elements and their locations should be identified in a more detailed corridor study. However, near the South Hillsboro Urban Reserve, this level of capacity cannot be achieved with at-grade intersections.

Miscellaneous Corrections – Based on input from city and county staff regarding network corrections, the following network modifications were made:

- **Farmington Road** – The Existing Resource network was showed 1800 vph capacity west of 185th Avenue where no planned improvements are identified. This was corrected to be 900 vph.
- **Century Boulevard** – The segment between Evergreen Road and Cornell Road was added to the both networks, and the segment between Evergreen Road across US 26 to Jacobson Road was added to the Strategic Auto network. These revisions will be incorporated into the next round of RTP network improvements.

Land Development Assumptions

The proposed concept plan land development is distributed around three major neighborhoods on-site: Butternut Creek, Ladd-Reed, and Gordon Creek. The specific allocations for each neighborhood are not identified in the concept plan, but the overall mix of development is summarized below in Table 3. The South Hillsboro Urban Reserve plan area includes up to 8,500 new residential dwelling units, one middle school, two elementary schools, and over 600,000 square feet of building area for office, industrial and commercial uses.

² *Regional Transportation Plan, Metro, Round 3 – April 16, 1999, Strategic Auto Funding scenario.*

- consider express, HOV lanes and peak period pricing when adding new capacity
- design capacity improvements to maintain some mobility for regional trips during peak travel periods
- design capacity improvements to preserve freight mobility during off-peak hours
- retain auxiliary lanes where they currently exist
- improve parallel routes to accommodate a greater share of local trips in this corridor
- improve light rail service with substantially improved headways
- coordinate with planned commuter rail service from Wilsonville to Beaverton regional center



Tualatin Valley Highway

A number of improvements are needed in this corridor to address existing deficiencies and serve increased travel demand. The primary function of this route is to provide access to and between the Beaverton and Hillsboro regional centers. As such, the corridor is defined as extending from Farmington Road, in Beaverton, to Baseline Road, in Hillsboro. The following design considerations should be addressed as part of a corridor study:

- aggressively manage access as part of a congestion management strategy
- implement TSM and other interim intersection improvements at various locations between Cedar Hills Boulevard and Brookwood Avenue
- implement long-term, a limited access, divided facility from Murray Boulevard to Brookwood Avenue, with three lanes in each direction and grade separation at major intersections
- implement complementary capacity improvements on parallel routes, including Farmington, Alexander, Baseline and Walker roads

North Willamette Crossing

The RTP analysis shows a strong demand for travel between Northeast Portland Highway and the adjacent Rivergate industrial area and Highway 30 on the opposite side of the Willamette River. This demand is currently served by the St. Johns Bridge. However, the St. Johns crossing has a number of limitations that must be considered in the long term in order to maintain adequate freight and general access to the Rivergate industrial area and intermodal facilities. Currently, the St. Johns truck strategy is being developed (and should be completed in 2000) to balance freight mobility needs with the long-term health of the St. Johns town center. The truck strategy is an interim solution to demand in this corridor, and does not attempt to address long-term access to Rivergate and Northeast Portland Highway from Highway 30. Specifically, the following issues should be considered in a corridor plan:

12-9-99

Comment from Clackamas Co.

SUBJECT: Suggested RTP amendments:

On page 1-6 under Urban Reserves

Amend the sentence "Once urban reserves are brought within the urban growth boundary, more detailed transportation system planning at the regional and local level occurs in conjunction with detailed land-use planning."

To read, "Prior to urban reserves being brought within the urban growth boundary, a more detailed transportation system plan and funding strategy must occur at the regional and local level in conjunction with detailed land use planning."

On page 3-50 under Damascus and Pleasant Valley Town Centers

Delete the sentence "Urban reserves in the Damascus and Pleasant Valley are expected to be added to the urban growth boundary incrementally, and will not be necessarily timed according to needed transportation improvements."

In addition or as an alternative

Add a new section 6.8.11 Timing of UGB Expansion

It is necessary to assure that an adequate transportation infrastructure is provided as growth occurs. The expansion of the Urban Growth Boundary should occur only when adequate funding for necessary improvements is secure.

12-9-99 Kennemer motion
to H

Final recommendations from the Green Streets project will be incorporated, as appropriate, into the RTP. The project is scheduled for completion in July 2001..

6.8.2 Damascus-Pleasant Valley TCSP Planning

Metro was recently awarded a special federal TCSP grant from the US Department of Transportation to complete an urban reserve plan for the Damascus-Pleasant Valley area of Clackamas County. The work scope for the project is broad, encompassing land-use, transportation, and environmental planning. The project is scheduled to begin in early 2000. The objective of the study is to prepare concept plans for this large urban reserve area in anticipation of future urbanization. Metro will work with a number of local partners to complete the project, including the cities of Portland, Gresham and Happy Valley, and Multnomah and Clackamas counties. A citizen policy advisory committee that includes residents and key stakeholders will guide the project.

The Damascus-Pleasant Valley planning effort will include conceptual transportation planning for regional facilities in the area, and more detailed street planning for northern portions of the area that are already included in the urban area. Transportation scenarios will be developed to reflect a variety of land-use alternatives for the area, and will be analyzed with the regional transportation model.

The preferred alternative will likely include refinements to the Damascus-Pleasant Valley street functional classifications and transportation improvements included in this plan. Proposed amendments to the RTP would be considered upon completion of the study, which is scheduled to conclude in Fall 2002. The preferred alternative will also include future street plans for some local streets that may be incorporated into local TSPs.

Add (and land use) after Transportation in the last sentence of the second paragraph.

Add (urban reserve boundary) after Damascus – Pleasant Valley in the first sentence of the third paragraph.

solutions. Such measures are already used for Areas of Special Concern identified in Chapter 1 of this plan, but should also be considered in other areas to better evaluate both the need and relative effectiveness of multi-modal transportation solutions.

Tour-Based Modeling and TRO Enhancements

Tour-based modeling represents a departure from the current trip-based model used to develop the RTP. In contrast to the current model, tour-based modeling allows for a much more detailed analysis, since it does not rely on the somewhat generalized assumptions that accompany the current model. In the current system, land-use and transportation assumptions are created for each of 1,260 traffic zones that form the smallest building block for analysis. Tour-based modeling will allow data to be evaluated to the tax lot or parcel level, which will result in a much more detailed and flexible system for testing proposed transportation improvements.

Clean air
Clean water
Clear thinking



Oregon Environmental Council

DEC 13 1999

To: JPACT

From: Chris Hagerbaumer, Air & Transportation Program Director *CH*

RE: 2nd Round of Comments on Regional Transportation Plan

Date: December 10, 1999

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The Oregon Environmental Council (OEC) appreciates your attention to our first round of comments (see the memo from OEC dated November 2). This memo reiterates some comments from the first, but also includes some new suggestions. We would also like to draw your attention to the fact that we are members of the Coalition for a Livable Future and strongly support the comments that CLF will soon submit.

Air Quality Impacts

We are aware that you will be developing a financially constrained system and determining the conformity of that system with federal air quality standards in the coming months. Please don't wait to deal with excess emissions by shuffling projects around at the end. Avoid exceedances up front by forwarding projects that are known beforehand to have the least impact on the airshed.

We are somewhat worried that the RTP that has been shared with the public to date sets up unrealistic expectations about what the region can afford to build from a financial standpoint and what the region can afford to build from an air quality standpoint. Involve the public as soon as possible in the selection and analysis of projects to be built under the constrained system. Make the public aware of the financial and environmental costs of various scenarios.

Transportation Demand Management

We understand that you have broken TDM policies into three categories (general, parking, and peak period pricing), but believe that you've missed calling out some other pricing policies besides parking pricing and peak period pricing. We suggest adding an objective to Policy 19.0:

- Investigate the use of policies that accurately reflect the full costs of transportation to encourage more efficient use of resources.

OEC does not agree with our fellow members on the TRO TAC that the revenue-generating aspect of peak period pricing should be on parity with the congestion management aspect. We suggest changing objective (a) of Policy 19.1 as follows:

- a. Objective: Apply peak period pricing appropriately to manage congestion and, secondarily, to generate revenues to help with needed transportation improvements.

We also feel strongly that given the longevity of the RTP, the possibility that public opinion will change over time should be reflected in objective (b) of Policy 19.2. We are also worried that by negating the possibility of pricing existing roadway over the period of the RTP's influence, we may negate the possibility of pricing on new infrastructure. Because new road projects are being built in such small segments, the region may need to toll a portion of the existing roadway in order to make a pricing project feasible. We suggest the following change to the policy language:

- b. Objective: Do not price existing roadway at this time, but peak period pricing on existing roadways should be considered as public support grows and demand necessitates.

Potential New Revenue Sources

This section should detail a wider range of potential revenue sources. For example, the recently adopted Oregon Highway Plan considers fees on vehicle miles traveled as an option. We suggest adding a bullet under 4.4.1 that describes mileage-based fees and a bullet that describes smog fees (see our earlier memo for a full description of the potential benefits of these policies).

- **Mileage-based fee on automobiles and light trucks.** The gas tax does not accurately reflect vehicle contribution to road maintenance because fuel efficiency varies greatly from vehicle to vehicle. The gas tax will become more and more antiquated as the fleet is modernized to include hybrid and alternative-fueled vehicles. A vehicle miles traveled (VMT) fee would properly account for the wear and tear caused by lightweight vehicles.
- **Fee on pollution emitted.** A "smog fee" based on vehicles' emission characteristics would properly account for the damage caused by vehicle-related air pollution and could be used as a source of funding for less-polluting transportation options.

At the December 9 JPACT meeting, we were somewhat disappointed that a large increase in the vehicle registration fee was suggested as a funding option. A vehicle registration fee taxes vehicle ownership, not vehicle use. A fair and efficient finance system would charge motorists for the actual costs they impose on the system.

Thank you for your attention to our suggestions.

DEC 14 1999

December 14, 1999

Mike Burton, Executive Director
METRO
600 NE Grand Avenue
Portland, OR 97232

Dear Mr. Burton:

I am pleased to provide these comments as part of the public input for the Regional Transportation Plan. The amount of work and thought that has been invested in making this a plan that will truly benefit the economy and citizens of the district clearly shows the importance we give to transportation. The subject of transportation has been a critical issue in the strategic plans developed by Aging and Disability Services for the past 15 years.

During that time, our work with members of the elderly and disabilities communities and partners in transportation, has seen great changes in the quality and scope of special needs transportation. This has included a heightened awareness of issues around special needs transportation that spurred the establishment of the LIFT program at Tri-Met, the establishment of Medicaid Waivered Medical Transportation statewide, and the growing interest in making all transit systems fully accessible. In the 3 county area, Area Agencies on Aging and Disabilities (AAAD's) are looking forward to discussions, to be held soon, with County Commissioners, Fred Hansen, and other transportation partners to create the first comprehensive plan and vision for Special Needs Transportation.

With this in mind and realizing that there are notable gaps in meeting the needs of elderly, disabled, and low income populations in transportation, I read the policies that make up the structure of the RTP. I considered the plan as an excellent framework as it exists, but with an interest in providing comments useful in creating more depth and impact in the plan for these populations in the region.

I observed that the RTP lacks overall vision or focus for special needs transportation. It also appears to be missing the expertise and organized ideas that the elderly, low income and disabilities communities could offer if concerted provision were made to facilitate and plan around it. Issues are arising in the region indicating that while the 3 objectives under Barrier Free Transportation are important; a large part of special needs transportation falls outside compliance with the ADA. And, while the plan focuses on access to jobs and retail services as part of livability, no mention is made of access to health or child care services as key to special needs populations. Planning for missing elements of

transportation that would allow special needs populations to better use the various modes envisioned in the RTP are not addressed.

To address this, I suggest to the Councilors that:

1. That the scope of planning and consideration in the RTP for special needs transportation for elderly, disabled and low income individuals be broadened and integrated into several elements throughout the plan including:
 - Safety and education,
 - Intergovernmental coordination,
 - Regional public transportation,
 - System management,
 - and Transportation funding.
2. That METRO jointly staff a task force with Tri-Met and other partners that would meet to consider and recommend to the Council appropriate ways to build special needs considerations into these or other sections of the RTP. I would suggest that the task force bring together experts from the field of aging, disabilities, low income populations and special needs transportation along with citizens representing these groups to accomplish this important goal. Perhaps this will fit best in the outstanding issues portion.
3. That the task force also be charged with developing a vision for development and policies that benefit special needs populations and would become an integral part of the Growth 2000 plan and RTP.

I appreciate the policies and goals of the Metro RTP that rightly identify, under "Public Involvement," elderly, disabled, and low income individuals as part of the focus of planning and public input for "traditionally underserved" populations. I feel encouraged that with some focused effort within the planning process for the RTP that we can inject purpose and impact around special needs transportation and the populations it serves. Addressing these needs can only make the system better for everyone.

Thank you for the opportunity to comment and your willingness to consider my suggestions. You can count on ADS, the Disability Services Advisory Council, and Elders in Action as partners in developing any such plans.

Sincerely,

Jim McConnell, Director
Multnomah County Aging and Disability Services.

CC: Andy Cotugno

DEC 14 1999

November 26, 1999

Tom Kloster
Metro Transportation Department
600 NE Grand
Portland, OR 97232

Dear Mr. Kloster,

I am writing to provide you with comments on the Regional Transportation Plan (RTP) and your Green Streets proposal, which is referenced in the RTP. These comments are formal comments of the Audubon Society of Portland on behalf of the over 8,500 members who live in the Portland-Vancouver metropolitan region.

As I indicated after your recent RTP presentation at MTAC, I was initially very disappointed to see so little attention to urban stormwater management and other negative environmental impacts that the transportation system has on natural systems in the metropolitan region. There is scant attention, through Policies 7.0 (the natural environment) and 8.0 (water quality) listed within your Regional Transportation Policies, that address these impacts.

Our biggest concern with your description of the environmental impacts of the "2020 Preferred System" is that the brief environmental discussion focuses almost exclusively on fish passage as a response to the ESA. While maintenance and restoration of fish passage is a critical issue, so too are issues of imperviousness and direct habitat loss.

As you note in your "Outstanding Issues" discussion on page 6.34 of the RTP, the transportation right of way contributes a huge amount of imperviousness to the region's landscape. I think your figure of 20% greatly underestimates this impact. I have seen figures that suggest between 30% and 40% of urban imperviousness can be attributed to all elements of the transportation system, so your estimates may be greatly understated. It is this imperviousness, and the attendant runoff that alters stream hydrology with the resulting negative impacts on stream morphology that is the single greatest issue that must be addressed in all developments, including the transportation system.

Our single greatest concern with the RTP, while we support your efforts to produce a balanced, multi-modal regional transportation system, is that water quality and, more importantly, quantity continues to be an "outstanding issue. We would have hoped that, with our longstanding understanding of the impacts I refer to above and that you have pointed out in the RTP, that stormwater quantity and quality would have constituted a more robust discussion in the RTP.

That said, I have read your excellent Green Streets proposal and would like to give you some comments on that document. I think it would have been a good idea to include the Green Street project description in the RTP itself, given the comprehensive nature of the proposed work plan. As concerned as we are that the RTP itself does little to address the water quality and quantity issues, we are very pleased with the work that you propose to undertake through the Green Streets project.

Frankly, I was surprised that this project is virtually unknown to those I have mentioned this project to on WRPAAC and in other natural resource circles, including Portland's Stormwater Advisory Committee. I strongly recommend that as you proceed with this project that better connections be established between your project team and these committees since your work will

be critical to addressing the issues they are wrestling with as well. A presentation to WRPAC and the Portland Stormwater Advisory Committee would be welcome by both groups inasmuch as they are both regional stormwater management policies, including reduction of imperviousness and retrofitting existing developments.

I have inserted my comments into the text of the Green Streets proposed work plan. While I have a few specific concerns about the proposal, I want to emphasize that this project is a significant step in the right direction. We are very pleased that Metro took the initiative to solicit funding from the state for this project and would like to see considerably more discussion of serious environmental impacts that the transportation system on the region's streams, rivers and wetlands.

Sincerely,

Mike Houck
Urban Naturalist
Audubon Society of Portland

West Linn

RECEIVED

DEC 14 1999

EXECUTIVE OFFICE

RECEIVED

BY:.....

December 10, 1999

Mike Burton
Metro Executive Officer
600 NE Grand Ave.
Portland OR 97232-2736

SUBJECT: COMMENTS ON DRAFT REGIONAL TRANSPORTATION PLAN

The City of West Linn has the following comments on the Draft Regional Transportation Plan, dated November 5, 1999:

1. REGIONAL TRANSIT SERVICE STRATEGY MAP (following Page 5-12):

The map for regional bus service does not follow the adopted West Linn Transportation System Plan strategy for bus routes in West Linn. West Linn proposes that the future community bus route on Rosemont Road run from the Rosemont/Salamo Road intersection south along Salamo Road to I-205 and the Willamette "main street" area.

2. URBAN CLACKAMAS COUNTY TRANSPORTATION PROJECTS (following Page 5-56)

Project # 5195: This project should be worded "Retrofit the street with a boulevard design from West A Street to the existing Oregon City bridge... This will eliminate some confusion as to the location of this project.

Project #5194: This project should be worded, "Improve the intersection with Pimlico Drive safer for all modes of travel." The other intersections mentioned in this item have already been improved.

Project #5204: There is no traffic signal currently at the intersection of Stafford Road and Rosemont Road, and while the project is in the Clackamas County Capital Improvement Program, it is not funded. Please change the second sentence to read, "This project will include construction of a traffic signal."

Please contact Gordon Howard at 656-4211 if you have any questions about these items.

Sincerely,

A handwritten signature in black ink, appearing to read "Dan Drentlaw", with a long horizontal flourish extending to the right.

Dan Drentlaw
Planning Director

C: Mayor and Council
Scott Burgess
Andrew Cotugno

RECEIVED

BY:.....

Jim Persey
12345 SW Davies Road
Beaverton, OR 97008

December 13, 1999

Metro
RTP Comments
600 NE Grand Avenue
Portland, OR 97232

RE: Metro Project 3033

Dear Metro:

The Metro RTP includes project 3033 named the 125th Extension. This is a Beaverton project that is highly controversial and will negatively affect the quality of life of residents who live along the proposed roadway. Traffic that should be taking Scholls Ferry Road or Murray Blvd. will now be coming through the Greenway Neighborhood. I would like to see this road removed from the RTP. If that is not possible, then the 125th Extension should not be built until Scholls Ferry Road is upgraded to seven lanes. Scholls Ferry Road is overloaded now and the Murray/Scholls Town Center will add even more traffic. This traffic must stay on these major arterials and not come through our neighborhood. Please help our neighborhood and discourage the construction of project 3033.

Sincerely yours,

Jim Persey

Jim Persey

From: "Don Baack" <donbaack@k-com.net>
To: "Mark Zolton" <mzolton@ci.portland.or.us>
Date: Wed, Dec 15, 1999 2:58 PM
Subject: Comments on Adoption Draft of the 11/5/99 Regional Transportation Plan

Please include these comments on the RTP in the record. If not, please notify me immediately in writing.

Unfortunately, it has been difficult for citizens to get copies of the RTP. I requested a copy in early October, I did not receive one and finally personally picked up a copy on December 2nd. At that time I was given a date for submittal of testimony of 12/16. I hope future proposals can allow more time for citizen review.

Comments on the Draft Regional Transportation Plan dated 11/5/99.

Barbur I-5 Corridor Study - An integrated corridor study is the top budget priority of the SWNI Transportation Committee. (Corridor can be defined as Barbur all the way from I-405 to Tigard, with special focus on its relationship with I-5 and intersections in the designated hi volume areas (potential WPTC and Barbur Main Street). Integrated infers including transit, pedestrian, bike and auto access to local activity centers and to transit; rerouting nonlocal traffic with increased southbound access to I-5; and design treatment. Study infers technical as well as historic/vision input and solutions from Tri-Met, ODOT, Metro, PDOT, SW Neighborhoods, and the SW business community. There is money for this project in a variety of separated projects in the RTP which should be combined and studied before solutions are implemented.

Urban Trails - Now is the time to realize implementation of citizen labor. Include the 7 identified Urban Trails in the RTP. While the current RTP only discusses a need for 'connections for pedestrians', we have in our hands mapped routes indicating throughout the southwest where citizens want to walk between neighborhoods, town centers, schools, buses, parks, work and other activity centers. The maps show how to utilize existing and unbuilt streets, parks, schools, and in a very few places, private rights of way to supply ped access in a most inexpensive fashion. A copy of the alignment of the 7 trails is attached. (see Portland Pedestrian Program Map 6/10/99) (not sent with the email edition of this note)

The ped/bike maps in the RTP are small and very difficult to read. They should be the same size as the traffic and transit maps.

OHSU area has no Metro Designation

The area around OHSU is not designated anything other than a local neighborhood.

This seems like a serious omission since this is the foremost employer in the region. The pedestrian and bike routes leading to this area need attention, as does the entire area around the institutions. I think a designation equivalent to a main street in preference should be developed and assigned to this area. Similar treatment might be considered for Lewis & Clark College, possibly also Portland Community college.

Street Designations:

There is a lack of a definition of Barbur Main Street - this could come out of the above mentioned corridor study.

Lack of a collector in the Washington County/Washington Square area. (potentially Taylors Ferry west of 62nd).

Other Pedestrian and Bicycle Changes:

The Hillsdale Town Center Plan proposes a bicycle locker facility as a bike park and ride. Funds to do demonstration project for such a concept should be provided.

An alternate Pedestrian and Bike route around the very dangerous Barbur Blvd segment is to follow SW Ralston from Barbur to SW Terwilliger, where the biker/walker can then proceed safely along Terwilliger to Capitol Highway or Barbur. Funds for traffic calming in pedestrian districts should be included.

(The Portland Pedestrian Master Plan provides for using traffic calming in Pedestrian Districts as an alternative to providing expensive sidewalks.)

Street Design Example list - include a bike/ped combination design to increase multimodal use of our steep limited width streets in SW Portland.

We propose a standard of a sidewalk on the side of the street going downhill with no bike lane on that side, and a climbing bike lane (but no sidewalk) on the side off the street going up hill.

South Portland Circulation Study implementation, #1027 - having been on the CAC, the \$40 million price tag is new and not reasonable, the funds could be better spent on other unmet needs in SW Portland. There is a lack of consensus on this project. The regional freeway connections #1031 seems a much higher priority and would have a very positive affect on the CTLH neighborhood and help traffic flow in SW Portland the region in total.

A new on ramp to southbound I-5 from Barbur Blvd. This project must be added to relieve 5 miles of traffic congestion down the Barbur corridor and especially at Barbur/Capitol Hwy/Taylor's Ferry intersection.

Barbur is not now a safe bikeway. It is not a viable southbound route unless there is a safe way to cross the turning (upper) Capitol Hwy traffic and a widening of the Newberry and Vermont structures to provide a safe biking environment.

Project 1195 should be defined to start at Naito/Lane rather than Terwilliger and go to city limits. This is to implement the Barbur Streetscape Plan adopted by the Portland City Council 12/8/99.

Project 1200 should include a pedestrian overpass over Barbur as well as over I-5. Missing also is the I-5 & Macadam pedestrian/bicycle overpass at Gibbs or Whitaker which will provide access to the North MacAdam project area.

Citizen Review: We need subregion reviews added to the process which permit in depth review of the projects by the people who drive, bike and walk our streets. The citizens are totally uninformed about the traffic management facilities that have been proposed. Current projects are largely based on expensive street improvements for lengthy sections of a limited number of streets. Given the very high percentage of substandard transportation infrastructure in SW Portland (especially compared to other

areas), the needs would more realistically be addressed within budget by targeting much smaller sections of more streets. Citizen review should help prioritize expenditures and their timing.

Process from this point forward:

We need a clear understanding of the process to be followed from this point forward. Please add the SWNI Transportation Committee to the mailing list for all transportation related announcements coming from Metro.

Don Baack

CC: MetCen.GWIA("diane.m.linn@co.multnomah.or.us")

S . M . I . L . E

SELLWOOD MORELAND IMPROVEMENT LEAGUE
8210 S.E. 13TH AVENUE • PORTLAND, OR 97202
STATION (503) 234-3570 • CHURCH (503) 233-1497

December 16, 1999

RTP
Metro Transportation Department
600 NE Grand Avenue
Portland, Oregon 97232

To Whom It May Concern:

Please consider these comments on the proposed Regional Transportation Plan from the Sellwood-Moreland Neighborhood Association. The Board has discussed the RTP as it affects our neighborhood and endorses these comments.

The RTP covers a wide range of transportation projects over a broad geographic area. Our comments, although focussed on a few projects in a prescribed area, also relate to the broader plan as well. First, we support the conclusions of the South Willamette Crossing Study and urge that they be fully incorporated into the Regional Transportation Plan. Although the search for funding for rehabilitation of the Sellwood Bridge or construction of a replacement bridge will be put off to another day, it is important, nonetheless, to acknowledge the policy direction within the Plan now. Second, we support the recommendation to reclassify Tacoma Street as a Community Street rather than its current status as a Regional Street. Both of these actions recognize and support the community's efforts to meet Region 2040 goals as to how we will responsibly meet the challenges of growth in the metropolitan area. It is the least that Metro can do to acknowledge and support the hard and sometimes contentious work that we have done. Although we may be seen as just a neighborhood within the region's largest city, we are, in fact, a community of over 11,000 people who taken as extraordinary a planning step as any other jurisdiction in the area. Third, we urge Metro to take seriously the other recommendations of the South Willamette Crossing Study to truly support alternative modes of travel in this part of the region. In our discussions on the crossing study all participants recognized the need to address capacity and mobility needs in ways substantially different than we have. The current RTP takes some steps in that direction but falls short of taking other options to automobile travel seriously, particularly in north Clackamas County. Our expectations are high and we will be tracking this. Our efforts to plan and grow responsibly will fail if we surrender to automobile dependence as business as usual.

Thank you for the opportunity to comment and to work with you on these issues.

Sincerely Yours,



Kevin Downing
Vice President
Chair, Transportation Committee

Presented to the Metro Council (12/7/99 and 12/14/99) and MPAC (12/8/99)

Background

The Metro Ordinance (98-769) and Code (3.08) that created H-TAC stated as follows:

- Prior to nine months after the adoption of the Ordinance, the H-TAC shall submit preliminary recommendation to MPAC of fair share affordable housing targets for each jurisdiction in the Metro region. This schedule translates into a June 1999 deadline;
- Within the above schedule, the H-TAC shall conduct at least one public hearing and invite citizens and government officials to testify;
- Within the above schedule, the H-TAC shall make a recommendation to the Council for the adoption of fair share affordable housing targets for each jurisdiction; and
- No more than fifteen months after the adoption of the Ordinance, the H-TAC shall report to MPAC and Council with recommendation for the adoption of the Regional Affordable Housing Strategy Plan. This schedule translates into a December 1999 deadline.

On June 8 and 9 1999, H-TAC presented the Options for Fair Share Housing Targets to the Metro Council Growth Management Committee and MPAC respectively for their review and comments. The options were based on the work of the H-TAC Fair Share Subcommittee that met twice a month from October 1998 to May 1999 to analyze housing data and developed information on housing need and fair share affordable housing distribution model. During those updates, the MPAC and Metro Council Growth Management Committee advised the H-TAC to:

- a) withhold the public hearing on the Options for Fair Share Affordable Housing Targets until it develops the strategies and tools that would be used to achieve the targets;
- b) go ahead and develop the strategies and tools for achieving more affordable housing in the region; and
- c) upon completing the strategies, it should come back and present the fair share housing targets and strategies for their review and comments.

Progress

In July 1999, the H-TAC created three additional subcommittees to develop the strategies and tools for affordable housing. In addition to the Fair Share Subcommittee, the following are the four subcommittees and their charge:

1. *Cost Reduction*: develop programmatic approaches for addressing and developing strategies for implementation of the cost factors affecting affordability, as well as address and develop strategies for other tools as assigned in the Regional Framework Plan Policy;
2. *Land Use & Regulation*: develop strategies for implementing the land use and regulatory approaches outlined in the Regional Framework Plan Policy; and
3. *Regional Funding*: develop options for the regional funding of affordable housing, considering possibilities outlined in the Regional Framework Plan Policy.
4. *Outreach*: develop outreach workplan and materials to successfully implement public hearings as stated in the Regional Framework Plan Policy.

The H-TAC has reviewed eight strategy reports developed by the subcommittees and approved seven of them as preliminary recommendations. The recommendations are in Exhibit A to Ordinance 99-833 containing the strategy reports. As shown in Exhibit A, there are approximately 18 additional strategies that H-TAC has not addressed.

At its meeting on November 15, 1999, the H-TAC voted unanimously to request the extension of time for the completion of its work program to June 2000. At this new deadline, the H-TAC will report to the Council and MPAC with a recommendation for the adoption of the Regional Affordable Housing Strategy Plan containing the fair share affordable housing targets.

SUMMARY STATUS OF H-TAC WORK

November 29, 1999

| | | |
|-----------------|---|--|
| <p>A</p> | <p><u>AFFORDABLE HOUSING TARGETS (FAIR SHARE)</u></p> <p>Work Completed:*</p> <ul style="list-style-type: none"> • Definition of Fair Share & Principles • Regional Benchmark Need to 2017 • Five-Year Fair Share Target Options <p>Items not Addressed:*</p> <ul style="list-style-type: none"> • Methodology for monitoring and evaluating progress toward affordable housing goals • How affordable housing targets (Fair share) fit into overall RAHS Plan <p>Other Item to be Addressed: How to use Section 8 vouchers/certificates in assessing jurisdictional efforts towards meeting the needs of H-TAC defined income groups</p> | <p>C</p> <p><u>LAND USE & REGULATORY STRATEGIES</u></p> <p>Work Completed:*</p> <ul style="list-style-type: none"> • Long-term or Permanent Affordability • Density Bonus • Replacement Housing <p>Work in Progress:*</p> <ul style="list-style-type: none"> • Urban Growth Boundary Considerations • Inclusionary Zoning (voluntary & mandatory) <p>Items not Addressed:*</p> <ul style="list-style-type: none"> • Linking Affordable Housing to Transportation Funding • Housing Linkage Programs • Air Rights • Elderly and Disabled Housing • Transfer of Development Rights • Types and Amount of Affordable Housing • Metro as a Regional Housing Resource/Housing Database |
| <p>B</p> | <p><u>COST REDUCTION STRATEGIES</u></p> <p>Work Completed:</p> <ul style="list-style-type: none"> • System Development Charges* • Permit Fees* • Property Tax Exemption* • Local Governments and State Coordination • Land cost and availability, including donation of tax foreclosed properties and land banking or land assembly* <p>Work in Progress:*</p> <ul style="list-style-type: none"> • Off-site Improvements • Local Regulatory Constraints and Discrepancies in Planning and Zoning Codes, and Local Permitting or Approval Process <p>Items not Addressed:*</p> <ul style="list-style-type: none"> • Loss of Existing Affordable Housing Stock • Construction Type – density, size, design • Development of a Public and Private Partnership to reduce costs of production for Non-Profit Providers <p>Other Item to be Addressed:</p> <ul style="list-style-type: none"> • State Regulatory Constraints – e.g., Building Codes Requirements • Infrastructure Costs • Local Parking Requirements • Guidelines for implementation of Cost Reduction Strategies | <p>D</p> <p><u>REGIONAL FUNDING STRATEGIES</u></p> <p>Work Completed:*</p> <ul style="list-style-type: none"> • Regional Affordable Housing Funding Report <ul style="list-style-type: none"> <input type="checkbox"/> How to maximize existing resources <input type="checkbox"/> New funding sources <p>Items under Discussion:*</p> <ul style="list-style-type: none"> • How a regional fund should be used • How such fund should be administered |
| | | <p>E</p> <p><u>OUTREACH</u></p> <p>Work Completed:</p> <ul style="list-style-type: none"> • Outreach Outline Workplan • H-TAC flyer • Speaker's Bureau Slide Show & Orientation <p>Items under Discussion:</p> <ul style="list-style-type: none"> • Fact sheet <p>Items not Addressed:*</p> <ul style="list-style-type: none"> • Materials for Public Hearings • Public Hearings |

* These items refer to work tasks specified by Metro's Regional Framework Plan.

I:\gmVong_range_planning\projects\Housing\H-TAC\Work Products of H-TAC -summary-111899.doc

Metro Council session
Citizen Communication
Art Lewellan
Dec. 16th, 1999

Today's council agenda includes an item regarding the expansion of Portland regions' urban growth boundary. It is not the specific intent of my testimony to address this, but it is related.

First off, I want to express confidence in the "development guidelines" of the 2040 plan that call for "Regional & Town Center" development. These 2040 plan concepts represent our chance to build better communities. Several of these designated "Regional Centers" are shopping malls, whose vast areas of parking space is not very economical or wise, land use. Lloyd Center is the most successful shopping mall in Portland. It is the most perfectly integrated into surrounding neighborhoods, supports dozens of area small businesses & its accessibility, particularly for pedestrians is outstanding. Lloyd Center modeling is a good solution to the problems created by "old style" development that guarantees excessive traffic, sprawl & waste. If within metropolitan regions, we do not begin to restrict or regulate development, rather than to simply expand or sprawl, the problems related to excessive travel are multiplied.

On November 7th, the Oregonian printed a story about Lloyd Keefe, a senior highway planner who "predicts that a freeway will be built to connect (job-rich) Washington County with (job poor) Clackamas County". My prediction is the freeway will never be built because it is not a solution. Why don't we plan for all housing to be located in Sandy, & all employment to be located in Forest Grove? The Oregon Department of "automobiles only" Transportation would be ready to "impose" a highway as their solution.

I live close in Southeast Portland, near the intersection of Hwys 26 & 99E. These two highways are very inefficient movers of traffic & they are dangerous for pedestrians. I actually agree with Mr. Keefe that Powell Blvd should become an "expressway", (by cutting the highway under the major intersections). McLoughlin Blvd should receive this same sort of improvement. ODOT plans to widen McLoughlin but this will not improve its traffic flow nor make crossing the highway safe for nearby residents. If these highways were improved in this manner, development potential near the new crossings becomes desirable, even marketable.

Development proposals that are based on improved pedestrian accessibility & transit, (including light rail for the Southeast corridor), preserve our natural surroundings. Development proposals that sprawl, destroy natural surroundings, degrade our quality of life & increase costs of living in the long run.

Metro Council
600 NE Grand Avenue
Portland, OR 97232

Re: Delay Expansion of Urban Growth Boundary in URA 65

Dear Metro Council:

We respectfully request that you do not extend the Urban Growth Boundary to include the area north of Springville Road known as Urban Reserve Area 65 (URA 65).

The elementary, middle and high schools that service students north of the Sunset Highway are currently at or near population capacity. These schools face substantial additional overcrowding from currently approved development. Indeed, there are over 1400 housing units approved for development in the Bethany Area alone, yet no new schools to absorb the students such development would bring.

- We need one additional elementary school right now to absorb all the new students that will be generated from currently approved developments north of HWY 26.
- Both of our high schools are about 5% over capacity today with hundreds of new students on the way.

The fact that an elementary school site is part of the proposal for URA 65 is of little consequence. There is no money to build this school. The district has a site within the boundary that should be used first to mitigate our current crisis before adding even more students. The proposed elementary site does nothing to address the middle school and high school situation. The 500+ students generated from URA 65 will have to be absorbed by our current schools long before we see any relief from new school buildings.

Any release of additional land in this area, particularly one as large as URA 65, should be placed on hold until adequate fully funded proposals have been developed to accommodate the 1000 additional students per year already projected for the school district. We need to address existing growth related problems before creating more.

Please commit to sensibly controlling growth in the area north of Highway 26 before bringing in URA 65.

The quality of our children's education and our lives are at stake.

Thank you for your consideration.

Sincerely,

MALINOWSKI FARM

13450 NW SPRINGVILLE LN, PORTLAND, OR 97229

December 15, 1999

To the Presiding Officer and the Metro Council:

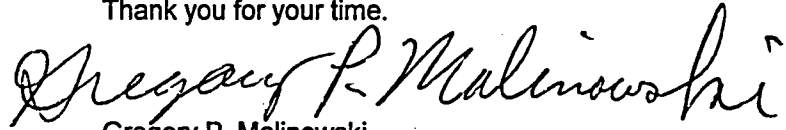
This to confirm that we are opposed to the addition of the land North of Springville Rd to the Urban Growth Boundary

- We continue to share the concern of the Farm Bureau and others that this is an unnecessary and inappropriate use of resource land striking at the spirit of the rules around UGB expansion.
- The entire proposed area is EFU resource lands, why put strictly resource lands into a boundary designed to manage Urban Growth?
 - It is said that the land has been farmed for 100 years and so is worn out. Not scientifically valid or we are all going to starve.
 - It has been said that the land is not in an irrigation district and can not produce valuable crops. Christmas trees and Rye grass seed are just two examples of valuable crops that do not require irrigation. Will Metro find any parcel outside an irrigation district "not farmable"?
 - Is the land in too small of parcels to be farmed?. The County government feels that 38 acre and 20 parcels are farmable, and have provided for those in their Zoning Code. Is the Washington County Code Incorrect?
- It has not been shown that the entire proposal is needed to provide services to the exception land in the area.
 - Is the 109 acre parcel needed to provide services to Non-resource land in the area?
 - It would appear that most of the exception land along Springville drains pretty much to the intersection of Springville and Kaiser Rds, about 1/4 mile east of the site.
- There is non-resource land available in the area that could be added to Metro instead of the EFU.
 - Of course, the profits for the home builders wouldn't be as high.
- This land has been in the past, part of a Urban Reserve approved by Metro, but that was Appealed, Remanded back to Metro with a host of areas, and Metro has decided not to Appeal this area to another level.
 - It's a shame that so much of Metro's actions end up at LUBA.
- Metro's recent study has shown that there is no need for additional land in the Urban Growth Boundary in the Beaverton sub area. Perhaps this should be deferred until Metro finds a need for additional land.
 - The developer now has had to cook up another boundary to prove the need. Is it going to be Metro policy that developers can just come up with any boundary that works for their proposal?
- The city of Beaverton originally suggested that this land be planned at the 2040 Plan densities of 10 units per net acre to correct an implied jobs/housing imbalance in the area.
- But according to Metro staff, there isn't one in Beaverton.

- There still seems to be a question between Beaverton and Washington County as to who will guarantee and finance street, highway connections, collector and sidewalk improvements and when.
Washington County has corrected the road and sidewalk problem by changing their maps to show wider streets, etc. No changes on the ground yet and Washington County refusing to set a schedule for completion of the needed improvements. Questions to Beaverton about when and how infrastructure will happen, have been answered by city government that this is not their problem but Wash. County's.
The County says road improvements for this 109 acres will cost \$5,000,000, the developers will pay about 1.3 million and the other 3.7 million will come from....the taxpayers, no plans however to ask them.
We have no room in our schools, the Legislature says that is OK, but the people with kids in our neighborhood want more than a vacant lot for our kids to stand on. The schools in our area are Full. The last school built cost about \$8,000,000....if Metro wants 700 more families here, maybe Metro should pony up the \$8,000,000. Also if the whole area of UR65 is urbanized we will need 2 more schools....The school district says not to worry, the kids in new subdivisions can be bussed across town to where there might be some space in the schools, where's the sense of community in that. Folks living in Bethany want a community, not an up-scale internment camp.

I ask please that Metro put off this expansion until some of these Questions can be answered as to timing and payment for infrastructure, and need.

Thank you for your time.


Gregory P. Malinowski

121699c-04

From: <RKCZ@aol.com>
To: MetCen.MRC-PO(billingtonc)
Date: Thu, Dec 16, 1999 10:33 AM
Subject: URA65

As a new resident of Oakridge Estates and having moved from the Seattle metropolitan area in June, I must tell you that I am very disappointed to see that you are well on the way to ruining this area in much the same way that Seattle has been ruined. King County government raped the land, destroyed animal habitat, catered to developers, diminished liveability, and shortchanged the people and future generations, all for a quick buck. Realizing the shamefulfulness of some of their actions, they tried to buy back some land for schools and parks but to either no avail or to exorbitant prices from developers. Portland must learn from these mistakes. Do not wear the blinders of provincialism. Look and see what others have done and copy only that which improves the quality of life. There is no shortage of available houses in the Bethany-Rock Creek-Findley area, but there is a glaring and indecent lack of parks. And have you measured the shoulders of the roads where they even exist? Have any of the planners actually been to this area? Driven on the roads? Been to the schools? My son, a kindergartener, can't even go to his elementary school and interact with older children. He's at the Kinder Village, a nice-looking facade for a disgraceful lack of planning. Don't you remember the density equation from science? The higher the density in a fixed volume the higher the mass. More population mass, more traffic, more stress, more crime, more garbage, more runoff, more pollution, more more. And yes, more tax revenue. But you must realize that in the long run, more of the former is bad and will only get worse with more housing development. This is so logical and foreseeable - don't your urban planners understand cause and effect? Who did you think was going to buy all the new houses you allowed, and continue to allow, to be built? Senior citizens (hence, no children) with no driving licenses (hence, no cars)? Please prove to us that you are not stupid, money-grubbing, myopic, detached bureaucrats with no reverence for quality of life. They may just be numbers on a piece of paper to you but they are we, the people.

GROWTH MAGEMENT COMMITTEE REPORT

CONSIDERATION OF ORDINANCE NO. 99-812A FOR THE PURPOSE OF
AMENDING METRO URBAN GROWTH BOUNDARY AND THE 2040 GROWTH
CONCEPT MAP IN ORDINANCE 95-625A IN URBAN RESERVE AREA 65 IN
WASHINGTON COUNTY

Date: December 15, 1999

Presented by: Councilor Bragdon

Committee Action: At its December 9, 1999 meeting, the Growth Management Committee voted 3-0 to send Ordinance 99-812A to Council with no recommendation. Voting in favor: Councilors Bragdon, Park and McLain.

Committee Issues/Discussion: Ordinance 99-812A moves the urban growth boundary (UGB) to include approximately 109 acres of urban reserve #65, currently zoned exclusive farm and forest use (EFU). Urban reserve #65 was created by Metro in 1996. In 1998 the Council adopted Resolution 98-2726B, expressing its intent to move the UGB to include this area, after its annexation into the Metro boundary. Annexation was approved by the Multnomah County Board of Commissioners in May of 1999. Ordinance 99-812A has been the subject of public hearing at both the Growth Management Committee and Council level.

The site is covered by a preliminary urban reserve plan prepared by Ryland Homes. The plan includes a variety of housing types and densities, a school site and riparian protection, and has been positively regarded as being consistent with Metro's 2040 concept. The plan envisions about 700 dwelling units and 180 jobs.

Consideration of movement of the UGB for this portion of site #65 is taking place within the concept of "subregional need," specifically in this case jobs/housing balance. Proponents presented information as to an imbalance of jobs to housing, for this site, at a ratio of 2.20:1 in the year 2020. This ratio is based on a job-shed analysis zone consisting of portions of the Hillsboro and Beaverton regional centers. While not denying the validity of that approach, Metro's growth management department analysis concluded that the area is housing-rich, based on a Beaverton regional center approach only.

Transportation analysis by the proponent has been revised at least once to include updated Metro model data. Washington County has revised its comprehensive plan in response to this analysis.

There has been public testimony objecting to inclusion of site #65, based on inclusion of EFU lands, transportation impact, and disagreement with jobs/housing balance analysis. At the same time, the planning approach used by the developer received positive comment from several councilors, and others.

The Growth Management Committee spent several months investigating the nature and parameters of jobs/housing balance prior to making a recommendation on Ordinance 99-812A. While several committee members expressed discomfort that the development of that concept is not yet sufficiently complete, especially in relation to site #65, the committee agreed to send the ordinance to Council with no recommendation. The committee also accepted amendments recommended by the Office of General Counsel pertaining to consistency with recently revised Metro UGB management-related code; hence the "A" version of this ordinance.

Urban Reserve 41



0 200 400 600 800 1000 1200 1400 1600 Feet

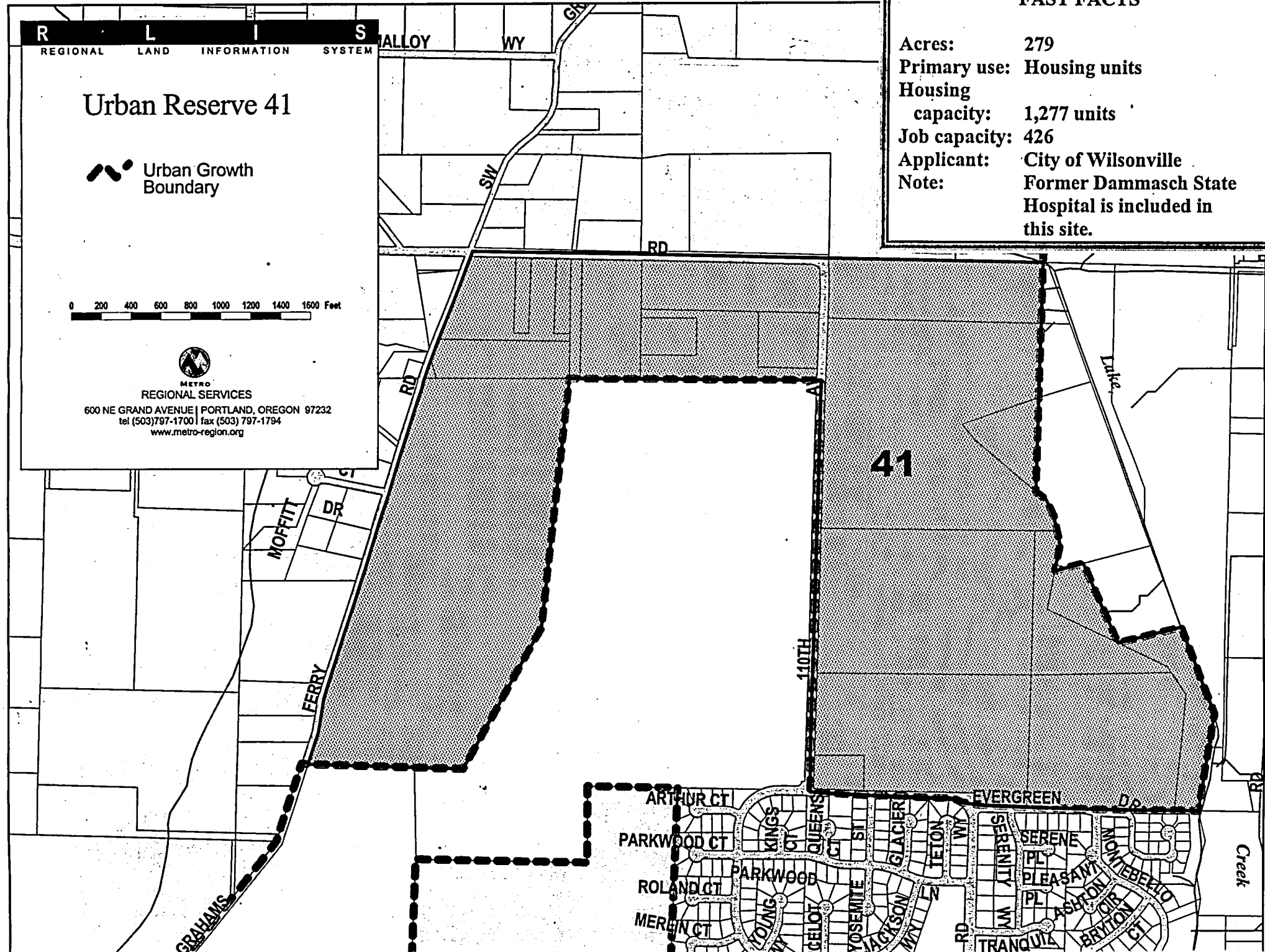


REGIONAL SERVICES

600 NE GRAND AVENUE | PORTLAND, OREGON 97232
tel (503) 797-1700 fax (503) 797-1794
www.metro-region.org

FAST FACTS

Acres: 279
Primary use: Housing units
Housing capacity: 1,277 units
Job capacity: 426
Applicant: City of Wilsonville
Note: Former Dammasch State Hospital is included in this site.



NEWS RELEASE

600 Northeast Grand Avenue
Tel 503 797 1540

Portland, Oregon 97232 2736
Fax 503 797 1793



**METRO
COUNCIL**

FOR IMMEDIATE RELEASE

December 16, 1999

CONTACT: Beth Anne Steele
(503) 797-1942
(503) 267-5825 (cell)
www.metro-region.org

METRO COUNCIL MOVES URBAN GROWTH BOUNDARY *Wilsonville Uses Former Prison Site to Balance the Number of Homes and Jobs*

Years of hard work and planning will bring new homes and classrooms to the southern and western parts of the Metro region. Today, the Metro Council voted to bring three pieces of land into the urban growth boundary. One large parcel, surrounding the former Dammasch State Hospital, will be home to about 1,300 new homes. This is an area that the Governor had originally targeted for a new state prison. The West Linn-Wilsonville School District will use the second smaller piece of land to build a "double" elementary school. That school could hold up to 800 students. In Washington County, a 109-acre parcel will help balance the number of homes with the number of jobs.

"This is a perfect example of how we can get a victory by everybody working together," said Metro Council Presiding Officer Rod Monroe (District 6). "We had a great deal of input and support from the citizens. The City of Wilsonville and Mayor Charlotte Lehan also worked tirelessly to give us plans that showed how inappropriate the land there would be for a prison and how the proposed housing could benefit the people who live and work all over the region."

WHAT IS THE URBAN GROWTH BOUNDARY?

The Urban Growth Boundary is the line that separates urban areas from rural areas. State law requires every major area in Oregon to create and manage an UGB. Since the late 1970's, Metro has been responsible for this region's UGB. During those two decades, Metro has moved the UGB about 3 dozen times. Most moves were small (20 acres or less).

In 1998, Metro completed the first part of a two-year requirement to expand the boundary to handle all of the people who planners expect to live here by 2017. Metro is working to finish this process, and, pending an extension of our state-imposed deadline, will complete this work by October 2000. (The Oregon Department of Land Conservation and Development is expected to decide on this time extension request on Friday, December 17).

WHAT IS THE REASONING BEHIND THIS CURRENT EXPANSION?

State law allows Metro to approve expansions based on the concept of "subregional need". This means that if the agency can prove that there is a special need for a particular type of land in a particular area, it can expand the boundary in that area.

Wilsonville and the area near Beaverton are examples of this. These parts of the region have seen a great deal of job growth in recent years, but they don't have enough homes to house those workers. When people are forced to commute from other areas to get to their jobs, this puts a big strain on the transportation system and the environment.

"A functional transportation system is the key to a livable community," said Metro Councilor Jon Kvistad (District 3). "Our goal is to reduce the amount of time people have to spend stuck in traffic, focus our limited resources to improve and maintain our existing infrastructure, and cut down on the pollution we put into the air." Councilor Kvistad represents Wilsonville on the Metro Council, and he is the chair of the two significant transportation committees that work on regional issues.

URBAN RESERVE 41 (Dammasch)

The inclusion of the Dammasch site will help provide that jobs/housing balance. This site is 279-acres. Planners estimate that this area can hold about 1,300 housing units. Wilsonville's plans for this area include a mix of single-family homes, condos and apartments. The plans also include the building of neighborhood parks, the preservation of wetlands and the construction of some small businesses (examples could include things such as video stores and cleaners). This kind of development is an example of Metro's long-term planning for the region called the 2040 Growth Concept.

"To build the kind of future that includes 'communities' and 'neighborhoods' as opposed to random, anonymous developments, we must start with the basics," said Metro Councilor Susan McLain (District 4). "That means getting people living near where they work and shopping near where they live. When we are able to do that, we will have taken a big step toward supporting successful communities." Councilor McLain is the chair of Metro's Growth Management Committee.

The State of Oregon owns the Dammasch site which is surrounded by smaller pieces of land owned by private individuals. Over the past few years, citizens and the City of Wilsonville launched a victorious campaign to get the proposed prison moved from Dammasch to the Day Road site. This is important because the ability to put housing in the Dammasch area is critical to the long-term success of Metro's 2040 plans.

URBAN RESERVE 39 (Wilsonville School Site)

The second, smaller, piece of land approved for inclusion into the UGB will be used as a school site. It is 20 acres. Currently, the Oregon Department of State Lands owns this property and has committed to selling it to the West Linn-Wilsonville School District. Voters in this area have already approved a bond measure to build a "double" elementary school. The proposed school will be large (800 students) but divided into two separate wings (of 400 students each) that will share common areas.

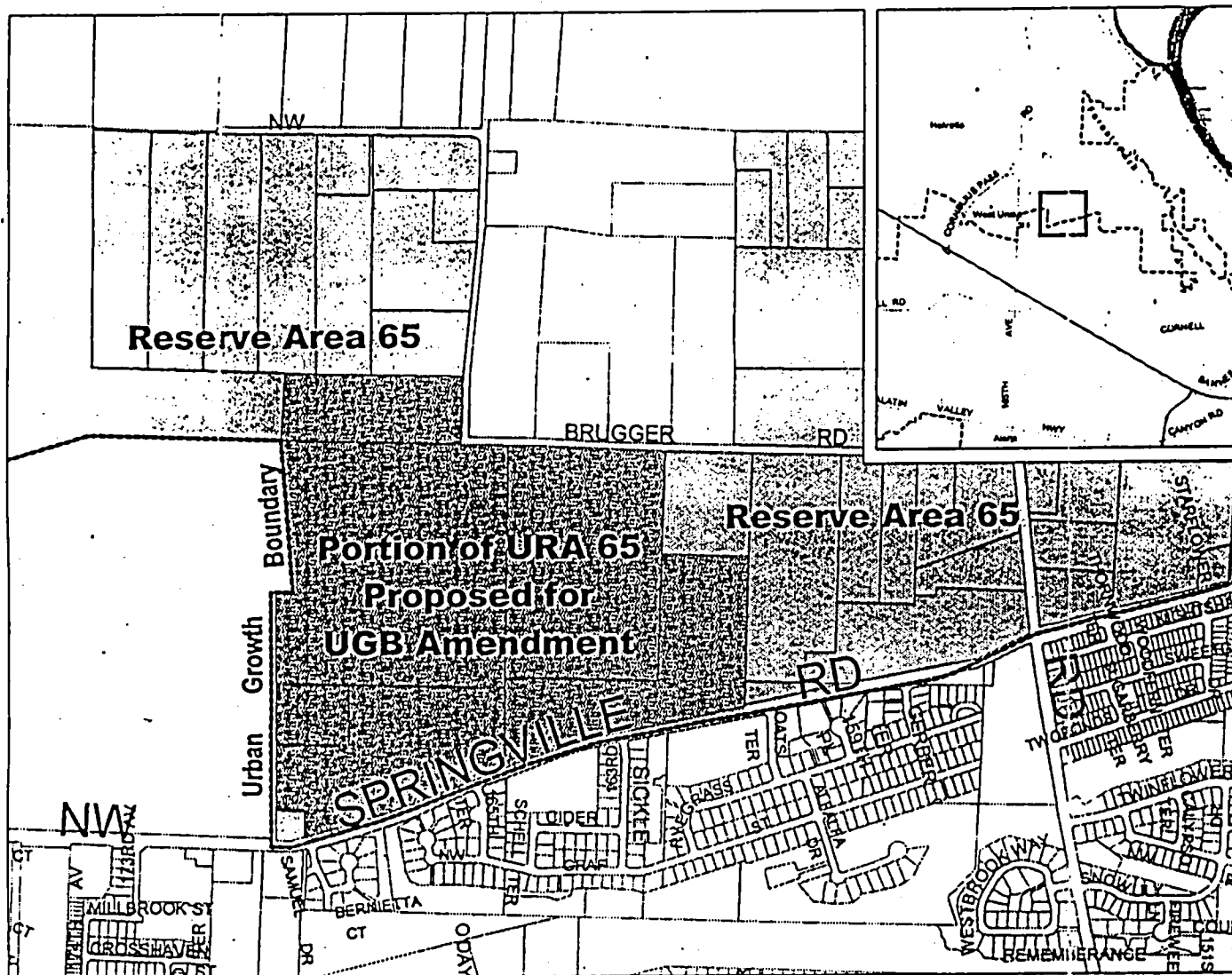
URBAN RESERVE 65 (Bethany)

Urban Reserve 65 sits north of Beaverton in the Bethany/Rock Creek area. It includes 109 acres. Planners estimate that this land could hold about 700 homes and 180 jobs. The developer, Ryland Homes, has a plan for this area that includes a variety of housing types as well as housing densities and a school site. That plan also includes protection for streams in the area. Metro staff believes this plan will support the ideas in Metro's 2040 Growth Concept.

ABOUT METRO

Metro, the regional government that serves the 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland-metropolitan area, provides planning and services that protect the nature of our region.

###



FAST FACTS

Acres: 109
 Primary use: Housing units
 Housing capacity: 700 homes
 Job capacity: 180
 Applicant: Ryland Homes

Urban Reserve 39



0 200 400 600 800 Feet



REGIONAL SERVICES

600 NE GRAND AVENUE | PORTLAND, OREGON 97232
tel (503) 797-1700 | fax (503) 797-1794
www.metro-region.org

39

FAST FACTS

| | |
|-------------------|--|
| Acres: | 20 |
| Primary use: | Elementary School |
| Housing capacity: | 0 |
| Job capacity: | 50 |
| Applicant: | West Linn – Wilsonville School District |
| Note: | Site would include a "double school" which could hold 800 students. State owns this property now; voters have already approved a bond measure to build the school. |

HTAE

THE CHALLENGES OF OWNING A HOME BUT WITHOUT OWNING THE GROUND

Not long ago, in terms of History, owning a mobile home without the land cost appeared to be a great deal for those who could not afford to pay for both the land lot and the building itself. However, things have changed a lot in the past decade bringing some very unpleasant surprises to these mobile home owners, mostly elderly and/or retired.

The main reason is that the amount of rent increase is more than five times the cost of living increases. So far to date, rent increases have gone up some 50% since 1992 according to some reports. The average space rent now is about \$430 per month. And it is estimated that 85% of all manufactured home park (MHP) residents are sixty and above.

Another piece of bad news is that the rents/fees keep going up annually and with every change of land/park ownership.

Overall, the MHP homeowners are becoming sitting ducks, because their manufactured homes are not mobile any more.

Moreover, the size of the MHP population is quite substantial in the Tri-county regional area. The data collected so far are:

| <u>County</u> | <u>Number of Parks</u> | <u>Number of Mobil Home Spaces</u> |
|---------------|------------------------|------------------------------------|
| Clackamas | 122 | 7,237 |
| Multnomah | 103 | 5,219 |
| Washington | <u>58</u> | <u>5,202</u> |
| Totals | 283 | 17,658 |

Three approaches to possible solutions have been suggested:

1. Legislative lobbying for some kind of rent stabilization.
2. Establishing some access to the available land bank facilities.
3. Encourage non-profit ownership of parks.

One immediate challenge now, is how to bring the different MHP resident groups together to work towards the solutions, instead of bickering among themselves for leadership positions.

Approved by Elders in Action Leadership Team, December 1, 1999

League of Women Voters of the Columbia River Region

Our last study, REGIONAL VOICES, you all have a copy of the study, has many illustrations of the different interests and needs of the area. We realize the difficult task HTAC has had. We strongly recommend that METRO continue to fund HTAC until they have finished their assignment.

Much has been accomplished but the diverse groups involved in solving the problem cause the work to go slowly. Time is necessary to bring the groups together.

There is work to be finished and time should be given for this.

The problems of affordable housing in the region are very complex. Rushing to a close of this committee will not be helpful. We think the committee has done a good work so far and now needs to finish. We support extending the time H-TAC needs to finish its work

Mary Jean Bey
5315 N. Greeley
Portland, OR 97217
(503) 289-2636
mjbey@juno.com

December 16, 1999

Metro Council

Today I want to discuss money and politics. Big money involvement in local elections its a corrosive element unhealthy for the body politic. Do you think special interests make large campaign contributions to candidates because of an interest in better government? Probably not, rather the special interest seeks to influence government policies in order to gain advantage financially. Large campaign contributions are just part of "the cost of doing business" to special interests.

Several news articles in the Oregonian recently have reminded us of this reality.

I am perfectly willing to believe that our elected officials' motives are pure, but it just looks bad. I think we should eliminate influence peddling in local government as much as we can.

When I learned of Councilor Atherton's proposed ordinance to reform Metro elections I was encouraged. If a majority of this council will vote for this measure it will go a, long ways toward cutting off the special interests. Setting the Urban Growth boundary should be an exercise of the public interest first and foremost. Let us eliminate even the appearance of impropriety by limiting the amount a Metro councilor may accept from a person or persons who have vested interests in Metro's business.

Sincerely,


Jerry Rust

3417 N Russet St
Portland, OR 97217

12/16/99, TESTIMONY IN SUPPORT OF H-TAC, SARAH BUCKLEY, CAT MEMBER

I. Intro. Hi. My name is Sarah Buckley. I am a **low-income renter** and member of the Community Alliance of Tenants, a.k.a. CAT.

II. What is CAT? CAT is a **400 member strong grassroots, tenant controlled, tenant membership organization** whose **mission** is to educate and empower tenants to demand affordable, safe and stable rental homes.

CAT brings tenants together to organize and collectively work for **fair and equal protections in housing policy and practice.**

CAT prioritizes the organization and development of low-income renters to take leadership in working for better living conditions for themselves and for renters in general.

III. Why am I here? I am here today urge Metro to **EXTEND THE LIFE OF H-TAC.** Given the already important strides that H-TAC has made, specifically with the Fair Share proposal and the Regional Affordable Housing Strategy, it is of crucial importance that these and similar proposals are allowed to continue.

IV. Why is this important? Affordable housing is a regional issue. Housing in the entire greater Portland area is increasingly becoming less affordable. Low-income housing needs all the support it can get, and as a regional body, I believe **Metro is in a unique position** to address the housing needs of low-income people in the metropolitan area.

V. Again. Again, as a low-income renter, I urge you to please allow H-TAC to continue its crucial work, so that people like myself can afford decent housing in Portland not only today, but into the next millennium.

I **thank you** for today's opportunity to share my thoughts on the future of H-TAC.

South Hillsboro Urban Reserve Areas Transportation Review

Prepared for

Washington County

Prepared by

DKS Associates

September 13, 1999

DKS Associates

921 S. W. Washington Street, Suite 612

Portland, OR 97205-2824

Phone: (503) 243-3500

Fax: (503) 243-1934

September 14, 1999

Mr. Andy Back, Senior Planner
Washington County
Land Use and Transportation Department
155 North First Avenue
Hillsboro, OR 97124

**Subject: Transportation Review for the South Hillsboro Urban Reserve Areas
#51 through 55 in the City of Hillsboro, Oregon**

Dear Andy,

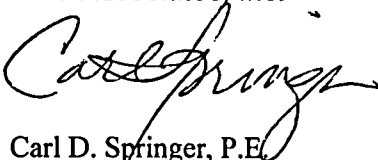
DKS Associates is pleased to submit this final report to Washington County for its use in the ongoing review of the South Hillsboro Plan Area. We have enclosed four printed copies and one unbound original document for your use.

We have enjoyed working closely with you and the project team in developing our approach to assessing the transportation impacts of this important area. This final report reflects comments made by the City of Hillsboro and Mr. Steve Larrance on our July 30, 1999 Draft Final report.

We would be glad to present or discuss these findings with staff or the county commissioners at your discretion. If you have any further questions or comments, please call me.

Sincerely,

DKS Associates, Inc.



Carl D. Springer, P.E.
Project Manager

Cc: Wink Brooks, City of Hillsboro (1 copy)
Wayne Kittelson, Kittelson & Associates (1 copy)
Tom Lancaster, Lancaster Engineering (1 copy)
Steve Larrance (1 copy)
Scott Higgins, Metro (1 copy)

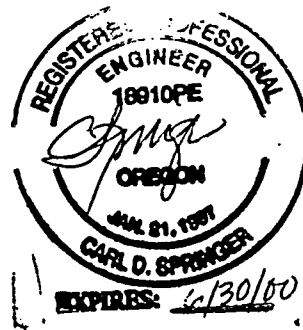


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Introduction and Summary

Introduction

DKS Associates has completed its review of the system-level transportation impacts associated with the South Hillsboro Urban Reserves (SHUR) Area. The study purpose was to provide the Washington County Board of County Commissioners and their staff with an independent review of the city's transportation plan and system impact assessment.

The City of Hillsboro and the consultant that performed the initial transportation planning for the Concept Plan collaborated in milestone meetings to guide the study direction. The approaches taken by DKS Associates for estimating travel activity and impacts of the SHUR was based on published data for large mixed-use developments and on Metro travel data for comparable neighborhoods around the metropolitan area.

Summary of Findings

The following discussion highlight the major findings of this technical analysis.

- **Regional Network Congested with Current Funding Programs Regardless of Urban Reserve Development** – The 2020 peak period travel demands will exceed system capacity on several regional facilities near the subject site. Cornelius Pass Road, 185th Avenue, Farmington Road and particularly TV Highway will have peak hour travel demands above planned capacity given the set of improvements described by Metro in their Existing Resources Regional Transportation Plan (RTP). The high travel demand will occur whether or not the urban reserve lands are developed, although SHUR development will exacerbate these conditions. The most severe conditions on TV Highway extend from Brookwood Avenue east to Highway 217 and include the northern frontage of the South Hillsboro site.
- **SHUR Generates 7,500 New Vehicle Trips on Local and Regional Facilities** — The net new traffic added to the regional street system will be approximately 7,500 vehicle trips in the p.m. peak hour if the SHUR develops as conceived in the city's concept area plan. This trip generation value accounts for internal traffic (1,000 trips) and pass-by traffic (400 trips) that may use the new commercial facilities within SHUR. The trip generation estimates for SHUR are summarized below in Table 1.

DIFFERENT
THAN CITY/
DEVELOPER
REPORT

Table 1: SHUR Net Vehicle Trips Off-Site

| <i>Description</i> | <i>Daily Trips</i> | <i>PM In</i> | <i>PM Out</i> | <i>PM Total</i> |
|---------------------------------|--------------------|--------------|---------------|-----------------|
| Total Vehicle Trips | 87,281 | 5,254 | 3,649 | 8,904 |
| Less Retail Pass-By Trips (30%) | | -199 | -215 | -414 |
| Less Internal Trips (11%) | | -578 | -401 | -979 |
| Net Vehicle Trips Generated | | 4,477 | 3,033 | 7,510 |

DIFFERENT THAN
CITY/DEVELOPER
REPORT

■ **SHUR Travel Patterns Predominantly North and East of Urban Reserves** – The Metro model travel forecasts showed about three-quarters of SHUR traffic during peak hours will use road facilities north and east of the site. Travel to and from the west will be approximately 18 percent, and the remaining 6 percent will use facilities to and from the south. The table below summarizes the trip distribution in the cardinal directions and notes the major arterial facilities used for this travel.

Table 2: Off-Site Trip Distribution during Peak Hours

| <i>Travel To and From</i> | <i>Arterial Facilities</i> | <i>Percent of Site Trips</i> |
|---------------------------|--|------------------------------|
| North | Brookwood Avenue Century Boulevard Cornelius Pass Road 185 th Avenue | 38% |
| East | TV Highway Farmington Road | 38% |
| West | TV Highway Baseline Road | 18% |
| South | River Road Farmington Road 209 th Avenue | 6% |

METRO
NEW STANDARDS
VERY DIFFERENT
THAN STATE &
LOCAL

■ **Pending Metro Performance Standards Applied** – The 2-hour peak period level of service criteria recommended in the by Metro in the Draft Regional Transportation Plan was applied to evaluate transportation system performance. This criterion uses a 2-hour peak period travel demand forecast and, at a minimum, it accepts one hour at LOS E and one hour at LOS F conditions. This is a departure from county performance standards.

SITE PLAN CALLS FOR
NEW LARGE ON-SITE
ARTERIALS TO CONNECT
DIRECTLY TO OLD
SMALL OFF-SITE
COLLECTORS.

■ **Off-Site Impacts with Urban Reserve Development** – The road facilities primarily impacted by urban reserve development are TV Highway, Cornelius Pass Road, and Century Boulevard, Farmington Road and 209th Avenue. If substantial capacity improvements at not made to TV Highway (as provided in Metro's Strategic Funding RTP), the impacts will also affect its parallel facilities including Alexander, Johnson, Blanton, and Kinnaman.

■ **Metro Strategic RTP Improvements Could Serve Most of the Travel Demands Even With Urban Reserve Development** – The system improvements contained in the Spring 1999 Strategic Funding RTP street network mitigates most of the congested facilities during peak periods. The Metro suggested improvements on TV Highway would create

NOT SIMILAR!
WILL NOT CONNECT TO
CONNECT TO LAND AT
CAPACITY FACILITY AT
EITHER END.

STRATEGIC LIST
IS MANY TIMES
LARGER THAN
EXISTING RESOURCES

an expressway facility similar to Highway 212 in Milwaukie and Highway 99E near Tacoma Avenue with roadway over-crossings, grade-separated interchanges, and very limited access to adjoining land. The Draft Strategic RTP allocates \$33.2 million for this improvement. Additional costs for land acquisition and business impact requirements could increase the total project to over \$100 million.

- **TV Highway Improvements Require Further Study** – The suggested Metro recommendation for an expressway facility on TV Highway has not been studied by ODOT, Washington County or either affected city and these solutions have not been adopted into their respective transportation plans. Further study of the TV Highway Corridor is needed to document the specific needs and to develop a preferred alternative. This investigation would balance the benefits of high capacity street improvements assumed in the Strategic RTP and the costs of such improvements including the impacts to existing and planned land development (both takings and access modifications).

— CAIG OVERVIEW OF SUMMARY:

IF THE OVER \$100 MILLION FOR THE EXPRESSWAY PLUS EVEN MORE THAN \$100 MILLION FOR THE OTHER OFF SITE ROADS NECESSARY TO SERVE THE NEW SHUR TRIPS ARE NOT CONSTRUCTED AS THE NEW URBANIZATION OCCURS THEN THE ALREADY CONGESTED SURROUNDING URBAN AND RURAL AREA WILL BE TOTAL DAY-LONG CONGESTION.

— CAIG REQUEST OF METRO:

- PLEASE READ THE ODOT TESTIMONY IN THIS PACKETTE. IT IS TAGGED.
- PLEASE REEVALUATE THE PLACEMENT OF THE URBAN RESERVES IN WESTERN WASHINGTON COUNTY. A READING OF THE EXISTING (FUNDS) RESOURCE LIST OF CONSTRUCTION PROJECTS FOR THIS AREA REFLECTS THE ACKNOWLEDGED PRIORITY FOR THE BY FAR LEAST COSTLY CAPACITY IMPROVEMENT ON THE WEST SIDE, HWY. 26. THIS CORRIDOR IS ALSO ALREADY SERVED BY OUR \$BILLION MAX LINE AND IS ADJACENT TO THE NEW JOBS BASE.

Travel Demand Forecast

Approach and Methodology

The primary tools used in this review was the 2020 travel demand models developed by Metro staff that forecast two-hour peak period travel volumes. Two alternative road system networks were included in the evaluation:

- Existing Resource Network – This network relies on current funding sources and programs to add system capacity. In Washington County, this is largely limited to MSTIP funded projects.
- Strategic Network – This network includes many additional system improvements that were identified by Metro and local agency staff that will be needed to serve forecasted 2020 activity levels. These additional improvements in the study area are summarized in the RTP list in *Appendix A*. Possible funding programs for the added improvements have not been identified.

The cost estimates shown in the RTP are preliminary and do not include land acquisition or business impact requirements. The recent Farmington Road improvement project demonstrated that associated costs for land acquisition and business impact requirements can substantially increase the total project costs relative to street improvement costs. Farmington Road cost \$17 million to widen for 1.3 miles (\$13 million per mile). The TV Highway expressway project in the Strategic Network (#3025) is six miles long and it includes several new grade-separated structures. The total costs could exceed \$100 million.

Methodology

The Metro regional model is a comprehensive travel demand forecasting tool for the Portland Metropolitan Area that follows the four-step modeling process¹ and actually consists of a series of individual models that have been calibrated to represent regional travel activity. Our review focused on the following specific elements of the modeling process as they apply to the South Hillsboro Concept Plan Area:

- street capacity and connectivity,
- land development, and
- expected travel activity (total vehicle trips, percent of internal trips, etc.).

¹ The traditional four-step travel demand forecast modeling process involves estimating trip generation (person trip ends), trip distribution (pairs of person trip ends around the region), travel mode (mode of transport – auto, truck, transit, etc.), and trip assignment (route taken to complete trip).

Street Network and Connectivity

The 2020 Existing Resources and Strategic Auto networks were reviewed for the planning area to compare it with the local transportation system envisioned in the concept plan. The plan area is described by four traffic analysis zones (TAZ 244 through 248). Also included in the 2020 model networks are Tri-Met transit services including the Westside light rail train service, and local and regional bus services. A higher frequency bus service on TV Highway is included in both networks.

On-Site Network

The original model networks were compared to the proposed concept plan area street system per the city's report. The most recent model network (4/16/99) has incorporated the plan area's higher-level streets (community street, regional boulevard) with moderate free-flow speeds (35 mph) and hourly vehicle capacity (900 vehicle per hour). These designations are consistent with three-lane minor arterial and major collector facilities found elsewhere in the study area (Brookwood Avenue, Francis Street, Lois Street). The planned function of the new on-site streets are summarized below:

East-West Street Connections: On-site street facilities in the concept plan connect to several east-west collector and minor arterial facilities that parallel Tualatin Valley Highway. This will enable site vehicle traffic to better use alternative routes to TV Highway and lessen the peak hour demands that would otherwise be added to that facility. The on-site east-west streets connect to existing streets including SW Blanton Street, SW Kinnaman Road, SE Alexander and SE Davis.

North-South Street Connections: The existing railroad service immediately south of TV Highway severely restricts new street access from the plan area. North-south connections are shown to SW Cornelius Pass Road, Century Boulevard, and SW Brookwood Avenue.

The model's transportation network does not include the commuter rail or street car components that are suggested as options in the preferred concept area plan. These public transit elements require co-ordination with agencies and lands outside of the concept plan area, and, to date, they have not been incorporated into either the transportation system plan for Hillsboro or the latest Regional Transportation Plan improvements. These are distinguished from the above street improvements that can be planned, funded and constructed entirely within the bounds of the planning area.

Overall, the on-site street elements of the 2020 model networks appear to reasonably represent the preferred concept plan circulation system. The following network modifications were made:

- Blanton Street was extended westerly to connect with the southerly extension of Cornelius Pass Road.
- The concept plan area were subdivided from four to nine TAZs to isolate development outside of the plan boundary (just south of TV Highway) and to add more definition to the plan area.

Off-Site Network

No new off-site street system improvements were considered outside of the concept plan area beyond those currently envisioned in the Regional Transportation Plan (RTP) with the few corrections noted below. The analysis evaluates the impacts of the concept plan on the

transportation system given the existing system and planned improvements that are identified in the latest RTP².

TV Highway – One of the more substantial RTP street improvements on the Strategic network was along TV Highway between 10th Street in Hillsboro and Cedar Hills Boulevard in Beaverton. The improvement would more than double capacity from 2,150 vehicle per hour (vph) in each direction today to 4,500 vph after the improvement. (See letter from Metro to Washington County with this improvement recommendation and ODOT's letter to Metro regarding TV Highway in *Appendix B*)

This RTP project is not explicitly contained in the state, county or city transportation plans. The county plan calls for seven-lanes on TV Highway in this area, and the city plan notes that by 2015 TV Highway will be close to capacity (this review focuses on 2020 horizon year). ODOT has not adopted such improvements into their regional plan but they recognize the need for improved access management.

In order to achieve 4,500 vehicles per hour capacity, significant access changes must occur in the TV Highway Corridor. The model assumes three interchange treatments, four or five flyovers or underpasses and five or six "right in, right out" locations between Brookwood Avenue and Hocken Avenue. All other roads and business driveways would be cut-off from direct access to TV Highway. Between Brookwood Avenue and 198th Avenue, one interchange, two flyovers and two "right in, right outs" are assumed. Further refinement study is needed to fully document the capacity needs, and to develop alternative measures to increase corridor capacity. The suggested expressway concept by Metro is only one possible solution. Other alternatives could include improved capacity and connectivity of parallel roads, and other locations for grade separations and access controls.

At a planning level, access changes of this magnitude are necessary to achieve the high capacity assumed in the model. The precise access elements and their locations should be identified in a more detailed corridor study. However, near the South Hillsboro Urban Reserve, this level of capacity cannot be achieved with at-grade intersections.

Miscellaneous Corrections – Based on input from city and county staff regarding network corrections, the following network modifications were made:

- **Farmington Road** – The Existing Resource network was showed 1800 vph capacity west of 185th Avenue where no planned improvements are identified. This was corrected to be 900 vph.
- **Century Boulevard** – The segment between Evergreen Road and Cornell Road was added to the both networks, and the segment between Evergreen Road across US 26 to Jacobson Road was added to the Strategic Auto network. These revisions will be incorporated into the next round of RTP network improvements.

Land Development Assumptions

The proposed concept plan land development is distributed around three major neighborhoods on-site: Butternut Creek, Ladd-Reed, and Gordon Creek. The specific allocations for each neighborhood are not identified in the concept plan, but the overall mix of development is summarized below in Table 3. The South Hillsboro Urban Reserve plan area includes up to 8,500 new residential dwelling units, one middle school, two elementary schools, and over 600,000 square feet of building area for office, industrial and commercial uses.

² Regional Transportation Plan, Metro, Round 3 – April 16, 1999, Strategic Auto Funding scenario.

An estimate was made for the employment associated with each of these land development categories as a means of comparing it with other communities in the Metro region. The conversion from building area to employment was done using data developed by Metro in their 1990 employment density surveys for office, commercial and industrial uses. The school administrative staff employment projections were based on similar facilities in the Beaverton School District. For details of the conversion, refer to the attached Table A.

Table 3: Concept Plan Area Land Development (Preferred Alternative)

| <i>Description</i> | <i>Plan Quantity</i> | <i>Households</i> | <i>Estimated Employment (1)</i> |
|--------------------------------|----------------------|-------------------|-------------------------------------|
| Middle School | 750 students | | 50 |
| Elementary School | 1650 students | | 110 |
| Office/Light Industrial | 341,000 s.f. | | 1,362 |
| Shopping Center | 183,000 s.f. | | 261 |
| Supermarket | 105,000 s.f. | | 155 |
| Quality Restaurant | 42,000 s.f. | | 70 |
| Senior Housing | 1,170 units | 1,170 | |
| Apartment | 2,845 units | 2,845 | |
| Single Family Detached | 4,544 units | 4,544 | |
| Concept Plan Area Total | | 8,559 | 2,008 |

Notes: (1) Refer to the Table A for specific conversion factors applied to each land use category. The estimated total 2,008 employment compares well with the 2,000 employees cited in *South Urban Reserve Concept Plan*, p. 98.

The above land use total for the concept plan area were compared to the amounts allocated for the plan area in the Metro 2020 model as summarized below in Table 4. Overall, the total number of households is about 1,000 units higher, retail employment is essentially the same, but the number of non-retail employees is about 3,100 less. In discussions with Metro staff³, the large difference for non-retail employment was attributed to older data for the urban reserves that pre-dated the most recent city planning efforts for the concept plan. Metro staff suggested that the model allocations should be adjusted to reflect the most current concept plan, and that the difference should be re-allocated within the sub-regional area such that totals for this portion of the county remain unchanged.

Table 4: Comparison of Plan Description to Metro Allocation

| <i>Description</i> | <i>Households</i> | <i>Retail Employees</i> | <i>Non-Retail Employees</i> |
|---------------------------|-------------------|-------------------------|---------------------------------|
| Concept Plan | 8,559 | 486 | 1,522 |
| Metro 2020 Allocation (1) | 7,551 | 392 | 4,644 |
| Difference | 1,008 | 94 | -3,122 |

Note: (1) Metro data for TAZs 244-248 are the net increase between 1994 and 2020 levels. The existing uses in 1994 are deducted in this manner. A portion of the difference can be attributed to planned growth along TV Highway that lies outside of the urban reserve area boundaries and inside TAZ 244. This includes approximately 600 households and 700 non-retail employees.

³ Telephone conversation with Dennis Yee, Metro Data Resources, (503)797-1578 on 4/29/1999.

Comparison of Plan Area to Selected Metro Communities

The evaluation of a large mixed-use project requires a more comprehensive review of travel demand than typical transportation impact studies. It is appropriate to note that no database currently exists from which to draw actual observations and experience of the other similar urban developments. The large scale (1,650 acres) and density (8,500 households) require consideration of the travel activity that will occur within the project bounds as well as traffic added onto the surrounding street system. To provide guidance in this area of the assessment, the review team elected to review other areas of the Portland Metro region to try and bracket both the land use mix and the associated travel activity patterns. In this case, the most significant element to be determined was the internal trip capture or intra-zonal trips.

Five neighborhoods and community centers throughout the Metro region were selected⁴ for comparison purposes to the concept plan area. Specifically, the mix of local jobs and housing within the defined areas were used as a basis for evaluating the percentage of internal trips within the South Hillsboro Plan area. In most cases, development in these comparison areas have reached a mature state and have little, if any, in-fill opportunities or peripheral growth. The exception is the Bethany Area that had substantial remaining growth⁵ along the northern periphery and at the Bethany Town Center commercial area as of 1994.

The 1994 model allocations for these neighborhood areas are shown in Tables 5 and 6 below in the upper sections of each table. The lower section of each table shows the 2020 allocations for the Bethany and the South Hillsboro Area according to the Metro model and the city's concept plan, respectively. Table 6 shows the TAZs included in the neighborhood group, the total number of households, the total number of employees including retail and non-retail categories. Table 6 provides several demographic indicators for each neighborhood to compare the proportion of households served by retail employment, the ratio of total employment to households, and the average size of the TAZs included in the neighborhood definition.

A review was made of Table 6 to identify communities in 1994 that were comparable to the expected development in South Hillsboro in 2020. The first conclusion from the review was that none of the selected areas were close matches. The most extreme case was the Lloyd Center area that was dramatically different in nearly all aspects, especially the very high jobs/housing ratio (8 jobs per household) and the high proportion of local retail uses. Also, the Hollywood and Hawthorne/Belmont areas compared rather poorly with the plan area with significantly higher ratios of jobs to households although overall housing densities were comparable.

⁴ List of candidate areas were developed during a meeting at Washington County on April 2, 1999 that included staff from the City of Hillsboro, Washington County, Metro, Kittelson & Associates and DKS Associates.

⁵ The Bethany Area expects up to 9,600 households, 460 retail employees, and 3,100 non-retail employees by 2020 according to Metro model allocations. The 1994 level represents about two-thirds of the 2020 housing and one-quarter of the 2020 employment.

Table 5: Land Use Allocations for Selected Metro Areas

| <i>Community Area</i> | <i>TAZs</i> | <i>Households</i> | <i>Total Employees</i> | <i>Retail Employees</i> | <i>Non-Retail Employees</i> |
|--|-------------------------------------|-------------------|----------------------------|-----------------------------|---------------------------------|
| <i>1994 Model Land Use Allocations</i> | | | | | |
| St. Johns | 921-924 | 6,580 | 4,879 | 1,174 | 3,705 |
| Lloyd Center | 847-849,714 | 2,210 | 19,637 | 3,555 | 16,082 |
| Hawthorne/Belmont | 779-780,786-787 | 4,582 | 4,243 | 1,184 | 3,059 |
| Hollywood | 717-718,856 | 2,715 | 4,123 | 890 | 3,233 |
| Bethany | 163-165,168-171, 204-205,207-208 | 6,402 | 889 | 132 | 756 |
| <i>2020 Model Land Use Allocations</i> | | | | | |
| Bethany | | 9,607 | 3,582 | 460 | 3,122 |
| S. Hillsboro Plan Area | 244-248 (1) | 7,551 | 5,036 | 392 | 4,644 |
| S. Hillsboro Plan Area | Per city plan | 8,559 | 2,008 | 486 | 1,522 |

Notes:

(1) These values are the net change between 1994 and 2020 land use in the selected TAZs.

Table 6: Comparative Demographic Ratios for Selected Metro Areas

| <i>Community Area</i> | <i>Total Gross Acres</i> | <i>Ratio of HH/Retail Employees</i> | <i>Ratio of Jobs/HH</i> | <i>Average Households Per Acre</i> | <i>Average Acres Per TAZ</i> |
|--|------------------------------|---|-----------------------------|--|----------------------------------|
| <i>1994 Model Land Use Allocations</i> | | | | | |
| St. Johns | 2,406 | 6 | 0.7 | 2.7 | 602 |
| Lloyd Center | 447 | 1 | 8.9 | 4.9 | 112 |
| Hawthorne/Belmont | 567 | 4 | 0.9 | 8.1 | 142 |
| Hollywood | 469 | 3 | 1.5 | 5.8 | 156 |
| Bethany | 3,102 | 48 | 0.1 | 2.1 | 282 |
| <i>2020 Model Land Use Allocations</i> | | | | | |
| Bethany | 3,102 | 21 | 0.4 | 3.1 | 282 |
| S. Hillsboro Plan Area (Metro) | 1,450 | 18 | 0.6 | 5.5 | 363 |
| S. Hillsboro Plan Area (City) | 1,450 | 18 | 0.2 | 5.9 | 363 |

The remaining two communities, St. John's and Bethany, appears to have sufficient similarity to the South Hillsboro area to guide how travel activity might occur. The St. John's area has higher ratios of jobs to housing and larger average TAZs that contribute to more local trips because of the gravity-model trip distribution. The St. John's area was selected as an upper limit for internal trip percentage comparison with the plan area.

The other community is the Bethany area that has comparable jobs/housing ratio for total employment and a lower ratio of houses with local retail employment in 1994. By 2020, the higher growth in employment relative to housing in Bethany makes this area the most comparable of all the communities surveyed. This is true despite the fact that housing density in Bethany is about half the level expected in South Hillsboro. The Bethany area was selected as the lower limit for comparison with the 2020 Bethany area as the most likely target for internal trip activity.

Expected Travel Activity

The trip generation estimates for the plan area were developed using Institute of Transportation Engineers (ITE) data⁶ and the results were compared to the Metro trip forecasts for the same community areas that were used in the previous section.

Trip Generation Methodology

The trip generation analysis was based on accepted traffic engineering principles. Given the size, density, design, amount of mixed-use and location of the study area, there limited empirical evidence regarding how such a development would differ from standard ITE trip generation rates. In some cases, this analysis may overestimate the trip generation from the site (for example, the impact of design on vehicle trip generation). In other cases, trip generation may be underestimated (for example, there is some evidence that per capita vehicle trip generation grows over time - the analysis uses 1997 trip generation rates and assumes they stay constant out to 2020.) The vehicle trip generation was determined based on individual land uses for the concept plan shown previously in Table 3.

The total vehicle trips were reduced to account for pass-by trips at the retail uses per ITE recommendations, then further reduced for potential internal vehicle trips that start and end on site. The internal trip activity assumed in the city's concept plan was 30% of all trips during the p.m. peak hour⁷. This is a very significant assumption as it relates to impact assessment, and it was reviewed critically by comparing it with the Metro model forecasts and by a separate internal trip capture method developed by ITE for mixed-use developments.

The first calculation for internal trips was based on Metro forecasts for the comparable communities previously identified. The number of vehicle trips that start or end outside TAZs (internal-external and external-internal trips), and the total vehicle trips that both start and end within the TAZs (internal or intra-zonal trips) were tabulated. A ratio was taken of the total internal trips to the total vehicle trips to calculate the internal trip percentage for each group of TAZs.

The ITE method for evaluating internal trip capture in mixed-use developments⁸ calculates the number of trip origins and destinations for uses on site, and matches up the trip pairs based on surveys conducted at other mixed-use sites. This is a useful construct for understanding required balancing of trip activity although the sampling of comparable sites is limited⁹. The results show an overall percentage of internal trips within the mixed-use development. The available survey data for this method did not include school uses. Given that the p.m. peak hour of school activity is primarily staff travel, it was assumed that the internal trip percentage derived for other uses applied equally to the school uses.

⁶ *Trip Generation*, Institute of Transportation Engineers, Sixth Edition, 1997; and *Trip Generation Handbook*, Figure 5.5: Shopping Center Pass-By Trips, Institute of Transportation Engineers, 1998.

⁷ *Hillsboro South Urban Reserve Concept Plan: Transportation Element*, Kittelson & Associates, Inc., October 29, 1998, page 16. Assumed internal trip components during the p.m. peak hour included 50% of school trips, other public trips, and office trips, 70% of all retail trips, 20% of social/recreational trips, and another 725 trips that would occur on transit (either bus or commuter rail).

⁸ *Trip Generation User's Guide: Recommended Practice*, Institute of Transportation Engineers, 1998, Chapter 7: Multi-Use Development, pp. 80-92.

⁹ A greater proportion of retail trips paired with residential trips on-site could substantially increase the overall internal trip capture. The ITE data suggests about 10% of retail trips has origins or destinations from residential uses on site. A higher value of 30% was assumed for the plan area.

Total Trip Generation

The plan area vehicle trip generation was calculated by two methods: the first treated each retail use separately (grocery store, restaurant and shopping center), and the other grouped all of them together into one category for shopping centers. As summarized in Table 7, the total trip generation ranges from 8,904 to 10,292 trips during the p.m. peak hour (see attached *Appendix C* for details). Either calculation method is consistent with standard practice, but the grouped retail method is more appropriate for long-range planning purposes because the specific retail uses may be re-defined as the plan is implemented.

Table 7: Total Vehicle Trip Generation for South Hillsboro Plan Area

| <i>Method</i> | <i>Daily Trips</i> | <i>PM In</i> | <i>PM Out</i> | <i>PM Total</i> |
|----------------------|--------------------|--------------|---------------|-----------------|
| Separate Retail Uses | 96,367 | 6,062 | 4,230 | 10,292 |
| Grouped Retail Uses | 87,281 | 5,254 | 3,649 | 8,904 |

The totals in Table 7 include all vehicle trips including pass-by trips to the retail uses and internal trips that start and end within the South Hillsboro plan area. In the next two sections, these later components are estimated and deducted from the total trips to identify net new vehicle trips off-site of the plan area.

Retail Pass-By Trips

The retail pass-by trips that will be attracted to the plan area are proportional to the total building area of the retail uses (330,000 square feet). These pass-by trips would already be on the transportation system with or without the proposed development, and should be deducted from the site trip generation. According to ITE *Trip Generation* data, the retail pass-by trips for this size of development may be up to 30% of the p.m. peak hour total. For the above case, there will be 414 pass-by trips of the total 1,381 retail trips.

Internal Trips

The Metro model internal trip data compiled for the five selected areas showed a range from 2 to 16 percent internal trips (see Table 9). The highest internal trip rate was in St. Johns while the lowest was in Hollywood and the Hawthorne/Belmont areas. Referring back to Table 6, each of these areas have a relatively good mix of jobs/housing and yet the Metro model intra-zonal trip rates vary significantly. It appears that the average size of the TAZ is a factor in the determination of intra-zonal trips (see number of acres per TAZ in table). The Bethany area showed 7 percent internal trips in 1994 and 6 percent in 2020.

The ITE internal trip capture calculation was made for the South Hillsboro Plan Area (see attached Tables C1). It was found that the internal trip capture ranged was 8 percent assuming the default origin-destination values presented by ITE. As stated previously, this calculation is based on ITE sampled data for mixed-use developments, and these parameters may not directly transfer to the case under study. If the retail-residential component is increased from 10 percent to 30 percent, the overall trip capture increases to 11 percent.

Given the above findings from the ITE method of internal trip calculation and the Metro model analysis, the most reasonable internal trip rate for the South Hillsboro Plan Area is between 6 (Bethany) and 16 percent (St. Johns). Recognizing the limitations of the ITE data set for internal trip calculation, a rate of 11 percent was selected for this study.

Net Added Vehicle Trips

The vehicle trips that will be added to the adjoining street system was calculated by subtracting the retail pass-by trips and internal trips from the total site trips. The results are summarized below in Table 8. The total off-site vehicle trips added by the South Hillsboro Plan Area during the p.m. peak hour is 7,500 vehicle trips.

Table 8: Net Vehicle Trips Off-Site for South Hillsboro Plan Area

| <i>Method</i> | <i>Daily Trips</i> | <i>PM In</i> | <i>PM Out</i> | <i>PM Total</i> |
|---------------------------------|--------------------|--------------|---------------|-----------------|
| Total Vehicle Trips | 87,281 | 5,254 | 3,649 | 8,904 |
| Less Retail Pass-By Trips (30%) | | -199 | -215 | -414 |
| Less Internal Trips (11%) | | -578 | -401 | -979 |
| Net Vehicle Trips Generated | | 4,477 | 3,033 | 7,510 |

The vehicle trip totals for the South Hillsboro Area and the other selected Metro areas used in this study are summarized in Table 10 on the following page. The 1994 trip totals for the other selected Metro areas are shown at the top of the table. More importantly, the South Hillsboro plan area trip totals are listed as determined by the Metro model for the 1-hour and 2-hour periods, along with three trip totals done using ITE methods.

The most striking finding is that the 1-hour Metro trip volumes for South Hillsboro is 7,402 (7,874 less 472 intra-zonal trips is 7,402 trips entering or leaving the plan area), and it is nearly identical to the 7,510 net added trips expected in 1-hour per the ITE method (Selected for Study). Despite the differences noted previously as to land use and internal trip capture, the net vehicle trips added street system in the peak 1-hour are essentially the same using both methods for the plan area. Another finding is that the ratio of plan area 1-hour trip totals (7,874) to the 2-hour trip totals (15,143) per the Metro model is 52 percent. If both hours of the 2-hour period were the same, the ratio would be 50 percent. Therefore, the site will have very similar hourly volumes during the 1st peak hour as the 2nd peak hour in the afternoon. This implies that the site peaking pattern is very flat between the two hours and that the system conditions on-site will be comparable throughout the 2-hour peak period.

Table 9: Vehicle Trip Summary for Selected Metro Areas

| <i>Community Area/ Analysis Year and Peak Period</i> | <i>TAZs</i> | <i>Internal- External</i> | <i>External- Internal</i> | <i>Total</i> | <i>Intra-Zonal (1)</i> | <i>% Intra-Zonal of Total Trips</i> |
|---|-------------------------------------|-------------------------------|-------------------------------|--------------|------------------------|---|
| 1994 PM 2-Hour Vehicle Trips (Metro model) | | | | | | |
| St. Johns | 921-924 | 6,046 | 7,465 | 13,511 | 2,171 | 16% |
| Lloyd Center | 847-849,714 | 16,102 | 11,566 | 27,668 | 1,779 | 6% |
| Hawthorne/Belmont | 779-780,786-787 | 4,605 | 4,984 | 9,589 | 328 | 3% |
| Hollywood | 717-718,856 | 3,548 | 3,379 | 6,927 | 154 | 2% |
| Bethany | 163-165,168-171, 204-205,207-208 | 3,820 | 6,844 | 10,664 | 746 | 7% |
| 2020 PM 2-Hour Vehicle Trips (Metro model) | | | | | | |
| Bethany | Same as above | 6,459 | 10,216 | 16,675 | 946 | 6% |
| S. Hillsboro Plan Area | 244-248 | 6,585 | 8,558 | 15,143 | 909 | 6% |
| 2020 PM 1-Hour Vehicle Trips (Metro model) | | | | | | |
| S. Hillsboro Plan Area | 244-248 | 3,417 | 4,457 | 7,874 | 472 | 6% |
| 2020 PM 1-Hour Vehicle Trips (per ITE methods) (2) | | | | | | |
| S. Hillsboro Plan Area | | 3,649 | 5,254 | 8,903 | 979 | 11% |

Notes:

(1) Intra-zonal trips are INCLUDED in the for internal-external, external-internal and total trips. Intra-zonal trip includes all trip pairs between zones within the study area.

(2) ITE trip totals do not include pass-by trips associated with retail activities.

Adopted Model Refinements

1. The study area TAZs were divided to better match up with the on-site street system and the Plan Area boundaries. This should be done prior to making new travel demand forecasts for the purpose of impact assessment. The current four TAZs were subdivided so as to retain the current boundaries and form up nine total TAZs for the plan area.
2. A link was added in the network to extend Blanton Street westerly to the southerly extension of Cornelius Pass Road. No other modifications to the existing street system on-site or off-site are required within the general study area.
3. The vehicle trip totals in the study area (TAZs 244-248) for the 2-hour Metro model were factored to match the estimates determined using the ITE methods. This adjustment will effectively correct for differences in land use within the concept plan area.
4. The Metro 2-hour volumes were be adjusted to reflect the higher internal trip capture rate determined in this analysis. The ratio between the Metro 1-hour and 2-hour trip totals was found to be 1.92. To estimate the equivalent trip totals for the study area using the ITE methods, the 1-hour totals were multiplied by 1.92. A summary of the trip recommendation for the South Hillsboro Plan Area is shown below in Table 10.

Table 10: Vehicle Trip Generation Summary for South Hillsboro Area

| <i>Description</i> | <i>Internal- External</i> | <i>External- Internal</i> | <i>Total</i> | <i>Intra- Zonal (1)</i> | <i>% Intra- Zonal</i> | <i>Total Trips Off- Site</i> |
|--|-------------------------------|-------------------------------|--------------|-----------------------------|---------------------------|--------------------------------------|
| Metro 2-Hour Strategic Model | 6,585 | 8,558 | 15,143 | 909 | 6% | 14,234 |
| Metro 1-Hour Strategic Model | 3,417 | 4,457 | 7,874 | 472 | 6% | 7,402 |
| ITE 1-Hour Estimate | 3,649 | 5,254 | 8,903 | 979 | 11% | 7,924 |
| 2-Hour Vehicle Trips (2) <i>Recommended for Study</i> | 7,019 | 10,104 | 17,123 | 1,880 | 11% | 15,243 |

Notes:

(1) Intra-Zonal trips included in totals for Internal-External and External-Internal trips

(2) ITE 1-hour trip estimates factored by 1.92 to determine 2-hour trip totals. The 1.92 is the ratio of the Metro 2-hour total divided by the Metro 1-hour total.

Future System Performance Assessment

Applying the adopted model refinements noted in the previous chapter, new 2020 travel forecasts were prepared. The forecasted traffic volumes were evaluated to determine the change in system performance with South Hillsboro Urban Reserves Area development.

2020 Travel Demand Forecasts

Travel forecasts for year 2020 were prepared by DKS Associates with the Existing Resources network and the Strategic Auto network. Separate travel forecasts were made with and without the proposed plan development. The Existing Resources network has significantly less system capacity improvements of the two networks. It represents improvements that are expected with no changes to the current funding programs that are available today. The Strategic Auto network includes substantial improvements that require resources above and beyond current funding levels. The most significant improvement in the South Hillsboro Plan Area are major capacity enhancements to TV Highway between Brookwood Avenue and Murray Boulevard.

Trip Distribution

The project area traffic was isolated for both street network scenarios to determine the trip distribution calculated by the Metro model. This was done using a "select link" analysis for the centroid connectors to the study area TAZs. The results were compiled for major travel corridors in the study area, and for four screen lines located at the perimeter of the plan area. The project trip distribution is presented below in Table 11 and the detailed listing for major travel corridors is summarized in Table 12.

Table 11: Percent of Site Traffic Crossing Selected Screen Lines

| <i>Screen Line</i> | <i>Boundary</i> | <i>Existing Resources Network</i> | <i>Strategic Auto Network</i> |
|--------------------|----------------------------------|---------------------------------------|-------------------------------|
| A-A | East of 185 th Avenue | 36% | 38% |
| B-B | North of TV Highway | 36% | 38% |
| C-C | South of Farmington | 8% | 6% |
| D-D | West of Brookwood | 20% | 18% |
| Total | | 100% | 100% |

Overall, the project trip distribution is evenly balanced north and the east of the site. The external origins and destinations north and east of the site ranges from 36 to 38 percent for the two road network. The distribution to and from the west ranges from 18 to 20 percent.

The southern trip distribution is relatively minor, from 6 to 8 percent of the total off-site trips. However, the roadways south of the site are largely rural facilities, and less well suited to service the increased traffic volumes than urban facilities.

For specific road facilities (see Table 12) it was found that the distribution was generally the same for both street networks. The exception was for improved portions of TV Highway that had a higher percentage of project traffic with Strategic Auto improvements (up to 28%) relative to the Existing Resources network (15%). However, the overall east-west travel demand was very similar between the two networks. A careful review of the two select link plots showed that for the Existing Resources network, the portion of site traffic that could not be served by TV Highway was assigned to parallel facilities. The most impacted facilities included Blanton Street, Kinnaman Street, Alexander Street, and Millikan Way.

Table 12: Off-Site Project Trip Distribution on Selected Road Facilities

| Street | Segment | Project 2-Hour Volume | | Percent of Total Off-Site Project Vehicle Trips | |
|---------------------|-------------------------|-----------------------|-----------|---|-----------|
| | | Ex. Res. | Strategic | Ex. Res. | Strategic |
| Farmington Road | w/o River Road | 64 | 65 | 0.6% | 0.6% |
| | w/o 209th Avenue | 165 | 165 | 1.5% | 1.4% |
| | w/o 185th Avenue | 81 | 104 | 0.8% | 0.9% |
| | w/o Murray Boulevard | 392 | 96 | 3.7% | 0.8% |
| TV Highway | w/o River Road | 882 | 1,039 | 8.2% | 8.9% |
| | w/o Brookwood Avenue | 1,706 | 1,501 | 15.9% | 12.9% |
| | w/o Cornelius Pass Road | 1,532 | 2,678 | 14.3% | 23.0% |
| | w/o 185th Avenue | 1,593 | 3,116 | 14.9% | 26.8% |
| | w/o Murray Boulevard | 1,297 | 2,609 | 12.1% | 22.4% |
| | w/o Cedar Hills | 1,175 | 1,805 | 11.0% | 15.5% |
| Baseline Road | w/o Cornell Road | 20 | 63 | 0.2% | 0.5% |
| | w/o Brookwood Avenue | 59 | 107 | 0.6% | 0.9% |
| | w/o Cornelius Pass Road | 205 | 143 | 1.9% | 1.2% |
| | w/o 185th Avenue | 64 | 133 | 0.6% | 1.1% |
| Cornell Road | w/o Brookwood Avenue | 11 | 11 | 0.1% | 0.1% |
| | w/o Shute Road | 58 | 58 | 0.5% | 0.5% |
| | w/o Cornelius Pass Road | 270 | 46 | 2.5% | 0.4% |
| | w/o 185th Avenue | 52 | 54 | 0.5% | 0.5% |
| 185th Avenue | n/o Farmington Road | 217 | 42 | 2.0% | 0.4% |
| | n/o TV Highway | 73 | 729 | 0.7% | 6.3% |
| | s/o Baseline Road | 835 | 638 | 7.8% | 5.5% |
| | n/o Walker Road | 202 | 261 | 1.9% | 2.2% |
| Cornelius Pass Road | n/o TV Highway | 1,675 | 2,209 | 15.6% | 19.0% |
| | n/o Baseline Road | 771 | 1,234 | 7.2% | 10.6% |
| | n/o Cornell Road | 505 | 576 | 4.7% | 4.9% |
| Century Boulevard | n/o TV Highway | 778 | 932 | 7.3% | 8.0% |
| | n/o Baseline Road | 635 | 458 | 5.9% | 3.9% |
| Brookwood Avenue | n/o TV Highway | 842 | 835 | 7.9% | 7.2% |
| | n/o Baseline Road | 438 | 480 | 4.1% | 4.1% |
| | n/o Cornell Road | 337 | 314 | 3.1% | 2.7% |

Two-Hour 2020 Travel Forecasts

The 2020 travel forecast EMME/2 plots are attached in *Appendix D* for the following cases:

- Existing Resources Network with Project
- Existing Resources Network without Project
- Strategic Auto Network with Project
- Strategic Auto Network without Project

The volume plots show the assigned 2-hour volumes for all roadways within the greater study area. The color of the links reflects the resulting ratio of assigned volume to road capacity (v/c ratio). The legend on the plots show that if less than 80% of the capacity is used, the link color is black. Between 80 to 90%, the link color is green and from 90 to 100% it is blue. Over 100% the link is red. This reflects facilities where the expected demand exceeds capacity for the two-hour period. In addition to the volume plots is a network plot showing the assumed link capacities and speeds for each case.

The 2020 volumes for selected regional roadways are summarized below in Tables 13 and 14 for both networks. The leftmost columns indicate the percentage of project traffic from the urban reserve areas (see Table 13) relative to the forecasted total traffic volumes. The facilities with the project-added traffic over ten percent include TV Highway, Cornelius Pass Road, and Century Boulevard. Another comparison was made with the project-added traffic to the future background traffic (see Table 14). This calculation shows the change volume relative to the expected future volume that would occur without the urban reserve development.

Table 13: Site Traffic Volumes Impacts Relative to 2020 Total Traffic

| Street | Segment | Total 2-Hour Traffic Volume | | Project Traffic As A Percent of Total Traffic | |
|---------------------|-------------------------|-----------------------------|-----------|---|-----------|
| | | Ex. Res. | Strategic | Ex. Res. | Strategic |
| Farmington Road | w/o River Road | 2,330 | 1,806 | 2.7% | 3.6% |
| | w/o 209th Avenue | 2,554 | 2,222 | 6.5% | 7.4% |
| | w/o 185th Avenue | 3,329 | 3,441 | 2.4% | 3.0% |
| | w/o Murray Boulevard | 7,849 | 6,651 | 5.0% | 1.4% |
| TV Highway | w/o River Road | 7,270 | 7,000 | 12.1% | 14.8% |
| | w/o Brookwood Avenue | 7,837 | 7,898 | 21.8% | 19.0% |
| | w/o Cornelius Pass Road | 8,685 | 11,548 | 17.6% | 23.2% |
| | w/o 185th Avenue | 9,799 | 12,859 | 16.3% | 24.2% |
| | w/o Murray Boulevard | 9,890 | 13,961 | 13.1% | 18.7% |
| | w/o Cedar Hills | 10,957 | 13,561 | 10.7% | 13.3% |
| Baseline Road | w/o Cornell Road | 1,320 | 1,346 | 1.5% | 4.7% |
| | w/o Brookwood Avenue | 3,483 | 3,430 | 1.7% | 3.1% |
| | w/o Cornelius Pass Road | 3,755 | 2,304 | 5.5% | 6.2% |
| | w/o 185th Avenue | 4,708 | 4,560 | 1.4% | 2.9% |
| Cornell Road | w/o Brookwood Avenue | 6,112 | 6,311 | 0.2% | 0.2% |
| | w/o Shute Road | 5,828 | 4,800 | 1.0% | 1.2% |
| | w/o Cornelius Pass Road | 9,479 | 7,637 | 2.8% | 0.6% |
| | w/o 185th Avenue | 7,742 | 6,526 | 0.7% | 0.8% |
| 185th Avenue | n/o Farmington Road | 2,253 | 1,417 | 9.6% | 3.0% |
| | n/o TV Highway | 5,461 | 5,386 | 1.3% | 13.5% |
| | s/o Baseline Road | 7,359 | 5,976 | 11.3% | 10.7% |
| | n/o Walker Road | 8,940 | 8,277 | 2.3% | 3.2% |
| Cornelius Pass Road | n/o TV Highway | 4,206 | 6,247 | 39.8% | 35.4% |
| | n/o Baseline Road | 2,607 | 4,168 | 29.6% | 29.6% |
| | n/o Cornell Road | 6,534 | 6,052 | 7.7% | 9.5% |
| Century Boulevard | n/o TV Highway | 2,249 | 3,329 | 34.6% | 28.0% |
| | n/o Baseline Road | 4,047 | 3,482 | 15.7% | 13.2% |
| Brookwood Avenue | n/o TV Highway | 2,437 | 2,869 | 34.6% | 29.1% |
| | n/o Baseline Road | 3,782 | 3,028 | 11.6% | 15.9% |
| | n/o Cornell Road | 3,987 | 3,732 | 8.5% | 8.4% |

Table 14: 2020 Site Traffic Volumes Relative to 2020 Background Volumes

| Street | Segment | Total 2-Hour Background Traffic Volume(No Project) | | Project Traffic As A Percent of Total Background Traffic | |
|---------------------|-------------------------|--|-----------|--|-----------|
| | | Ex. Res. | Strategic | Ex. Res. | Strategic |
| Farmington Road | w/o River Road | 2,266 | 1,741 | 2.8% | 3.7% |
| | w/o 209th Avenue | 2,389 | 2,057 | 6.9% | 8.0% |
| | w/o 185th Avenue | 3,248 | 3,337 | 2.5% | 3.1% |
| | w/o Murray Boulevard | 7,457 | 6,555 | 5.3% | 1.5% |
| TV Highway | w/o River Road | 6,388 | 5,961 | 13.8% | 17.4% |
| | w/o Brookwood Avenue | 6,131 | 6,397 | 27.8% | 23.5% |
| | w/o Cornelius Pass Road | 7,153 | 8,870 | 21.4% | 30.2% |
| | w/o 185th Avenue | 8,206 | 9,743 | 19.4% | 32.0% |
| | w/o Murray Boulevard | 8,593 | 11,352 | 15.1% | 23.0% |
| | w/o Cedar Hills | 9,782 | 11,756 | 12.0% | 15.4% |
| Baseline Road | w/o Cornell Road | 1,300 | 1,283 | 1.5% | 4.9% |
| | w/o Brookwood Avenue | 3,424 | 3,323 | 1.7% | 3.2% |
| | w/o Cornelius Pass Road | 3,550 | 2,161 | 5.8% | 6.6% |
| | w/o 185th Avenue | 4,644 | 4,427 | 1.4% | 3.0% |
| Cornell Road | w/o Brookwood Avenue | 6,101 | 6,300 | 0.2% | 0.2% |
| | w/o Shute Road | 5,770 | 4,742 | 1.0% | 1.2% |
| | w/o Cornelius Pass Road | 9,209 | 7,591 | 2.9% | 0.6% |
| | w/o 185th Avenue | 7,690 | 6,472 | 0.7% | 0.8% |
| 185th Avenue | n/o Farmington Road | - | - | - | - |
| | n/o TV Highway | 2,036 | 1,375 | 10.7% | 3.1% |
| | n/o TV Highway | 5,388 | 4,657 | 1.4% | 15.7% |
| | s/o Baseline Road | 6,524 | 5,338 | 12.8% | 12.0% |
| Cornelius Pass Road | n/o Walker Road | 8,738 | 8,016 | 2.3% | 3.3% |
| | n/o TV Highway | - | - | - | - |
| | n/o TV Highway | 2,531 | 4,038 | 66.2% | 54.7% |
| | n/o Baseline Road | 1,836 | 2,934 | 42.0% | 42.1% |
| Century Boulevard | n/o Cornell Road | 6,029 | 5,476 | 8.4% | 10.5% |
| | n/o TV Highway | - | - | - | - |
| | n/o TV Highway | 1,471 | 2,397 | 52.9% | 38.9% |
| | n/o Baseline Road | 3,412 | 3,024 | 18.6% | 15.1% |
| Brookwood Avenue | n/o TV Highway | - | - | - | - |
| | n/o TV Highway | 1,595 | 2,034 | 52.8% | 41.1% |
| | n/o Baseline Road | 3,344 | 2,548 | 13.1% | 18.8% |
| | n/o Cornell Road | 3,650 | 3,418 | 9.2% | 9.2% |

System Impact Analysis

A system level impact analysis was done by tabulating the forecasted peak period conditions based on the volume-to-capacity (v/c) ratio. The results are summarized below in Table 15. All of the facilities listed in Table 15 are designated regional facilities by Washington County and Metro. According to pending Metro guidelines, the minimum acceptable performance standard is Level of Service F for the first hour, and Level of Service E for the second hour during the peak travel period. Any road segment that is shown to be at Level of Service F for the two-hour period, as represented by a v/c ratio > 1.00, is unacceptable by these standards. Therefore, the most significant impacts are the cases where the project added traffic causes a road facility to cross from acceptable to unacceptable. These locations are noted in the following narrative.

Impact Findings

- The majority of arterial road segments sampled in the Existing Resources network (17 out of 32 links) will reach unacceptable levels (v/c ratio greater than 1.00). This occurs with or without the added SHUR project traffic.
- None of the sampled road segments will be significantly impacted, as defined in this study, under the Existing Resources network. In other words, the addition of project traffic does not cause any of the sampled arterial street links to drop from acceptable to unacceptable conditions.
- However, since the majority of links are forecast to exceed capacity, it is difficult to determine the magnitude of the possible impacts of added project traffic on the Existing Resources Network.
- The Strategic Auto Network generally performs very well in the study area without the project-added traffic. A total of six road segment will exceed capacity. These occurs on:
 - Farmington Road west of 170th Avenue
 - Farmington Road west of Murray Boulevard
 - Baseline Road west of 185th Avenue
 - 185th Avenue south of TV Highway
 - Cornelius Pass Road north of Cornell Road
 - Century Boulevard north of Baseline Road
- Major impacts of the project on the Strategic Auto Network are noted at the following locations where the added project traffic degrades conditions from acceptable to unacceptable (v/c ratio > 1.00):
 - TV Highway west of Brookwood Avenue
 - 185th Avenue north of Baseline Road
 - Century Boulevard north of TV Highway
- The TV Highway capacity improvements in the Strategic Auto Network attracts more vehicles to the corridor because of significant reductions in peak hour travel time. In addition, the TV Highway improvement help to relieve parallel east-west facilities.

A technical comparison of the study assumptions and findings relative to the city's SHUR plan efforts is attached in Appendix E.

Table 15: 2020 Roadway Link Impact Analysis

| Street | Segment | Existing Resources Network | | Strategic Network | |
|--------------------------|-------------------------|----------------------------|--------------|-------------------|--------------|
| | | No Project | With Project | No Project | With Project |
| Farmington Road | w/o River Road | ○ | □ | ○ | ○ |
| | w/o 209th Avenue | ■ | ■ | □ | □ |
| | w/o 185th Avenue | ◆◆ | ◆◆ | □ | □ |
| | w/o 170th Avenue | ◆◆ | ◆◆ | ◆◆ | ◆◆ |
| | w/o Murray Boulevard | ◆◆ | ◆◆ | ◆◆ | ◆◆ |
| TV Highway | w/o River Road | □ | ■ | □ | ■ |
| | w/o Brookwood Avenue | □ | ■ | ■ | ◆◆ |
| | w/o Century Boulevard | ◆◆ | ◆◆ | ○ | □ |
| | w/o Cornelius Pass Road | ◆◆ | ◆◆ | ○ | ○ |
| | w/o 185th Avenue | ◆◆ | ◆◆ | ○ | ○ |
| | w/o Murray Boulevard | ◆◆ | ◆◆ | ○ | □ |
| Baseline Road | w/o Cornell Road | □ | □ | ○ | ○ |
| | w/o Brookwood Avenue | □ | ■ | □ | □ |
| | w/o Cornelius Pass Road | □ | ■ | ○ | ○ |
| | w/o 185th Avenue | ◆◆ | ◆◆ | ◆◆ | ◆◆ |
| Cornell Road | w/o Brookwood Avenue | □ | ■ | □ | □ |
| | w/o Shute Road | □ | □ | ○ | ○ |
| | w/o Cornelius Pass Road | ◆◆ | ◆◆ | ○ | □ |
| | w/o 185th Avenue | ◆◆ | ◆◆ | ■ | ■ |
| 185th Avenue | n/o Farmington Road | ◆◆ | ◆◆ | □ | □ |
| | s/o TV Highway | ◆◆ | ◆◆ | ◆◆ | ◆◆ |
| | n/o TV Highway | ○ | ○ | ○ | ○ |
| | n/o Baseline Road | ◆◆ | ◆◆ | ■ | ◆◆ |
| | n/o Walker Road | ◆◆ | ◆◆ | ■ | ■ |
| Cornelius Pass Road | n/o TV Highway | ○ | ■ | □ | ■ |
| | n/o Baseline Road | ◆◆ | ◆◆ | ■ | ■ |
| | n/o Cornell Road | ◆◆ | ◆◆ | ◆◆ | ◆◆ |
| Century Boulevard | n/o TV Highway | ■ | ■ | ■ | ◆◆ |
| | n/o Baseline Road | ◆◆ | ◆◆ | ◆◆ | ◆◆ |
| Brookwood Avenue | n/o TV Highway | ■ | ■ | ○ | ■ |
| | n/o Baseline Road | ■ | ■ | □ | ■ |
| | n/o Cornell Road | □ | □ | ○ | ○ |
| <i>Legend</i> | | | | | |
| Volume to Capacity Ratio | | Symbol | | | |
| < 0.80 | | ○ | | | |
| 0.80 to 0.90 | | □ | | | |
| 0.90 to 1.00 | | ■ | | | |
| > 1.00 | | ◆◆ | | | |

**Appendix A: RTP Projects in Study Area
(Round 2, 4/16/99)**

RTP Project List - Round 2

April 6, 1999

| New Unique ID | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | Round 2 Existing Resource Concept | Round 2 RTP Strategic System | Est. Project Cost in 1998 dollars ("***" Indicates Metro estimate) | RTP Program Years |
|---------------|--------------|------------------------|---|---|---|-----------------------------------|------------------------------|--|-------------------|
| 3006 | Region | ODOT | US 26 Improvements | US 26 between Sylvan and Highway 217 | Complete interchange improvements by adding third through-lane and collector distributor system from Camelot Court to Sylvan Road (Phase 2 and 3) | ✓ | ✓ | \$ 22,000,000 | 2000-05 |
| 3007 | Region | ODOT | US 26 Improvements | EB from Highway 217 to Camelot Court | Widen EB US 26 to three lanes | ✓ | ✓ | \$ 9,000,000 | 2006-10 |
| 3008 | Region | ODOT | US 26 Improvements | Highway 217 to Murray Boulevard | Widen US 26 to six lanes with ramp improvements | ✓ | ✓ | \$ 12,000,000 | 2006-10 |
| 3009 | Region | ODOT | US 26 Improvements | Murray Boulevard to 185th Avenue | Widen US 26 to six lanes | | ✓ | \$ 26,000,000 | 2011-20 |
| 3010 | Region | MultCo/WashCo | Cornelius Pass Road | US 26 to US 30 | Improve to better accommodate freight movement | | | \$ 25,000,000 | |
| 3016 | Region | Washington Co. | Washington County ATMS | Washington County | Acquire hardware for new traffic operations center | | ✓ | \$ 400,000 | 2000-05 |
| 3019 | Beaverton RC | Beaverton | Beaverton Connectivity Improvements I | (1) Henry Street: Millikan to Center, (2) Dawson/Westgate: Karl Braun to Hall, (3) Rose Biggs: Canyon to Westgate, (4) Eagle Way to Millikan to Carousel to 144th, (6) new conn.: Henry & 114, (7) new conn.: Hall and Cedar Hill (8) Griffith to 114th | Complete central Beaverton street connections | ✓ | ✓ | \$ 13,200,000 | 2000-05 |
| 3020 | Beaverton RC | Beaverton | Beaverton Connectivity Improvements II | Griffith to 114th | Complete central Beaverton street connections | ✓ | ✓ | \$ 13,300,000 | 2006-10 |
| 3021 | Beaverton RC | Washington Co. | Jenkins Road Improvement | Boulevard | Widen to three lanes | | ✓ | \$ 3,100,000 | 2006-10 |
| 3022 | Beaverton RC | Washington Co. | Jenkins Road Improvement | Murray Boulevard to 158th Avenue | Widen to five lanes | | ✓ | \$ 1,870,000 | 2006-10 |
| 3023 | Beaverton RC | WashCo/Beav /ODOT | Highway 217 Interchange Improvements | NB/SB at Walker Road, SB at TV Highway and NB/SB at BH Highway | Improve Highway 217 Interchanges | | ✓ | \$ 2,600,000 | 2000-05 |
| 3024 | Beaverton RC | ODOT/WashCo | Cedar Hills Interchange Improvement | Cedar Hills and US 26 interchange | Improve interchange with EB ramp signals/ramp storage | | ✓ | \$ 500,000 | 2006-10 |
| 3025 | Beaverton RC | ODOT/WashCo | TV Highway Improvements | Cedar Hills Boulevard to 10th Avenue | Widen to seven lanes Cedar Hills to Murray; six lanes limited access from Murray to Brookwood and five lanes from Brookwood to 10th | | ✓ | \$ 33,200,000 | 2011-20 |
| 3026 | Beaverton RC | Beaverton | Millikan Extension | Hocken to Cedar Hills | Three lane extension to connect with Cedar Hills at Henry Street | ✓ | ✓ | \$ 4,300,000 | 2000-05 |
| 3027 | Beaverton RC | Beaverton/WashCo | Davis Improvements | 160th Avenue to 170th Avenue | Three lane improvement to add bike and pedestrian facilities | ✓ | ✓ | \$ 1,600,000 | 2000-05 |
| 3028 | Beaverton RC | Beaverton | Hart Improvements | Murray to 165th | Three lane improvement with sidewalks, bikeways and signal at 155th Avenue | ✓ | ✓ | \$ 7,100,000 | 2000-05 |
| 3029 | Beaverton RC | Beaverton | Lombard Improvements | Broadway to Farmington | Three lane improvement to realign road with segment to the north with pedestrian facilities | ✓ | ✓ | \$ 1,600,000 | 2000-05 |
| 3030 | Beaverton RC | Beaverton | Farmington Road Improvements | Hocken to Murray Boulevard | Widen to five lanes; improve intersection at Murray Boulevard | | ✓ | \$ 7,686,000 | 2000-05 |
| 3031 | Beaverton RC | Beaverton | Allen Boulevard Improvements | Highway 217 to Murray Boulevard | Widen to five lanes | | ✓ | \$ 5,400,000 | 2011-20 |
| 3032 | Beaverton RC | Beaverton | Cedar Hills Boulevard Improvements | Farmington Road to Walker Road | Widen to five lanes with sidewalks and bike lanes | | ✓ | \$ 3,700,000 | 2006-10 |
| 3033 | Beaverton RC | Beaverton | 125th Avenue Extension | Brockman Street to Hall Boulevard | Two-lane extension with turn lanes L793 from Brockman Street to Hall Boulevard | | ✓ | \$ 8,818,000 | 2000-05 |
| 3034 | Beaverton RC | Beaverton | Hall Boulevard Extension | Cedar Hills Boulevard to Terman/Hocken | Widen to three lanes with bikeways and sidewalks | | ✓ | \$ 1,500,000 | 2000-05 |
| 3035 | Beaverton RC | Beaverton | Center Street Improvements | Hall Boulevard to 113th Avenue | Widen to five lanes | | | \$ 3,200,000 | |
| 3036 | Beaverton RC | Beaverton | 158th/Merlo Road Improvements | 170th Avenue to Walker Road | Widen to five lanes with sidewalks and bike lanes | | ✓ | \$ 4,000,000 | 2011-20 |
| 3037 | Beaverton RC | Beaverton | Nimbus Road Extension | Hall Boulevard to Denney Road | Extend two-lane roadway | | | \$ 8,300,000 | |
| 3038 | Beaverton RC | Beaverton | Center Street Improvements | Hall Boulevard to 113th Avenue | Widen to three lanes with bikeways and sidewalks | | ✓ | \$ 3,200,000 | 2011-20 |
| 3039 | Beaverton RC | Beaverton | Scholls Ferry Road Improvements | Highway 217 to 125th Avenue | Widen to seven lanes with access management | | ✓ | \$ 15,760,000 | |
| 3041 | Beaverton RC | Beaverton | Hall/Watson Improvements | Allen Boulevard to Cedar Hills Boulevard | Complete boulevard design improvements | ✓ | ✓ | \$ 445,000 | 2000-05 |
| 3042 | Beaverton RC | ODOT/Beaverton/Tri-Met | TV Highway/Canyon Road Boulevard Improvements | Murray Boulevard to Highway 217 | Improve sidewalks, lighting, crossings, bus shelters and benches | | ✓ | \$ 8,000,000 | 2006-10 |
| 3045 | Beaverton RC | Beaverton | Farmington Road Bikeway | Hocken to Highway 217 | Retrofit to include bike lanes | | ✓ | \$ 2,800,000 | 2006-10 |
| 3046 | Beaverton RC | Beaverton | Hall Boulevard Bikeway | BH Highway to Cedar Hills Boulevard | Retrofit to include bike lanes | ✓ | ✓ | \$ 68,000 | 2000-05 |
| 3047 | Beaverton RC | Beaverton | Watson Avenue Bikeway | BH Highway to Hall Boulevard | Retrofit to include bike lanes | ✓ | ✓ | \$ 59,000 | 2000-05 |

RTP Project List - Round 2
April 6, 1999

| New Unique ID | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | Round 2 Existing Resource Concept | Round 2 RTP Strategic System | Est. Project Cost in 1998 dollars ("***" indicates Metro estimate) | RTP Program Years |
|---------------|-------------------|--------------------------|---|--|--|-----------------------------------|------------------------------|--|-------------------|
| 3049 | Beaverton RC | Beaverton | Downtown Beaverton Pedestrian Improvements | Hocken Avenue/TV Highway/113th Avenue/110th Avenue/Cabot Street | Improve sidewalks, bike lanes, lighting, crossings, bus shelters and benches | ✓ | ✓ | \$ 1,120,000 | 2000-05 |
| 3050 | Beaverton RC | Beaverton/WashCo/Tri-Met | Walker Road Pedestrian Improvements | Polsky/108th to Highway 217 | Improve sidewalks, lighting, crossings, bus shelters and benches | | | \$ 100,000 | |
| 3051 | Beaverton RC | WashCo/Beaverton/Tri-Met | Hall Boulevard/Watson Pedestrian-to-Transit Improvements | Cedar Hills Boulevard to Tigard TC | Improve sidewalks, lighting, crossings, bus shelters and benches | | ✓ | \$ 1,600,000 | 2006-10 |
| 3052 | Beaverton RC | Beaverton | 110th Avenue Pedestrian Improvements | B-H Highway to Canyon Road | Fill in missing sidewalks | ✓ | ✓ | \$ 30,000 | 2000-05 |
| 3053 | Beaverton RC | Beaverton | 117th Avenue Pedestrian Improvements | light rail transit to Center Street | Improve sidewalks, lighting, crossings | ✓ | ✓ | \$ 30,000 | 2000-05 |
| 3054 | Beaverton RC | Washington Co. | Murray Boulevard Bike/Pedestrian Improvements | Scholls Ferry Road to TV Highway | Safety islands and pedestrian crossing improvements at intersections, fill in bicycle network gaps | | ✓ | \$ 500,000 | 2011-20 |
| 3055 | Beaverton RC | ODOT/Beaverton | Beaverton-Hillsdale Highway Pedestrian and Bicycle Improvements | 65th Avenue to Highway 217 | Improve sidewalks, lighting, crossings, bus shelters and benches; stripe bike lanes | | ✓ | \$ 10,500,000 | 2011-20 |
| 3056 | Beaverton RC | ODOT | Canyon Road/TV Highway Bike and Pedestrian Improvements | SW 91st Avenue to Highway 217 | Bike lanes, sidewalks and pedestrian crossings | ✓ | ✓ | \$ 1,465,000 | 2011-20 |
| 3057 | Beaverton RC | Beaverton | Denney Road Bike/Pedestrian Improvements | Nimbus Avenue to Scholls Ferry Road | Improve sidewalks, crossings and fill in bicycle network gaps | | | \$ 210,000 | |
| 3060 | Beaverton RC | ODOT/WashCo | TV Highway Access Management | 117th Avenue to Hillsboro | Access management | | ✓ | \$ 15,000,000 | 2006-10 |
| 3061 | Beaverton RC | ODOT/WashCo | TV Highway System Management | TV Highway from Highway 217 to 209th Avenue to Highway 217 | Interconnect signals on TV Highway from 209th Avenue to Highway 217 | ✓ | ✓ | \$ 1,500,000 | 2006-10 |
| 3062 | Beaverton RC | ODOT/WashCo | TV Highway System Management | Beaverton to Hillsboro | Interconnect signals to tie into Washington County signal system | ✓ | ✓ | \$ 1,000,000 | 2000-05 |
| 3063 | Beaverton RC | Washington Co. | Murray Boulevard Improvements | TV Highway to Allen Boulevard | Signal coordination | ✓ | ✓ | \$ 50,000 | 2000-05 |
| 3066 | Beaverton Corrido | Washington Co. | Springville Road Improvements | Kaiser to 185th Avenue | Widen to include bike lanes | | | \$ 750,000 | |
| 3067 | Beaverton Corrido | Washington Co. | 185th Avenue Improvements | Rock Creek Boulevard to Springville | Widen to five lanes with bike lanes and sidewalks | | ✓ | \$ 5,000,000 | 2006-10 |
| 3068 | Beaverton Corrido | Washington Co. | Garden Home/92nd Avenue Improvements | Allen Boulevard to Oleson Road | Widen to three lanes with bikeways and sidewalks | | | \$ 4,500,000 | |
| 3071 | Region | Beaverton/WashCo/THPRD | Fanno Creek Greenway Multi-Use Path | Allen Boulevard to Denney Road east of Highway 217 and from Highway 217 to Allen Boulevard near Scholls Ferry Road | Completes Fanno Creek Greenway multi-use path | | ✓ | \$ 1,500,000 | 2000-05 |
| 3073 | Beaverton Corrido | Washington Co. | Barnes Road Bikeway | Burnside to Leahy Road | Retrofit to include bike lanes | | | \$ 500,000 | |
| 3074 | Beaverton Corrido | Beaverton | Hall Boulevard Bikeway | 12th Street to south of Allen Boulevard | Retrofit to include bike lanes; intersection turn lanes at Allen Boulevard | | ✓ | \$ 1,438,000 | 2000-05 |
| 3075 | Beaverton Corrido | Beaverton | Cedar Hills Boulevard Pedestrian Improvements | Butner Road to Walker Road | Improve sidewalks, lighting, crossings, bus shelters and benches | | | \$ 177,000 | |
| 3076 | Beaverton Corrido | Beaverton | Allen Boulevard Improvements | Highway 217 to Western Avenue | Widen to five lanes with bike lanes and sidewalks | | ✓ | \$ 1,000,000 | 2011-20 |
| 3077 | Beaverton Corrido | Beaverton | Western Avenue Pedestrian Improvements | 5th Street to 800 feet south of 5th Street | Improve sidewalks, lighting, crossings, bus shelters and benches | | | \$ 48,000 | |
| 3078 | Beaverton Corrido | ODOT | Canyon Road Bicycle and Pedestrian Improvements | US 26 to 110th Avenue | Retrofit to include bike lanes/sidewalks | | | \$ 13,500,000 | |
| 3079 | Beaverton Corrido | Beaverton | Allen Boulevard Bike/Ped Projects | Western Avenue to Scholls Ferry Road | Retrofit to include bike lanes and fill in missing sidewalks | | | \$ 253,000 | |
| 3082 | Beaverton IA | Beaverton | Western Avenue Bike Lanes | B-H Highway to Allen Boulevard | Retrofit to include bike lanes | | | \$ 294,000 | |
| 3101 | Hillsboro RC | Hillsboro | Jackson Road Improvements | Evergreen Road to Grant Street | Widen to three lanes with sidewalks and bike lanes | | | \$ 3,500,000 | |
| 3102 | Hillsboro RC | Washington Co. | Baseline Road Improvements | Lisa to 231st Avenue | Widen to three lanes with bike lanes and sidewalks | ✓ | ✓ | \$ 20,000,000 | 2000-05 |
| 3103 | Hillsboro RC | Washington Co. | Baseline Road Improvements | Lisa to Brookwood Road | Widen to five lanes with bike lanes and sidewalks | | | \$ 6,000,000 | |
| 3104 | Hillsboro RC | Hillsboro | NW Alciek Drive Extension | NW Amberwood Drive to Cornelius Pass Road | New three-lane facility with sidewalks and bike lanes | | ✓ | \$ 2,000,000 | 2000-05 |
| 3105 | Hillsboro RC | Hillsboro | E/W Collector | 185th Avenue to 231st Avenue | New 3-lane facility | | ✓ | \$ 4,600,000 | 2000-05 |

RTP Project List - Round 2
April 6, 1999

| New Unique ID | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | Round 2 Existing Resource Concept | Round 2 RTP Strategic System | Est. Project Cost in 1998 dollars (* ** Indicates Metro estimate) | RTP Program Years |
|---------------|-------------------|-----------------------|--|---|---|-----------------------------------|------------------------------|--|-------------------|
| 3106 | Hillsboro RC | Washington Co. | 229th/231st/234th Connector | Borwick Road to Baseline and Century High School to Borwick Road; Baseline to LRT | New 3-lane facility and bridge; widen 231st Avenue to three lanes | ✓ | ✓ | \$ 23,200,000 | 2000-05 |
| 3108 | Hillsboro RC | Washington Co. | Baseline Road Improvements | Lisa to 201st Avenue | Widen to 3 lanes with bike lanes and sidewalks | | ✓ | \$ 7,500,000 | 2000-05 |
| 3109 | Hillsboro RC | ODOT/WashCo/Hillsboro | Hillsboro to US 26 Improvements | Shute Road/Cornell Corridor | Improve primary access route from regional center to US 26 | | | n/a | |
| 3110 | Hillsboro RC | ODOT/WashCo | Jackson Road Improvements | Jackson Road at US 26 | Improve Jackson School Road intersection with channelization | ✓ | ✓ | \$ 500,000 | 2000-05 |
| 3111 | Hillsboro RC | Washington Co. | First Avenue Improvements | Grant Street to Glencoe High School | Improve sidewalks and pedestrian crossings and make transit improvements | ✓ | ✓ | \$ 700,000 | 2000-05 |
| 3112 | Hillsboro RC | ODOT | First Avenue Improvements | Oak Street to Baseline Street | Rechannelize NB and SB to provide protected left turn lanes and signal phasing at 1st/Oak and 1st/Baseline | ✓ | ✓ | \$ 165,000 | 2006-10 |
| 3113 | Hillsboro RC | Hillsboro | 10th Avenue Improvements | Main Street to Baseline Road | Add right turn lane | ✓ | ✓ | \$ 1,500,000 | 2000-05 |
| 3114 | Hillsboro RC | Hillsboro | NE 28th Avenue Improvements | Grant Street to East Main Street | Widen to three lanes with sidewalks, bike lanes, street lighting and landscaping | | ✓ | \$ 2,500,000 | 2000-05 |
| 3115 | Hillsboro RC | Hillsboro | 10th Avenue Improvements | Washington Street to Main Street | Widen to provide third NB through lane | ✓ | ✓ | \$ 575,000 | 2006-10 |
| 3116 | Hillsboro RC | Hillsboro | 10th Avenue Improvements | Walnut Street to Baseline Street | Construct one additional NB turn lane and rechannelize WB Baseline Street approach to 10th Avenue | ✓ | ✓ | \$ 1,530,000 | 2006-10 |
| 3119 | Hillsboro RC | ODOT | TV Highway Improvements - Hillsboro | Shute Park to Baseline/Oak Street to Tenth | Complete boulevard design improvements | ✓ | ✓ | \$ 2,000,000 | 2000-05 |
| 3120 | Hillsboro RC | ODOT/Wash. Co. | TV Highway Pedestrian Improvements | 10th to Cornelius Pass Road | Improve sidewalks, lighting, crossings, bus shelters and benches | | | \$ 8,300,000 | |
| 3121 | Hillsboro RC | ODOT | TV Highway Refinement Planning | SE Minter Bridge Road to Cedar Hills Boulevard | Refinement planning to identify phased strategy to implement a limited access facility in this corridor | | ✓ | n/a | 2000-05 |
| 3122 | Hillsboro RC | Hillsboro/WashCo. | St. Mary's Urban Reserves Future Street Plan | St. Mary's urban reserve areas | Complete future street plan | | ✓ | n/a | 2000-05 |
| 3123 | Hillsboro RC | Tri-Met/Hillsboro | Hillsboro Regional Center TMA Startup | | | ✓ | ✓ | see Tri-Met total | 2000-05 |
| 3124 | Hillsboro RC | ODOT | TV Highway System Management | 209th Avenue to 10th Avenue | Interconnect signals | ✓ | ✓ | \$ 1,500,000 | 2000-05 |
| 3127 | Hillsboro Corrido | ODOT/Hillsboro/WashCo | Hillsboro RC Pedestrian Improvements | 18th, 21st, Oak, Maple and Walnut streets | Improve sidewalks, lighting, crossings, bus shelters and benches | ✓ | ✓ | \$ 1,500,000 | 2000-05 |
| 3128 | Hillsboro RC | Washington Co. | Cornell Road Improvements | Arrington Road to Main Street | Widen to five lanes | ✓ | ✓ | \$ 6,000,000 | 2006-10 |
| 3129 | Sunset IA | ODOT | Glencoe Interchange Improvements | Glencoe Road and US 26 | Improve interchange to facilitate traffic flows on and off of US 26 | | | \$ 12,000,000 | |
| 3130 | Sunset IA | WashCo/Hillsboro | Evergreen Road Improvements | Glencoe Road to 25th Avenue | Widen to three lanes to include bikeways and sidewalks | ✓ | ✓ | \$ 12,800,000 | 2000-05 |
| 3131 | Sunset IA | WashCo/Hillsboro | Evergreen Road Improvements | 15th Avenue to 253rd Avenue | Widen to five lanes to include bikeways and sidewalks | | ✓ | \$ 5,300,000 | 2006-10 |
| 3132 | Sunset IA | Washington Co. | Cornelius Pass Road Improvements | US 26 to West Union Road | Widen to five lanes, including sidewalks and bike lanes | | ✓ | \$ 3,500,000 | 2000-05 |
| 3133 | Sunset IA | Washington Co./ODOT | Cornelius Pass Road Interchange Improvement | US 26/Cornelius Pass Road | Construct full diamond interchange and southbound auxiliary lane to facilitate traffic flows on and off US 26 | | ✓ | \$ 5,000,000 | 2000-05 |
| 3134 | Sunset IA | Washington Co. | Cornelius Pass Road Improvements | TV Highway to Baseline Road | Widen to five lanes including sidewalks, bike lanes and signals at Johnson and Francis | ✓ | ✓ | \$ 9,000,000 | 2000-05 |
| 3135 | Sunset IA | Washington Co. | Cornelius Pass Road Improvements | Baseline Road to Alciek Drive | Widen to five lanes including sidewalks and bike lanes | | ✓ | \$ 15,000,000 | 2000-05 |
| 3136 | Sunset IA | Washington Co. | Brookwood Avenue Improvements | Baseline Road to Airport Road | Widen to 3 lanes from Baseline to Cornell Road and to 5 lanes from Cornell Road to Airport Road | ✓ | ✓ | \$ 10,900,000 | 2000-05 |
| 3137 | Sunset IA | Washington Co. | Brookwood Avenue Improvements | TV Highway to Baseline Road | Widen to three lanes including sidewalks and bike lanes | | ✓ | \$ 7,500,000 | 2000-05 |

RTP Project List - Round 2
April 6, 1999

| New Unique ID | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | Round 2 Existing Resource Concept | Round 2 RTP Strategic System | Est. Project Cost In 1998 dollars (\$ **** Indicates Metro estimate) | RTP Program Years |
|---------------|----------------|------------------|---|---|--|-----------------------------------|------------------------------|--|-------------------|
| 3138 | Sunset IA | Washington Co. | Murray LRT Overcrossing and Pedestrian Improvements | Jenkins Road to Millikan Way | Expand LRT bridge from 2 to 4 lanes and improve sidewalks, lighting crossings, bus shelters, benches and landscaped buffers on bridge approach | | ✓ | \$ 6,700,000 | 2000-05 |
| 3139 | Sunset IA | Hillsboro | US 26 Overcrossing - Sunset IA | NW Bennett Avenue to NW Wagon Way | Construct two-lane new overcrossing with sidewalks and bike lanes to better connect areas north and south of US 26 | | ✓ | \$ 4,500,000 | 2011-20 |
| 3140 | Sunset IA | Hillsboro | 229th Avenue Extension | NW Wagon Way to West Union Road | New three-lane facility with sidewalks and bike lanes | | ✓ | \$ 2,300,000 | 2006-10 |
| 3141 | Sunset IA | Washington Co. | 170th/173rd Improvements | Baseline to Walker | Improve to 3 lanes | ✓ | ✓ | \$ 6,800,000 | 2006-10 |
| 3142 | Sunset IA | Washington Co. | Johnson Street Extension | 170th Avenue to 209th Avenue | Three lane extension (two lanes west bound and one lane eastbound with turn lanes), including bike lanes and sidewalks | | ✓ | \$ 1,000,000 | 2000-05 |
| 3143 | Sunset IA | Washington Co. | Walker Road Improvements | Cedar Hills to 158th Avenue | Widen to five lanes including sidewalks and bike lanes | | ✓ | \$ 20,000,000 | 2006-10 |
| 3144 | Sunset IA | Washington Co. | Walker Road Improvements | 158th Avenue to Amberglen Parkway | Widen to five lanes including sidewalks and bike lanes | | ✓ | \$ 10,000,000 | 2006-10 |
| 3145 | Sunset IA | Washington Co. | Walker Road Improvements | Highway 217 to Cedar Hills Boulevard | Widen to five lanes including sidewalks and bike lanes | | | \$ 26,500,000 | |
| 3146 | Sunset IA | WashCo/Hillsboro | Cornelius Pass Intersection Improvements | Intersection at Quatama | Improve Quatama/Cornelius Pass Road intersection | | | \$ 500,000 | |
| 3147 | Sunset IA | Hillsboro | 25th Avenue Improvements | Cornell Road to Evergreen | Widen to include bike lanes | | ✓ | \$ 2,000,000 | 2006-10 |
| 3150 | Sunset IA | Washington Co. | Cornell Road System Management | 185th Avenue to 25th/Baseline | Implement signal timing at Tannasbourne/185th to 25th /Baseline | | ✓ | \$ 300,000 | 2000-05 |
| 3151 | Sunset IA | Tri-Met | US 26 Corridor TDM Program | | n/a | | | \$ 1,300,000 | |
| 3207 | Tanasbourne TC | Washington Co. | 185th Avenue Improvements | Improve 185th Avenue and Cornell Road with "boulevard" design treatment, including improved sidewalks and bus stops, curb extensions, street trees, lighting, etc., within the town center. | Complete boulevard design improvements | | | \$ 4,000,000 | * |
| 3208 | Tanasbourne TC | Washington Co. | Tanasbourne TC Pedestrian Improvements | Cornell, Evergreen Pkwy and intersecting streets | Improve sidewalks, lighting, crossings, bus shelters and benches | | ✓ | \$ 200,000 | * 2011-20 |
| 3209 | Tanasbourne TC | Washington Co. | Springville Road Pedestrian Improvements | Kaiser to 185th | Improve sidewalks, lighting, crossings, bus shelters and benches | | | \$ 500,000 | * |
| 3210 | Tanasbourne TC | Washington Co. | 185th Avenue Pedestrian Improvements | Westview HS to West Union Road | Improve sidewalks, lighting, crossings, bus shelters and benches | | ✓ | \$ 45,000 | 2011-20 |
| 3213 | Farmington TC | Washington Co. | Farmington Road Improvements | Murray Boulevard to 172nd Avenue | Widen to five lanes with bikeways and sidewalks | | ✓ | \$ 15,200,000 | 2000-05 |
| 3214 | Farmington TC | Washington Co. | Farmington Road Improvements | 172nd Avenue to 185th Avenue | Widen to five lanes; complete boulevard design improvements | | ✓ | \$ 10,000,000 | 2011-20 |
| 3215 | Farmington TC | Washington Co. | Kinnaman Road Improvements | Farmington to 209th Avenue | Widen to two lanes WB, 1 lane EB, turn lane and bikeways and sidewalks | | ✓ | \$ 5,200,000 | 2011-20 |
| 3216 | Farmington TC | Washington Co. | 185th Avenue Improvements | TV Highway to Bany Road | Widen to three lanes | | ✓ | \$ 8,000,000 | 2006-10 |
| 3217 | Farmington TC | Washington Co. | Farmington Road Improvements | 185th Avenue to 209th Avenue | Widen to three lanes | | ✓ | \$ 5,000,000 | 2006-10 |
| 3218 | Farmington TC | Washington Co. | Cornelius Pass Road Extension | South of TV Highway to 209th Avenue | Construct new three-lane facility | | ✓ | \$ 14,000,000 | 2011-20 |
| 3219 | Farmington TC | Washington Co. | Farmington Road Improvements | Kinnaman to 185th Avenue | Widen to five lanes with sidewalks and bikeways | | | \$ 8,000,000 | |
| 3220 | Farmington TC | WashCo/ODOT | Farmington TC Pedestrian Improvements | Farmington Road, Kinnaman, 170th and intersecting streets | Improve sidewalks, lighting, crossings, bus shelters and benches | | ✓ | \$ 1,000,000 | 2011-20 |
| 3221 | Farmington TC | Washington Co. | Kinnaman Road Pedestrian Improvements | Farmington to 198th | Improve sidewalks, lighting, crossings, bus shelters and benches | | | \$ 200,000 | |
| 3222 | Farmington TC | Washington Co. | 185th Avenue Bike and Pedestrian Improvements | Kinnaman to Blanton | Add bike lanes and sidewalks one-side only | | ✓ | \$ 2,000,000 | 2000-05 |

Appendix B: Relevant Correspondence

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 1794



METRO

RECEIVED

APR 0 1999

PLANNING DIVISION
Land Use & Transportation

DATE: April 6, 1999
TO: Andy Back, Washington County
FROM: Tom Kloster, Metro
SUBJECT: Tualatin Valley Highway Model Refinements

* * * * *

This is a follow-up to our recent discussions regarding model refinements for the TV Highway Corridor. We are aware that the County is undertaking a transportation study of the South Hillsboro Urban Reserve, and the study is using the round 2 RTP strategic system for a basis of the analysis.

As we've previously discussed, the Round 2 modeling included a capacity of 6000 vehicles per hour in each direction. This probably over-estimates the kind of facility we are envisioning as part of the Strategic System, and, at this time we anticipate reducing the capacity to 4500 vehicles per hour in each direction as part of Round 3.

As you move forward with the South Hillsboro Urban Reserve analysis, here are some recommended changes to be made to the Round 2 strategic system that we will be using in our final round of RTP modeling:

1. Capacity of 4500 in each direction between Murray and Century Drive.
2. Capacity of 3400 between Century and Brookwood and Murray and Hocken (this is intended to provide a transition between the 6 lane limited access facility and the 5 lane arterial at either end).
3. "Interchange-like" treatments at Murray, 185th and Cornelius Pass
4. Four or five flyovers or underpasses at various minor arterial/major collector locations such as Century Blvd., 198th and 170th .
5. Five or Six "right-in/right out" locations on both the north and south side of the Highway.
6. Generally, there shouldn't be any centroid connectors to the Highway itself.

We recognize that these modeling changes do not represent a policy choice for TV Highway, and have recommended in the draft RTP findings that a more detailed study be conducted to identify specific improvements for this corridor. However, we do believe it's important that the South Hillsboro Urban Reserve study reflect Metro's latest approach to modeling TV Highway as part of the RTP Strategic System.



Oregon

John A. Kitzhaber, M.D., Governor

Department of Transportation

Region 1

123 NW Flanders

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December 3, 1998

Jon Kvistad, Presiding Officer
And Members of Metro Council
Metro
600 NE Grand Ave.
Portland OR 97232-2736

FILE CODE: PLA

Re: Hillsboro/Farmington Urban Growth Boundary Amendment

The Oregon Department of Transportation asks that you enter the following comments into the record of the above case:

- Tualatin Valley (TV) Highway (Oregon Highway 8), which would be the principal route of access to this area is currently at capacity (LOS E) during the PM Peak hour.
- Forecasts of traffic volumes in 20 years by Metro indicate TV Highway will be over capacity (LOS F) during the peak hour.
- Forecasts by Hillsboro and Beaverton in their draft TSPs, and Washington County's TSP indicate TV Highway will need either significant Access Management or widening to 7 lanes, or both to meet LOS standards.
- The inclusion of this area into the UGB will add additional traffic to TV Highway, adding to the existing LOS deficiencies.
- The new LOS Standards (2 hours of LOS E is acceptable) proposed by Metro and being considered by ODOT would still be exceeded on this facility.
- The current Metro Regional Transportation Plan includes short term TSM (Transportation System Management) Improvements, and recognizes that there is a larger long-term problem but does not address it.
- The 1992 revision of the 1989 RTP update identified 10 year priority projects on TV Highway as follows: 1) initiating TSM improvements on Tualatin Valley Highway from Highway 217 to 21st (Hillsboro) and, 2) conducting a detailed reconnaissance or preliminary engineering study to determine the full extent of improvements required in this section. The call in the RTP for a reconnaissance to determine "the full extent of improvements needed" indicates uncertainty about whether it is possible to widen TV highway in any economically feasible way; but that a study was needed to confirm this. No

study has been done. The cost of providing a solution to the capacity problem was assumed to be large.

- The 1995 RTP update to meet federal requirements (Interim Federal RTP) includes a list of recommended projects that are critical to realizing the goals objectives and policies set forth in this plan. The list includes \$6 million for the TSM projects on TV Highway: bike and pedestrian improvements and signal projects; but nothing additional.
- The 1995 Interim Federal RTP also includes a "financially constrained" list of projects. This list is based on reasonable revenue forecasts and contains only two signal projects on TV Highway for total of \$1.5 million.
- The RTP is currently in the process of another update to incorporate the 2040 land use concept. As noted above, modeling shows that TV Highway is still over capacity in all scenarios.
- The draft projects list for the current RTP update lists the above mentioned improvements: TSM - Interconnect signals on TV Highway from 10th Avenue to Highway 217; \$4.0 million; Pedestrian improvements; \$8.3 million.
- The draft projects list for the current RTP update also lists the two projects suggested by the local TSPs: (1) "Widen to seven lanes from Cedar Hills to Murray; six lanes limited access from Murray to Brookwood and five lanes from Brookwood to 10th", \$33.2 million (2) "Access management", \$15 million.
- ODOT is concerned that these projects may not be feasible to implement – first their costs are now estimated at \$60.5 million and must compete for limited available funding; and second, no analysis of project development impacts has been done to determine whether the right of way and land use impacts of widening and converting a portion of TV Highway to a limited access facility can be overcome.
- Finally, as you know, there is a pending LUBA appeal by ODOT (and others), concerning the above issues (and others). The results of that appeal may affect the timing and/or ability to bring this area into the UGB and develop it.

Thank you for the opportunity to enter these comments in the record.



Leo Huff
Planning Manager

Appendix C: Trip Generation Calculations

Table B1: ITE Trip Generation Summary for Concept Plan Area

| Description | ITE Code | Quantity | Units | Daily Rate | Daily Trips | PM Peak Hour Trips | | |
|---|----------|----------|---------|------------|-------------|--------------------|-------|--------|
| | | | | | | In | Out | Total |
| Middle School | 522 | 750 | Student | 1.45 | 1,088 | 56 | 64 | 120 |
| Elementary School | 520 | 1650 | Student | 1.02 | 1,683 | 197 | 232 | 429 |
| Business Park | 770 | 341 | KSF | 14.37 | 4,894 | 111 | 393 | 504 |
| Shopping Center | 820 | 183 | KSF | 55.26 | 10,108 | 451 | 489 | 940 |
| Supermarket | 850 | 105 | KSF | 111.51 | 11,653 | 666 | 590 | 1,256 |
| Quality Restaurant | 831 | 42 | KSF | 12.47 | 521 | 207 | 102 | 309 |
| Elderly Housing | 253 | 1170 | DU | 3.48 | 4,072 | 255 | 126 | 381 |
| Apartment | 220 | 2845 | DU | 6.63 | 18,862 | 1,182 | 582 | 1,764 |
| SF Detached | 210 | 4544 | DU | 9.57 | 43,486 | 2,937 | 1,652 | 4,589 |
| Total Trip Ends | | | | | 96,367 | 6,062 | 4,230 | 10,292 |
| Deduction for Internal Trips (1) | | | | 8% | | (460) | (321) | (781) |
| Deduction for Retail Passby Trips (2) | | | | 30% | | (397) | (354) | (752) |
| Net New Vehicle Trips Added to Adjacent Streets | | | | | | 5,205 | 3,555 | 8,760 |

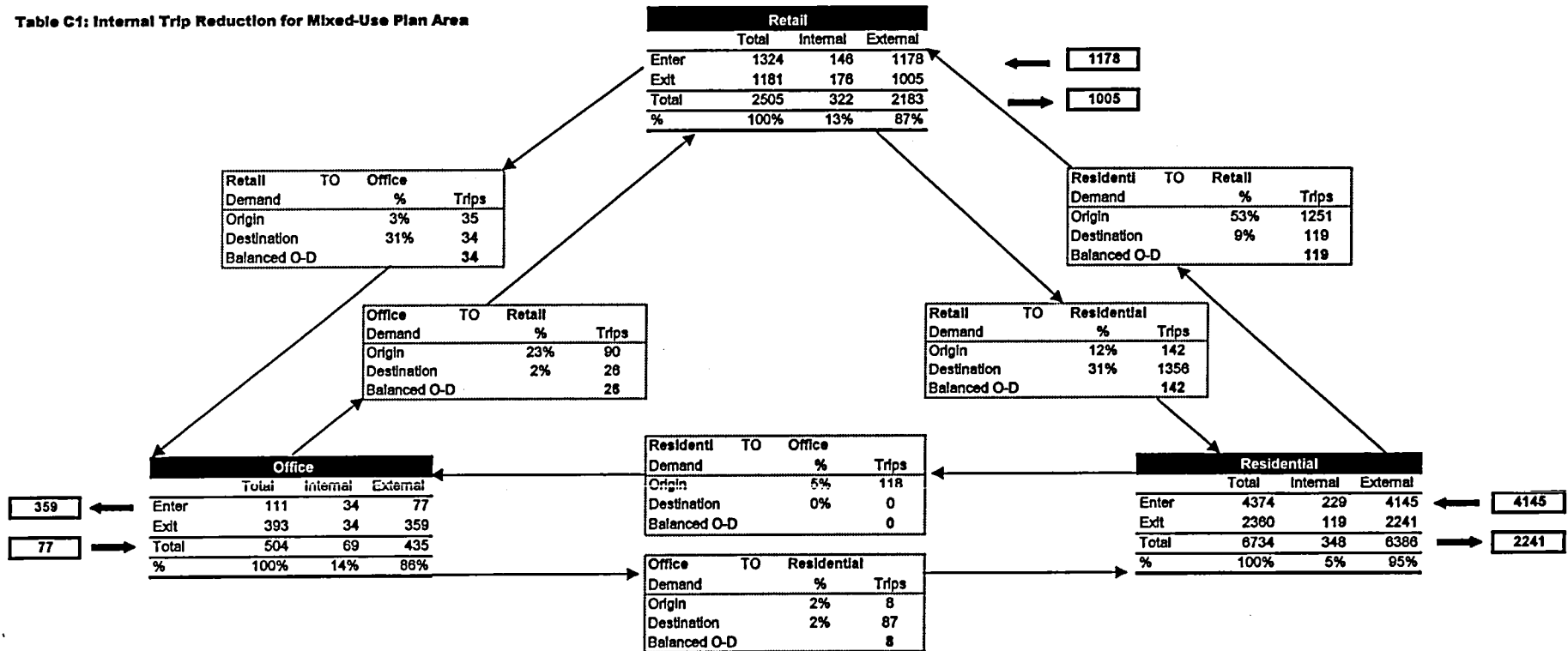
Notes:

Source: *Trip Generation*, Institute of Transportation Engineers, Sixth Edition, 1997

(1) Based on Internal Capture calculation shown in Table C1. PM peak hour school trips are primarily staff trips, and were assumed to have the same overall percentage of staff living locally versus outside of the plan area.

(2) Retail passby trips discounted 30% based on 330,000 s.f. shopping center area and findings from *Trip Generation Handbook*, Figure 5.5: Shopping Center Pass-By Trips, ITE, 1998.

Table C1: Internal Trip Reduction for Mixed-Use Plan Area



Net External and Internal Trips for Multi-Use Development

| | Retail | Office | Residential | Total | Internal Capture |
|-------------------------------------|--------|--------|-------------|-------|------------------|
| External Trips Entering | 1,178 | 77 | 4,145 | 5,400 | |
| External Trips Exiting | 1,005 | 359 | 2,241 | 3,604 | |
| Total External Trips | 2,183 | 435 | 6,388 | 9,004 | |
| Total Single-Use Trip Gen. Estimate | 2,505 | 504 | 6,734 | 9,743 | |
| Net Internal Trips | 322 | 69 | 348 | 739 | 8% |

Source: Trip Generation User's Guide: Recommended Practice, Institute of Transportation Engineers, 1998. Chapter 7: Multi-Use Development, pp. 80-92

Table B2: ITE Trip Generation Calculation

| Description | ITE Code | Quantity | Units | Daily Rate | Daily Trips | PM Peak Hour Trips | | | Notes |
|--|----------|----------|---------|------------|-------------|--------------------|-------|-------|-------|
| | | | | | | In | Out | Total | |
| Middle School | 522 | 750 | Student | 1.45 | 1,088 | 56 | 64 | 120 | |
| Elementary School | 520 | 1,650 | Student | 1.02 | 1,683 | 99 | 116 | 215 | (1) |
| General Office | 710 | 341 | KSF | 9.99 | 3,402 | 78 | 382 | 461 | (2) |
| Shopping Center | 820 | 330 | KSF | 44.51 | 14,688 | 663 | 718 | 1,381 | (2) |
| Elderly Housing | 253 | 1,170 | DU | 3.48 | 4,072 | 239 | 135 | 374 | (3) |
| Apartment | 220 | 2,845 | DU | 6.63 | 18,862 | 1,182 | 582 | 1,764 | |
| SF Detached | 210 | 4,544 | DU | 9.57 | 43,486 | 2,937 | 1,652 | 4,589 | |
| Total Trip Ends | | | | | 87,281 | 5,254 | 3,649 | 8,904 | |
| Deduction for Internal Trips | | | | 11% | | (578) | (401) | (979) | (4) |
| Deduction for Retail Pass-by Trips | | | | 30% | | (199) | (215) | (414) | |
| Net New Vehicle Trips Added to Streets | | | | | | 4,477 | 3,033 | 7,510 | |

(1) Site peak hour factored by 50% to represent street peak hour

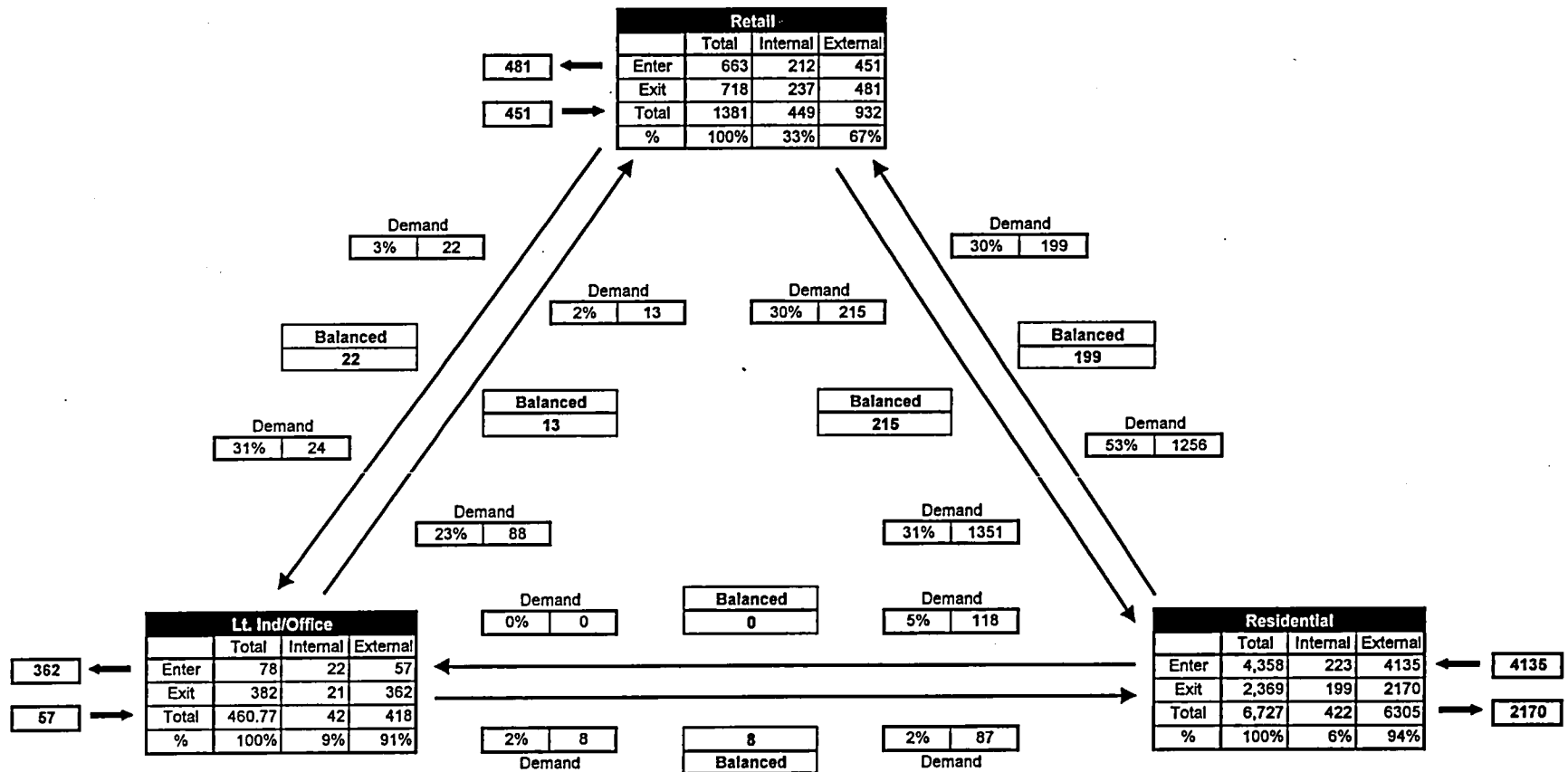
(2) Applied ITE regression equations

(3) Based on ITE data and local survey data for elderly housing. ITE data sample size very limited.

(4) Internal trip reduction based on calculation in Table C. PM peak hour school trips assumed to be similar to overall uses.

| Subtotals by Land Use Groups | Daily Trips | PM Peak Hour Trips | | | % of Total |
|------------------------------|-------------|--------------------|-------|-------|------------|
| | | In | Out | Total | |
| Residential | 66,420 | 4,358 | 2,369 | 6,727 | 76% |
| Office | 3,402 | 78 | 382 | 461 | 5% |
| Retail | 14,688 | 663 | 718 | 1,381 | 16% |
| School | 2,771 | 155 | 180 | 335 | 4% |
| Total Trip Ends | 87,281 | 5,254 | 3,649 | 8,904 | 100% |

Table C2: Internal Trip Reduction for Mixed-Use Plan Area



| Net External Trips for Multi-Use Development | | | | | |
|--|--------|----------------|-------------|-------|------------------|
| | Retail | Lt. Ind/Office | Residential | Total | |
| Enter | 451 | 57 | 4,135 | 4,642 | |
| Exit | 481 | 362 | 2,170 | 3,013 | |
| Total | 932 | 418 | 6,305 | 7,655 | Internal Capture |
| Single-Use Trip Gen. Est. | 1,381 | 461 | 6,727 | 8,569 | 11% |

Source: *Trip Generation User's Guide: Recommended Practice*, Institute of Transportation Engineers, 1998. Chapter 7: Multi-Use Development, pp. 80-92

Note: Retail trips assumed to have 30% origin/destinations from internal residential uses. This contrasts with standard factors of 9 to 12%.

Appendix D: EMME/2 Traffic Volume Plots, 2020 2-hour PM Peak

LIST OF EMME/2 TRAVEL DEMAND MODEL PLOTS (IN ORDER)

2020 Existing Resources 2-Hour Model Network – Link Capacity and Speeds

2020 Existing Resources 2-Hour Traffic Volumes (No Project)

2020 Existing Resources 2-Hour Traffic Volumes (With Project)

2020 Strategic Plan 2-Hour Model Network – Link Capacity and Speeds

2020 Strategic Plan 2-Hour Traffic Volumes (No Project)

2020 Strategic Plan 2-Hour Traffic Volumes (With Project)

Detailed 2020 Existing Resources 2-Hour Volumes (With Project) – Black and white

Detailed 2020 Strategic Plan 2-Hour Volumes (With Project) – Black and white

Detailed 2020 Strategic Plan 2-Hour Volumes (With Project) – Downtown Hillsboro

Appendix E: Technical Comparison

The technical assumptions and findings from the DKS Associates review of the South Hillsboro Urban Reserve Area was compared to the methodology and findings used for the City of Hillsboro plan¹⁰ for this area. The technical assumptions are summarized in Table E-1 and the findings are summarized in Table E-2.

Table E-1: Technical Assumptions

| <i>Description</i> | <i>DKS Associates SHUR Review</i> | <i>City of Hillsboro SHUR Plan</i> |
|---|---|--|
| <i>Maximum Development Potential</i> | 8,500 dwelling units 2,000 employees | Same |
| <i>Trip Generation Sources</i> | Institute of Transportation Engineers <i>Trip Generation</i> , Sixth Edition | Same |
| <i>Travel Demand Forecasting</i> | 2020 two-hour travel volumes based on new forecasts using Metro travel demand model. | 2015 one-hour travel volumes. Overlaid manual assignment to Hillsboro TSP forecasts. |
| <i>Percent of Internal Trips On-Site</i> | 11 percent | 30 percent |
| <i>Background Street Network Improvements</i> | Metro model networks for Existing Resources & Strategic Auto based on Round 2 data (see Appendix A) | Existing Resources network (referred to as the “Constrained Network” at the time of that study). |
| <i>System Performance Criteria</i> | Metro two-hour level of service standard for roadways in urban areas (LOS F 1 st hour, LOS E during 2 nd hour) | Peak period traffic was forecasted for one-hour. These volumes |
| <i>Other Issues</i> | TV Highway improvements assumed in the Strategic Model network double capacity to expressway conditions between Brookwood in Hillsboro to Murray Boulevard in Beaverton. Above improvements not reflected in any state, county or city plans, and will cost more to construct than shown in the Draft RTP. | Five-lane TV Highway assumed consistent with Hillsboro TSP. |

¹⁰ South Urban Reserve Concept Plan, Urban Reserve Site #51-55, City of Hillsboro, November 16, 1998 (Draft).

Table E-2: Technical Findings

| <i>Description</i> | <i>DKS Associates SHUR Review</i> | <i>City of Hillsboro SHUR Plan</i> |
|--|---|--|
| <i>Total Off-Site Vehicle Trips</i> | 7,510 (1-hour) 15,243 (2-hours) | 6,085 (1-hour) n/a (2-hours) |
| <i>Site Trip Distribution</i> | | |
| North | 38% | 50% |
| South | 6% | 2% |
| East | 38% | 28% |
| West | 18% | 20% |
| <i>Peak One-Hour Site Traffic Added to Major Facilities (Two-Way Total Volume)</i> | <i>(See Table 11 for Site Traffic Distribution for Existing Resource and Strategic)</i> | <i>(Taken from Figure 5 in Technical Appendix)</i> |
| TV Hwy. East of 185 th Ave. | 690 to 1,050 vehicles | 165 vehicles |
| TV Hwy. West of 219 th Ave. | 735 to 1,300 | 100 |
| TV Hwy. West of Brookwood | 1,070 to 1,150 | 715 |
| 185 th Avenue South of Baseline | 560 to 640 | 335 |
| Cornelius Pass South of Baseline | 1,540 | 950 |
| Century Bl. North of Baseline | 695 to 885 | 695 |
| <i>Other Issues</i> | Major improvements to TV Highway are required to maintain acceptable performance. The assumption of this analysis was a doubling of capacity compared to today's condition. | Additional study needed for TV highway access controls and corridor management plan. |

DKS ASSOCIATES

BASE NETWORK

USER DEFINED LINK DATA 3

emme/2

```
LINKS:
mod=c
COL-IND: UL2
```

VDF

| | |
|-----------|------------------|
| 0-5 | (≥ 40 mph) |
| 6 | (35 mph) |
| 7 | (30 mph) |
| 8 | (25 mph) |
| 9-10 | (15-20 mph) |
| ≥ 11 | (other) |

XXXXX=CAPACITY (VPH)

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1431.9/124.948
1441.2/131.927

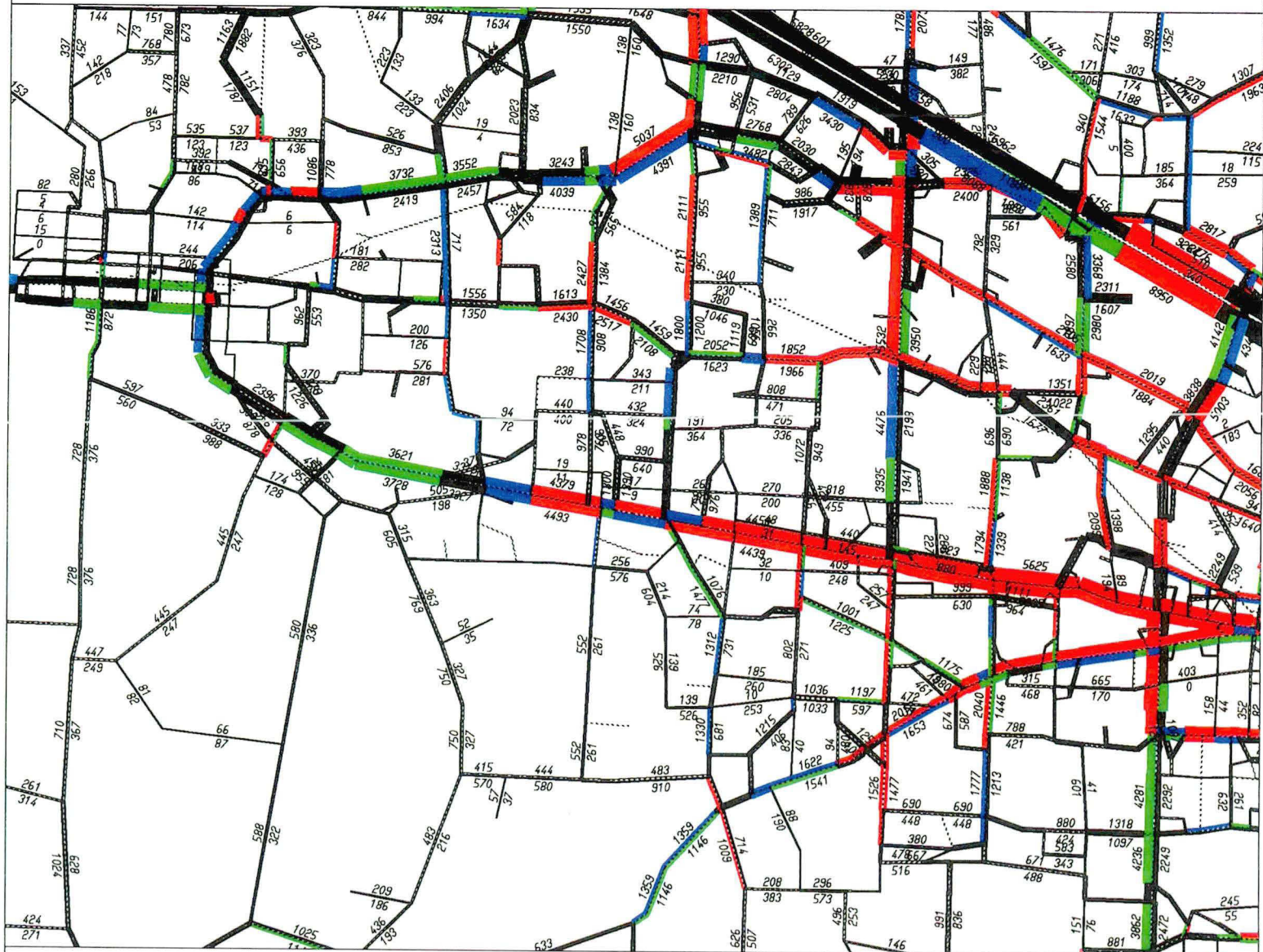
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SCENARIO 20000: 2020 Exist Res 2 hour

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DKS2000 . . . jxs
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DKS ASSOCIATES

AUTO VOLUMES

emme/2

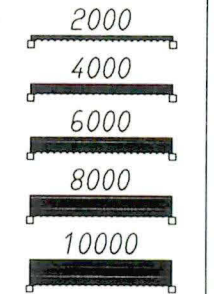


LINKS:
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VOLUME/CAPACITY
RATIO

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— 0.8-0.9
— 0.9-1.0
— > 1.0
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SCALE: 650



WINDOW:
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1441.2/131.927

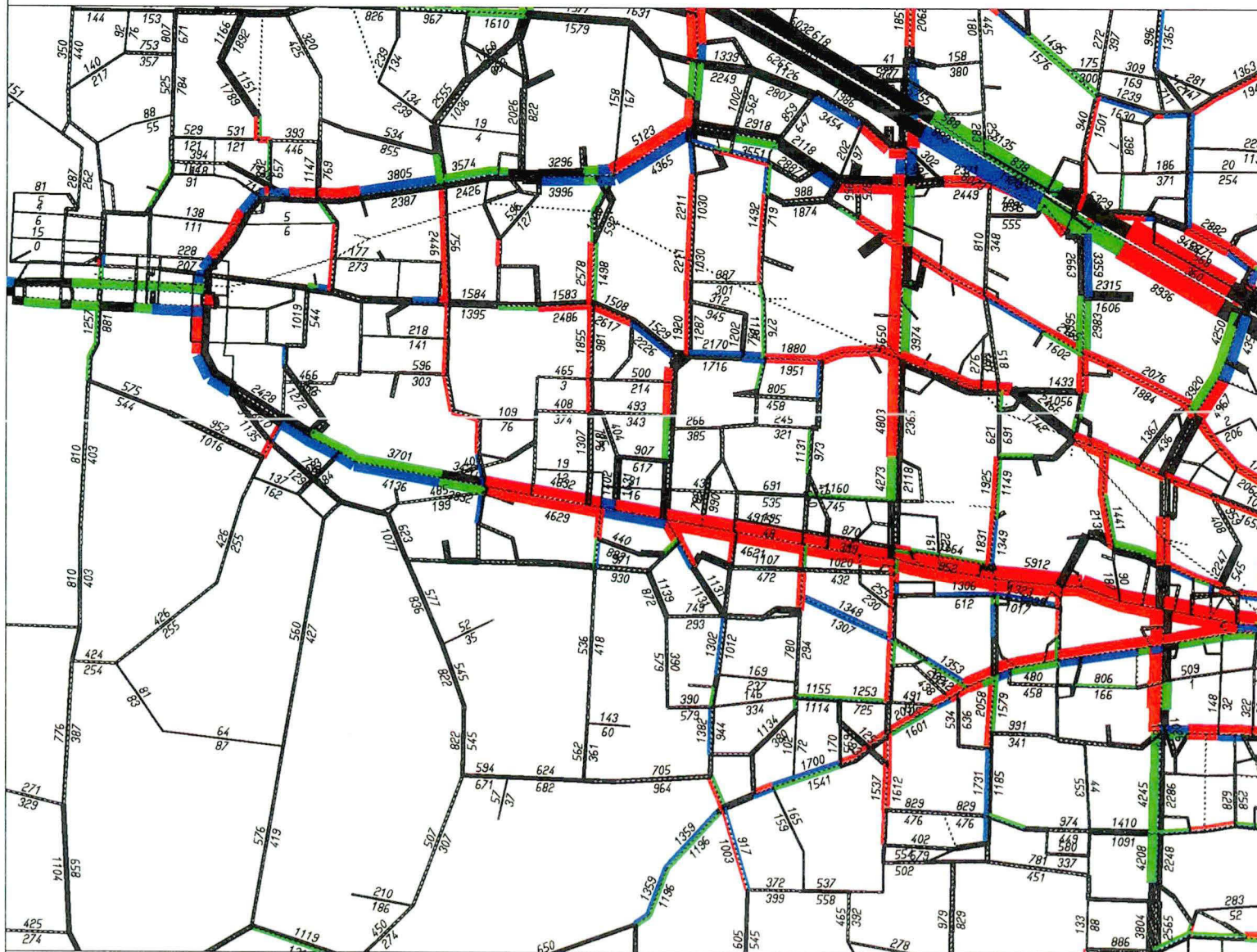
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SCENARIO 21000: 2020 Exist Res 2 hour (No Project)

99-07-26 11:55
MODULE: 6.12
DKS2000....jxs

DKS ASSOCIATES

AUTO VOLUMES

emme/2



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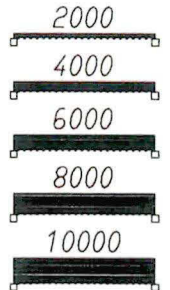
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VOLUME/CAPACITY
RATIO

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— 0.8-0.9
— 0.9-1.0
— > 1.0

XXX=VOLUME (VPH)

SCALE: 650



WINDOW:

1431.9/124.948

1441.2/131.927

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SCENARIO 20000: 2020 Exist Res 2 hour

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MODULE: 6.12

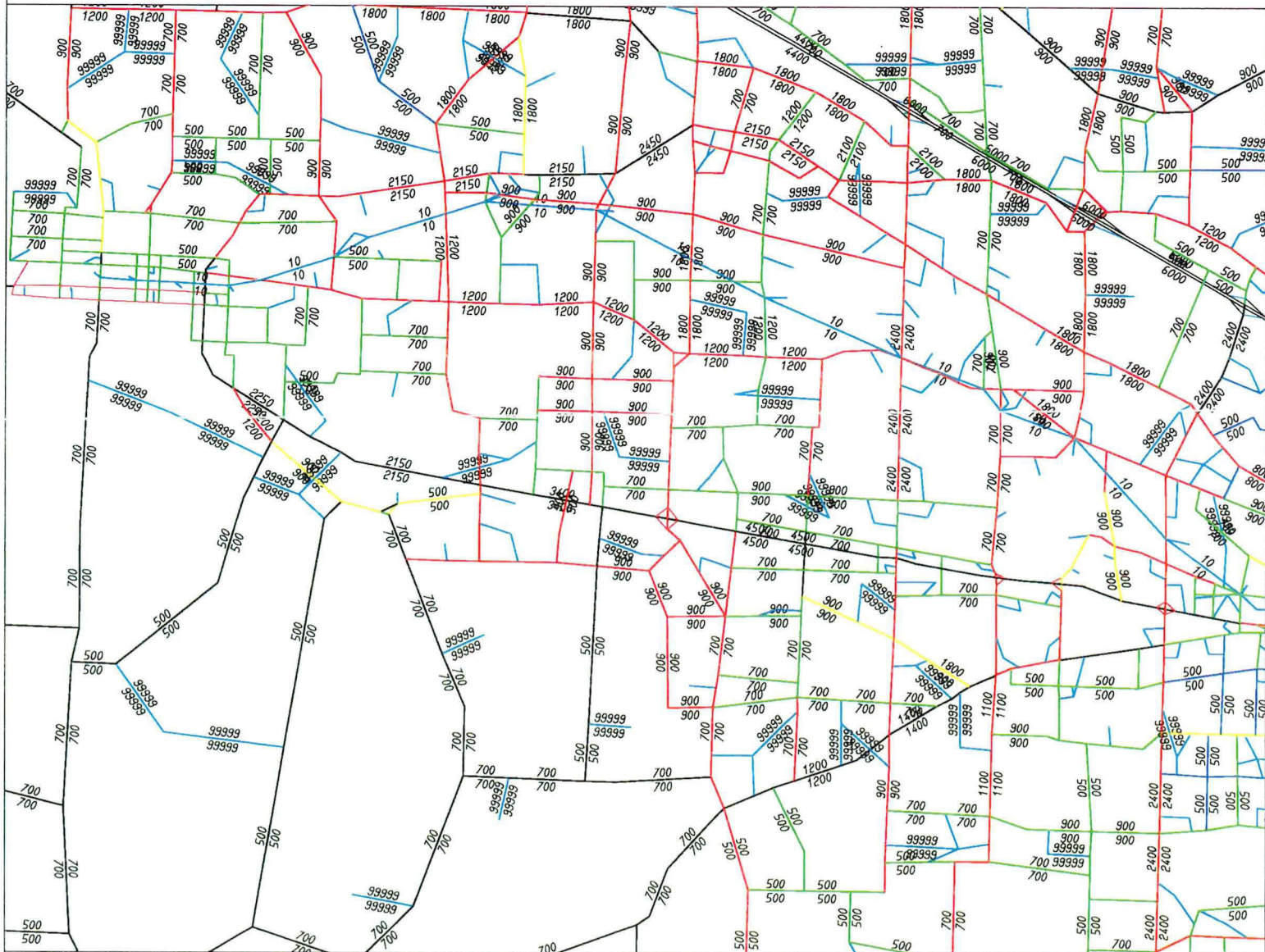
DKS2000...jxs

DKS ASSOCIATES

BASE NETWORK

USER DEFINED LINK DATA 3

emme/2



LINKS:
mod=c
COL-IND: UL2

VDF

- 0-5 (>=40 mph)
- 6 (35 mph)
- 7 (30 mph)
- 8 (25 mph)
- 9-10 (15-20 mph)
- >=11 (other)

XXXXX=CAPACITY (VPH)

EMME/2 PROJECT: Regional Transportation Plan
SCENARIO 11000: 2020 South Hillsboro Base

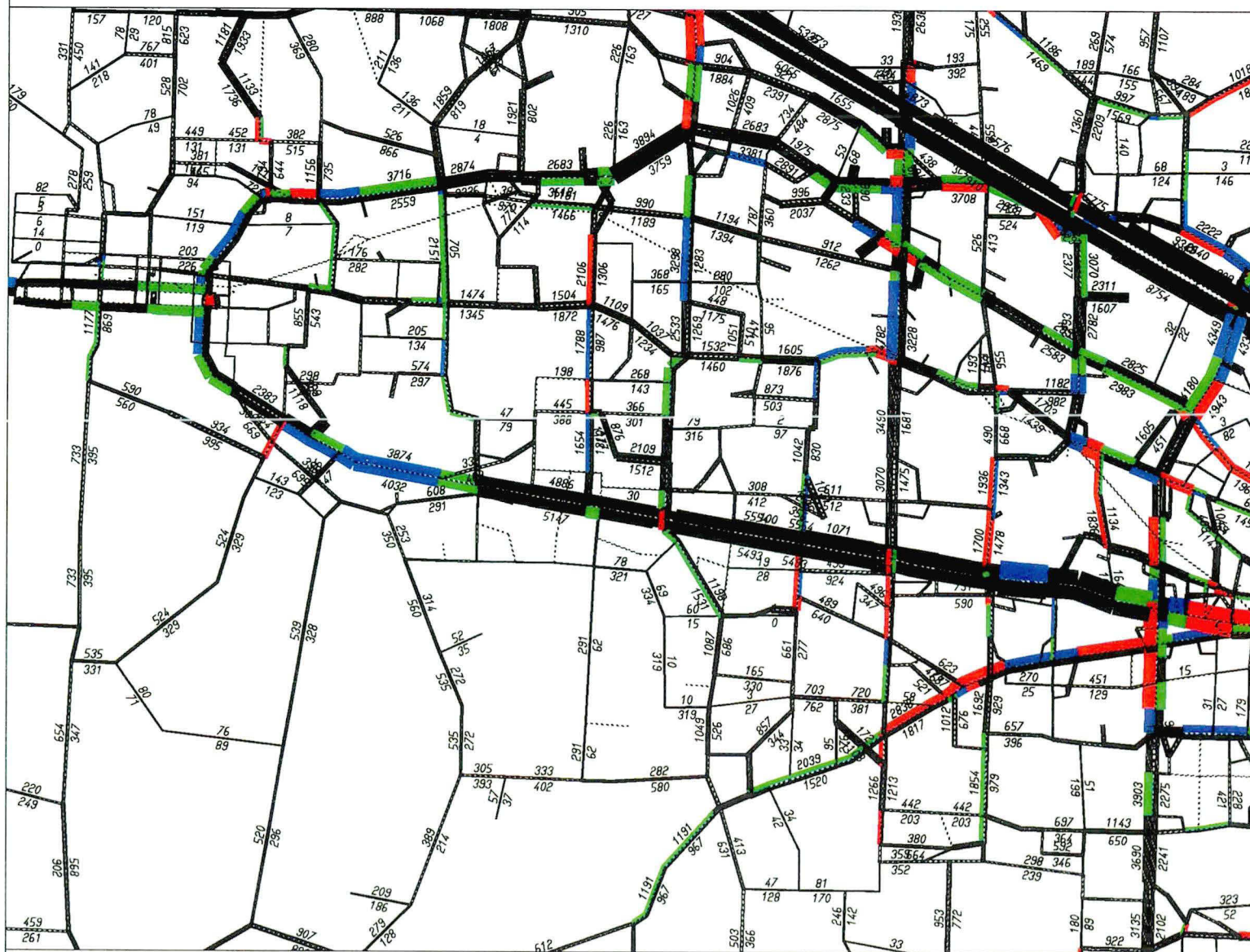
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DKS ASSOCIATES

AUTO VOLUMES

emme/2

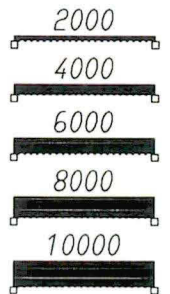


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COL-IND: UL2

VOLUME/CAPACITY
RATIO

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— 0.8-0.9
— 0.9-1.0
— > 1.0
XXX=VOLUME (VPH)

SCALE: 650



WINDOW:

1431.9/124.948
1441.2/131.927

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MODULE: 6.12
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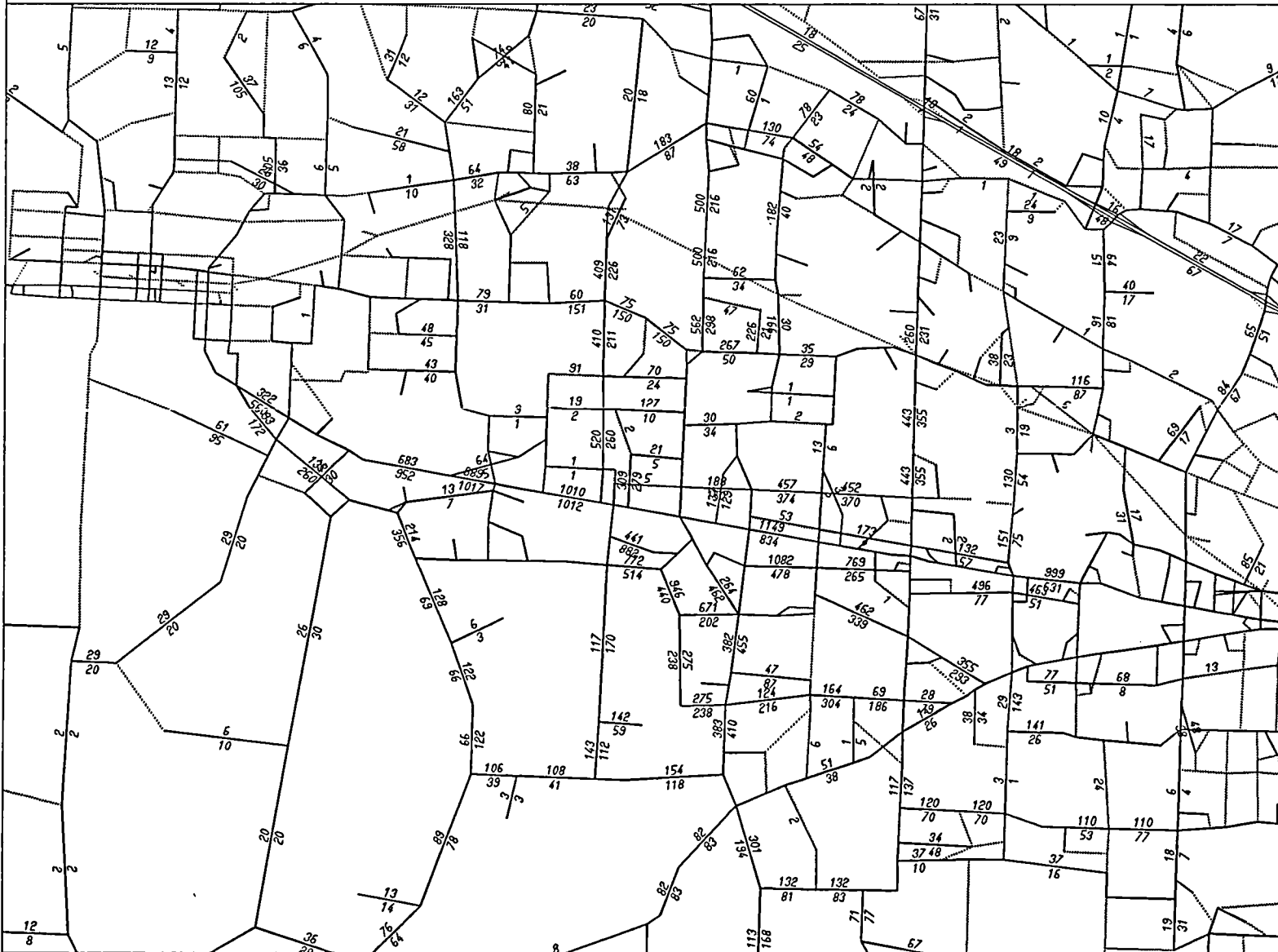
DKS ASSOCIATES

BASE NETWORK

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emme/2

LINKS:
mod=c



WINDOW:
1431.9/124.948
1441.2/131.927

EMME/2 PROJECT: Regional Transportation Plan
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MODULE: 2.13
DKS2000....jxs

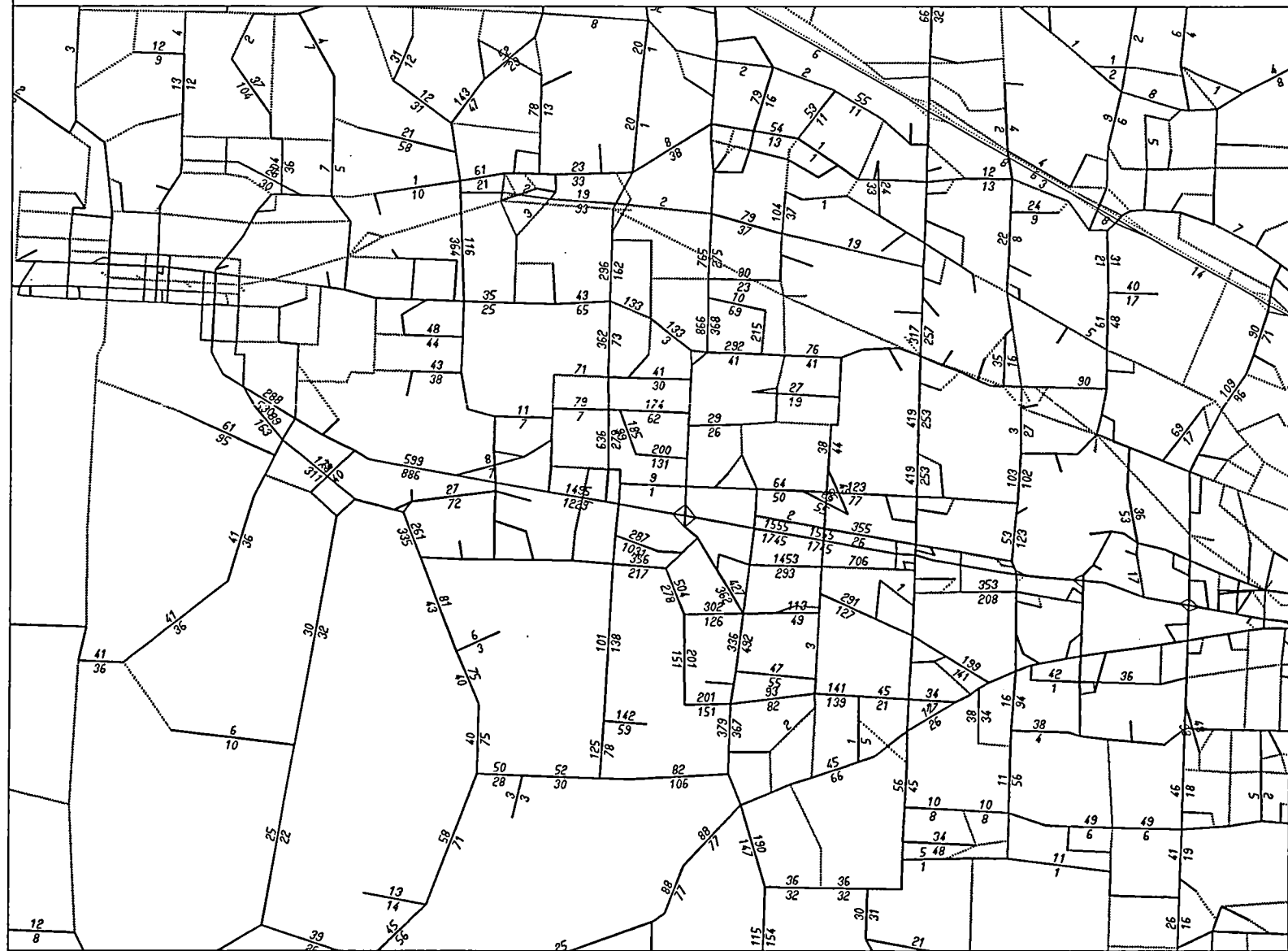
DKS ASSOCIATES

BASE NETWORK

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emme/2

LINKS:
mod=c



WINDOW:
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1441.2/131.927

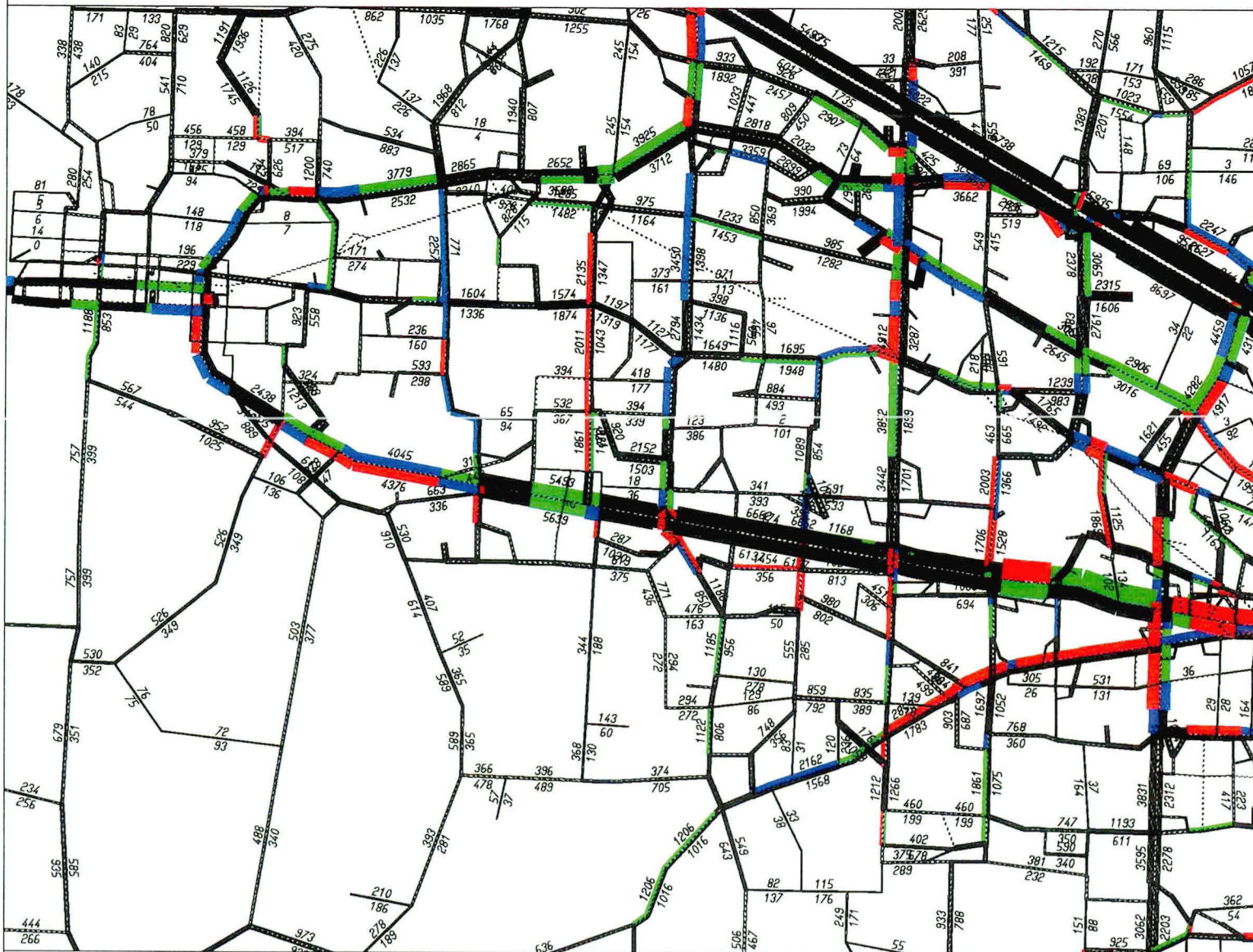
EMME/2 PROJECT: Regional Transportation Plan
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MODULE: 2.13
DKS2000....jxs

DKS ASSOCIATES

AUTO VOLUMES

emme/2



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COL-IND: UL2

VOLUME/CAPACITY
RATIO

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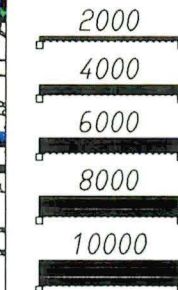
— 0.8-0.9

— 0.9-1.0

— > 1.0

XXX=VOLUME (VPH)

SCALE: 650



WINDOW:

1431.9/124.948

1441.2/131.927

EMME/2 PROJECT: Regional Transportation Plan
SCENARIO 11000: 2020 South Hillsboro Base

99-07-26 11:55

MODULE: 6.12

DKS2000...jxs

DKS ASSOCIATES

AUTO VOLUMES

emme/2



LINKS:
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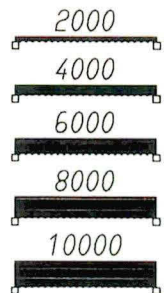
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VOLUME/CAPACITY
RATIO

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0.8-0.9
0.9-1.0
> 1.0

XXX=VOLUME (VPH)

SCALE: 650



WINDOW:
1432.3/129.156
1434/ 130.48

EMME/2 PROJECT: Regional Transportation Plan
SCENARIO 11000: 2020 South Hillsboro Base

99-07-27 16:40
MODULE: 6.12
DKS2000...jxs

NEWS RELEASE

600 Northeast Grand Avenue
Tel 503 797 1540

Portland, Oregon 97232 2736
Fax 503 797 1793



**METRO
COUNCIL**

FOR IMMEDIATE RELEASE

December 16, 1999

CONTACT: Beth Anne Steele
(503) 797-1942
(503) 267-5825 (cell)
www.metro-region.org

METRO OK's 20-YEAR PLAN FOR TRANSPORTATION *Plan sets priorities for roads, lanes, trains and everything else*

Citizens, local partners and Metro applaud the passage of the 1999 update of the Regional Transportation Plan (RTP). The Metro Council gave final approval to the plan today. This is the first update to the RTP in five years. The RTP includes about 1,100 projects that are needed throughout the 24-city, 3-county region.

"A great deal of hard work went into this plan," said Metro Council Presiding Officer Rod Monroe. "It is the blueprint for the mobility of people and goods in the 21st century."

The RTP has been five years in the making. Hundreds of workshops, hearings and community briefings have helped to shape the priority list. Local partners have also had an important role in determining which projects are most critical to keeping congestion down and livability up while still acknowledging the financial constraints all governments face.

"We know we have \$9 billion in transportation needs," said Metro Councilor Jon Kvistad. "We also know that we will only have a fraction of that to spend. But, we now all know and agree upon the priorities. We agree that there needs to be a balance of road, transit, bike, and pedestrian-oriented projects and

that these projects need to be geographically balanced.” Councilor Kvistad chairs two significant transportation committees, including the Joint Policy Advisory Committee on Transportation (a group of local elected leaders.)

WHAT DOES THE PLAN DO?

The Regional Transportation Plan includes a number of different solutions to this area's transportation troubles. The projects in the RTP will:

- Expand some roads and highways in developing parts of the region
- Improve bus and light rail service and the ability to walk to stations
- Build new sidewalks and bicycle lanes for safety and access
- Limit delays for national and international freight movement
- Develop new strategies to improve how our system works

Metro's goal is to provide a balanced range of transportation options. The RTP recognizes that people will continue to use their cars as the primary way to travel. However, the RTP does set goals for all forms of urban transportation: cars, buses, light rail, walking, bicycling and trucking. Rather than trying to build our way out of congestion, the RTP focuses on lessening the impact of traffic by expanding transportation choices and improving roads and bridges to make them work better.

WHY WE NEED A 20-YEAR PLAN

Right now there are 1.3 million people living within the Metro region. Planners estimate that that number will grow by almost 500,000 people in the next 20 years. (Almost half of those “new” people will be our own children and grandchildren.) Combine this with the backlog of transportation projects we already have, and this region faces a future filled with crumbling roadways that can't even begin to handle the traffic. For instance, in the future, more than a quarter of our roads could be clogged during peak periods

SAMPLE OF PROJECTS

The RTP strives to make sure that every community gets both the traditional and alternative types of transportation projects that it needs the most. Here are some examples of the projects included:

- **I-5 Bridge and I-5 Widening (2000-2005)** Improve I-5 northbound traffic flow with recommendations from the I-5 Trade Corridor Study.
- **I-5 South Improvements (2011-2020)** Add climbing lanes southbound from the Ross Island Bridge to Terwilliger Blvd., Capitol Highway to 99W, and I-205 to the Charbonneau interchange. Also, widen the northbound I-5 on-ramp to northbound I-205 to two lanes.
- **Light Rail Expansion (2000-2020)** Extend light rail service from the Rose Quarter transit center north to the Expo Center and potentially to Vancouver, WA. Provide interim bus service along McLoughlin Boulevard and Hwy. 224 from the Clackamas regional center to the Portland central city.
- **Highway 217 Improvements (2011-2020)** Add north and southbound express lanes and/or HOV lanes from I-5 to U.S. 26. Complete remaining phases of the I-5/Hwy. 217/Kruse Way interchange improvements.
- **Beaverton-Wilsonville Commuter Rail (2000-2020)** Provide new peak-hour commuter rail service using existing freight train tracks.
- **Sunnyside Rd. Improvements (2006-2010)** Widen the street to five lanes from 122nd Ave. to 172nd Ave. A separate project would widen Sunnyside Rd. to three lanes from 172nd Ave. to Damascus. This project includes sidewalks and bike lanes.

For a complete listing of projects, please call 797-1942.

FUNDING

While the whole system would cost an estimated \$9 billion over the next 20 years, the "strategic" system, which includes the most critical projects, would cost \$7 billion. Metro plans to use limited state and federal dollars to support projects in our major transportation corridors. Maintenance and safety projects will come before building new projects. Because funds are scarce, many projects will have to wait until funding is available. Metro and the Joint Policy Advisory Committee on Transportation will look at the RTP next year to develop a funding strategy and define priorities if funding is limited.

ABOUT METRO

Metro, the regional government that serves the 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland-metropolitan area, provides planning and services that protect the nature of our region.

###

Southwest Urban Trails Plan Project

Project Description

The purpose of the Southwest Urban Trails Plan Project is to increase pedestrian access throughout a challenging district of the City of Portland, Oregon. The plan identifies a primary network of pedestrian routes that use a combination of city streets and trails to link pedestrians to transit, schools, parks, neighborhood shopping and recreational opportunities. The plan is scheduled to be completed in April, 2000.

The principal elements of the plan are:

- Improvements as needed on existing public streets, including walkways, sidewalks and street trees
- New and improved trails, pathways and stairways to make connections through parks and across unimproved public right-of-way where the street network is discontinuous
- Crossing improvements at major intersections
- Recommendations for signing and wayfinding

Project Background

The Southwest district of Portland is characterized by hilly terrain, numerous environmentally sensitive areas, a street network that is not well connected, and a lack of pedestrian facilities on many existing streets. This urban form has severely limited pedestrian access to destinations throughout the district.

In 1996, a group of Southwest neighbors came together to address the need for convenient walking routes in Southwest Portland. This ad hoc group of committed grassroots activists has since become a sanctioned special committee of the district coalition of neighborhood associations, Southwest Neighborhoods, Inc. (SWNI). In July, 1998 the City of Portland Office of Transportation (PDOT) became a partner in the Southwest Urban Trails Project. Working together with the community a plan is being developed that will identify the primary trail network, outline issues regarding design, construction and land acquisition, and develop recommendations for funding and construction.

Opportunities

The Southwest Urban Trails Plan Project offers many unique opportunities. These include

- Opportunities for collaboration and partnership with private and public sectors
- Opportunities for neighborhood "sweat equity" in trail construction
- Opportunities to enhance and enjoy environmentally sensitive areas
- Opportunities to celebrate the history and character of the district

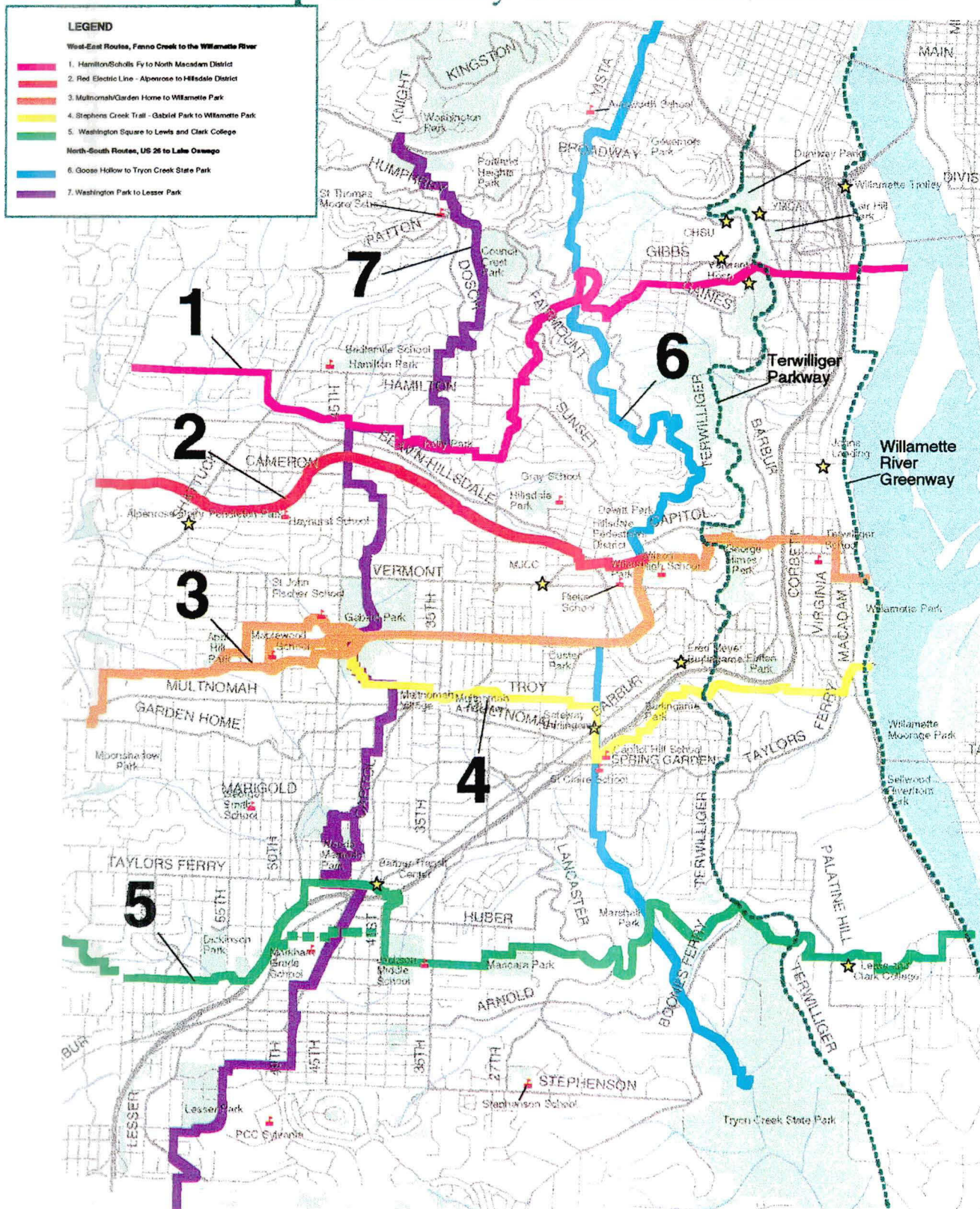
For more information, or to add your name to the mailing list call 823-7070.

October, 1999

City of Portland Office of Transportation
1120 SW Fifth Avenue, Room 802
Portland, Oregon 97204
(503) 823-7070

Southwest Urban Trails Plan Project

Draft Map of Primary Urban Trails Network



Approximate scale = 1:40,000
Portland Pedestrian Program
6/10/99



CITY OF OREGON CITY

Incorporated 1844

320 WARNER MOUNT ROAD | OREGON CITY, OREGON 97045
TEL 657-0891 | FAX 657-7892

December 14, 1999

Metro Council
600 NE Grand Avenue
Portland, OR 97232

Re: Draft Regional Transportation Plan

| | | | | | |
|-------------------|---------------|---------|----------------|------------|---|
| Post-It® Fax Note | 7671 | Date | 2/15/99 | # of pages | 1 |
| To | Metro Council | From | Mayor Williams | | |
| Co./Dept. | | Co. | Nancy Krausman | | |
| Phone # | | Phone # | 557-0891 | | |
| Fax # | 767-1743 | Fax # | 657-7892 | | |

Dear Presiding Officer Monroe and the Metro Council:

Congratulations to you and your staff for all the hard work that is reflected in the draft Regional Transportation Plan. The City of Oregon City has reviewed key sections of the plan and appreciate this opportunity to convey a significant concern that has been voiced by commissioners, staff, and community members.

Findings for Highway 213 (Oregon City to the urban growth boundary) are found on Page 3-55 of the November 5, 1999 Adoption Draft. The findings indicate that a) Highway 213 will continue to experience congestion; b) expanded transit is not proposed for this corridor; and c) new facilities parallel to Highway 213 would be difficult to construct due to topographic and environmental constraints.

We concur that severe limitations, including steep slopes, water resources, and built-out land, exist along all parallel routes (such as the 7th Street/Molalla and 5th Street/Linn corridors) that preclude their expansion. In addition, environmental and physical constraints (Newell Canyon) will not allow Highway 213 roadway widening between Redland/Abernethy Roads and Beaver Creek Road.

We are very concerned that the Regional Transportation Plan would not pursue expanded transit for the Highway 213 Corridor. We believe that the region cannot close the door on transit service and must continue to explore effective transit along the Highway 213 corridor. Our own draft Transportation System Plan calls out the need for transit along the Highway 213 Corridor within the 2018 planning horizon. We have also included future park and ride facilities for the corridor.

We appreciate your consideration of the City's concern prior to adoption of the Regional Transportation Plan.

Very truly yours,

Mayor John F. Williams

JFW/njtk

PERKINS COIE LLP

1211 SOUTHWEST FIFTH AVENUE, SUITE 1500 • PORTLAND, OREGON 97204-3715

TELEPHONE: 503 727-2000 • FACSIMILE: 503 727-2222

MARK D. WHITLOW
(503) 727-2073
whitm@perkinscoie.com

December 16, 1999

SENT VIA FACSIMILE

Metro Council
600 NE Grand
Portland, OR 97232

Re: Proposed Regional Transportation Plan Retail Task Force Comments

Dear Council Members:

This office represents the business coalition known as the Retail Task Force, which recently served as a member of ODOT's Access Management Advisory Committee (AMAC). In that capacity, the Retail Task Force participated in crafting the amendments to the Policy Elements of the 1999 Oregon Highway Plan (OHP) which create the various highway segment designations (STA's, UBA's and Commercial Centers) which are available to be adopted by local governments as part of their local transportation systems plans.

The Retail Task Force supports, with minor modifications, the JPACT's recommendation now before the Council with respect to Comment 63 to incorporate a RTP reference to the OHP's highway segment designations as guidance for local governments in preparing their TSPs. The Retail Task Force would suggest minor modifications to the proposed language regarding the selection of the appropriate highway segment designation for those few highway segments which fall within or border regional centers or town centers.

The Retail Task Force submits that various highway segments in or adjacent to such centers could be appropriate for *either* STA or UBA designations, depending upon a variety of local circumstances. For example, some segments of TV Highway may be appropriate for STA designation and other segments appropriate for UBA designation as TV Highway traverses through the Raleigh Hills and Hillsdale Town Centers, the Beaverton and Hillsboro Regional Centers and, finally, the Forest Grove Town Center.

[32367-0001/PA993500.021]

Tom Kloster
December 16, 1999
Page 2

It should be noted that the OHP designations apply only to the segments of the highways and not to the surrounding land areas. Accordingly, the OHP designations do not effect any areas within the centers, except for the highway segments themselves.

Consistent with the above comments, the Retail Task Force is suggesting revision language to the JPACT recommendation, a copy of which is enclosed for your review.

Thank you for the opportunity to present our comments on this important issue.

Very truly yours,



Mark D. Whitlow

MDW:djf
Enclosure
cc: JPACT
Andy Cotugno
Tom Kloster
Retail Task Force participants

RTF Recommendation on Comment 63:

6.2.3. Special Designations in the Oregon Highway Plan

The Oregon Highway Plan (OHP) establishes three special district designations for certain areas along state-owned facilities. The purpose of the designations is to respond to unique community access and circulation needs, while maintaining statewide travel function. Though these special districts are generally identified jointly between ODOT and local jurisdictions, the RTP establishes a policy framework that supports these OHP designations through the 2040 Growth Concept and corresponding regional street design classifications contained in Section 1.3.5. The following is a summary of how RTP street design designations correspond to the OHP special district classifications:

Special Transportation Area (STA): this designation is intended to provide access to community activities, businesses and residences along state facilities in a downtown business district or community center. In these areas, the OHP acknowledges that local access issues outweigh highway mobility, except on certain freight routes, where mobility needs are more balanced with local access.

The RTP addresses this OHP designation through the boulevard design classifications, which correspond to the 2040 central city, regional center, town center and main street land use components. In the Metro region, various segments of state highways within these land use components are generally eligible to be designated STAs, as defined in the OHP. Also, various highway segments within regional centers and town centers could be eligible to be designated UBAs. Further, the application of the boulevard design classifications also factors in major freight corridors, and this design classification is generally not applied to such routes.

Commercial Center: this designation applies to relatively large (400,000 square feet) commercial centers located along state facilities. In these areas, the OHP allows for consolidate access roads or driveways that serve these areas, but such access is subject to meeting OHP mobility standards of the state highway serving the center.

The RTP supports this OHP designation with the throughway design classifications, which include freeway and highway design types. The throughway designs are mobility-oriented, and generally apply to routes that form major motor vehicle connections between the central city, regional centers and intermodal facilities. The throughway design classifications support the concept of limiting future access on a number of state facilities in the region that are designated as principal routes in the RTP.

Urban Business Area (UBA): this designation recognizes existing commercial strips or centers along state facilities with the objective of balancing access need with the need to move through-traffic.

In the Metro region, these areas are generally designated as mixed-use corridors in the 2040 Growth Concept, and a corresponding regional or community street design classification in the RTP which calls for a balance between motor vehicle mobility, and local access. These designs are multi-modal in nature, and include transit, bicycle and pedestrian design features, consistent with the OHP designation.

- At all existing limited access highway interchanges, provide safe egress from freeways and Expressways as the first priority. This priority must be met.
- When an interchange connects a freeway or an Expressway to an Interstate, Statewide or Regional Highway, provide regional access to freeways and Expressways as the second highest priority.
- Establish the priority for travel across freeways and Expressways and the priority for access to property in the vicinity of the interchange consistently in both the local transportation system plan and the corridor plan.
- When an interchange connects a freeway or an Expressway to a District Highway or Local Interest Road, establish the priority for travel across freeways and Expressways and the priority for access to property in the vicinity of the interchange consistently in both the local transportation system plan and the corridor plan.

Action 1B.6

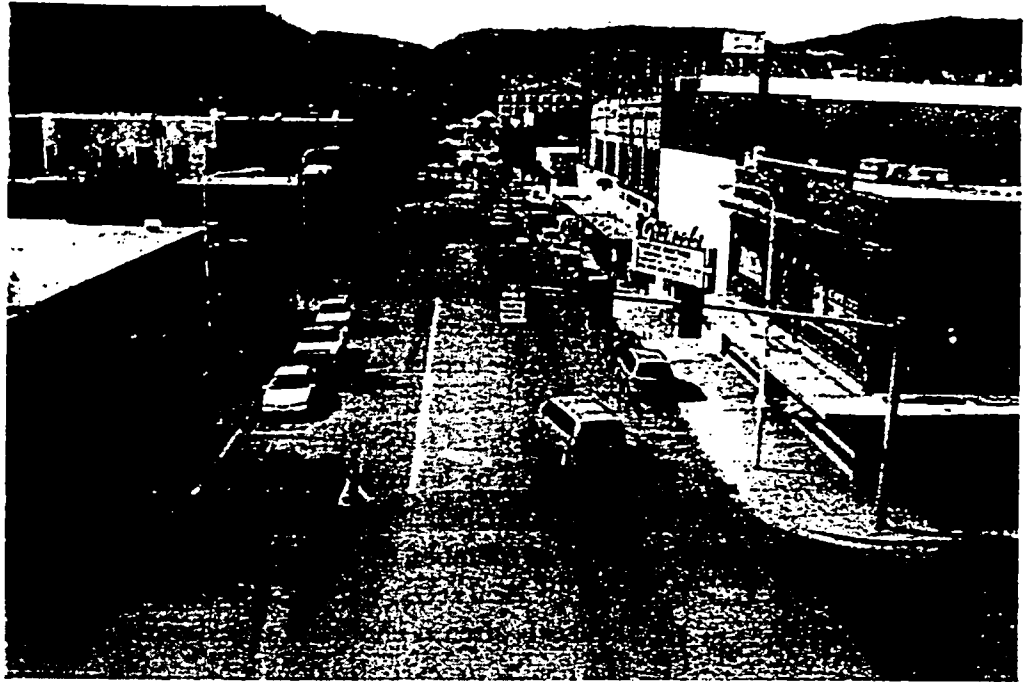
Develop design guidelines for highways that describe a range of automobile, pedestrian, bicycle or transit travel alternatives. The guidelines should include appropriate design features such as lighted, safe and accessible bus stops, on-street parking, ample sidewalks, pedestrian crossings, pedestrian scale lighting, street trees and related features.

Action 1B.7

To foster compact development patterns in communities, use the following highway segment designations and objectives to guide planning and management decisions for state highways. Use the highway segment designations to guide ODOT's position on local land use planning and development standards and actions and to define the application of access management standards and broad types of highway facility design. Work with local governments to apply these highway segment designations to segments of the state highway consistent with the local acknowledged comprehensive plan and/or transportation system plan. In plans and projects, work toward achieving specific objectives for each designation as listed in Table 4 (page 61).

- **Special Transportation Area³:** The primary objective of managing highway facilities in an existing or future Special Transportation Area is to provide access to community activities, businesses, and residences and to accommodate pedestrian movement along and across the highway in a downtown, business district and/or community center including those in unincorporated communities

³ Metro concepts for Central City, Town Center and Main Streets are consistent with STAs.



Pedestrian facilities, on-street parking and landscaping are features of Special Transportation Areas like this downtown area on the La Grande-Baker Highway in La Grande.

as defined by OAR 660-022-0010(10). An STA is a highway segment designation that may be applied to a highway segment when a downtown, business district or community center straddles the state highway within an urban growth boundary or in an unincorporated community in accordance with Action 1B.9. Direct street connections and shared on-street parking are encouraged in urban areas and may be encouraged in unincorporated communities. Direct property access is limited in an STA. Local auto, pedestrian, bicycle and transit movements to the business district or community center are generally as important as the through movement of traffic. Traffic speeds are slow, generally 25 miles per hour (40 kilometers per hour) or less.

- **Commercial Centers:** The primary objective of the state highway adjacent to a Commercial Center is to maintain through traffic mobility in accordance with its function. A Commercial Center is a highway segment designation which may apply to an existing or future center of commercial activity which may generally have 400,000 square feet (37,000 square meters) or more of gross leasable area or public buildings. The majority of the average daily trips to the center originate in the community in which the center is located. The buildings are clustered with limited direct access to the state highway to reduce the number of vehicle trips and to reduce conflicts with through traffic. They may be located on Statewide, Regional or District Highways within an urban growth boundary. They include a high level of regional accessibility and connections to a local road network. The Commercial Center accommodates pedestrian and bicycle access and circulation and, where appropriate, transit movements.

- **Urban Business Areas:** The Urban Business Area is a highway segment designation which may vary in size and which recognizes existing areas of commercial activity or future nodes or various types of centers of commercial activity within urban growth boundaries on District, Regional or Statewide Highways where vehicular accessibility is important to continued economic viability. The primary objective of the state highway in an Urban Business Area (UBA) is to maintain existing speeds while balancing the access needs of abutting properties with the need to move through traffic. An UBA is a highway segment designation that may apply to an existing area of commercial activity or future center or node of commercial activity in a community located on a District, Regional or Statewide Highway where speeds are 35 miles per hour (55 kilometers per hour) or less. The designation of UBAs on Statewide Highways shall be limited to only those special circumstances where, from a system-wide perspective, the need for local access clearly equals or is greater than the need for mobility for an existing designation, and for a new designation, the need for local access must be greater than the need for mobility. Vehicular accessibility is often as important as pedestrian, bicycle and transit accessibility. Safe and regular street connections are encouraged. Transit turnouts, sidewalks, and bicycle lanes are accommodated.
- **Urban:** The objective of an Urban segment designation is to efficiently move through traffic while also meeting the access needs of nearby properties. Access can be provided to and from individual properties abutting an Urban segment, but the strong preference is to limit such access, providing it instead on connecting local roads and streets. Transit turnouts, sidewalks, and bicycle lanes are accommodated.

Action 1B.8

Use the classifications and the objectives in Action 1B.7 in planning and decision making involving:

- Access management planning and permitting;
- Development and review of corridor plans;
- Review of metropolitan planning organization and local transportation system plans;
- Periodic review of local comprehensive plans;
- Review of local plan and zoning amendments;
- Review of major development designs within adopted comprehensive plans for commercial/industrial and subdivision development that has a significant impact on a state highway;

For the record of the RTP

James F. Peterson
Custom Woodworking
2502 SW Multnomah Blvd
Portland, Oregon 97219

November 26, 1999

Ms. Deborah Stein
Bureau of Planning
1900 SW 4 Avenue
Portland, OR 97204

Information Request

Dear Deborah:

It is my understanding that the Portland Bureau of Planning has reviewed Metro's population figures by TAZ and have found them to be off by up to 1,000 people in certain areas. I would like a copy of all analysis, staff reports, memos, memorandums the BOP has done in reviewing the employment and population numbers by TAZ in the last two years.

Portland Bureau of Planning submitted changes to Metro for the 2017 and 2020 TAZ allocations. I am also requesting all correspondence, staff reports, memos, memorandums in regards to these changes in allocations.

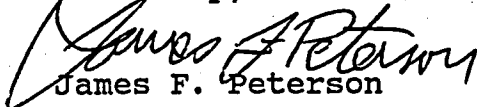
I am requesting this information under goal one of the State Land Use Goals.

I am also requesting this information under the Metro Charter.

I am also requesting this information under ORS.192. If there is no response within five days, I will then forward my request to the District Attorney's office.

Thank you for your attention to this matter.

Sincerely,


James F. Peterson

Enclosures :
Growth Analysis Project
Summary Meeting Notes
June 11, 1998

cc: Vera Katz, Mayor
Richard Brenner, LCDC

503/246-0725
customwoodworking@msn.com

**Growth Analysis Project -- Technical Team
June 11, 1998 -- Summary Meeting Notes**

TEAM MEMBERS/GUESTS ATTENDING:

John Bonn, Urban Services
Wendy Cherubini, BHCD
Mona Goode, OFA

Rich Grace, Fire
Catherine Lawson, BOP
Mark Lear, Transportation

Dave Singleterry, BES
Lorna Stickel, Water
Mitch Vanderperren, Corp. GIS

URBAN SERVICES STAFF ATTENDING:

Laurel Butman, Project Manager; Robin Scholetsky, Project Assistant; Sarah Martin, CSA

Sharing

1. **Welcome and Introductions:** Short introductions were made for the benefit of all.
2. **Project Update:** Laurel provided an update of the project to date. Debbie Galardi from the consultant team has been reviewing the documents provided by the Bureaus and consultants have met with some of the infrastructure-related Bureaus. Laurel shared the consultants are also interested in obtaining information from the "soft" service bureaus, such as Planning and BHCD. Laurel thanked team members for their assistance thus far. The next Design and Review Team meeting is on June 22nd. At this meeting, the Design and Review Team will be reviewing and finalizing the twenty page methodology memorandum provided by ECONorthwest. By the beginning of July, there should be clear direction as to how the project will proceed. Laurel mentioned that we would like the Technical Team to have an opportunity to review the twenty page methodology, we will deliver the document as soon as it is available. Laurel reminded everyone to review this document and to provide comment by noon on June 22nd. Comments from the Technical Team will be forwarded to the Design and Review Team via a staff report on the 22nd.
3. **Level of Service discussion:** Laurel asked the group to brainstorm about the project itself and the assumptions present in the project and the methodology. She pointed out the current thinking about an aggregate vs. demonstration area analysis. Mona asked if staff could review the earlier discussion about demonstration areas/city-wide analysis. Laurel explained that both methods omit important information. For example, if a city-wide approach was used, there is a degree of depth that would be missing from the analysis; conversely, by using only a demonstration area approach, the analysis would lose some information which would best be obtained on a city-wide basis. A pre-meeting with the co-chairs of the Design and Review Team (Tim Grewe and David Knowles) affirmed that the project should contain aspects of a demonstration level analysis and a city-wide scan. Catherine mentioned that we need to be careful that over the course of the analysis, we don't end up with a national model of fiscal analysis which would not be helpful to us on our city scale.

Processing

1. **Methodology Discussion:** The team reviewed the two page ECONorthwest methodology memorandum distributed with the Technical Team meeting agenda. Catherine asked about the 2040 numbers and mentioned that using those figures may not help the Bureau of Planning. Laurel mentioned that the reason we are doing the analysis is to see what would change if we approached the growth issue differently and to explore these options. Catherine asked the Team to question a purely economic-driven analysis. John Bonn mentioned that the timing of the Planning's Compliance Report and this project was off by a few months. Catherine mentioned that it is important that this project takes into consideration land use planning (zoning overlays etc.). In addition, it is important to consider economies of scale and to realize that this analysis will not be able to change *where* things happen, only the timing. Catherine mentioned that if we pay attention to these issues we can get a great product. Catherine provided an update on Planning's work on the Compliance Plan, they are expected to have a report in August and a follow-up report in February. Wendy questioned the use of

2040 numbers as a base case scenario. Catherine said that the consultants have to follow the constraints created by zoning and community plans. There was some discussion about the issue of development in the suburbs. Catherine mentioned that the absorption rate has been much higher than expected in the City of Portland—people are building on smaller lots within and outside of the urban center. Wendy mentioned that if we use 2040 standards that we have to use the minimum density requirements.

Changing demographics were also discussed. Changing demographics and new patterns of family life and household composition were mentioned as affecting this analysis. Catherine mentioned two sources: American Community Survey and PSU which may have up to date census figures. Planning has reviewed Metro's population figures by TAZ and have found them to be off by up to 1,000 people in certain areas.

Mona asked at what phase of the project were we working on. Laurel provided that at the completion of the twenty page methodology memorandum, we will have completed Phase I of the project. Phase II will be developing the GIS component and the "running" of the numbers, providing enough time for feedback on the data generated by the consultants. Wendy mentioned Transportation SDC's and if growth occurred in a ring around the city—if the analysis could reflect that scenario. Laurel mentioned that we may see this reflected in different scenarios provided by the consultant. Catherine mentioned that it may be worthwhile to review the elasticity of the amounts of the SDC's. Mark Lear mentioned that in Transportation's meeting with ECONorthwest, the consultants were surprised to hear how Transportation does not receive 100% of its costs back from SDC's. Wendy mentioned a concept called regional cost sharing and that BHCD may be exploring this as a potential option to help alleviate affordable housing issues. Wendy mentioned that Minnesota and St. Paul use this structure

Mona asked if we have considered elasticity in the opposite—that density will drive people out. Catherine mentioned that current demographic information suggests that the smaller families and singles will appreciate the smaller yards and lower maintenance living associated with density. Laurel questioned that if we are developing this way that we should investigate what type of people will be attracted by this development. Catherine mentioned current statistics which reflect that we are attracting a smaller family and a single population. Mona asked what or how we could quantify the negative impacts of 2040, i.e., what will happen if we have singles in the urban area and flight to the suburbs from those wanting the larger lot sizes, mentioning that if we know this, we can propose additional growth options. Laurel provided that 2040 will happen, the question is *how and when*. Wendy asked if the consultant could do an analysis with different types of people. For example, using a higher immigration as this will change the demographic composition of the population, reflected in transportation choices and family sizes. Catherine mentioned that Metro's numbers have been generated using a conventional wisdom which may not apply in this case. She mentioned that we don't have any real cultural data collected. PSU and school districts may be able to provide some of this data. John mentioned that Metro's assumptions of population figures are not always correct. Wendy mentioned that Portland does not follow the standard econometric model of dis-investment in the city center.

Lorna mentioned a question about Step 5 of the methodology—*Determining how revenues would change under each alternative*. Lorna mentioned that we could have some conversations about the regulations surrounding the collection of SDC's. Additionally, she mentioned how a recalculation of the present value costs of large infrastructure projects will affect how they are financed. Timing is the key issue, timing the construction of the projects and timing of the revenue collection. Lorna mentioned that growth does not pay for growth—that it does not happen that way because you can't tease out the benefits. Lorna also mentioned that it will be important to know what we will do with the data once it is collected and presented. Catherine mentioned that economists could really help dissect and tease out the benefits, so the information Lorna mentioned would be available.

2. **Consultant information requests:** The Technical Team members present (Rich Grace and Mark Lear) which did have consultant meetings felt they were informative and interesting.

3. **Meeting Debrief:** The group decided that the best use of time for the July meeting would be an opportunity to meet with Terry Moore and the consultant team to review the methodology and next steps.

WINNERS

Good discussion of methodology

NEEDS IMPROVEMENT

**Next Technical Team meeting will be held:
Thursday, July 9, 1998 at
2:15 PM
In Room 746—7th Floor Portland Building**



CITY OF PORTLAND, OREGON BUREAU OF PLANNING

VERA KATZ, MAYOR
DEBORAH STEIN, INTERIM DIRECTOR
1900 S.W. FOURTH AVENUE, ROOM 4100
PORTLAND, OREGON 97201-5350
TELEPHONE: (503) 823-7700
FAX: (503) 823-7800
E-mail: pdxplan@ci.portland.or.us

December 1, 1999

Mr. James F. Peterson
Custom Woodworking
2502 SW Multnomah Blvd.
Portland OR 97219

Dear Mr. Peterson:

In response to your letter dated November 26, 1999, enclosed is a printout of the data for the City of Portland as compared to Metro's data. No correspondence, memoranda or staff reports exist with regard to this data.

If you have further specific questions, please put them in writing and address them to Catherine Lawson at the above address.

Sincerely,

Deborah Stein
Interim Director

| Jurisdiction | RTZ1260 | % City | Residential Capacity | | City % New HH | Zoning | | Comp Plan | | From Metro New HH |
|--------------|---------|--------|----------------------|-----------|------------------|--------|-------|-----------|-------|----------------------|
| | | | Zoning | Comp Plan | | Over | Under | Over | Under | |
| Portland | 1 | 100% | 185 | 186 | 533 | 347 | | 347 | | 533 |
| Portland | 2 | 100% | 82 | 83 | 286 | 204 | | 204 | | 286 |
| Portland | 3 | 100% | 44 | 45 | 99 | 55 | | 54 | | 99 |
| Portland | 4 | 100% | 138 | 138 | 472 | 334 | | 334 | | 472 |
| Portland | 5 | 100% | 138 | 139 | 155 | 16 | | 16 | | 155 |
| Portland | 6 | 100% | 449 | 449 | 166 | | 283 | | 283 | 166 |
| Portland | 7 | 100% | 1,241 | 1,242 | 431 | | 810 | | 811 | 431 |
| Portland | 8 | 100% | 2,205 | 2,207 | 685 | | 1,519 | | 1,522 | 685 |
| Portland | 9 | 100% | 692 | 692 | 1,036 | 345 | | 344 | | 1,036 |
| Portland | 10 | 100% | 778 | 779 | 744 | | 34 | | 35 | 744 |
| Portland | 11 | 100% | 1,134 | 1,135 | 408 | | 726 | | 727 | 408 |
| Portland | 12 | 100% | 104 | 104 | 513 | 409 | | 408 | | 513 |
| Portland | 13 | 100% | 42 | 43 | 130 | 88 | | 88 | | 130 |
| Portland | 14 | 100% | 96 | 96 | 63 | | 33 | | 33 | 63 |
| Portland | 15 | 100% | 747 | 748 | 1,317 | 570 | | 569 | | 1,317 |
| Portland | 16 | 100% | 201 | 202 | 117 | | 85 | | 85 | 117 |
| Portland | 17 | 100% | 1,759 | 1,774 | 403 | | 1,356 | | 1,371 | 403 |
| Portland | 18 | 100% | 251 | 236 | 9 | | 242 | | 227 | 9 |
| Portland | 19 | 100% | 32 | 38 | 47 | 16 | | 9 | | 47 |
| Portland | 20 | 68% | 16 | 16 | 7 | | 8 | | 8 | 11 |
| MultCo | 21 | 18% | 61 | 139 | 124 | 63 | | | 15 | 690 |
| MultCo | 22 | 33% | 32 | 68 | 55 | 23 | | | 12 | 167 |
| MultCo | 23 | 92% | 2,390 | 2,367 | 1,040 | | 1,349 | | 1,326 | 1,131 |
| MultCo | 24 | 49% | 249 | 254 | -16 | | 265 | | 270 | -32 |
| Portland | 25 | 100% | 37 | 37 | 16 | | 21 | | 21 | 16 |
| Portland | 26 | 94% | 171 | 217 | 278 | 107 | | 61 | | 296 |
| MultCo | 27 | 34% | 170 | 170 | 270 | 100 | | 100 | | 793 |
| Portland | 28 | 100% | 99 | 99 | 11 | | 89 | | 89 | 11 |
| Portland | 29 | 100% | 1,087 | 1,111 | 87 | | 1,000 | | 1,024 | 87 |
| Portland | 30 | 100% | 385 | 386 | 54 | | 332 | | 332 | 54 |
| Portland | 31 | 86% | 262 | 269 | 196 | | 66 | | 73 | 228 |
| Portland | 32 | 59% | 23 | 28 | 65 | 42 | | 38 | | 111 |
| Portland | 33 | 87% | 15 | 15 | 45 | 30 | | 30 | | 51 |
| Portland | 34 | 100% | 512 | 577 | 19 | | 493 | | 558 | 19 |
| Portland | 35 | 86% | 115 | 156 | 107 | | 8 | | 49 | 125 |
| Portland | 36 | 37% | 42 | 56 | 47 | 5 | | | 9 | 126 |
| Portland | 37 | 100% | 29 | 34 | 36 | 6 | | 1 | | 36 |
| Portland | 38 | 43% | 72 | 106 | 105 | 33 | | | 1 | 245 |
| Portland | 39 | 18% | 63 | 63 | 50 | | 13 | | 13 | 276 |
| Portland | 40 | 100% | 278 | 348 | 212 | | 66 | | 136 | 212 |
| Portland | 41 | 100% | 82 | 111 | 38 | | 45 | | 74 | 38 |
| Portland | 42 | 100% | 367 | 371 | 134 | | 233 | | 237 | 134 |
| Portland | 43 | 100% | 586 | 588 | -8 | | 594 | | 596 | -8 |
| Portland | 44 | 100% | 255 | 275 | 29 | | 226 | | 245 | 29 |
| Portland | 45 | 100% | 408 | 409 | 307 | | 102 | | 102 | 307 |
| Portland | 46 | 100% | 641 | 643 | 949 | 308 | | 307 | | 949 |
| Portland | 47 | 100% | 353 | 398 | 60 | | 293 | | 338 | 60 |
| Portland | 48 | 100% | 113 | 121 | 11 | | 102 | | 110 | 11 |
| Portland | 49 | 100% | 67 | 79 | 44 | | 23 | | 35 | 44 |
| Portland | 50 | 100% | 140 | 179 | 31 | | 109 | | 149 | 31 |
| Portland | 51 | 100% | 185 | 188 | 71 | | 115 | | 117 | 71 |
| Portland | 52 | 100% | 29 | 29 | -4 | | 33 | | 34 | -4 |
| Portland | 53 | 100% | 83 | 118 | 82 | | 1 | | 36 | 82 |
| Portland | 54 | 100% | 277 | 394 | 299 | 22 | | | 95 | 299 |
| Portland | 55 | 100% | 180 | 237 | 83 | | 97 | | 154 | 83 |
| Portland | 56 | 100% | 52 | 56 | 27 | | 25 | | 29 | 27 |
| Portland | 57 | 100% | 15 | 15 | 6 | | 9 | | 9 | 6 |
| Portland | 58 | 100% | 35 | 35 | 12 | | 23 | | 23 | 12 |
| Portland | 59 | 100% | 27 | 27 | 14 | | 13 | | 13 | 14 |
| Portland | 60 | 100% | 10 | 10 | 5 | | 5 | | 5 | 5 |
| Portland | 61 | 100% | 1 | 1 | 1 | 0 | | 0 | | 1 |
| Portland | 62 | 100% | 133 | 154 | 172 | 39 | | 18 | | 172 |
| Portland | 63 | 100% | 133 | 133 | 109 | | 24 | | 24 | 109 |
| Portland | 64 | 100% | 48 | 49 | 36 | | 12 | | 12 | 36 |
| Portland | 65 | 100% | 27 | 31 | 80 | 53 | | 49 | | 80 |
| Portland | 66 | 100% | 68 | 82 | 75 | 6 | | | 8 | 75 |
| Portland | 67 | 100% | 92 | 132 | 34 | | 57 | | 98 | 34 |
| Portland | 68 | 100% | 204 | 206 | 196 | | 9 | | 10 | 196 |
| Portland | 69 | 100% | 105 | 111 | 135 | 30 | | 25 | | 135 |
| Portland | 70 | 100% | 49 | 52 | 34 | | 14 | | 18 | 34 |

| Jurisdiction | RTZ1260 | % City | Residential Capacity | | City % New HH | Zoning | | Comp Plan | | From Metro New HH |
|--------------|---------|--------|----------------------|-----------|------------------|--------|-------|-----------|-------|----------------------|
| | | | Zoning | Comp Plan | | Over | Under | Over | Under | |
| Portland | 71 | 100% | 82 | 105 | 116 | 35 | | 11 | | 116 |
| MultCo | 72 | 7% | 1 | 1 | 15 | 14 | | 14 | | 214 |
| MultCo | 73 | 67% | 48 | 68 | 195 | 147 | | 127 | | 291 |
| Portland | 74 | 71% | 466 | 601 | 834 | 368 | | 233 | | 1,174 |
| Portland | 75 | 80% | 195 | 210 | 238 | 43 | | 27 | | 297 |
| Lake Oswego | 76 | 19% | 6 | 6 | 27 | 20 | | 20 | | 141 |
| Lake Oswego | 77 | 49% | 42 | 46 | -2 | | 44 | | 48 | -4 |
| MultCo | 78 | 13% | 3 | 3 | 5 | 1 | | 1 | | 35 |
| WashCo | 79 | 0% | 0 | 0 | 0 | | 0 | | 0 | 591 |
| WashCo | 80 | 0% | 0 | 0 | 0 | | | | | 248 |
| WashCo | 81 | 0% | 0 | 0 | 0 | | | | | 131 |
| WashCo | 82 | 0% | 0 | 0 | 0 | | | | | 53 |
| WashCo | 83 | 0% | 0 | 0 | 0 | | | | | 19 |
| WashCo | 84 | 0% | 0 | 0 | 0 | | | | | 72 |
| WashCo | 85 | 0% | 0 | 0 | 0 | | | | | 96 |
| WashCo | 86 | 0% | 0 | 0 | 0 | | | | | 14 |
| WashCo | 87 | 7% | 30 | 35 | 11 | | 19 | | 23 | 158 |
| WashCo | 88 | 11% | 69 | 59 | 17 | | 52 | | 42 | 152 |
| Tigard | 89 | 0% | 0 | 0 | 0 | | | | | 150 |
| WashCo | 90 | 0% | 0 | 0 | 0 | | | | | 114 |
| WashCo | 91 | 0% | 0 | 0 | 0 | | | | | 126 |
| Tigard | 92 | 0% | 0 | 0 | 0 | | | | | 165 |
| WashCo | 93 | 0% | 0 | 0 | 0 | | | | | 11 |
| Beaverton | 94 | 0% | 0 | 0 | 0 | | | | | 115 |
| Beaverton | 95 | 0% | 0 | 0 | 0 | | | | | 215 |
| Beaverton | 96 | 0% | 0 | 0 | 0 | | | | | 260 |
| Beaverton | 97 | 0% | 0 | 0 | 0 | | | | | 51 |
| WashCo | 98 | 0% | 0 | 0 | 0 | | | | | 30 |
| WashCo | 99 | 0% | 0 | 0 | 0 | | | | | 17 |
| WashCo | 100 | 0% | 0 | 0 | 0 | | | | | 722 |
| WashCo | 101 | 0% | 0 | 0 | 0 | | | | | 248 |
| WashCo | 102 | 14% | 146 | 146 | 64 | | 82 | | 82 | 459 |
| WashCo | 103 | 0% | 0 | 0 | 0 | | 0 | | 0 | 489 |
| WashCo | 104 | 0% | 0 | 0 | 0 | | | | | 241 |
| WashCo | 105 | 0% | 0 | 0 | 0 | | | | | 592 |
| WashCo | 106 | 0% | 0 | 0 | 0 | | | | | 920 |
| WashCo | 107 | 0% | 0 | 0 | 0 | | | | | 332 |
| WashCo | 108 | 0% | 0 | 0 | 0 | | | | | 14 |
| Beaverton | 109 | 0% | 0 | 0 | 0 | | | | | 1 |
| Beaverton | 110 | 0% | 0 | 0 | 0 | | | | | 554 |
| Beaverton | 111 | 0% | 0 | 0 | 0 | | | | | 387 |
| Beaverton | 112 | 0% | 0 | 0 | 0 | | | | | 62 |
| Beaverton | 113 | 0% | 0 | 0 | 0 | | | | | 2,110 |
| Beaverton | 114 | 0% | 0 | 0 | 0 | | | | | 44 |
| Beaverton | 115 | 0% | 0 | 0 | 0 | | | | | -14 |
| Beaverton | 116 | 0% | 0 | 0 | 0 | | | | | 0 |
| Beaverton | 117 | 0% | 0 | 0 | 0 | | | | | -17 |
| Beaverton | 118 | 0% | 0 | 0 | 0 | | | | | 137 |
| Beaverton | 119 | 0% | 0 | 0 | 0 | | | | | 34 |
| Beaverton | 120 | 0% | 0 | 0 | 0 | | | | | 64 |
| Beaverton | 121 | 0% | 0 | 0 | 0 | | | | | 53 |
| Beaverton | 122 | 0% | 0 | 0 | 0 | | | | | 61 |
| Beaverton | 123 | 0% | 0 | 0 | 0 | | | | | 1 |
| Beaverton | 124 | 0% | 0 | 0 | 0 | | | | | 139 |
| Beaverton | 125 | 0% | 0 | 0 | 0 | | | | | 58 |
| Beaverton | 126 | 0% | 0 | 0 | 0 | | | | | -7 |
| WashCo | 127 | 0% | 0 | 0 | 0 | | | | | -46 |
| WashCo | 128 | 0% | 0 | 0 | 0 | | | | | 906 |
| WashCo | 129 | 0% | 0 | 0 | 0 | | | | | 870 |
| WashCo | 130 | 0% | 0 | 0 | 0 | | | | | 108 |
| WashCo | 131 | 0% | 0 | 0 | 0 | | | | | 250 |
| WashCo | 132 | 0% | 0 | 0 | 0 | | | | | 11 |
| WashCo | 133 | 0% | 0 | 0 | 0 | | | | | 155 |
| WashCo | 134 | 0% | 0 | 0 | 0 | | | | | -5 |
| WashCo | 135 | 0% | 0 | 0 | 0 | | | | | -3 |
| WashCo | 136 | 0% | 0 | 0 | 0 | | | | | -1 |
| Beaverton | 137 | 0% | 0 | 0 | 0 | | | | | 1,313 |
| Beaverton | 138 | 0% | 0 | 0 | 0 | | | | | 234 |
| Beaverton | 139 | 0% | 0 | 0 | 0 | | | | | 0 |
| Beaverton | 140 | 0% | 0 | 0 | 0 | | | | | 802 |

| Jurisdiction | RTZ1260 | % City | Residential Capacity | | City % New HH | Zoning | | Comp Plan | | From Metro New HH |
|--------------|---------|--------|----------------------|-----------|------------------|--------|-------|-----------|-------|----------------------|
| | | | Zoning | Comp Plan | | Over | Under | Over | Under | |
| Beaverton | 141 | 0% | 0 | 0 | 0 | | | | | 454 |
| Beaverton | 142 | 0% | 0 | 0 | 0 | | | | | 121 |
| Beaverton | 143 | 0% | 0 | 0 | 0 | | | | | 345 |
| Beaverton | 144 | 0% | 0 | 0 | 0 | | | | | 50 |
| Beaverton | 145 | 0% | 0 | 0 | 0 | | | | | 71 |
| Beaverton | 146 | 0% | 0 | 0 | 0 | | | | | 9 |
| Beaverton | 147 | 0% | 0 | 0 | 0 | | | | | 52 |
| Beaverton | 148 | 0% | 0 | 0 | 0 | | | | | 688 |
| Beaverton | 149 | 0% | 0 | 0 | 0 | | | | | 78 |
| Beaverton | 150 | 0% | 0 | 0 | 0 | | | | | 875 |
| Beaverton | 151 | 0% | 0 | 0 | 0 | | | | | 818 |
| Beaverton | 152 | 0% | 0 | 0 | 0 | | | | | 103 |
| Beaverton | 153 | 0% | 0 | 0 | 0 | | | | | 173 |
| Beaverton | 154 | 0% | 0 | 0 | 0 | | | | | 199 |
| WashCo | 155 | 0% | 0 | 0 | 0 | | | | | 61 |
| WashCo | 156 | 0% | 0 | 0 | 0 | | | | | 84 |
| Beaverton | 157 | 0% | 0 | 0 | 0 | | | | | -4 |
| Beaverton | 158 | 0% | 0 | 0 | 0 | | | | | 37 |
| Beaverton | 159 | 0% | 0 | 0 | 0 | | | | | -4 |
| Beaverton | 160 | 0% | 0 | 0 | 0 | | | | | 205 |
| Beaverton | 161 | 0% | 0 | 0 | 0 | | | | | 132 |
| Beaverton | 162 | 0% | 0 | 0 | 0 | | | | | 515 |
| WashCo | 163 | 0% | 0 | 0 | 0 | | | | | 221 |
| WashCo | 164 | 0% | 0 | 0 | 0 | | | | | -9 |
| WashCo | 165 | 0% | 0 | 0 | 0 | | | | | 311 |
| WashCo | 166 | 0% | 0 | 0 | 0 | | | | | 732 |
| WashCo | 167 | 0% | 0 | 0 | 0 | | | | | 1,061 |
| WashCo | 168 | 0% | 0 | 0 | 0 | | | | | 683 |
| WashCo | 169 | 0% | 0 | 0 | 0 | | | | | 100 |
| WashCo | 170 | 0% | 0 | 0 | 0 | | | | | 490 |
| WashCo | 171 | 0% | 0 | 0 | 0 | | | | | 32 |
| Beaverton | 172 | 0% | 0 | 0 | 0 | | | | | 352 |
| Beaverton | 173 | 0% | 0 | 0 | 0 | | | | | 340 |
| Beaverton | 174 | 0% | 0 | 0 | 0 | | | | | 537 |
| WashCo | 175 | 0% | 0 | 0 | 0 | | | | | 1,047 |
| Beaverton | 176 | 0% | 0 | 0 | 0 | | | | | 468 |
| Beaverton | 177 | 0% | 0 | 0 | 0 | | | | | 142 |
| WashCo | 178 | 0% | 0 | 0 | 0 | | | | | 68 |
| WashCo | 179 | 0% | 0 | 0 | 0 | | | | | 223 |
| WashCo | 180 | 0% | 0 | 0 | 0 | | | | | 150 |
| WashCo | 181 | 0% | 0 | 0 | 0 | | | | | 709 |
| WashCo | 182 | 0% | 0 | 0 | 0 | | | | | 448 |
| WashCo | 183 | 0% | 0 | 0 | 0 | | | | | 91 |
| WashCo | 184 | 0% | 0 | 0 | 0 | | | | | 142 |
| WashCo | 185 | 0% | 0 | 0 | 0 | | | | | 54 |
| WashCo | 186 | 0% | 0 | 0 | 0 | | | | | 67 |
| WashCo | 187 | 0% | 0 | 0 | 0 | | | | | -3 |
| WashCo | 188 | 0% | 0 | 0 | 0 | | | | | 119 |
| WashCo | 189 | 0% | 0 | 0 | 0 | | | | | 197 |
| WashCo | 190 | 0% | 0 | 0 | 0 | | | | | 216 |
| WashCo | 191 | 0% | 0 | 0 | 0 | | | | | 381 |
| WashCo | 192 | 0% | 0 | 0 | 0 | | | | | 55 |
| WashCo | 193 | 0% | 0 | 0 | 0 | | | | | -6 |
| WashCo | 194 | 0% | 0 | 0 | 0 | | | | | -8 |
| Hillsboro | 195 | 0% | 0 | 0 | 0 | | | | | 0 |
| Hillsboro | 196 | 0% | 0 | 0 | 0 | | | | | 25 |
| Hillsboro | 197 | 0% | 0 | 0 | 0 | | | | | 0 |
| Hillsboro | 198 | 0% | 0 | 0 | 0 | | | | | 421 |
| Beaverton | 199 | 0% | 0 | 0 | 0 | | | | | 127 |
| Beaverton | 200 | 0% | 0 | 0 | 0 | | | | | 276 |
| Beaverton | 201 | 0% | 0 | 0 | 0 | | | | | 11 |
| Beaverton | 202 | 0% | 0 | 0 | 0 | | | | | -12 |
| Hillsboro | 203 | 0% | 0 | 0 | 0 | | | | | 0 |
| WashCo | 204 | 0% | 0 | 0 | 0 | | | | | 20 |
| WashCo | 205 | 0% | 0 | 0 | 0 | | | | | 322 |
| WashCo | 206 | 0% | 0 | 0 | 0 | | | | | 303 |
| WashCo | 207 | 0% | 0 | 0 | 0 | | | | | 130 |
| WashCo | 208 | 0% | 0 | 0 | 0 | | | | | -29 |
| Hillsboro | 209 | 0% | 0 | 0 | 0 | | | | | -1 |
| Hillsboro | 210 | 0% | 0 | 0 | 0 | | | | | -5 |

| Jurisdiction | RTZ1260 | % City | Residential Capacity | | City % New HH | Zoning | | Comp Plan | | From Metro New HH |
|--------------|---------|--------|----------------------|-----------|------------------|--------|-------|-----------|-------|----------------------|
| | | | Zoning | Comp Plan | | Over | Under | Over | Under | |
| Hillsboro | 211 | 0% | 0 | 0 | 0 | | | | | 1,542 |
| Hillsboro | 212 | 0% | 0 | 0 | 0 | | | | | 919 |
| Hillsboro | 213 | 0% | 0 | 0 | 0 | | | | | 405 |
| Hillsboro | 214 | 0% | 0 | 0 | 0 | | | | | 311 |
| WashCo | 215 | 0% | 0 | 0 | 0 | | | | | 1,458 |
| WashCo | 216 | 0% | 0 | 0 | 0 | | | | | 336 |
| WashCo | 217 | 0% | 0 | 0 | 0 | | | | | 119 |
| WashCo | 218 | 0% | 0 | 0 | 0 | | | | | 94 |
| WashCo | 219 | 0% | 0 | 0 | 0 | | | | | 103 |
| WashCo | 220 | 0% | 0 | 0 | 0 | | | | | 894 |
| WashCo | 221 | 0% | 0 | 0 | 0 | | | | | 186 |
| WashCo | 222 | 0% | 0 | 0 | 0 | | | | | 3 |
| Hillsboro | 223 | 0% | 0 | 0 | 0 | | | | | 0 |
| Hillsboro | 224 | 0% | 0 | 0 | 0 | | | | | 0 |
| Hillsboro | 225 | 0% | 0 | 0 | 0 | | | | | 0 |
| Hillsboro | 226 | 0% | 0 | 0 | 0 | | | | | 1,878 |
| Hillsboro | 227 | 0% | 0 | 0 | 0 | | | | | 2,090 |
| Hillsboro | 228 | 0% | 0 | 0 | 0 | | | | | 1,055 |
| Hillsboro | 229 | 0% | 0 | 0 | 0 | | | | | 1,024 |
| Hillsboro | 230 | 0% | 0 | 0 | 0 | | | | | 330 |
| Hillsboro | 231 | 0% | 0 | 0 | 0 | | | | | 1,285 |
| Hillsboro | 232 | 0% | 0 | 0 | 0 | | | | | -1 |
| Hillsboro | 233 | 0% | 0 | 0 | 0 | | | | | -12 |
| WashCo | 234 | 0% | 0 | 0 | 0 | | | | | 0 |
| WashCo | 235 | 0% | 0 | 0 | 0 | | | | | 190 |
| WashCo | 236 | 0% | 0 | 0 | 0 | | | | | 163 |
| Hillsboro | 237 | 0% | 0 | 0 | 0 | | | | | -1 |
| Hillsboro | 238 | 0% | 0 | 0 | 0 | | | | | 0 |
| Hillsboro | 239 | 0% | 0 | 0 | 0 | | | | | 178 |
| Hillsboro | 240 | 0% | 0 | 0 | 0 | | | | | 437 |
| Hillsboro | 241 | 0% | 0 | 0 | 0 | | | | | 211 |
| Hillsboro | 242 | 0% | 0 | 0 | 0 | | | | | 287 |
| Hillsboro | 243 | 0% | 0 | 0 | 0 | | | | | 173 |
| WashCo | 244 | 0% | 0 | 0 | 0 | | | | | 1,354 |
| TIER 1 | 245 | 0% | 0 | 0 | 0 | | | | | 1,220 |
| TIER 1 | 246 | 0% | 0 | 0 | 0 | | | | | 1,213 |
| WashCo | 247 | 0% | 0 | 0 | 0 | | | | | 212 |
| WashCo | 248 | 0% | 0 | 0 | 0 | | | | | 564 |
| WashCo | 249 | 0% | 0 | 0 | 0 | | | | | 602 |
| Hillsboro | 250 | 0% | 0 | 0 | 0 | | | | | -1 |
| Hillsboro | 251 | 0% | 0 | 0 | 0 | | | | | -2 |
| Hillsboro | 252 | 0% | 0 | 0 | 0 | | | | | 191 |
| Hillsboro | 253 | 0% | 0 | 0 | 0 | | | | | 359 |
| Hillsboro | 254 | 0% | 0 | 0 | 0 | | | | | 97 |
| Hillsboro | 255 | 0% | 0 | 0 | 0 | | | | | 26 |
| Hillsboro | 256 | 0% | 0 | 0 | 0 | | | | | 76 |
| Hillsboro | 257 | 0% | 0 | 0 | 0 | | | | | 107 |
| Hillsboro | 258 | 0% | 0 | 0 | 0 | | | | | 629 |
| Hillsboro | 259 | 0% | 0 | 0 | 0 | | | | | 278 |
| Hillsboro | 260 | 0% | 0 | 0 | 0 | | | | | 40 |
| Hillsboro | 261 | 0% | 0 | 0 | 0 | | | | | 85 |
| Hillsboro | 262 | 0% | 0 | 0 | 0 | | | | | 288 |
| Hillsboro | 263 | 0% | 0 | 0 | 0 | | | | | 58 |
| Hillsboro | 264 | 0% | 0 | 0 | 0 | | | | | 430 |
| Hillsboro | 265 | 0% | 0 | 0 | 0 | | | | | 209 |
| Hillsboro | 266 | 0% | 0 | 0 | 0 | | | | | 114 |
| Hillsboro | 267 | 0% | 0 | 0 | 0 | | | | | 0 |
| WashCo | 268 | 0% | 0 | 0 | 0 | | | | | 85 |
| WashCo | 269 | 0% | 0 | 0 | 0 | | | | | 54 |
| North Plains | 270 | 0% | 0 | 0 | 0 | | | | | 548 |
| WashCo | 271 | 0% | 0 | 0 | 0 | | | | | 35 |
| WashCo | 272 | 0% | 0 | 0 | 0 | | | | | 130 |
| WashCo | 273 | 0% | 0 | 0 | 0 | | | | | 40 |
| WashCo | 274 | 0% | 0 | 0 | 0 | | | | | -4 |
| WashCo | 275 | 0% | 0 | 0 | 0 | | | | | 1 |
| WashCo | 276 | 0% | 0 | 0 | 0 | | | | | -1 |
| WashCo | 277 | 0% | 0 | 0 | 0 | | | | | 0 |
| WashCo | 278 | 0% | 0 | 0 | 0 | | | | | 2 |
| WashCo | 279 | 0% | 0 | 0 | 0 | | | | | 1 |
| Cornelius | 280 | 0% | 0 | 0 | 0 | | | | | 453 |

| Jurisdiction | RTZ1260 | % City | Residential Capacity | | City % New HH | Zoning | | Comp Plan | | From Metro New HH |
|--------------|---------|--------|----------------------|-----------|------------------|--------|-------|-----------|-------|----------------------|
| | | | Zoning | Comp Plan | | Over | Under | Over | Under | |
| Forest Grove | 281 | 0% | 0 | 0 | 0 | | | | | 713 |
| Forest Grove | 282 | 0% | 0 | 0 | 0 | | | | | 1,441 |
| Forest Grove | 283 | 0% | 0 | 0 | 0 | | | | | 447 |
| Forest Grove | 284 | 0% | 0 | 0 | 0 | | | | | 113 |
| Cornelius | 285 | 0% | 0 | 0 | 0 | | | | | 184 |
| Cornelius | 286 | 0% | 0 | 0 | 0 | | | | | 192 |
| WashCo | 287 | 0% | 0 | 0 | 0 | | | | | 120 |
| WashCo | 288 | 0% | 0 | 0 | 0 | | | | | 21 |
| WashCo | 289 | 0% | 0 | 0 | 0 | | | | | 12 |
| WashCo | 290 | 0% | 0 | 0 | 0 | | | | | 30 |
| WashCo | 291 | 0% | 0 | 0 | 0 | | | | | 12 |
| WashCo | 292 | 0% | 0 | 0 | 0 | | | | | 85 |
| WashCo | 293 | 0% | 0 | 0 | 0 | | | | | 20 |
| WashCo | 294 | 0% | 0 | 0 | 0 | | | | | 8 |
| WashCo | 295 | 0% | 0 | 0 | 0 | | | | | 6 |
| WashCo | 296 | 0% | 0 | 0 | 0 | | | | | 15 |
| WashCo | 297 | 0% | 0 | 0 | 0 | | | | | -4 |
| WashCo | 298 | 0% | 0 | 0 | 0 | | | | | -1 |
| WashCo | 299 | 0% | 0 | 0 | 0 | | | | | -1 |
| WashCo | 300 | 0% | 0 | 0 | 0 | | | | | -4 |
| WashCo | 301 | 0% | 0 | 0 | 0 | | | | | 1 |
| WashCo | 302 | 0% | 0 | 0 | 0 | | | | | -1 |
| WashCo | 303 | 0% | 0 | 0 | 0 | | | | | 2 |
| Gaston | 304 | 0% | 0 | 0 | 0 | | | | | -7 |
| WashCo | 305 | 0% | 0 | 0 | 0 | | | | | 13 |
| WashCo | 306 | 0% | 0 | 0 | 0 | | | | | 2 |
| WashCo | 307 | 0% | 0 | 0 | 0 | | | | | 16 |
| Tigard | 308 | 3% | 0 | 0 | 5 | 5 | | 5 | | 179 |
| Tigard | 309 | 0% | 0 | 0 | 0 | | | | | 30 |
| Tigard | 310 | 0% | 0 | 0 | 0 | | | | | 72 |
| Tigard | 311 | 0% | 0 | 0 | 0 | | | | | 105 |
| Tigard | 312 | 0% | 0 | 0 | 0 | | | | | 109 |
| Tigard | 313 | 0% | 0 | 0 | 0 | | | | | 70 |
| Tigard | 314 | 0% | 0 | 0 | 0 | | | | | 176 |
| Tigard | 315 | 0% | 0 | 0 | 0 | | | | | 227 |
| Tigard | 316 | 0% | 0 | 0 | 0 | | | | | -3 |
| Tigard | 317 | 0% | 0 | 0 | 0 | | | | | 58 |
| Tigard | 318 | 0% | 0 | 0 | 0 | | | | | 442 |
| Tigard | 319 | 0% | 0 | 0 | 0 | | | | | 20 |
| Tigard | 320 | 0% | 0 | 0 | 0 | | | | | 25 |
| Tigard | 321 | 0% | 0 | 0 | 0 | | | | | 101 |
| Tigard | 322 | 0% | 0 | 0 | 0 | | | | | 488 |
| Lake Oswego | 323 | 0% | 0 | 0 | 0 | | | | | 712 |
| Lake Oswego | 324 | 0% | 0 | 0 | 0 | | | | | 85 |
| Lake Oswego | 325 | 0% | 0 | 0 | 0 | | | | | 57 |
| Lake Oswego | 326 | 0% | 0 | 0 | 0 | | | | | 51 |
| Lake Oswego | 327 | 0% | 0 | 0 | 0 | | | | | 410 |
| Lake Oswego | 328 | 0% | 0 | 0 | 0 | | | | | 34 |
| Lake Oswego | 329 | 0% | 0 | 0 | 0 | | | | | 86 |
| Lake Oswego | 330 | 0% | 0 | 0 | 0 | | | | | 83 |
| ClackCo | 331 | 0% | 0 | 0 | 0 | | | | | 71 |
| Tigard | 332 | 0% | 0 | 0 | 0 | | | | | 63 |
| Tigard | 333 | 0% | 0 | 0 | 0 | | | | | 298 |
| Tigard | 334 | 0% | 0 | 0 | 0 | | | | | 322 |
| Tigard | 335 | 0% | 0 | 0 | 0 | | | | | 267 |
| Tigard | 336 | 0% | 0 | 0 | 0 | | | | | 150 |
| Tigard | 337 | 0% | 0 | 0 | 0 | | | | | 225 |
| Tigard | 338 | 0% | 0 | 0 | 0 | | | | | 507 |
| Tigard | 339 | 0% | 0 | 0 | 0 | | | | | 433 |
| Beaverton | 340 | 0% | 0 | 0 | 0 | | | | | 1,010 |
| Tigard | 341 | 0% | 0 | 0 | 0 | | | | | 873 |
| WashCo | 342 | 0% | 0 | 0 | 0 | | | | | 528 |
| TIER 1 | 343 | 0% | 0 | 0 | 0 | | | | | 422 |
| King City | 344 | 0% | 0 | 0 | 0 | | | | | 353 |
| Tigard | 345 | 0% | 0 | 0 | 0 | | | | | 220 |
| Tualatin | 346 | 0% | 0 | 0 | 0 | | | | | 420 |
| Tualatin | 347 | 0% | 0 | 0 | 0 | | | | | 17 |
| Durham | 348 | 0% | 0 | 0 | 0 | | | | | 184 |
| Tualatin | 349 | 0% | 0 | 0 | 0 | | | | | 113 |
| Tualatin | 350 | 0% | 0 | 0 | 0 | | | | | 16 |

| Jurisdiction | RTZ1260 | % City | Residential Capacity | | City % New HH | Zoning | | Comp Plan | | From Metro New HH |
|--------------|---------|--------|----------------------|-----------|------------------|--------|-------|-----------|-------|----------------------|
| | | | Zoning | Comp Plan | | Over | Under | Over | Under | |
| Lake Oswego | 351 | 0% | 0 | 0 | 0 | | | | | 61 |
| Lake Oswego | 352 | 0% | 0 | 0 | 0 | | | | | 16 |
| Lake Oswego | 353 | 0% | 0 | 0 | 0 | | | | | 5 |
| Lake Oswego | 354 | 0% | 0 | 0 | 0 | | | | | 12 |
| Lake Oswego | 355 | 0% | 0 | 0 | 0 | | | | | 969 |
| West Linn | 356 | 0% | 0 | 0 | 0 | | | | | 184 |
| West Linn | 357 | 0% | 0 | 0 | 0 | | | | | 244 |
| ClackCo | 358 | 0% | 0 | 0 | 0 | | | | | 14 |
| TIER 1 | 359 | 0% | 0 | 0 | 0 | | | | | 1,310 |
| RiverGrove | 360 | 0% | 0 | 0 | 0 | | | | | -118 |
| Tualatin | 361 | 0% | 0 | 0 | 0 | | | | | 542 |
| Tualatin | 362 | 0% | 0 | 0 | 0 | | | | | 378 |
| Tualatin | 363 | 0% | 0 | 0 | 0 | | | | | 1,278 |
| Tualatin | 364 | 0% | 0 | 0 | 0 | | | | | -6 |
| Tualatin | 365 | 0% | 0 | 0 | 0 | | | | | -1 |
| Tualatin | 366 | 0% | 0 | 0 | 0 | | | | | 325 |
| WashCo | 367 | 0% | 0 | 0 | 0 | | | | | 8 |
| Sherwood | 368 | 0% | 0 | 0 | 0 | | | | | 1,536 |
| Sherwood | 369 | 0% | 0 | 0 | 0 | | | | | 1,887 |
| Sherwood | 370 | 0% | 0 | 0 | 0 | | | | | 0 |
| Tualatin | 371 | 0% | 0 | 0 | 0 | | | | | 7 |
| Tualatin | 372 | 0% | 0 | 0 | 0 | | | | | 585 |
| Tualatin | 373 | 0% | 0 | 0 | 0 | | | | | 282 |
| WashCo | 374 | 0% | 0 | 0 | 0 | | | | | 1 |
| ClackCo | 375 | 0% | 0 | 0 | 0 | | | | | -7 |
| ClackCo | 376 | 0% | 0 | 0 | 0 | | | | | 10 |
| West Linn | 377 | 0% | 0 | 0 | 0 | | | | | 236 |
| West Linn | 378 | 0% | 0 | 0 | 0 | | | | | 168 |
| West Linn | 379 | 0% | 0 | 0 | 0 | | | | | 101 |
| West Linn | 380 | 0% | 0 | 0 | 0 | | | | | 195 |
| West Linn | 381 | 0% | 0 | 0 | 0 | | | | | 907 |
| West Linn | 382 | 0% | 0 | 0 | 0 | | | | | 345 |
| ClackCo | 383 | 0% | 0 | 0 | 0 | | | | | 757 |
| TIER 1 | 384 | 0% | 0 | 0 | 0 | | | | | 699 |
| TIER 1 | 385 | 0% | 0 | 0 | 0 | | | | | 477 |
| TIER 1 | 386 | 0% | 0 | 0 | 0 | | | | | 574 |
| Wilsonville | 387 | 0% | 0 | 0 | 0 | | | | | 904 |
| Wilsonville | 388 | 0% | 0 | 0 | 0 | | | | | 815 |
| Wilsonville | 389 | 0% | 0 | 0 | 0 | | | | | 6 |
| Wilsonville | 390 | 0% | 0 | 0 | 0 | | | | | 7 |
| Wilsonville | 391 | 0% | 0 | 0 | 0 | | | | | -2 |
| TIER 1 | 392 | 0% | 0 | 0 | 0 | | | | | 50 |
| WashCo | 393 | 0% | 0 | 0 | 0 | | | | | 1,717 |
| WashCo | 394 | 0% | 0 | 0 | 0 | | | | | 542 |
| WashCo | 395 | 0% | 0 | 0 | 0 | | | | | 609 |
| Sherwood | 396 | 0% | 0 | 0 | 0 | | | | | 1,368 |
| Sherwood | 397 | 0% | 0 | 0 | 0 | | | | | 787 |
| TIER 1 | 398 | 0% | 0 | 0 | 0 | | | | | 862 |
| TIER 1 | 399 | 0% | 0 | 0 | 0 | | | | | 1,052 |
| TIER 1 | 400 | 0% | 0 | 0 | 0 | | | | | 1,837 |
| TIER 1 | 401 | 0% | 0 | 0 | 0 | | | | | 275 |
| WashCo | 402 | 0% | 0 | 0 | 0 | | | | | 185 |
| WashCo | 403 | 0% | 0 | 0 | 0 | | | | | 415 |
| Gladstone | 404 | 0% | 0 | 0 | 0 | | | | | 28 |
| Milwaukie | 405 | 0% | 0 | 0 | 0 | | | | | 12 |
| Milwaukie | 406 | 0% | 0 | 0 | 0 | | | | | 101 |
| Milwaukie | 407 | 0% | 0 | 0 | 0 | | | | | 401 |
| Milwaukie | 408 | 0% | 0 | 0 | 0 | | | | | 716 |
| Milwaukie | 409 | 0% | 0 | 0 | 0 | | | | | 40 |
| Milwaukie | 410 | 0% | 0 | 0 | 0 | | | | | 47 |
| Milwaukie | 411 | 0% | 0 | 0 | 0 | | | | | 25 |
| Milwaukie | 412 | 0% | 0 | 0 | 0 | | | | | 15 |
| Milwaukie | 413 | 0% | 0 | 0 | 0 | | | | | 798 |
| Milwaukie | 414 | 0% | 0 | 0 | 0 | | | | | 1 |
| Milwaukie | 415 | 11% | 4 | 4 | -2 | | 6 | | 6 | -14 |
| Milwaukie | 416 | 0% | 0 | 0 | 0 | | | | | 16 |
| Milwaukie | 417 | 0% | 0 | 0 | 0 | | | | | -3 |
| ClackCo | 418 | 0% | 1 | 1 | 0 | | 1 | | 1 | 59 |
| ClackCo | 419 | 0% | 0 | 0 | 0 | | | | | 19 |
| ClackCo | 420 | 0% | 0 | 0 | 0 | | | | | 6 |

| Jurisdiction | RTZ1260 | % City | Residential Capacity | | City % New HH | Zoning | | Comp Plan | | From Metro New HH |
|--------------|---------|--------|----------------------|-----------|------------------|--------|-------|-----------|-------|----------------------|
| | | | Zoning | Comp Plan | | Over | Under | Over | Under | |
| ClackCo | 421 | 0% | 0 | 0 | 0 | | | | | 43 |
| Milwaukie | 422 | 0% | 0 | 0 | 0 | | | | | 146 |
| Milwaukie | 423 | 0% | 0 | 0 | 0 | | | | | 122 |
| Milwaukie | 424 | 0% | 0 | 0 | 0 | | | | | 62 |
| Milwaukie | 425 | 0% | 0 | 0 | 0 | | | | | 112 |
| Gladstone | 426 | 0% | 0 | 0 | 0 | | | | | 57 |
| Gladstone | 427 | 0% | 0 | 0 | 0 | | | | | 27 |
| ClackCo | 428 | 0% | 0 | 0 | 0 | | | | | 89 |
| ClackCo | 429 | 0% | 0 | 0 | 0 | | | | | 24 |
| ClackCo | 430 | 0% | 0 | 0 | 0 | | | | | 71 |
| ClackCo | 431 | 0% | 0 | 0 | 0 | | | | | 8 |
| Milwaukie | 432 | 0% | 0 | 0 | 0 | | | | | 15 |
| ClackCo | 433 | 0% | 0 | 0 | 0 | | | | | 83 |
| ClackCo | 434 | 0% | 0 | 0 | 0 | | | | | 0 |
| ClackCo | 435 | 0% | 0 | 0 | 0 | | | | | 472 |
| ClackCo | 436 | 0% | 0 | 0 | 0 | | | | | 138 |
| ClackCo | 437 | 0% | 0 | 0 | 0 | | | | | 256 |
| ClackCo | 438 | 0% | 0 | 0 | 0 | | | | | 100 |
| ClackCo | 439 | 0% | 0 | 0 | 0 | | | | | 129 |
| ClackCo | 440 | 0% | 0 | 0 | 0 | | | | | 31 |
| ClackCo | 441 | 0% | 0 | 0 | 0 | | | | | 189 |
| ClackCo | 442 | 0% | 0 | 0 | 0 | | | | | 281 |
| ClackCo | 443 | 0% | 0 | 0 | 0 | | | | | 215 |
| ClackCo | 444 | 0% | 0 | 0 | 0 | | | | | 206 |
| ClackCo | 445 | 0% | 0 | 0 | 0 | | | | | 96 |
| ClackCo | 446 | 0% | 0 | 0 | 0 | | | | | 22 |
| ClackCo | 447 | 0% | 0 | 0 | 0 | | | | | 292 |
| ClackCo | 448 | 0% | 0 | 0 | 0 | | | | | 177 |
| ClackCo | 449 | 0% | 0 | 0 | 0 | | | | | 12 |
| ClackCo | 450 | 0% | 0 | 0 | 0 | | | | | 27 |
| ClackCo | 451 | 0% | 0 | 0 | 0 | | | | | 45 |
| ClackCo | 452 | 0% | 0 | 0 | 0 | | | | | 51 |
| ClackCo | 453 | 0% | 0 | 0 | 0 | | | | | 100 |
| ClackCo | 454 | 0% | 0 | 0 | 0 | | | | | 32 |
| ClackCo | 455 | 0% | 0 | 0 | 0 | | | | | 5 |
| Gladstone | 456 | 0% | 0 | 0 | 0 | | | | | 12 |
| Gladstone | 457 | 0% | 0 | 0 | 0 | | | | | 6 |
| ClackCo | 458 | 0% | 0 | 0 | 0 | | | | | 189 |
| Johnson City | 459 | 0% | 0 | 0 | 0 | | | | | 143 |
| Gladstone | 460 | 0% | 0 | 0 | 0 | | | | | 158 |
| ClackCo | 461 | 0% | 0 | 0 | 0 | | | | | 113 |
| ClackCo | 462 | 0% | 0 | 0 | 0 | | | | | 95 |
| ClackCo | 463 | 0% | 0 | 0 | 0 | | | | | 110 |
| ClackCo | 464 | 0% | 0 | 0 | 0 | | | | | 7 |
| Happy Valley | 465 | 0% | 0 | 0 | 0 | | | | | 342 |
| Happy Valley | 466 | 0% | 0 | 0 | 0 | | | | | 302 |
| Happy Valley | 467 | 0% | 0 | 0 | 0 | | | | | 245 |
| Portland | 468 | 50% | 143 | 143 | 164 | 21 | | 21 | | 328 |
| Happy Valley | 469 | 0% | 0 | 0 | 0 | | | | | 331 |
| Happy Valley | 470 | 12% | 156 | 156 | 126 | | 31 | | 31 | 1,049 |
| Happy Valley | 471 | 0% | 0 | 0 | 0 | | | | | 311 |
| ClackCo | 472 | 0% | 0 | 0 | 0 | | | | | 300 |
| ClackCo | 473 | 0% | 0 | 0 | 0 | | | | | 269 |
| TIER 1 | 474 | 0% | 0 | 0 | 0 | | | | | 1,069 |
| TIER 1 | 475 | 0% | 0 | 0 | 0 | | | | | 684 |
| Portland | 476 | 6% | 223 | 223 | 9 | | 214 | | 214 | 145 |
| TIER 1 | 477 | 0% | 0 | 0 | 0 | | | | | 895 |
| ClackCo | 478 | 0% | 0 | 0 | 0 | | | | | 768 |
| ClackCo | 479 | 0% | 0 | 0 | 0 | | | | | 1,091 |
| TIER 1 | 480 | 0% | 0 | 0 | 0 | | | | | 1,171 |
| TIER 1 | 481 | 0% | 0 | 0 | 0 | | | | | 1,680 |
| TIER 1 | 482 | 0% | 0 | 0 | 0 | | | | | 2,790 |
| ClackCo | 483 | 0% | 0 | 0 | 0 | | | | | 227 |
| ClackCo | 484 | 0% | 0 | 0 | 0 | | | | | 41 |
| ClackCo | 485 | 0% | 0 | 0 | 0 | | | | | 200 |
| ClackCo | 486 | 0% | 0 | 0 | 0 | | | | | 153 |
| ClackCo | 487 | 0% | 0 | 0 | 0 | | | | | 0 |
| ClackCo | 488 | 0% | 0 | 0 | 0 | | | | | -2 |
| ClackCo | 489 | 0% | 0 | 0 | 0 | | | | | 67 |
| ClackCo | 490 | 0% | 0 | 0 | 0 | | | | | -1 |

| Jurisdiction | RTZ1260 | % City | Residential Capacity | | City % New HH | Zoning | | Comp Plan | | From Metro New HH |
|--------------|---------|--------|----------------------|-----------|------------------|--------|-------|-----------|-------|----------------------|
| | | | Zoning | Comp Plan | | Over | Under | Over | Under | |
| ClackCo | 491 | 0% | 0 | 0 | 0 | | | | | -1 |
| Gladstone | 492 | 0% | 0 | 0 | 0 | | | | | 6 |
| Gladstone | 493 | 0% | 0 | 0 | 0 | | | | | -11 |
| Gladstone | 494 | 0% | 0 | 0 | 0 | | | | | 177 |
| Gladstone | 495 | 0% | 0 | 0 | 0 | | | | | 21 |
| ClackCo | 496 | 0% | 0 | 0 | 0 | | | | | 21 |
| ClackCo | 497 | 0% | 0 | 0 | 0 | | | | | -5 |
| ClackCo | 498 | 0% | 0 | 0 | 0 | | | | | 3 |
| Oregon City | 499 | 0% | 0 | 0 | 0 | | | | | 62 |
| Oregon City | 500 | 0% | 0 | 0 | 0 | | | | | 101 |
| Oregon City | 501 | 0% | 0 | 0 | 0 | | | | | 267 |
| ClackCo | 502 | 0% | 0 | 0 | 0 | | | | | 951 |
| ClackCo | 503 | 0% | 0 | 0 | 0 | | | | | -8 |
| ClackCo | 504 | 0% | 0 | 0 | 0 | | | | | 118 |
| Oregon City | 505 | 0% | 0 | 0 | 0 | | | | | 1,501 |
| ClackCo | 506 | 0% | 0 | 0 | 0 | | | | | 49 |
| ClackCo | 507 | 0% | 0 | 0 | 0 | | | | | 2,454 |
| Oregon City | 508 | 0% | 0 | 0 | 0 | | | | | 96 |
| Oregon City | 509 | 0% | 0 | 0 | 0 | | | | | 114 |
| Oregon City | 510 | 0% | 0 | 0 | 0 | | | | | 66 |
| Oregon City | 511 | 0% | 0 | 0 | 0 | | | | | 25 |
| Oregon City | 512 | 0% | 0 | 0 | 0 | | | | | 665 |
| Oregon City | 513 | 0% | 0 | 0 | 0 | | | | | 1,283 |
| Oregon City | 514 | 0% | 0 | 0 | 0 | | | | | 131 |
| Oregon City | 515 | 0% | 0 | 0 | 0 | | | | | 173 |
| Oregon City | 516 | 0% | 0 | 0 | 0 | | | | | 303 |
| Oregon City | 517 | 0% | 0 | 0 | 0 | | | | | 297 |
| Oregon City | 518 | 0% | 0 | 0 | 0 | | | | | 930 |
| ClackCo | 519 | 0% | 0 | 0 | 0 | | | | | 291 |
| Wilsonville | 520 | 0% | 0 | 0 | 0 | | | | | 21 |
| Canby | 521 | 0% | 0 | 0 | 0 | | | | | 3,650 |
| ClackCo | 522 | 0% | 0 | 0 | 0 | | | | | 91 |
| Oregon City | 523 | 0% | 0 | 0 | 0 | | | | | 1,990 |
| ClackCo | 524 | 0% | 0 | 0 | 0 | | | | | 1,363 |
| ClackCo | 525 | 0% | 0 | 0 | 0 | | | | | 98 |
| Oregon City | 526 | 0% | 0 | 0 | 0 | | | | | 1,539 |
| ClackCo | 527 | 0% | 0 | 0 | 0 | | | | | 1,577 |
| ClackCo | 528 | 0% | 0 | 0 | 0 | | | | | 599 |
| ClackCo | 529 | 0% | 0 | 0 | 0 | | | | | 190 |
| ClackCo | 530 | 0% | 0 | 0 | 0 | | | | | 204 |
| ClackCo | 531 | 0% | 0 | 0 | 0 | | | | | 151 |
| ClackCo | 532 | 0% | 0 | 0 | 0 | | | | | 9 |
| ClackCo | 533 | 0% | 0 | 0 | 0 | | | | | 213 |
| ClackCo | 534 | 0% | 0 | 0 | 0 | | | | | 86 |
| Mollala | 535 | 0% | 0 | 0 | 0 | | | | | 2,623 |
| ClackCo | 536 | 0% | 0 | 0 | 0 | | | | | 211 |
| ClackCo | 537 | 0% | 0 | 0 | 0 | | | | | 1,341 |
| ClackCo | 538 | 0% | 0 | 0 | 0 | | | | | 497 |
| ClackCo | 539 | 0% | 0 | 0 | 0 | | | | | 10,149 |
| ClackCo | 540 | 0% | 0 | 0 | 0 | | | | | 103 |
| ClackCo | 541 | 0% | 0 | 0 | 0 | | | | | 59 |
| ClackCo | 542 | 0% | 0 | 0 | 0 | | | | | 234 |
| ClackCo | 543 | 0% | 0 | 0 | 0 | | | | | 6,306 |
| ClackCo | 544 | 0% | 0 | 0 | 0 | | | | | 36 |
| ClackCo | 545 | 0% | 0 | 0 | 0 | | | | | 60 |
| ClackCo | 546 | 0% | 0 | 0 | 0 | | | | | 715 |
| ClackCo | 547 | 0% | 0 | 0 | 0 | | | | | 757 |
| ClackCo | 548 | 0% | 0 | 0 | 0 | | | | | 127 |
| ClackCo | 549 | 0% | 0 | 0 | 0 | | | | | 32 |
| ClackCo | 550 | 0% | 0 | 0 | 0 | | | | | 265 |
| ClackCo | 551 | 0% | 0 | 0 | 0 | | | | | 319 |
| ClackCo | 552 | 0% | 0 | 0 | 0 | | | | | 151 |
| Sandy | 553 | 0% | 0 | 0 | 0 | | | | | 3,853 |
| ClackCo | 554 | 0% | 0 | 0 | 0 | | | | | 107 |
| Milwaukie | 555 | 13% | 0 | 0 | 10 | 10 | | 10 | | 73 |
| Milwaukie | 556 | 4% | 0 | 0 | 1 | 1 | | 1 | | 25 |
| Milwaukie | 557 | 0% | 1 | 1 | 0 | | 1 | | 1 | 11 |
| Portland | 558 | 100% | 221 | 226 | 174 | | 48 | | 52 | 174 |
| Portland | 559 | 100% | 297 | 307 | 213 | | 84 | | 94 | 213 |
| Portland | 560 | 88% | 1,878 | 1,892 | 1,966 | 88 | | 75 | | 2,234 |

| Jurisdiction | RTZ1260 | % City | Residential Capacity | | City % New HH | Zoning | | Comp Plan | | From Metro New HH |
|--------------|---------|--------|----------------------|-----------|------------------|--------|-------|-----------|-------|----------------------|
| | | | Zoning | Comp Plan | | Over | Under | Over | Under | |
| Portland | 561 | 100% | 648 | 648 | 458 | | 190 | | 190 | 458 |
| Portland | 562 | 100% | 187 | 188 | 159 | | 28 | | 29 | 159 |
| Portland | 563 | 100% | 255 | 258 | 261 | 6 | | 3 | | 261 |
| Portland | 564 | 89% | 627 | 678 | 569 | | 58 | | 109 | 640 |
| TIER 1 | 565 | 20% | 355 | 355 | 522 | 167 | | 166 | | 2,610 |
| Portland | 566 | 100% | 171 | 183 | 161 | | 10 | | 22 | 161 |
| Portland | 567 | 100% | 42 | 68 | 40 | | 2 | | 28 | 40 |
| Portland | 568 | 100% | 56 | 84 | 58 | 1 | | | 27 | 58 |
| Portland | 569 | 100% | 48 | 54 | 93 | 45 | | 38 | | 93 |
| Portland | 570 | 100% | 19 | 20 | 58 | 39 | | 38 | | 58 |
| Portland | 571 | 100% | 87 | 91 | 99 | 12 | | 8 | | 99 |
| Portland | 572 | 81% | 153 | 221 | 127 | | 25 | | 93 | 157 |
| Gresham | 573 | 34% | 268 | 268 | 105 | | 163 | | 164 | 308 |
| Portland | 574 | 100% | 120 | 157 | 77 | | 43 | | 80 | 77 |
| Portland | 575 | 100% | 77 | 87 | 25 | | 53 | | 62 | 25 |
| Portland | 576 | 100% | 509 | 517 | 195 | | 314 | | 322 | 195 |
| Portland | 577 | 100% | 6 | 10 | 4 | | 2 | | 6 | 4 |
| Portland | 578 | 83% | 0 | 0 | 8 | 7 | | 7 | | 9 |
| Gresham | 579 | 0% | 0 | 0 | 0 | | | | | 226 |
| TIER 1 | 580 | 24% | 154 | 154 | 186 | 32 | | 32 | | 774 |
| Gresham | 581 | 0% | 0 | 0 | 0 | | | | | 411 |
| TIER 1 | 582 | 0% | 0 | 0 | 0 | | | | | 2,932 |
| Gresham | 583 | 0% | 0 | 0 | 0 | | | | | 185 |
| Gresham | 584 | 0% | 0 | 0 | 0 | | | | | 234 |
| Gresham | 585 | 0% | 0 | 0 | 0 | | | | | 107 |
| Gresham | 586 | 0% | 0 | 0 | 0 | | | | | 62 |
| Portland | 587 | 72% | 11 | 13 | 10 | | 1 | | 4 | 13 |
| Gresham | 588 | 69% | 118 | 127 | 43 | | 75 | | 84 | 63 |
| Gresham | 589 | 0% | 0 | 0 | 0 | | | | | 78 |
| Gresham | 590 | 0% | 0 | 0 | 0 | | | | | 62 |
| Gresham | 591 | 54% | 1 | 1 | -1 | | 3 | | 3 | -2 |
| Gresham | 592 | 0% | 0 | 0 | 0 | | | | | 8 |
| Gresham | 593 | 42% | 44 | 89 | 19 | | 25 | | 70 | 46 |
| Gresham | 594 | 0% | 0 | 0 | 0 | | | | | 99 |
| Gresham | 595 | 0% | 0 | 0 | 0 | | | | | 151 |
| Gresham | 596 | 0% | 0 | 0 | 0 | | | | | 264 |
| Gresham | 597 | 0% | 0 | 0 | 0 | | | | | 41 |
| Gresham | 598 | 0% | 0 | 0 | 0 | | | | | 29 |
| Gresham | 599 | 0% | 0 | 0 | 0 | | | | | -6 |
| Gresham | 600 | 0% | 0 | 0 | 0 | | | | | 123 |
| Gresham | 601 | 0% | 0 | 0 | 0 | | | | | 63 |
| Gresham | 602 | 0% | 0 | 0 | 0 | | | | | 155 |
| Gresham | 603 | 0% | 0 | 0 | 0 | | | | | 196 |
| Gresham | 604 | 0% | 0 | 0 | 0 | | | | | 35 |
| Gresham | 605 | 0% | 0 | 0 | 0 | | | | | 218 |
| Portland | 606 | 100% | 55 | 56 | 60 | 5 | | 4 | | 60 |
| Portland | 607 | 100% | 340 | 336 | 318 | | 22 | | 18 | 318 |
| Portland | 608 | 100% | 91 | 88 | 67 | | 24 | | 21 | 67 |
| Portland | 609 | 100% | 5 | 5 | -9 | | 14 | | 14 | -9 |
| Portland | 610 | 100% | 12 | 12 | 30 | 18 | | 18 | | 30 |
| Portland | 611 | 100% | 59 | 87 | 77 | 17 | | | 10 | 77 |
| Portland | 612 | 100% | 7 | 7 | 44 | 37 | | 37 | | 44 |
| Portland | 613 | 100% | 22 | 22 | 26 | 4 | | 4 | | 26 |
| Portland | 614 | 100% | 8 | 8 | -1 | | 8 | | 8 | -1 |
| Portland | 615 | 100% | 3 | 3 | -8 | | 11 | | 11 | -8 |
| Portland | 616 | 100% | 33 | 33 | -2 | | 34 | | 34 | -2 |
| Portland | 617 | 100% | 94 | 98 | 40 | | 54 | | 58 | 40 |
| Portland | 618 | 100% | 569 | 572 | 492 | | 77 | | 80 | 492 |
| Portland | 619 | 100% | 248 | 248 | 187 | | 61 | | 61 | 187 |
| Portland | 620 | 100% | 28 | 28 | 78 | 49 | | 49 | | 78 |
| Gresham | 621 | 42% | 85 | 85 | 59 | | 26 | | 26 | 140 |
| Portland | 622 | 82% | 296 | 312 | 231 | | 65 | | 81 | 281 |
| Portland | 623 | 100% | 0 | 0 | 1 | 1 | | 1 | | 1 |
| Portland | 624 | 32% | 1 | 1 | 113 | 112 | | 112 | | 353 |
| Gresham | 625 | 13% | 0 | 0 | 2 | 2 | | 2 | | 16 |
| Gresham | 626 | 0% | 0 | 0 | 0 | | | | | 97 |
| Gresham | 627 | 0% | 0 | 0 | 0 | | | | | 137 |
| Gresham | 628 | 0% | 0 | 0 | 0 | | | | | 49 |
| Gresham | 629 | 0% | 0 | 0 | 0 | | | | | 39 |
| Gresham | 630 | 0% | 0 | 0 | 0 | | | | | 1 |

| Jurisdiction | RTZ1260 | % City | Residential Capacity | | City % New HH | Zoning | | Comp Plan | | From Metro New HH |
|--------------|---------|--------|----------------------|-----------|------------------|--------|-------|-----------|-------|----------------------|
| | | | Zoning | Comp Plan | | Over | Under | Over | Under | |
| Gresham | 631 | 0% | 0 | 0 | 0 | | | | | 322 |
| Gresham | 632 | 0% | 0 | 0 | 0 | | | | | 270 |
| Fairview | 633 | 0% | 0 | 0 | 0 | | | | | 748 |
| Fairview | 634 | 0% | 0 | 0 | 0 | | | | | 567 |
| Gresham | 635 | 0% | 0 | 0 | 0 | | | | | 136 |
| Fairview | 636 | 0% | 0 | 0 | 0 | | | | | 242 |
| Fairview | 637 | 0% | 0 | 0 | 0 | | | | | 236 |
| Gresham | 638 | 0% | 0 | 0 | 0 | | | | | 25 |
| Gresham | 639 | 0% | 0 | 0 | 0 | | | | | 147 |
| Gresham | 640 | 0% | 0 | 0 | 0 | | | | | 102 |
| Gresham | 641 | 0% | 0 | 0 | 0 | | | | | 8 |
| Gresham | 642 | 0% | 0 | 0 | 0 | | | | | 428 |
| Gresham | 643 | 0% | 0 | 0 | 0 | | | | | 381 |
| Gresham | 644 | 0% | 0 | 0 | 0 | | | | | -3 |
| Gresham | 645 | 0% | 0 | 0 | 0 | | | | | 107 |
| Gresham | 646 | 0% | 0 | 0 | 0 | | | | | -2 |
| Fairview | 647 | 0% | 0 | 0 | 0 | | | | | 550 |
| Wood Village | 648 | 0% | 0 | 0 | 0 | | | | | 5 |
| Gresham | 649 | 0% | 0 | 0 | 0 | | | | | 39 |
| Gresham | 650 | 0% | 0 | 0 | 0 | | | | | -1 |
| Gresham | 651 | 0% | 0 | 0 | 0 | | | | | 305 |
| Gresham | 652 | 0% | 0 | 0 | 0 | | | | | 129 |
| Gresham | 653 | 0% | 0 | 0 | 0 | | | | | 135 |
| Gresham | 654 | 0% | 0 | 0 | 0 | | | | | 97 |
| Gresham | 655 | 0% | 0 | 0 | 0 | | | | | 207 |
| Gresham | 656 | 0% | 0 | 0 | 0 | | | | | 86 |
| Gresham | 657 | 0% | 0 | 0 | 0 | | | | | 238 |
| Gresham | 658 | 0% | 0 | 0 | 0 | | | | | 186 |
| Gresham | 659 | 0% | 0 | 0 | 0 | | | | | 39 |
| Gresham | 660 | 0% | 0 | 0 | 0 | | | | | 58 |
| Gresham | 661 | 0% | 0 | 0 | 0 | | | | | 45 |
| Gresham | 662 | 0% | 0 | 0 | 0 | | | | | 530 |
| Gresham | 663 | 0% | 0 | 0 | 0 | | | | | 443 |
| Gresham | 664 | 0% | 0 | 0 | 0 | | | | | 54 |
| Gresham | 665 | 0% | 0 | 0 | 0 | | | | | 74 |
| Gresham | 666 | 0% | 0 | 0 | 0 | | | | | 98 |
| Gresham | 667 | 0% | 0 | 0 | 0 | | | | | 104 |
| Gresham | 668 | 0% | 0 | 0 | 0 | | | | | 106 |
| Gresham | 669 | 0% | 0 | 0 | 0 | | | | | 158 |
| Gresham | 670 | 0% | 0 | 0 | 0 | | | | | 2 |
| Gresham | 671 | 0% | 0 | 0 | 0 | | | | | 5 |
| Gresham | 672 | 0% | 0 | 0 | 0 | | | | | 17 |
| Gresham | 673 | 0% | 0 | 0 | 0 | | | | | 216 |
| Gresham | 674 | 0% | 0 | 0 | 0 | | | | | 0 |
| Wood Village | 675 | 0% | 0 | 0 | 0 | | | | | 115 |
| Wood Village | 676 | 0% | 0 | 0 | 0 | | | | | 46 |
| Troutdale | 677 | 0% | 0 | 0 | 0 | | | | | 78 |
| MultCo | 678 | 0% | 0 | 0 | 0 | | | | | 90 |
| Troutdale | 679 | 0% | 0 | 0 | 0 | | | | | 17 |
| Troutdale | 680 | 0% | 0 | 0 | 0 | | | | | 0 |
| Troutdale | 681 | 0% | 0 | 0 | 0 | | | | | 563 |
| Troutdale | 682 | 0% | 0 | 0 | 0 | | | | | 396 |
| Troutdale | 683 | 0% | 0 | 0 | 0 | | | | | 175 |
| Gresham | 684 | 0% | 0 | 0 | 0 | | | | | 114 |
| Gresham | 685 | 0% | 0 | 0 | 0 | | | | | 24 |
| Gresham | 686 | 0% | 0 | 0 | 0 | | | | | 94 |
| Gresham | 687 | 0% | 0 | 0 | 0 | | | | | 49 |
| Gresham | 688 | 0% | 0 | 0 | 0 | | | | | 169 |
| Gresham | 689 | 0% | 0 | 0 | 0 | | | | | 204 |
| Gresham | 690 | 0% | 0 | 0 | 0 | | | | | 112 |
| Gresham | 691 | 0% | 0 | 0 | 0 | | | | | 457 |
| Gresham | 692 | 0% | 0 | 0 | 0 | | | | | 231 |
| Gresham | 693 | 0% | 0 | 0 | 0 | | | | | 104 |
| Gresham | 694 | 0% | 0 | 0 | 0 | | | | | 223 |
| Gresham | 695 | 0% | 0 | 0 | 0 | | | | | 68 |
| Gresham | 696 | 0% | 0 | 0 | 0 | | | | | 3 |
| Troutdale | 697 | 0% | 0 | 0 | 0 | | | | | 85 |
| Troutdale | 698 | 0% | 0 | 0 | 0 | | | | | 241 |
| Troutdale | 699 | 0% | 0 | 0 | 0 | | | | | -8 |
| Troutdale | 700 | 0% | 0 | 0 | 0 | | | | | 203 |

| Jurisdiction | RTZ1260 | % City | Residential Capacity | | City % New HH | Zoning | | Comp Plan | | From Metro New HH |
|--------------|---------|--------|----------------------|-----------|------------------|--------|-------|-----------|-------|----------------------|
| | | | Zoning | Comp Plan | | Over | Under | Over | Under | |
| Troutdale | 701 | 0% | 0 | 0 | 0 | | | | | 157 |
| Troutdale | 702 | 0% | 0 | 0 | 0 | | | | | 304 |
| Troutdale | 703 | 0% | 0 | 0 | 0 | | | | | 59 |
| Troutdale | 704 | 0% | 0 | 0 | 0 | | | | | 260 |
| MultCo | 705 | 0% | 0 | 0 | 0 | | | | | 203 |
| Gresham | 706 | 0% | 0 | 0 | 0 | | | | | 255 |
| MultCo | 707 | 0% | 0 | 0 | 0 | | | | | -16 |
| MultCo | 708 | 0% | 0 | 0 | 0 | | | | | -4 |
| Gresham | 709 | 0% | 0 | 0 | 0 | | | | | 74 |
| Portland | 710 | 70% | 444 | 2,117 | 236 | | 208 | | 1,881 | 337 |
| Portland | 711 | 100% | 184 | 184 | 249 | 65 | | 65 | | 249 |
| Portland | 712 | 100% | 300 | 300 | 374 | 75 | | 75 | | 374 |
| Gresham | 713 | 0% | 0 | 0 | 0 | | | | | 103 |
| Portland | 714 | 100% | 544 | 551 | 371 | | 173 | | 180 | 371 |
| Portland | 715 | 100% | 125 | 108 | 116 | | 9 | 8 | | 116 |
| Portland | 716 | 100% | 8 | 7 | -21 | | 29 | | 28 | -21 |
| Portland | 717 | 100% | 42 | 77 | 282 | 239 | | 205 | | 282 |
| Portland | 718 | 100% | 137 | 192 | 72 | | 65 | | 120 | 72 |
| Portland | 719 | 100% | 4 | 71 | 10 | 6 | | | 61 | 10 |
| Portland | 720 | 100% | 45 | 48 | -6 | | 51 | | 53 | -6 |
| Portland | 721 | 100% | 15 | 38 | 71 | 56 | | 32 | | 71 |
| Portland | 722 | 100% | 39 | 39 | 140 | 102 | | 102 | | 140 |
| Maywood Par | 723 | 53% | 89 | 91 | -1 | | 90 | | 92 | -2 |
| Portland | 724 | 100% | 36 | 37 | -4 | | 41 | | 41 | -4 |
| Portland | 725 | 100% | 174 | 172 | 105 | | 70 | | 67 | 105 |
| Portland | 726 | 100% | 366 | 368 | 199 | | 168 | | 169 | 199 |
| Portland | 727 | 100% | 455 | 657 | 381 | | 73 | | 276 | 381 |
| Portland | 728 | 100% | 256 | 366 | 1,136 | 879 | | 770 | | 1,136 |
| Portland | 729 | 100% | 7 | 7 | 18 | 11 | | 11 | | 18 |
| Portland | 730 | 100% | 100 | 100 | 132 | 32 | | 32 | | 132 |
| Portland | 731 | 100% | 324 | 324 | 119 | | 205 | | 205 | 119 |
| Portland | 732 | 100% | 93 | 99 | 9 | | 84 | | 90 | 9 |
| Portland | 733 | 100% | 27 | 27 | -10 | | 37 | | 37 | -10 |
| Portland | 734 | 100% | 114 | 1,327 | 47 | | 67 | | 1,280 | 47 |
| Portland | 735 | 100% | 340 | 344 | 64 | | 276 | | 280 | 64 |
| Portland | 736 | 100% | 726 | 728 | 141 | | 585 | | 587 | 141 |
| Portland | 737 | 100% | 329 | 334 | 108 | | 220 | | 226 | 108 |
| Portland | 738 | 100% | 314 | 326 | 101 | | 213 | | 225 | 101 |
| Portland | 739 | 100% | 259 | 271 | 181 | | 79 | | 91 | 181 |
| Portland | 740 | 100% | 92 | 92 | 119 | 27 | | 28 | | 119 |
| Portland | 741 | 100% | 36 | 36 | 9 | | 27 | | 27 | 9 |
| Portland | 742 | 100% | 198 | 215 | 163 | | 35 | | 52 | 163 |
| Portland | 743 | 100% | 190 | 205 | 83 | | 107 | | 123 | 83 |
| Portland | 744 | 100% | 89 | 121 | 84 | | 4 | | 36 | 84 |
| Portland | 745 | 100% | 229 | 233 | 117 | | 112 | | 116 | 117 |
| Portland | 746 | 100% | 22 | 24 | 76 | 54 | | 52 | | 76 |
| Portland | 747 | 100% | 60 | 63 | -9 | | 69 | | 72 | -9 |
| Portland | 748 | 100% | 17 | 17 | 5 | | 12 | | 12 | 5 |
| Portland | 749 | 100% | 134 | 133 | 50 | | 85 | | 84 | 50 |
| Portland | 750 | 100% | 188 | 184 | 157 | | 31 | | 27 | 157 |
| Portland | 751 | 100% | 3 | 3 | -1 | | 4 | | 4 | -1 |
| Portland | 752 | 100% | 3 | 3 | -5 | | 8 | | 8 | -5 |
| Portland | 753 | 100% | 4 | 4 | 5 | 2 | | 2 | | 5 |
| Portland | 754 | 100% | 1 | 1 | -7 | | 8 | | 8 | -7 |
| Portland | 755 | 100% | 99 | 130 | 154 | 55 | | 24 | | 154 |
| Portland | 756 | 100% | 156 | 164 | 96 | | 60 | | 68 | 96 |
| Portland | 757 | 100% | 11 | 11 | -4 | | 15 | | 16 | -4 |
| Portland | 758 | 100% | 72 | 72 | 49 | | 23 | | 23 | 49 |
| Portland | 759 | 100% | 116 | 133 | 51 | | 65 | | 83 | 51 |
| Portland | 760 | 100% | 772 | 772 | 229 | | 544 | | 544 | 229 |
| Portland | 761 | 100% | 248 | 248 | 28 | | 220 | | 220 | 28 |
| Gresham | 762 | 29% | 124 | 125 | 6 | | 118 | | 119 | 19 |
| Portland | 763 | 100% | 493 | 524 | 139 | | 354 | | 385 | 139 |
| Portland | 764 | 100% | 524 | 533 | 339 | | 186 | | 194 | 339 |
| Portland | 765 | 100% | 359 | 382 | 85 | | 274 | | 297 | 85 |
| Portland | 766 | 100% | 245 | 269 | 121 | | 124 | | 148 | 121 |
| Portland | 767 | 100% | 39 | 39 | 2 | | 37 | | 37 | 2 |
| Portland | 768 | 100% | 6 | 8 | 5 | | 1 | | 3 | 5 |
| Portland | 769 | 100% | 118 | 134 | -6 | | 124 | | 140 | -6 |
| Portland | 770 | 100% | 140 | 357 | 71 | | 70 | | 286 | 71 |

| Jurisdiction | RTZ1260 | % City | Residential Capacity | | City % New HH | Zoning | | Comp Plan | | From Metro New HH |
|--------------|---------|--------|----------------------|-----------|------------------|--------|-------|-----------|-------|----------------------|
| | | | Zoning | Comp Plan | | Over | Under | Over | Under | |
| Portland | 771 | 100% | 101 | 117 | 60 | | 41 | | 56 | 60 |
| Portland | 772 | 100% | 177 | 184 | 107 | | 70 | | 77 | 107 |
| Portland | 773 | 100% | 50 | 66 | 160 | 110 | | 94 | | 160 |
| Portland | 774 | 100% | 142 | 178 | 22 | | 120 | | 156 | 22 |
| Portland | 775 | 100% | 129 | 196 | 268 | 139 | | 72 | | 268 |
| Portland | 776 | 100% | 187 | 239 | 78 | | 109 | | 161 | 78 |
| Portland | 777 | 100% | 24 | 40 | 38 | 13 | | | 2 | 38 |
| Portland | 778 | 100% | 18 | 42 | 30 | 12 | | | 12 | 30 |
| Portland | 779 | 100% | 201 | 217 | 89 | | 113 | | 128 | 89 |
| Portland | 780 | 100% | 44 | 95 | 74 | 30 | | | 21 | 74 |
| Portland | 781 | 100% | 456 | 458 | 32 | | 424 | | 426 | 32 |
| Portland | 782 | 100% | 0 | 0 | 0 | | | | | 0 |
| Portland | 783 | 100% | 370 | 384 | -48 | | 418 | | 432 | -48 |
| Portland | 784 | 100% | 50 | 58 | 23 | | 27 | | 35 | 23 |
| Portland | 785 | 100% | 45 | 57 | 7 | | 39 | | 50 | 7 |
| Portland | 786 | 100% | 75 | 82 | 19 | | 57 | | 63 | 19 |
| Portland | 787 | 100% | 49 | 79 | 46 | | 3 | | 33 | 46 |
| Portland | 788 | 100% | 0 | 0 | 0 | | | | | 0 |
| Portland | 789 | 100% | 14 | 14 | 12 | | 2 | | 2 | 12 |
| Portland | 790 | 100% | 86 | 98 | 24 | | 62 | | 74 | 24 |
| Portland | 791 | 100% | 79 | 81 | 13 | | 65 | | 68 | 13 |
| Portland | 792 | 100% | 1 | 1 | 86 | 85 | | 85 | | 86 |
| Portland | 793 | 100% | 10 | 15 | 22 | 12 | | 7 | | 22 |
| Portland | 794 | 100% | 80 | 89 | 81 | 1 | | | 8 | 81 |
| Portland | 795 | 100% | 1 | 1 | 285 | 284 | | 284 | | 285 |
| Portland | 796 | 100% | 30 | 38 | 62 | 32 | | 24 | | 62 |
| Portland | 797 | 100% | 31 | 31 | 34 | 3 | | 3 | | 34 |
| Portland | 798 | 100% | 64 | 87 | 46 | | 19 | | 41 | 46 |
| Portland | 799 | 100% | 67 | 100 | 72 | 5 | | | 28 | 72 |
| Portland | 800 | 100% | 117 | 138 | 71 | | 46 | | 68 | 71 |
| Portland | 801 | 100% | 47 | 57 | 62 | 16 | | 6 | | 62 |
| Portland | 802 | 100% | 96 | 143 | 123 | 27 | | | 21 | 123 |
| Portland | 803 | 100% | 108 | 127 | 69 | | 40 | | 59 | 69 |
| Portland | 804 | 100% | 37 | 48 | 34 | | 3 | | 15 | 34 |
| Portland | 805 | 100% | 45 | 54 | 46 | 1 | | | 8 | 46 |
| Portland | 806 | 100% | 13 | 13 | 15 | 2 | | 1 | | 15 |
| Portland | 807 | 100% | 21 | 22 | 2 | | 18 | | 20 | 2 |
| Portland | 808 | 100% | 53 | 55 | 4 | | 50 | | 51 | 4 |
| Portland | 809 | 100% | 51 | 51 | 33 | | 18 | | 18 | 33 |
| Portland | 810 | 100% | 34 | 34 | -11 | | 44 | | 45 | -11 |
| Portland | 811 | 100% | 16 | 16 | 93 | 77 | | 77 | | 93 |
| Portland | 812 | 100% | 299 | 300 | 148 | | 151 | | 152 | 148 |
| Portland | 813 | 100% | 40 | 40 | 327 | 287 | | 287 | | 327 |
| Portland | 814 | 100% | 63 | 65 | 108 | 45 | | 44 | | 108 |
| Portland | 815 | 100% | 60 | 51 | 100 | 40 | | 48 | | 100 |
| Portland | 816 | 100% | 108 | 117 | 62 | | 47 | | 55 | 62 |
| Portland | 817 | 100% | 215 | 212 | 141 | | 74 | | 71 | 141 |
| Portland | 818 | 100% | 40 | 42 | -4 | | 43 | | 46 | -4 |
| Portland | 819 | 100% | 289 | 288 | 83 | | 206 | | 205 | 83 |
| Portland | 820 | 100% | 204 | 199 | 128 | | 76 | | 71 | 128 |
| Portland | 821 | 100% | 79 | 85 | 32 | | 47 | | 53 | 32 |
| Portland | 822 | 100% | 23 | 24 | 15 | | 8 | | 8 | 15 |
| Portland | 823 | 100% | 13 | 13 | -11 | | 24 | | 24 | -11 |
| Portland | 824 | 100% | 111 | 113 | 49 | | 61 | | 64 | 49 |
| Portland | 825 | 100% | 74 | 125 | 97 | 24 | | | 28 | 97 |
| Portland | 826 | 100% | 13 | 13 | 4 | | 9 | | 9 | 4 |
| Portland | 827 | 100% | 44 | 56 | 27 | | 17 | | 29 | 27 |
| Portland | 828 | 100% | 36 | 86 | 69 | 33 | | | 17 | 69 |
| Portland | 829 | 100% | 1 | 1 | -13 | | 14 | | 14 | -13 |
| Portland | 830 | 100% | 57 | 62 | 44 | | 13 | | 18 | 44 |
| Portland | 831 | 100% | 214 | 211 | 119 | | 95 | | 93 | 119 |
| Portland | 832 | 100% | 51 | 54 | 43 | | 8 | | 11 | 43 |
| Portland | 833 | 100% | 54 | 64 | 68 | 14 | | 4 | | 68 |
| Portland | 834 | 100% | 57 | 64 | 73 | 16 | | 9 | | 73 |
| Portland | 835 | 100% | 269 | 282 | 70 | | 199 | | 212 | 70 |
| Portland | 836 | 100% | 151 | 165 | 60 | | 91 | | 105 | 60 |
| Portland | 837 | 100% | 21 | 21 | 31 | 10 | | 10 | | 31 |
| Portland | 838 | 100% | 2 | 2 | -7 | | 9 | | 9 | -7 |
| Portland | 839 | 100% | 28 | 52 | -14 | | 42 | | 66 | -14 |
| Portland | 840 | 96% | 15 | 15 | 7 | | 8 | | 8 | 7 |

| Jurisdiction | RTZ1260 | % City | Residential Capacity | | City % New HH | Zoning | | Comp Plan | | From Metro New HH |
|--------------|---------|--------|----------------------|-----------|------------------|--------|-------|-----------|-------|----------------------|
| | | | Zoning | Comp Plan | | Over | Under | Over | Under | |
| Portland | 841 | 100% | 127 | 129 | 150 | 24 | | 21 | | 150 |
| Portland | 842 | 100% | 54 | 54 | 32 | | 23 | | 22 | 32 |
| Portland | 843 | 97% | 129 | 121 | 82 | | 46 | | 39 | 85 |
| Portland | 844 | 100% | 176 | 178 | 306 | 129 | | 128 | | 306 |
| Portland | 845 | 100% | 104 | 105 | 6 | | 98 | | 99 | 6 |
| Portland | 846 | 100% | 55 | 55 | 0 | | 55 | | 55 | 0 |
| Portland | 847 | 100% | 759 | 761 | 627 | | 132 | | 133 | 627 |
| Portland | 848 | 100% | 518 | 519 | 208 | | 310 | | 311 | 208 |
| Portland | 849 | 100% | 67 | 67 | 238 | 170 | | 170 | | 238 |
| Portland | 850 | 100% | 282 | 285 | 245 | | 37 | | 40 | 245 |
| Portland | 851 | 100% | 49 | 53 | 108 | 59 | | 55 | | 108 |
| Portland | 852 | 100% | 31 | 31 | -2 | | 33 | | 33 | -2 |
| Portland | 853 | 100% | 507 | 506 | 118 | | 389 | | 388 | 118 |
| Portland | 854 | 100% | 4 | 4 | -17 | | 21 | | 21 | -17 |
| Portland | 855 | 100% | 4 | 4 | -20 | | 25 | | 25 | -20 |
| Portland | 856 | 100% | 34 | 22 | 21 | | 13 | | 2 | 21 |
| Portland | 857 | 100% | 30 | 33 | 8 | | 21 | | 25 | 8 |
| Portland | 858 | 100% | 16 | 16 | 6 | | 11 | | 11 | 6 |
| Portland | 859 | 100% | 5 | 7 | -10 | | 15 | | 17 | -10 |
| Portland | 860 | 100% | 8 | 8 | -6 | | 14 | | 14 | -6 |
| Portland | 861 | 100% | 259 | 259 | 109 | | 149 | | 150 | 109 |
| Portland | 862 | 100% | 159 | 159 | 2 | | 157 | | 157 | 2 |
| Portland | 863 | 100% | 131 | 131 | 38 | | 93 | | 93 | 38 |
| Portland | 864 | 100% | 23 | 24 | 8 | | 15 | | 16 | 8 |
| Portland | 865 | 100% | 98 | 78 | 62 | | 35 | | 16 | 62 |
| Portland | 866 | 100% | 82 | 85 | 13 | | 69 | | 72 | 13 |
| Portland | 867 | 100% | 198 | 199 | 53 | | 145 | | 146 | 53 |
| Portland | 868 | 100% | 219 | 219 | 85 | | 134 | | 134 | 85 |
| Portland | 869 | 100% | 34 | 39 | 19 | | 15 | | 20 | 19 |
| Portland | 870 | 100% | 48 | 53 | -2 | | 50 | | 55 | -2 |
| Portland | 871 | 100% | 36 | 37 | 78 | 42 | | 41 | | 78 |
| Portland | 872 | 100% | 135 | 140 | 132 | | 4 | | 8 | 132 |
| Portland | 873 | 100% | 166 | 181 | 79 | | 86 | | 102 | 79 |
| Portland | 874 | 100% | 129 | 134 | 85 | | 44 | | 48 | 85 |
| Portland | 875 | 100% | 117 | 118 | 99 | | 18 | | 19 | 99 |
| Portland | 876 | 100% | 113 | 122 | 21 | | 92 | | 101 | 21 |
| Portland | 877 | 100% | 31 | 34 | -5 | | 36 | | 39 | -5 |
| Portland | 878 | 100% | 37 | 41 | 27 | | 10 | | 14 | 27 |
| Portland | 879 | 100% | 39 | 45 | -12 | | 51 | | 57 | -12 |
| Portland | 880 | 100% | 45 | 46 | -15 | | 61 | | 61 | -15 |
| Portland | 881 | 100% | 86 | 194 | 78 | | 8 | | 116 | 78 |
| Portland | 882 | 100% | 0 | 7 | -2 | | 2 | | 9 | -2 |
| Portland | 883 | 100% | 11 | 11 | -12 | | 22 | | 22 | -12 |
| Portland | 884 | 100% | 213 | 207 | 93 | | 120 | | 114 | 93 |
| Portland | 885 | 100% | 62 | 61 | 28 | | 34 | | 33 | 28 |
| Portland | 886 | 100% | 25 | 28 | -19 | | 44 | | 46 | -19 |
| Portland | 887 | 100% | 47 | 62 | 24 | | 22 | | 38 | 24 |
| Portland | 888 | 100% | 19 | 19 | 412 | 393 | | 393 | | 412 |
| Portland | 889 | 100% | 112 | 113 | 233 | 121 | | 120 | | 233 |
| Portland | 890 | 100% | 10 | 10 | 22 | 12 | | 12 | | 22 |
| Portland | 891 | 100% | 40 | 41 | 19 | | 21 | | 21 | 19 |
| Portland | 892 | 100% | 141 | 149 | 404 | 262 | | 255 | | 404 |
| Portland | 893 | 100% | 24 | 23 | 217 | 194 | | 194 | | 217 |
| Portland | 894 | 100% | 0 | 0 | 12 | 12 | | 12 | | 12 |
| Portland | 895 | 100% | 0 | 0 | 72 | 72 | | 72 | | 72 |
| Portland | 896 | 100% | 0 | 0 | 0 | | 0 | | 0 | 0 |
| Portland | 897 | 100% | 0 | 0 | 0 | | 0 | | 0 | 0 |
| Portland | 898 | 33% | 0 | 0 | 0 | | 0 | | 0 | 0 |
| Portland | 899 | 26% | 0 | 0 | 0 | | 0 | | 0 | 0 |
| Portland | 900 | 81% | 0 | 0 | 0 | | 0 | | 0 | 0 |
| Portland | 901 | 21% | 0 | 0 | 9 | 9 | | 9 | | 41 |
| Portland | 902 | 57% | 0 | 0 | -1 | | 1 | | 1 | -2 |
| Portland | 903 | 100% | 0 | 0 | 34 | 34 | | 34 | | 34 |
| Portland | 904 | 89% | 3 | 3 | -14 | | 17 | | 17 | -15 |
| Portland | 905 | 100% | 0 | 0 | 0 | | 0 | | 0 | 0 |
| Portland | 906 | 100% | 115 | 120 | 139 | 24 | | 19 | | 139 |
| Portland | 907 | 100% | 0 | 0 | 111 | 111 | | 111 | | 111 |
| Portland | 908 | 100% | 710 | 686 | 455 | | 255 | | 231 | 455 |
| Portland | 909 | 100% | 144 | 144 | 232 | 88 | | 88 | | 232 |
| Portland | 910 | 100% | 48 | 41 | 36 | | 12 | | 5 | 36 |

| Jurisdiction | RTZ1260 | % City | Residential Capacity | | City % New HH | Zoning | | Comp Plan | | From Metro New HH |
|--------------|---------|--------|----------------------|-----------|------------------|--------|-------|-----------|-------|----------------------|
| | | | Zoning | Comp Plan | | Over | Under | Over | Under | |
| Portland | 911 | 100% | 46 | 46 | 365 | 319 | | 319 | | 365 |
| Portland | 912 | 100% | 0 | 0 | 0 | | 0 | | 0 | 0 |
| Portland | 913 | 100% | 19 | 19 | 128 | 109 | | 109 | | 128 |
| Portland | 914 | 100% | 15 | 95 | 242 | 227 | | 146 | | 242 |
| Portland | 915 | 100% | 42 | 154 | 297 | 254 | | 142 | | 297 |
| Portland | 916 | 100% | 85 | 92 | 66 | | 19 | | 26 | 66 |
| Portland | 917 | 100% | 45 | 45 | 24 | | 22 | | 22 | 24 |
| Portland | 918 | 100% | 23 | 27 | -11 | | 35 | | 38 | -11 |
| Portland | 919 | 100% | 48 | 56 | 32 | | 15 | | 24 | 32 |
| Portland | 920 | 100% | 360 | 377 | 367 | 7 | | | 10 | 367 |
| Portland | 921 | 100% | 120 | 132 | 59 | | 61 | | 73 | 59 |
| Portland | 922 | 100% | 323 | 389 | 296 | | 27 | | 93 | 296 |
| Portland | 923 | 100% | 277 | 339 | 133 | | 144 | | 206 | 133 |
| Portland | 924 | 100% | 83 | 93 | 156 | 74 | | 63 | | 156 |
| Portland | 925 | 100% | 0 | 0 | -7 | | 7 | | 7 | -7 |
| Portland | 926 | 100% | 0 | 0 | -1 | | 1 | | 1 | -1 |
| Portland | 927 | 100% | 1 | 1 | -7 | | 8 | | 8 | -7 |
| Portland | 928 | 100% | 220 | 221 | -4 | | 224 | | 226 | -4 |
| Portland | 929 | 100% | 547 | 547 | 513 | | 34 | | 34 | 513 |
| Multco | 930 | 0% | 11 | 11 | 0 | | 11 | | 11 | 1,053 |
| Clackco | 931 | 0% | 0 | 0 | 0 | | | | | 224 |
| Tigard | 932 | 0% | 0 | 0 | 0 | | | | | 75 |
| Tigard | 933 | 0% | 0 | 0 | 0 | | | | | 19 |
| Oregon City | 934 | 0% | 0 | 0 | 0 | | | | | 19 |
| Oregon City | 935 | 0% | 0 | 0 | 0 | | | | | 12 |
| Oregon City | 936 | 0% | 0 | 0 | 0 | | | | | 27 |
| Oregon City | 937 | 0% | 0 | 0 | 0 | | | | | 82 |
| Clackco | 938 | 0% | 0 | 0 | 0 | | | | | 52 |
| Milwaukie | 939 | 0% | 0 | 0 | 0 | | | | | 13 |
| Milwaukie | 940 | 0% | 0 | 0 | 0 | | | | | 37 |
| Milwaukie | 941 | 0% | 0 | 0 | 0 | | | | | 16 |
| Clackco | 942 | 0% | 0 | 0 | 0 | | | | | 38 |
| Clackco | 943 | 0% | 0 | 0 | 0 | | | | | 69 |
| Portland | 944 | 100% | 10 | 10 | 10 | | 0 | | 0 | 10 |
| Portland | 945 | 100% | 507 | 560 | 207 | | 299 | | 353 | 207 |
| Portland | 946 | 100% | 126 | 129 | 31 | | 95 | | 98 | 31 |
| Portland | 947 | 100% | 71 | 82 | 70 | | 0 | | 12 | 70 |
| Portland | 948 | 100% | 199 | 201 | 119 | | 79 | | 82 | 119 |
| Portland | 949 | 100% | 98 | 63 | 32 | | 66 | | 31 | 32 |
| Portland | 950 | 100% | 0 | 0 | 0 | | | | | 0 |
| Portland | 951 | 100% | 160 | 162 | 155 | | 6 | | 7 | 155 |
| Portland | 952 | 100% | 75 | 80 | 141 | 66 | | 60 | | 141 |
| Portland | 953 | 100% | 47 | 66 | -1 | | 48 | | 67 | -1 |
| Portland | 954 | 100% | 135 | 132 | 280 | 146 | | 148 | | 280 |
| Portland | 955 | 100% | 38 | 57 | -2 | | 40 | | 59 | -2 |
| Portland | 956 | 100% | 7 | 7 | -1 | | 7 | | 8 | -1 |
| Portland | 957 | 100% | 72 | 88 | 23 | | 49 | | 65 | 23 |
| Portland | 958 | 100% | 30 | 31 | 14 | | 15 | | 17 | 14 |
| Portland | 959 | 100% | 0 | 0 | 0 | 0 | | 0 | | 0 |
| Portland | 960 | 100% | 0 | 0 | 0 | | 0 | | 0 | 0 |
| Portland | 961 | 100% | 0 | 0 | 42 | 42 | | 42 | | 42 |
| Portland | 962 | 100% | 1,487 | 1,424 | 538 | | 950 | | 886 | 538 |
| Portland | 963 | 100% | 0 | 0 | -25 | | 25 | | 25 | -25 |
| Portland | 964 | 100% | 1 | 0 | 71 | 70 | | 71 | | 71 |
| Portland | 965 | 100% | 0 | 0 | 0 | 0 | | 0 | | 0 |
| Portland | 966 | 100% | 6 | 6 | 1 | | 6 | | 6 | 1 |
| Portland | 967 | 100% | 27 | 28 | 53 | 26 | | 25 | | 53 |
| Portland | 968 | 100% | 2 | 0 | -2 | | 3 | | 2 | -2 |
| Portland | 969 | 100% | 0 | 0 | -1 | | 1 | | 1 | -1 |
| Vancouver | 970 | 0% | 0 | 0 | 0 | | | | | -10 |
| Vancouver | 971 | 0% | 0 | 0 | 0 | | | | | 0 |
| Vancouver | 972 | 0% | 0 | 0 | 0 | | | | | -40 |
| Vancouver | 973 | 0% | 0 | 0 | 0 | | | | | 136 |
| Vancouver | 974 | 0% | 0 | 0 | 0 | | | | | 35 |
| Vancouver | 975 | 0% | 0 | 0 | 0 | | | | | 60 |
| Vancouver | 976 | 0% | 0 | 0 | 0 | | | | | 94 |
| Vancouver | 977 | 0% | 0 | 0 | 0 | | | | | -30 |
| Vancouver | 978 | 0% | 0 | 0 | 0 | | | | | -57 |
| Vancouver | 979 | 0% | 0 | 0 | 0 | | | | | 24 |
| Vancouver | 980 | 0% | 0 | 0 | 0 | | | | | -93 |

| Jurisdiction | RTZ1260 | % City | Residential Capacity | | City % New HH | Zoning | | Comp Plan | | From Metro New HH |
|--------------|---------|--------|----------------------|-----------|------------------|--------|-------|-----------|-------|----------------------|
| | | | Zoning | Comp Plan | | Over | Under | Over | Under | |
| Vancouver | 981 | 0% | 0 | 0 | 0 | | | | | -57 |
| Vancouver | 982 | 0% | 0 | 0 | 0 | | | | | -48 |
| Vancouver | 983 | 0% | 0 | 0 | 0 | | | | | 191 |
| Vancouver | 984 | 0% | 0 | 0 | 0 | | | | | -24 |
| Vancouver | 985 | 0% | 0 | 0 | 0 | | | | | -40 |
| Vancouver | 986 | 0% | 0 | 0 | 0 | | | | | -5 |
| Vancouver | 987 | 0% | 0 | 0 | 0 | | | | | -18 |
| Vancouver | 988 | 0% | 0 | 0 | 0 | | | | | -14 |
| Vancouver | 989 | 0% | 0 | 0 | 0 | | | | | -152 |
| Vancouver | 990 | 0% | 0 | 0 | 0 | | | | | -32 |
| Vancouver | 991 | 0% | 0 | 0 | 0 | | | | | -27 |
| Vancouver | 992 | 0% | 0 | 0 | 0 | | | | | 50 |
| Vancouver | 993 | 0% | 0 | 0 | 0 | | | | | -9 |
| Vancouver | 994 | 0% | 0 | 0 | 0 | | | | | 39 |
| Vancouver | 995 | 0% | 0 | 0 | 0 | | | | | 49 |
| ClarkCo | 996 | 0% | 0 | 0 | 0 | | | | | -14 |
| Vancouver | 997 | 0% | 0 | 0 | 0 | | | | | 41 |
| Vancouver | 998 | 0% | 0 | 0 | 0 | | | | | 89 |
| ClarkCo | 999 | 0% | 0 | 0 | 0 | | | | | -14 |
| Vancouver | 1000 | 0% | 0 | 0 | 0 | | | | | -1 |
| Vancouver | 1001 | 0% | 0 | 0 | 0 | | | | | 50 |
| ClarkCo | 1002 | 0% | 0 | 0 | 0 | | | | | 346 |
| Vancouver | 1003 | 0% | 0 | 0 | 0 | | | | | -108 |
| Vancouver | 1004 | 0% | 0 | 0 | 0 | | | | | 379 |
| Vancouver | 1005 | 0% | 0 | 0 | 0 | | | | | -40 |
| Vancouver | 1006 | 0% | 0 | 0 | 0 | | | | | -1 |
| Vancouver | 1007 | 0% | 0 | 0 | 0 | | | | | 17 |
| Vancouver | 1008 | 0% | 0 | 0 | 0 | | | | | 15 |
| Vancouver | 1009 | 0% | 0 | 0 | 0 | | | | | 65 |
| Vancouver | 1010 | 0% | 0 | 0 | 0 | | | | | 21 |
| ClarkCo | 1011 | 0% | 0 | 0 | 0 | | | | | 595 |
| Vancouver | 1012 | 0% | 0 | 0 | 0 | | | | | -36 |
| Vancouver | 1013 | 0% | 0 | 0 | 0 | | | | | -6 |
| Vancouver | 1014 | 0% | 0 | 0 | 0 | | | | | -23 |
| Vancouver | 1015 | 0% | 0 | 0 | 0 | | | | | -58 |
| ClarkCo | 1016 | 0% | 0 | 0 | 0 | | | | | 89 |
| Vancouver | 1017 | 0% | 0 | 0 | 0 | | | | | 0 |
| Vancouver | 1018 | 0% | 0 | 0 | 0 | | | | | 0 |
| Vancouver | 1019 | 0% | 0 | 0 | 0 | | | | | -1 |
| Vancouver | 1020 | 0% | 0 | 0 | 0 | | | | | 17 |
| Vancouver | 1021 | 0% | 0 | 0 | 0 | | | | | -45 |
| Vancouver | 1022 | 0% | 0 | 0 | 0 | | | | | -4 |
| Vancouver | 1023 | 0% | 0 | 0 | 0 | | | | | -14 |
| Vancouver | 1024 | 0% | 0 | 0 | 0 | | | | | -106 |
| Vancouver | 1025 | 0% | 0 | 0 | 0 | | | | | 208 |
| ClarkCo | 1026 | 0% | 0 | 0 | 0 | | | | | 187 |
| Vancouver | 1027 | 0% | 0 | 0 | 0 | | | | | 6 |
| Vancouver | 1028 | 0% | 0 | 0 | 0 | | | | | 113 |
| Vancouver | 1029 | 0% | 0 | 0 | 0 | | | | | -170 |
| Vancouver | 1030 | 0% | 0 | 0 | 0 | | | | | -20 |
| Vancouver | 1031 | 0% | 0 | 0 | 0 | | | | | 0 |
| Vancouver | 1032 | 0% | 0 | 0 | 0 | | | | | 135 |
| Vancouver | 1033 | 0% | 0 | 0 | 0 | | | | | 3 |
| ClarkCo | 1034 | 0% | 0 | 0 | 0 | | | | | 58 |
| Vancouver | 1035 | 0% | 0 | 0 | 0 | | | | | -49 |
| Vancouver | 1036 | 0% | 0 | 0 | 0 | | | | | 366 |
| Vancouver | 1037 | 0% | 0 | 0 | 0 | | | | | -16 |
| Vancouver | 1038 | 0% | 0 | 0 | 0 | | | | | 5 |
| Vancouver | 1039 | 0% | 0 | 0 | 0 | | | | | -48 |
| Vancouver | 1040 | 0% | 0 | 0 | 0 | | | | | -10 |
| Vancouver | 1041 | 0% | 0 | 0 | 0 | | | | | -40 |
| Vancouver | 1042 | 0% | 0 | 0 | 0 | | | | | 178 |
| Vancouver | 1043 | 0% | 0 | 0 | 0 | | | | | 193 |
| Vancouver | 1044 | 0% | 0 | 0 | 0 | | | | | 106 |
| Vancouver | 1045 | 0% | 0 | 0 | 0 | | | | | -49 |
| Vancouver | 1046 | 0% | 0 | 0 | 0 | | | | | -153 |
| Vancouver | 1047 | 0% | 0 | 0 | 0 | | | | | 51 |
| Vancouver | 1048 | 0% | 0 | 0 | 0 | | | | | 614 |
| Vancouver | 1049 | 0% | 0 | 0 | 0 | | | | | 275 |
| Vancouver | 1050 | 0% | 0 | 0 | 0 | | | | | -13 |

| Jurisdiction | RTZ1260 | % City | Residential Capacity | | City % New HH | Zoning | | Comp Plan | | From Metro New HH |
|--------------|---------|--------|----------------------|-----------|------------------|--------|-------|-----------|-------|----------------------|
| | | | Zoning | Comp Plan | | Over | Under | Over | Under | |
| Vancouver | 1051 | 0% | 0 | 0 | 0 | | | | | 47 |
| Vancouver | 1052 | 0% | 0 | 0 | 0 | | | | | -53 |
| Vancouver | 1053 | 0% | 0 | 0 | 0 | | | | | 114 |
| Vancouver | 1054 | 0% | 0 | 0 | 0 | | | | | 83 |
| ClarkCo | 1055 | 0% | 0 | 0 | 0 | | | | | 259 |
| ClarkCo | 1056 | 0% | 0 | 0 | 0 | | | | | 340 |
| ClarkCo | 1057 | 0% | 0 | 0 | 0 | | | | | 124 |
| Vancouver | 1058 | 0% | 0 | 0 | 0 | | | | | 97 |
| Vancouver | 1059 | 0% | 0 | 0 | 0 | | | | | 53 |
| ClarkCo | 1060 | 0% | 0 | 0 | 0 | | | | | 84 |
| ClarkCo | 1061 | 0% | 0 | 0 | 0 | | | | | 403 |
| ClarkCo | 1062 | 0% | 0 | 0 | 0 | | | | | 1,130 |
| ClarkCo | 1063 | 0% | 0 | 0 | 0 | | | | | 728 |
| ClarkCo | 1064 | 0% | 0 | 0 | 0 | | | | | 236 |
| ClarkCo | 1065 | 0% | 0 | 0 | 0 | | | | | 137 |
| ClarkCo | 1066 | 0% | 0 | 0 | 0 | | | | | 249 |
| ClarkCo | 1067 | 0% | 0 | 0 | 0 | | | | | 229 |
| ClarkCo | 1068 | 0% | 0 | 0 | 0 | | | | | 294 |
| ClarkCo | 1069 | 0% | 0 | 0 | 0 | | | | | 151 |
| ClarkCo | 1070 | 0% | 0 | 0 | 0 | | | | | -14 |
| ClarkCo | 1071 | 0% | 0 | 0 | 0 | | | | | 249 |
| ClarkCo | 1072 | 0% | 0 | 0 | 0 | | | | | 340 |
| ClarkCo | 1073 | 0% | 0 | 0 | 0 | | | | | 64 |
| ClarkCo | 1074 | 0% | 0 | 0 | 0 | | | | | 120 |
| ClarkCo | 1075 | 0% | 0 | 0 | 0 | | | | | -46 |
| ClarkCo | 1076 | 0% | 0 | 0 | 0 | | | | | 1,044 |
| ClarkCo | 1077 | 0% | 0 | 0 | 0 | | | | | 177 |
| ClarkCo | 1078 | 0% | 0 | 0 | 0 | | | | | 378 |
| ClarkCo | 1079 | 0% | 0 | 0 | 0 | | | | | 867 |
| ClarkCo | 1080 | 0% | 0 | 0 | 0 | | | | | 40 |
| ClarkCo | 1081 | 0% | 0 | 0 | 0 | | | | | 293 |
| ClarkCo | 1082 | 0% | 0 | 0 | 0 | | | | | 489 |
| ClarkCo | 1083 | 0% | 0 | 0 | 0 | | | | | 182 |
| ClarkCo | 1084 | 0% | 0 | 0 | 0 | | | | | 135 |
| ClarkCo | 1085 | 0% | 0 | 0 | 0 | | | | | -2 |
| ClarkCo | 1086 | 0% | 0 | 0 | 0 | | | | | -3 |
| ClarkCo | 1087 | 0% | 0 | 0 | 0 | | | | | 118 |
| ClarkCo | 1088 | 0% | 0 | 0 | 0 | | | | | 120 |
| ClarkCo | 1089 | 0% | 0 | 0 | 0 | | | | | 74 |
| ClarkCo | 1090 | 0% | 0 | 0 | 0 | | | | | -27 |
| ClarkCo | 1091 | 0% | 0 | 0 | 0 | | | | | 2 |
| ClarkCo | 1092 | 0% | 0 | 0 | 0 | | | | | 183 |
| ClarkCo | 1093 | 0% | 0 | 0 | 0 | | | | | -9 |
| ClarkCo | 1094 | 0% | 0 | 0 | 0 | | | | | 202 |
| ClarkCo | 1095 | 0% | 0 | 0 | 0 | | | | | -141 |
| ClarkCo | 1096 | 0% | 0 | 0 | 0 | | | | | 1,310 |
| ClarkCo | 1097 | 0% | 0 | 0 | 0 | | | | | 504 |
| ClarkCo | 1098 | 0% | 0 | 0 | 0 | | | | | 201 |
| ClarkCo | 1099 | 0% | 0 | 0 | 0 | | | | | 30 |
| ClarkCo | 1100 | 0% | 0 | 0 | 0 | | | | | -52 |
| ClarkCo | 1101 | 0% | 0 | 0 | 0 | | | | | 25 |
| ClarkCo | 1102 | 0% | 0 | 0 | 0 | | | | | 808 |
| ClarkCo | 1103 | 0% | 0 | 0 | 0 | | | | | 1,021 |
| ClarkCo | 1104 | 0% | 0 | 0 | 0 | | | | | 404 |
| ClarkCo | 1105 | 0% | 0 | 0 | 0 | | | | | 404 |
| ClarkCo | 1106 | 0% | 0 | 0 | 0 | | | | | 181 |
| ClarkCo | 1107 | 0% | 0 | 0 | 0 | | | | | 1,061 |
| ClarkCo | 1108 | 0% | 0 | 0 | 0 | | | | | 229 |
| ClarkCo | 1109 | 0% | 0 | 0 | 0 | | | | | 152 |
| ClarkCo | 1110 | 0% | 0 | 0 | 0 | | | | | 54 |
| ClarkCo | 1111 | 0% | 0 | 0 | 0 | | | | | 47 |
| ClarkCo | 1112 | 0% | 0 | 0 | 0 | | | | | 22 |
| ClarkCo | 1113 | 0% | 0 | 0 | 0 | | | | | 44 |
| ClarkCo | 1114 | 0% | 0 | 0 | 0 | | | | | 74 |
| Ridgefield | 1115 | 0% | 0 | 0 | 0 | | | | | 268 |
| Ridgefield | 1116 | 0% | 0 | 0 | 0 | | | | | 1,217 |
| Ridgefield | 1117 | 0% | 0 | 0 | 0 | | | | | 160 |
| Ridgefield | 1118 | 0% | 0 | 0 | 0 | | | | | 1,338 |
| ClarkCo | 1119 | 0% | 0 | 0 | 0 | | | | | 177 |
| ClarkCo | 1120 | 0% | 0 | 0 | 0 | | | | | 186 |

| Jurisdiction | RTZ1260 | % City | Residential Capacity | | City % New HH | Zoning | | Comp Plan | | From Metro New HH |
|--------------|---------|--------|----------------------|-----------|------------------|--------|-------|-----------|-------|----------------------|
| | | | Zoning | Comp Plan | | Over | Under | Over | Under | |
| ClarkCo | 1121 | 0% | 0 | 0 | 0 | | | | | 49 |
| ClarkCo | 1122 | 0% | 0 | 0 | 0 | | | | | 6 |
| ClarkCo | 1123 | 0% | 0 | 0 | 0 | | | | | -87 |
| ClarkCo | 1124 | 0% | 0 | 0 | 0 | | | | | 3 |
| ClarkCo | 1125 | 0% | 0 | 0 | 0 | | | | | -177 |
| ClarkCo | 1126 | 0% | 0 | 0 | 0 | | | | | -38 |
| ClarkCo | 1127 | 0% | 0 | 0 | 0 | | | | | 273 |
| ClarkCo | 1128 | 0% | 0 | 0 | 0 | | | | | -94 |
| ClarkCo | 1129 | 0% | 0 | 0 | 0 | | | | | 459 |
| ClarkCo | 1130 | 0% | 0 | 0 | 0 | | | | | 18 |
| ClarkCo | 1131 | 0% | 0 | 0 | 0 | | | | | 205 |
| ClarkCo | 1132 | 0% | 0 | 0 | 0 | | | | | 214 |
| ClarkCo | 1133 | 0% | 0 | 0 | 0 | | | | | 189 |
| ClarkCo | 1134 | 0% | 0 | 0 | 0 | | | | | -15 |
| ClarkCo | 1135 | 0% | 0 | 0 | 0 | | | | | 337 |
| ClarkCo | 1136 | 0% | 0 | 0 | 0 | | | | | 710 |
| ClarkCo | 1137 | 0% | 0 | 0 | 0 | | | | | 369 |
| ClarkCo | 1138 | 0% | 0 | 0 | 0 | | | | | 119 |
| ClarkCo | 1139 | 0% | 0 | 0 | 0 | | | | | 140 |
| ClarkCo | 1140 | 0% | 0 | 0 | 0 | | | | | 86 |
| ClarkCo | 1141 | 0% | 0 | 0 | 0 | | | | | -22 |
| ClarkCo | 1142 | 0% | 0 | 0 | 0 | | | | | 119 |
| ClarkCo | 1143 | 0% | 0 | 0 | 0 | | | | | 225 |
| ClarkCo | 1144 | 0% | 0 | 0 | 0 | | | | | 365 |
| ClarkCo | 1145 | 0% | 0 | 0 | 0 | | | | | 238 |
| ClarkCo | 1146 | 0% | 0 | 0 | 0 | | | | | -11 |
| ClarkCo | 1147 | 0% | 0 | 0 | 0 | | | | | 347 |
| ClarkCo | 1148 | 0% | 0 | 0 | 0 | | | | | -47 |
| ClarkCo | 1149 | 0% | 0 | 0 | 0 | | | | | 96 |
| ClarkCo | 1150 | 0% | 0 | 0 | 0 | | | | | -26 |
| ClarkCo | 1151 | 0% | 0 | 0 | 0 | | | | | 51 |
| ClarkCo | 1152 | 0% | 0 | 0 | 0 | | | | | 102 |
| ClarkCo | 1153 | 0% | 0 | 0 | 0 | | | | | 129 |
| ClarkCo | 1154 | 0% | 0 | 0 | 0 | | | | | -36 |
| ClarkCo | 1155 | 0% | 0 | 0 | 0 | | | | | -64 |
| ClarkCo | 1156 | 0% | 0 | 0 | 0 | | | | | 13 |
| ClarkCo | 1157 | 0% | 0 | 0 | 0 | | | | | 445 |
| ClarkCo | 1158 | 0% | 0 | 0 | 0 | | | | | 483 |
| ClarkCo | 1159 | 0% | 0 | 0 | 0 | | | | | 351 |
| ClarkCo | 1160 | 0% | 0 | 0 | 0 | | | | | -47 |
| ClarkCo | 1161 | 0% | 0 | 0 | 0 | | | | | 755 |
| ClarkCo | 1162 | 0% | 0 | 0 | 0 | | | | | 434 |
| ClarkCo | 1163 | 0% | 0 | 0 | 0 | | | | | 321 |
| ClarkCo | 1164 | 0% | 0 | 0 | 0 | | | | | 307 |
| ClarkCo | 1165 | 0% | 0 | 0 | 0 | | | | | 212 |
| ClarkCo | 1166 | 0% | 0 | 0 | 0 | | | | | 425 |
| ClarkCo | 1167 | 0% | 0 | 0 | 0 | | | | | 716 |
| ClarkCo | 1168 | 0% | 0 | 0 | 0 | | | | | 4 |
| ClarkCo | 1169 | 0% | 0 | 0 | 0 | | | | | 31 |
| ClarkCo | 1170 | 0% | 0 | 0 | 0 | | | | | -49 |
| ClarkCo | 1171 | 0% | 0 | 0 | 0 | | | | | 103 |
| ClarkCo | 1172 | 0% | 0 | 0 | 0 | | | | | 63 |
| ClarkCo | 1173 | 0% | 0 | 0 | 0 | | | | | -94 |
| ClarkCo | 1174 | 0% | 0 | 0 | 0 | | | | | 360 |
| ClarkCo | 1175 | 0% | 0 | 0 | 0 | | | | | 162 |
| ClarkCo | 1176 | 0% | 0 | 0 | 0 | | | | | 141 |
| ClarkCo | 1177 | 0% | 0 | 0 | 0 | | | | | 543 |
| ClarkCo | 1178 | 0% | 0 | 0 | 0 | | | | | 439 |
| ClarkCo | 1179 | 0% | 0 | 0 | 0 | | | | | 610 |
| ClarkCo | 1180 | 0% | 0 | 0 | 0 | | | | | 107 |
| ClarkCo | 1181 | 0% | 0 | 0 | 0 | | | | | 322 |
| ClarkCo | 1182 | 0% | 0 | 0 | 0 | | | | | 370 |
| ClarkCo | 1183 | 0% | 0 | 0 | 0 | | | | | 1,148 |
| ClarkCo | 1184 | 0% | 0 | 0 | 0 | | | | | 680 |
| ClarkCo | 1185 | 0% | 0 | 0 | 0 | | | | | 620 |
| ClarkCo | 1186 | 0% | 0 | 0 | 0 | | | | | 154 |
| Camas | 1187 | 0% | 0 | 0 | 0 | | | | | 1,644 |
| Camas | 1188 | 0% | 0 | 0 | 0 | | | | | 918 |
| ClarkCo | 1189 | 0% | 0 | 0 | 0 | | | | | 219 |
| ClarkCo | 1190 | 0% | 0 | 0 | 0 | | | | | 709 |

| Jurisdiction | RTZ1260 | % City | Residential Capacity | | City % New HH | Zoning | | Comp Plan | | From Metro New HH |
|---------------|---------|--------|----------------------|-----------|------------------|--------|--------|-----------|--------|----------------------|
| | | | Zoning | Comp Plan | | Over | Under | Over | Under | |
| ClarkCo | 1191 | 0% | 0 | 0 | 0 | | | | | 194 |
| ClarkCo | 1192 | 0% | 0 | 0 | 0 | | | | | 1,877 |
| Washougal | 1193 | 0% | 0 | 0 | 0 | | | | | 1,814 |
| Camas | 1194 | 0% | 0 | 0 | 0 | | | | | 830 |
| Camas | 1195 | 0% | 0 | 0 | 0 | | | | | 54 |
| Camas | 1196 | 0% | 0 | 0 | 0 | | | | | 3,419 |
| Camas | 1197 | 0% | 0 | 0 | 0 | | | | | 1,239 |
| Camas | 1198 | 0% | 0 | 0 | 0 | | | | | 802 |
| ClarkCo | 1199 | 0% | 0 | 0 | 0 | | | | | 258 |
| ClarkCo | 1200 | 0% | 0 | 0 | 0 | | | | | 798 |
| Camas | 1201 | 0% | 0 | 0 | 0 | | | | | 803 |
| ClarkCo | 1202 | 0% | 0 | 0 | 0 | | | | | 264 |
| Camas | 1203 | 0% | 0 | 0 | 0 | | | | | 1,365 |
| Camas | 1204 | 0% | 0 | 0 | 0 | | | | | 25 |
| Camas | 1205 | 0% | 0 | 0 | 0 | | | | | 476 |
| Camas | 1206 | 0% | 0 | 0 | 0 | | | | | -71 |
| Camas | 1207 | 0% | 0 | 0 | 0 | | | | | -13 |
| Washougal | 1208 | 0% | 0 | 0 | 0 | | | | | 105 |
| Washougal | 1209 | 0% | 0 | 0 | 0 | | | | | 41 |
| Washougal | 1210 | 0% | 0 | 0 | 0 | | | | | 325 |
| ClarkCo | 1211 | 0% | 0 | 0 | 0 | | | | | 177 |
| ClarkCo | 1212 | 0% | 0 | 0 | 0 | | | | | 714 |
| ClarkCo | 1213 | 0% | 0 | 0 | 0 | | | | | 1,069 |
| ClarkCo | 1214 | 0% | 0 | 0 | 0 | | | | | 1,041 |
| ClarkCo | 1215 | 0% | 0 | 0 | 0 | | | | | 388 |
| ClarkCo | 1216 | 0% | 0 | 0 | 0 | | | | | 53 |
| ClarkCo | 1217 | 0% | 0 | 0 | 0 | | | | | -7 |
| ClarkCo | 1218 | 0% | 0 | 0 | 0 | | | | | 44 |
| ClarkCo | 1219 | 0% | 0 | 0 | 0 | | | | | 55 |
| ClarkCo | 1220 | 0% | 0 | 0 | 0 | | | | | 296 |
| Battle Ground | 1221 | 0% | 0 | 0 | 0 | | | | | 647 |
| ClarkCo | 1222 | 0% | 0 | 0 | 0 | | | | | -23 |
| ClarkCo | 1223 | 0% | 0 | 0 | 0 | | | | | 16 |
| ClarkCo | 1224 | 0% | 0 | 0 | 0 | | | | | 68 |
| Battle Ground | 1225 | 0% | 0 | 0 | 0 | | | | | 990 |
| Battle Ground | 1226 | 0% | 0 | 0 | 0 | | | | | 232 |
| ClarkCo | 1227 | 0% | 0 | 0 | 0 | | | | | 52 |
| ClarkCo | 1228 | 0% | 0 | 0 | 0 | | | | | 39 |
| ClarkCo | 1229 | 0% | 0 | 0 | 0 | | | | | 134 |
| ClarkCo | 1230 | 0% | 0 | 0 | 0 | | | | | 172 |
| Battle Ground | 1231 | 0% | 0 | 0 | 0 | | | | | 1,443 |
| Battle Ground | 1232 | 0% | 0 | 0 | 0 | | | | | 562 |
| Battle Ground | 1233 | 0% | 0 | 0 | 0 | | | | | 509 |
| Battle Ground | 1234 | 0% | 0 | 0 | 0 | | | | | 259 |
| ClarkCo | 1235 | 0% | 0 | 0 | 0 | | | | | 179 |
| ClarkCo | 1236 | 0% | 0 | 0 | 0 | | | | | 237 |
| ClarkCo | 1237 | 0% | 0 | 0 | 0 | | | | | 256 |
| ClarkCo | 1238 | 0% | 0 | 0 | 0 | | | | | 202 |
| ClarkCo | 1239 | 0% | 0 | 0 | 0 | | | | | 35 |
| ClarkCo | 1240 | 0% | 0 | 0 | 0 | | | | | 274 |
| ClarkCo | 1241 | 0% | 0 | 0 | 0 | | | | | 961 |
| ClarkCo | 1242 | 0% | 0 | 0 | 0 | | | | | 483 |
| ClarkCo | 1243 | 0% | 0 | 0 | 0 | | | | | 1,130 |
| ClarkCo | 1244 | 0% | 0 | 0 | 0 | | | | | 1,517 |
| | | | 59,882 | 66,550 | 43,673 | 10,575 | 26,784 | 9,390 | 32,267 | 306,114 |

For the record of the RTP

James F. Peterson
Custom Woodworking
2502 SW Multnomah Blvd.
Portland, Oregon 97219

November 22, 1999

Mr. David Bragdon
Metro Councilor
600 NE Grand Avenue
Portland, OR 97232

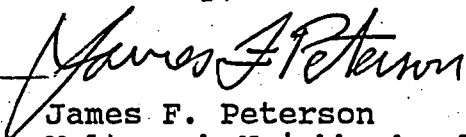
Re: Information Request
1999 Regional Transportation Plan

Dear Mr. Bragdon:

For some reason Draft copies of the 1999 Regional Transportation Plan are in short supply. I am requesting 30 copies be made available to the SWNI Land Use and Transportation Committees at least 14 days before this plan is adopted. I am also requesting that the December 16 date for adoption be postpone to give ample time for citizen review and comment. Draft copies of this plan should be made available to all interested parties.

Thank you for your attention to these problems.

Sincerely,



James F. Peterson
Multnomah Neighborhood
Transportation Chair

cc: Patty Lee, SWNI President
Richard Brenner, LCDC

503/246-0725
customwoodworking@msn.com



METRO

December 1, 1999

James F. Peterson
2502 SW Multnomah Boulevard
Portland, OR 97219

Dear Mr. Peterson:

I have received a copy of your November 22nd letter to Councilor Bragdon, and apologize for any delay you experienced in receiving a copy of the draft 1999 Regional Transportation Plan (RTP). Due to our current budget constraints, we are printing the entire document in-house and are only able to produce about 100 copies of the public review draft in a given week. As a result, during the week of November 15th we were unable to provide enough copies for both the public and elected officials who are deliberating on the RTP. We generally satisfied citizen requests for copies of the RTP within three days of the initial request during that week, and have not experienced delays in providing copies the RTP since. To date, more than 400 copies have been printed, and most have been distributed to elected officials, local jurisdictions and citizens.

However, we are unable to fulfill your request for 30 copies for the SWNI Land Use and Transportation Committee. While we continue to provide copies to any citizen upon request, each document costs more than \$20 to produce, so we ask that local neighborhood groups and committees share documents, or cover the cost of duplication for their members.

We have printed an RTP newsletter, fact sheets that describe the proposed RTP projects and a transit service fact sheet as a more user-friendly alternative for citizens who simply want to know what the 1999 RTP is about. These materials have been available since October 1st and contain the most important RTP information and are much easier to read and understand. We would be happy to provide 30 copies of these materials for your committee. If you would like to receive these materials, please contact Cheri Arthur at 797-1857.

Again, I apologize for the delay in providing you a review copy of the plan, and appreciate your interest in the RTP update.

Sincerely,

Andrew C. Cotugno
Transportation Director

ACC:TK:ymb

C:\Cotugno\JPeterson.Doc

cc: Council Rod Monroe
Councilor David Bragdon
Patricia Lee, SWNI President
Bruce Warner, Executive Office
Gina Whitehill-Baziuk, Metro
Tom Kloster, Metro

To: Metro Council
From: Larry Derr for Citizens Against Irresponsible Growth CAIG
Re: Creating a Responsible Connection between Growth Management and
Transportation Planning
Date: December 16, 1999

CAIG's mandate is to assure that when urban growth is allowed, it occurs with the necessary public facilities to maintain livability for the existing citizens of the region. The RTP is a critical tool to achieve that goal.

First, it is both necessary and appropriate that the RTP describe in detail the transportation infrastructure most critically needed for existing conditions and expected growth. That gives us the target we must strive to meet to fund the infrastructure. The strategic resources element of the RTP serves this function.

Second, in its role as the transportation plan for the region that will enable UGB decisions and local growth related plan and zone amendments, the RTP must be a realistic projection of the transportation infrastructure that will be available to serve that growth. If it is not, the land use planning system will collapse under pressure from justifiably upset citizens.

The RTP can serve both purposes. It simply needs to distinguish between the two important functions and specify a realistic transportation plan for growth management purposes. The fiscally constrained plan mandated by federal law and not yet created may serve the latter purpose. There may be other approaches.

CAIG urges the Council not to move the RTP forward until this most important issue has been addressed and resolved.

CITY OF HILLSBORO



Date:

12/7/99

Number of pages including cover sheet:

9

FAX

To:

Jon Krizstad
Metro Council

Phone:

797-1549

Fax Phone:

797-1793

CC:

From:

BLDG / ENG / PLNG

Pat Ribellini

Phone:

681-6237

Fax Phone: 681-6245

REMARKS:



Urgent



For your review



Reply ASAP



Please comment & Return

CITY OF HILLSBORO



December 7, 1999

Fax Transmitted:

Jon Kvistad, JPACT Chair
Metro
600 NE Grand Avenue
Portland, OR 97232

RE: Resolution No. 99-2878A Adopting the RTP as Amended

Dear Chair Kvistad:

This letter contains the City of Hillsboro comments regarding "Resolution No. 99-2878A: For the Purpose of Approving the 1999 Update to the Regional Transportation Plan and Refinement Process". Generally, we are extremely concerned about the short timeline for review, consideration and discussion of this document (the November 5, 1999 Draft Regional Transportation Plan (RTP), a concern we share with other local jurisdictions. A lot of work has gone into producing the RTP document and it is very apparent that there are many outstanding issues of regional importance that need to be resolved prior to adoption.

We have organized our comments in two parts. The first section contains issues for discussion at JPACT and the second section contains consent items. We also are commenting on the discussion items contained in the December 9, 1999 JPACT packet.

Discussion Items:**1. Local Jurisdiction Implementation of the RTP (Chapter 6: Implementation):**

Considerable discussion occurred at the December 3, 1999 TPAC Workshop regarding the number of implementation issues that remain either unresolved or sources of confusion. Given the level of our discomfort, TPAC is recommending that more time and analysis needs to be devoted to Chapter 6: Implementation prior to adoption of the RTP. Language was added to Resolution No. 99-2878A to address this concern, however we feel that it does not adequately address our concerns. We suggest altering this language to read as follows:

WHEREAS, Chapter 6 of this 1999 RTP Update and other information related to Chapter 6 should be considered a substantial statement of intent, but will require further analysis prior to adoption by Ordinance; now, therefore be it RESOLVED,

Addition of this language will address our concerns that other chapters of the RTP that contain policies, tables, maps or other requirements that are required to be implemented in Chapter 6 may be revised prior to adoption.

Jon Kvistad, JPACT Chair
December 7, 1999
Page 2

2. Non-SOV Targets:

We do not agree with the TPAC recommendation regarding JPACT Discussion Item Comment 7: "The meaning and status of non-SOV targets is unclear, particularly with regard to the ability of local governments to meet them. Additional strategies for meeting the targets should be specified if targets greater than model output levels are set." (Washington County Coordinating Committee, 10/27/99). The proposed revisions to Section 6.4.6 do not address the fact that more work needs to be done regarding non-SOV targets particularly with regard to the ability of local governments to meet them and identifying strategies for meeting the targets. There are two reasons why these proposed revisions are inappropriate.

First, these 2040 non-SOV targets are based on a Strategic System that is almost entirely dependent on the provision of transit service, which is outside the control of local government. Even if local government does everything in its power to increase walking and bicycle trips, it does not possess the tools to increase shared rides (regional ECO program) or transit service (Tri-Met), which represent a large percentage of the non-SOV targets. In the RTP document, a system needs to be defined for achieving these targets and a project list needs to be developed that is consistent with the targets. Additionally, 2020 non-SOV targets that are obtainable should be established in the RTP. Using a 40-year non-SOV target for a 20-year Regional Transportation Plan simply does not make any sense.

Second, the proposed Section 6.4.6 revisions create even more confusion regarding implementation of non-SOV targets. Specifically, what does "result in progress toward the non-SOV targets and initially be based on RTP modeling assumptions, analysis and conclusions" mean? What are local benchmarks? I.e., what would the local benchmarks be that would evaluate progress toward modal targets?

It is clear that additional work is needed to define a system that clearly defines how local governments can achieve the non-SOV targets, how Tri-Met will achieve these targets and how as a region we will achieve these targets. This additional work needs to be completed before adoption of the RTP. Section 1.3.6 Managing the Transportation System states that the regional TDM program is operated by Tri-Met with oversight by Metro through the TDM subcommittee. This means that Tri-Met is largely responsible for insuring that the non-SOV targets are achievable such that local jurisdictions can meet those targets. Given Tri-Met's role in how non-SOV targets are met, we feel that the following questions need to be addressed by Tri-Met/Metro prior to RTP adoption:

- 1) What can we assume on transit? Figure 1.16 Regional Public Transportation System shows that the West Side of the region has very few rapid bus, regional bus or frequent bus routes. If we are increasing densities to implement the 2040 Growth Concept design types, where will the corresponding increase in transit capacity occur?
- 2) While we have been grateful for the LRT Westside expansion, overall we have been disappointed in service expansion to implement the 2040 Growth Concept. More coordination needs to occur between Tri-Met and local government to ensure that we receive the transit service that we need to obtain the non-SOV targets and reduce VMT. We recommend that Tri-Met bring their service plans through Metro as part of the regional TDM program.
- 3) How do we get fareless squares in the Regional Centers?

Jon Kvistad, JPACT Chair
December 7, 1999
Page 3

4) How do we insure that discounted transit passes such as the PassPort program continue?

3. Section 6.4.1: Local Compliance with the RTP:

We agree in part with this City of Portland comment regarding Section 6.4.1 of Chapter 6 as stated in their December 1, 1999 letter to Tom Kloster: "It is inappropriate for Metro to require local jurisdictions to adopt Table 2.2 in Chapter 2. Title 1 of the UGMFP contains another set of population and employment targets. Adoption of two different sets of numbers is confusing to the public, particularly when they represent different boundaries and are for different purposes". Table 2.2 shows the 2020 population and employment forecasts by RTP subarea, which are primarily subareas of counties and do not show individual city forecasts.

In addition, each jurisdiction under Periodic Review that is revising and updating comprehensive plans must prepare 2020 population, employment and housing needs forecasts pursuant to ORS 197.296. To the extent that a local jurisdiction's 2020 forecasts differ from Metro's 2020 forecast (based on 1994 data) reconciliation needs to occur prior to updates of TSPs in compliance with the adopted RTP. We are currently preparing Hillsboro 2020 population, employment and housing need forecasts pursuant to ORS 197.296. If Hillsboro's 2020 forecasts differ from Metro's 2020 forecast (based on 1994 data) this reconciliation needs to occur prior to Hillsboro's update of our TSP in compliance with the adopted RTP. It has been our recent experience that the Metro forecasts have significantly understated Hillsboro's current and projected growth.

We suggest that addition of the following language to Section 6.4.1 will address our concerns.

Chapter 6 *as applicable, 2020 population and employment forecasts contained in Section 2.1 and 2.3, or alternative forecasts as provided for in Section 6.4.9 of this chapter.*

4. Section 6.4.10: Transit Service Planning:

We agree with this City of Portland comment regarding Section 6.4.10 of Chapter 6 as stated in their December 1, 1999 letter to Tom Kloster: "Transit stop locations. Requires local jurisdictions to show (on a map) the location of major and regionally significant transit stop locations and facilities, shelters, park-and-rides and transit centers. It also requires us to "Provide pedestrian crossings at transit stops and marked crossings at major stops." What does this mean? This is an unfunded mandate that would potentially require significant resources. Metro agreed that we wouldn't be held to the "major stop concept" during earlier phases of the RTP - has this now changed? The TPR says local jurisdictions can go further than the rule requires which is why we designated all transit streets as requiring TPR building orientation (which is the purpose of identifying major transit stops). Since this is already a requirement of the TPR why put an additional burden on local jurisdictions? We continue to be concerned with Metro requiring marked crosswalks when marking crosswalks is not a universally accepted method of increasing pedestrian safety". Portland's concern regarding this section also relates to our concern regarding designation of rapid, regional and frequent bus routes, which is a responsibility of Tri-Met. How can we designate major transit stops and marked pedestrian crossings if we don't even know where transit service may be provided? It is our hope that this issue will be addressed as part of the additional work needed on Chapter 6.

Jon Kvistad, JPACT Chair
December 7, 1999
Page 4

Consent Items:

Chapter 1: Regional Transportation Policy:

Overall map corrections:

Please make the following corrections to all the system maps shown in Chapter 1:

1. Using the attached "Hillsboro 2040 Growth Concept Boundaries Map", correct the locations of the Orenco Town Center, Tanasbourne Town Center and the Industrial Areas (on the east side of Cornelius Pass Road on the south side of US 26 and east of Brookwood Parkway on the north side of Airport Road).
2. Remove the Urban Reserve designation for Segawa property, which is located at the SE corner of the intersection of Cornelius Pass and West Union Roads as it has been brought into the UGB.
3. Correct the alignment of Jacobson Road from Helvetia Road to Cornelius Pass Road, it is shown incorrectly. Refer to your copy of our adopted TSP for the correct alignment.

Please take into consideration multi-modal connectivity of 2040 Growth Concept design types when reviewing the proposed additions to Figures 1.4, 1.12, 1.14, 1.16, 1.18 and 1.19.

Figure 1.4: Regional Street Design System Map:

Please make the following corrections or additions to the map:

1. NE 28th Avenue from E. Main Street to Cornell Road is added as a "Community Street".
2. Cornell Road from Baseline to NE 25th Avenue is not a Highway but a "Regional Street".
3. Baseline Road east of SW 197th Avenue to 185th Avenue is not appropriate as a Community Boulevard due to the low density of this area, change it to a "Community Street".
4. John Olson Avenue and Stucki Avenue between Amberwood/Walker Road and Evergreen Parkway serve the Tanasbourne Town Center and are not appropriate as Urban Roads, change them to "Community Streets".
5. Change the classification for 206th Avenue between Quatama Street and Baseline Road from an Urban Road to a "Community Street" as this road segment is not appropriate for the Urban Road designation.
6. Add segment of 229th Avenue from Jacobson Road to West Union as a dashed "Urban Road".
7. Add SE Minter Bridge Road/SE Cypress Street/SE 32nd Avenue as "Community Streets" from UGB to E. Main Street.

Jon Kvistad, JPACT Chair
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Figure 1.12: Regional Motor Vehicle System Map:

Please make the following corrections or additions to the map:

1. Change the classification of NE 25th Avenue from Cornell Road to Evergreen Road to a "Minor Arterial", this is not a collector street thus, it cannot be a Collector of Regional Significance.
2. Add NE 28th Avenue from E. Main Street to Cornell Road as a "Minor Arterial". This street connects a designated main street with the Fair Complex LRT Station.
3. Add SE Minter Bridge Road/SE Cypress Street/SE 32nd Avenue from the UGB to E. Main Street as "Minor Arterials".
4. Add 229th Avenue from Jacobson Road to West Union as a dashed "Collector of Regional Significance".
5. Change the designation for SE Witch Hazel Road from a minor arterial to a "Collector of Regional Significance", as it is a collector road.

Figure 1.14: Relationship between Regional Street Design and Motor Vehicle Classifications:

Add Community Street and Urban Road as "most appropriate street design classification" circles for Collector streets. These changes cover situations where there are "collectors of regional significance" that are also designated as Community Streets or Urban Roads.

Figure 1.16: Regional Public Transportation System Map:

Please make the following additions of regional bus routes to the map:

1. Brookwood Avenue/Brookwood Parkway/Shute Road from Tualatin Valley Highway to West Union Road.
2. Century Boulevard/231st Avenue/229th Avenue from Davis Road to West Union.
3. Cornelius Pass Road from SE 209th Avenue intersection (showed as dashed line through the South Hillsboro Urban Reserve) to West Union Road.
4. Cypress Street/32nd Avenue/28th Avenue/25th Avenue from Tualatin Valley Highway to Evergreen Road.
5. Evergreen Road/Evergreen Parkway from Jackson School Road to Cornell Road
6. Farmington Road from 209th Avenue to 185th Avenue.
7. Jacobson Road from Helvetia Road to Cornelius Pass Road, then heading east on West Union Road.
8. Kinnaman Road from 209th Avenue to 185th Avenue.
9. River Road/Davis Road from Minter Bridge Road to 209th Avenue.

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10. NE 5th Avenue/Jackson School Road from Baseline Street to Evergreen Road.
11. 205th Avenue/206th Avenue/John Olson Avenue from Baseline Road to Evergreen Parkway.
12. 209th Avenue from Cornelius Pass Road (where it intersects 209th Avenue from the South Hillsboro Urban Reserve) to Farmington Road.

Figure 1.18: Regional Bicycle System Map:

Please make the following corrections or additions to the map:

1. Bike lanes on NE 25th Avenue only go up to the entrance of Jones Farm, show the rest as proposed to Evergreen Road.
2. Add NE 28th Avenue from E. Main Street to Cornell Road as a "Community Connector" as it connects a main street with a station area. This is a planned project.
3. Add Century Boulevard/234th Avenue/231st Avenue as a proposed "Community Connector" from Tualatin Highway to Baseline Road.
4. Add Butler Road from Brookwood Parkway to Shute Road as a proposed "Community Connector" and from Shute Road to Cornelius Pass Road as a "Community Connector".
5. Add 205th Avenue/206th Avenue from Baseline Road to Cornell Road as "Regional Access" as it connects a Station Community with Tanasbourne Town Center.
6. Add Amberglen Parkway from Walker Road to 206th Avenue/LRT as a proposed "Community Connector".
7. The alignment of the Rock Creek multi-use trail is shown incorrectly especially to the north and near Tualatin Valley Highway. Please refer to your copy of our adopted TSP for the correct alignment. Also reflect the already completed sections as solid lines.

Figure 1.19: Regional Pedestrian System Map:

Please make the following corrections or additions to the map:

1. On the map distinguish between purely mixed-use corridors (with residential) and transit corridors which serve primarily commercial/industrial development (like Tualatin Valley Highway). See comment below regarding regional pedestrian functional classification (page 1-50).
2. The alignment of the Rock Creek multi-use trail is shown incorrectly especially to the north and near Tualatin Valley Highway. Please refer to your copy of our adopted TSP for the correct alignment. Also reflect the already completed sections as solid lines.
3. The delineation of pedestrian districts needs to match our designated pedestrian districts per our "Pedestrian Master and Pedestrian Action Plans" contained within our adopted TSP. Please refer to your copy of our adopted TSP for the correct pedestrian districts delineation.

Jon Kvistad, JPACT Chair
 December 7, 1999
 Page 7

4. The Hillsboro Regional Center, Tanasbourne and Orenco Town Centers should be shown on the map. If they are also pedestrian districts, perhaps a purple line could be drawn around the pink to indicate their status as pedestrian districts. Main Street in the general vicinity of NE 28th Avenue and E. Main Street should also be shown. Please see attached map for the main street area boundaries.

Page 1-50: Regional pedestrian system functional classification:

Change the language describing transit/mixed use corridors such that you are not tying transit/mixed use corridors with 2040 Growth Concept corridors. Distinguish between mixed-use corridors in such as fashion that they are separate from transit corridors where pedestrian amenities are provided but not as intensively developed with pedestrian amenities, i.e., wide sidewalks, pedestrian attractions, etc.

Chapter 6: Implementation:

Please make the following text additions or corrections:

6.4.5 Design Standards for Street Connectivity:

- 2.b. Provides full street connections with spacing of no more than 530 feet between connections except where ~~prevented by~~ barriers such as topography, railroads, freeways, pre-existing development, or ~~water features where~~ regulations implementing Title 3 of the Urban Growth Management Functional Plan or Goal 5 Resource Protection requirements do not allow prevent their construction of or require different street connection standards. for street facilities.
- 2.c. Provides bike and pedestrian connections on public easements or rights-of-way ~~when~~ where full street connections are not possible. Spacing between connections shall be no more than 330 feet except where ~~prevent by~~ barriers such as topography, railroads, freeways, pre-existing development, or ~~water features where~~ regulations implementing Title 3 of the Urban Growth Management Functional Plan or Goal 5 Resource Protection requirements do not allow prevent their construction of or require different street connection standards. for street facilities.
- 2f. Limits the use of cul-de-sac designs and closed street systems to situations ~~where~~ in which barriers such as topography, railroads, freeways, ~~as~~ pre-existing development, ~~or environmental constraints~~ or regulations implementing Title 3 of the Urban Growth Management Functional Plan or Goal 5 Resource Protection requirements prevent full street extensions.

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December 7, 1999
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Section 6.7.4 Refinement Planning Scope and Responsibilities:

In some areas defined in this section, the need for refinement planning is warranted before specific projects or actions that meet and identified need can be adopted into the RTP. Refinement plans generally involve a combination of transportation and land use analysis, multiple local jurisdictions and facilities operated by multiple transportation providers. Therefore, ~~unless otherwise specified in this section, in most cases~~ Metro will initiate and lead necessary refinement planning in coordination with other affected local, regional and state agencies. Refinement planning efforts will ~~be~~ purpose multi-modal ~~evaluations of possible~~ transportation solutions ~~in that response~~ to needs identified in the RTP. The ~~evaluation~~ solutions may also include land use alternatives to fully address transportation needs in these corridors. Appendix 3.1 describes the 1999 prioritization for refinement plans. Refinement plan prioritization is subject to ~~annual~~ periodic updates as part of the Unified Work Plan (UWP).

Section 6.7.5 Specific Corridor Studies:

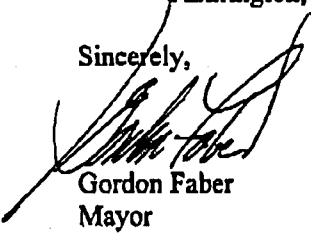
The purpose of ~~the~~ corridor studies is to develop an appropriate transportation strategy or solution thorough the corridor planning process. For each corridor, a number of transportation alternatives will be examined over a broad geographic area or through a local TSP to determine a recommended set of projects, actions or strategies that meet the identified need. The recommendations from corridor studies are then incorporated into the RTP, as appropriate. This section contains the following specific considerations that ~~must~~ should be incorporated into corridor studies as they occur:

Tualatin Valley Highway

A number of improvements are need in this corridor to address existing deficiencies and serve increased travel demand. The primary function of this route is to provide access to and between the Beaverton and Hillsboro regional centers, and move significant volumes of east-west traffic through a corridor bounded by Baseline Road to the north and Farmington Road to the south. As such, the corridor is defined as extending from Farmington Road, in Beaverton, to Baseline Road, in Hillsboro. The following design considerations should be addressed as part of a corridor study:

- consider aggressively managing access as part of a congestion management strategy
- ~~implement~~ consider TSM and other interim intersection improvements at various locations between Cedar Hills Boulevard and Brookwood Avenue
- ~~implement long-term~~ consider a limited access, divided facility from Murray Boulevard to Brookwood Avenue, with three lanes in each direction, and grade separation Also consider alternatives to grade separation at major intersections.
- ~~Implement~~ consider complementary capacity improvements on parallel routes, including Farmington, Alexander, Baseline and Walker roads

Sincerely,



Gordon Faber
Mayor

Cc: MPAC

Comments on the Draft Regional Transportation Plan dated 11/5/99.

Barbur I-5 Corridor Study - An integrated corridor study is the top budget priority of the SWNI Transportation Committee. (Corridor can be defined as Barbur all the way from I-405 to Tigard, with special focus on its relationship with I-5 and intersections in the designated hi volume areas (potential WPTC and Barbur Main Street). Front Avenue should be included in the discussion since it may be a key HOV or Bus element. Integrated infers including transit, pedestrian, bike and auto access to local activity centers and to transit; rerouting nonlocal traffic with increased southbound access to I-5; and design treatment. Study infers technical as well as historic/vision input and solutions from Tri-Met, ODOT, Metro, PDOT, SW Neighborhoods, and the SW business community. There is money for this project in a variety of separated projects in the RTP which should be combined and studied before solutions are implemented.

Urban Trails - Now is the time to realize implementation of citizen labor. Include the 7 identified Urban Trails in the RTP. While the current RTP only discusses a need for 'connections for pedestrians', we have in our hands mapped routes indicating throughout the southwest where citizens want to walk between neighborhoods, town centers, schools, buses, parks, work and other activity centers. The maps show how to utilize existing and unbuilt streets, parks, schools, and in a very few places, private rights of way to supply ped access in a most inexpensive fashion. A copy of the alignment of the 7 trails is attached. (see Portland Pedestrian Program Map 6/10/99) (not sent with the email edition of this note)

The ped/bike maps in the RTP are small and very difficult to read. They should be the same size as the traffic and transit maps.
OHSU area has no Metro Designation

The area around OHSU is not designated anything other than a local neighborhood. This seems like a serious omission since this is the foremost employer in the region. The pedestrian and bike routes leading to this area need attention, as does the entire area around the institutions. I think a designation equivalent to a main street in preference should be developed and assigned to this area. Similar treatment might be considered for Lewis & Clark College, possibly also Portland Community college.

Street Designations:

There is a lack of a definition of Barbur Main Street - this could come out of the above mentioned corridor study.

Lack of a collector in the Washington County/Washington Square area. (potentially Taylors Ferry west of 62nd).

Other Pedestrian and Bicycle Changes:

The Hillsdale Town Center Plan proposes a bicycle locker facility as a bike park and ride. Funds to do demonstration project for such a concept should be provided.

An alternate Pedestrian and Bike route around the very dangerous Barbur Blvd segment is to follow SW Ralston from Barbur to SW Terwilliger, where the biker/walker can then proceed safely along Terwilliger to Capitol Highway or Barbur.

Funds for traffic calming in pedestrian districts should be included. (The Portland Pedestrian Master Plan provides for using traffic calming in Pedestrian Districts as an alternative to providing expensive sidewalks.)

Street Design Example list - include a bike/ped combination design to

increase multimodal use of our steep limited width streets in SW Portland. We propose a standard of a sidewalk on the side of the street going downhill with no bike lane on that side, and a climbing bike lane (but no sidewalk) on the side off the street going up hill.

South Portland Circulation Study implementation, #1027 - having been on the CAC, the \$40 million price tag is new and not reasonable, the funds could be better spent on other unmet needs in SW Portland. There is a lack of consensus on this project. The regional freeway connections #1031 seems a much higher priority and would have a very positive affect on the CTLH neighborhood and help traffic flow in SW Portland the region in total.

A new on ramp to southbound I-5 from Barbur Blvd. This project must be added to relieve 5 miles of traffic congestion down the Barbur corridor and especially at Barbur/Capitol Hwy/Taylor's Ferry intersection. Barbur is not now a safe bikeway. It is not a viable southbound route unless there is a safe way to cross the turning (upper) Capitol Hwy traffic and a widening of the Newberry and Vermont structures to provide a safe biking environment.

Project 1195 should be defined to start at Naito/Lane rather than Terwilliger and go to city limits. This is to implement the Barbur Streetscape Plan adopted by the Portland City Council 12/8/99. Project 1200 should include a pedestrian overpass over Barbur as well as over I-5. Missing also is the I-5 & Macadam pedestrian/bicycle overpass at Gibbs or Whitaker which will provide access to the North MacAdam project area.

Citizen Review: We need subregion reviews added to the process which permit in depth review of the projects by the people who drive, bike and walk our streets. The citizens are totally uninformed about the traffic management facilities that have been proposed. Current projects are largely based on expensive street improvements for lengthy sections of a limited number of streets . Given the very high percentage of substandard transportation infrastructure in SW Portland (especially compared to other areas), the needs would more realistically be addressed within budget by targeting much smaller sections of more streets. Citizen review should help prioritize expenditures and their timing.

Process from this point forward:
We need a clear understanding of the process to be followed from this point forward. Please add the SWNI Transportation Committee to the mailing list for all transportation related announcements coming from Metro.

Don Baack

FAX
page 1 of 4

Date: 12-8-99
To: Jon Kvistad, Metro Councilor, J-PAC Chair
From: Steve Larrance for Citizens Against Irresponsible Growth CAIG
Re: RTP proposed changes to classification of T.V. Highway

The following paragraph is to summarize and support the testimony of Larry Derr and myself to your Transportation Committee yesterday.

Please remove from the text of the soon to be adopted Regional Transportation Plan, RTP, all functional classification changes and references to future study conclusions, such as the four bullets on page 6-31 of the RTP, to the T.V. Highway east of Brookwood Avenue until completion of the corridor study also recommended in the RTP. I have attached two pages from the DKS Report dated Sept. 13, 1999 prepared for the Washington County Board of Commissioners which indicate that the study must come before the conclusions. Also attached is the page in the RTP referencing the T. V. Highway.

Thanks for your hard work to ensure to the citizens of Washington County and the Region that the easy and inexpensive transportation solutions will be considered before the expensive ones, which very probably will never be fully implemented, are adopted.

Sincerely submitted,



* T.Y.

an expressway facility similar to Highway 212 in Milwaukie and Highway 99E near Tacoma Avenue with roadway over-crossings, grade-separated interchanges, and very limited access to adjoining land. The Draft Strategic RTP allocates \$33.2 million for this improvement. Additional costs for land acquisition and business impact requirements could increase the total project to over \$100 million.

*

- **TV Highway Improvements Require Further Study** – The suggested Metro recommendation for an expressway facility on TV Highway has not been studied by ODOT, Washington County or either affected city and these solutions have not been adopted into their respective transportation plans. Further study of the TV Highway Corridor is needed to document the specific needs and to develop a preferred alternative. This investigation would balance the benefits of high capacity street improvements assumed in the Strategic RTP and the costs of such improvements including the impacts to existing and planned land development (both takings and access modifications).

transportation system given the existing system and planned improvements that are identified in the latest RTP².

*

TV Highway – One of the more substantial RTP street improvements on the Strategic network was along TV Highway between 10th Street in Hillsboro and Cedar Hills Boulevard in Beaverton. The improvement would more than double capacity from 2,150 vehicle per hour (vph) in each direction today to 4,500 vph after the improvement. (See letter from Metro to Washington County with this improvement recommendation and ODOT's letter to Metro regarding TV Highway in *Appendix B*)

This RTP project is not explicitly contained in the state, county or city transportation plans. The county plan calls for seven-lanes on TV Highway in this area, and the city plan notes that by 2015 TV Highway will be close to capacity (this review focuses on 2020 horizon year). ODOT has not adopted such improvements into their regional plan but they recognize the need for improved access management.

In order to achieve 4,500 vehicles per hour capacity, significant access changes must occur in the TV Highway Corridor. The model assumes three interchange treatments, four or five flyovers or underpasses and five or six "right in, right out" locations between Brookwood Avenue and Hocken Avenue. All other roads and business driveways would be cut-off from direct access to TV Highway. Between Brookwood Avenue and 198th Avenue, one interchange, two flyovers and two "right in, right outs" are assumed. Further refinement study is needed to fully document the capacity needs, and to develop alternative measures to increase corridor capacity. The suggested expressway concept by Metro is only one possible solution. Other alternatives could include improved capacity and connectivity of parallel roads, and other locations for grade separations and access controls.

At a planning level, access changes of this magnitude are necessary to achieve the high capacity assumed in the model. The precise access elements and their locations should be identified in a more detailed corridor study. However, near the South Hillsboro Urban Reserve, this level of capacity cannot be achieved with at-grade intersections.

Miscellaneous Corrections – Based on input from city and county staff regarding network corrections, the following network modifications were made:

- **Farmington Road** – The Existing Resource network was showed 1800 vph capacity west of 185th Avenue where no planned improvements are identified. This was corrected to be 900 vph.
- **Century Boulevard** – The segment between Evergreen Road and Cornell Road was added to the both networks, and the segment between Evergreen Road across US 26 to Jacobson Road was added to the Strategic Auto network. These revisions will be incorporated into the next round of RTP network improvements.

Land Development Assumptions

The proposed concept plan land development is distributed around three major neighborhoods on-site: Butternut Creek, Ladd-Reed, and Gordon Creek. The specific allocations for each neighborhood are not identified in the concept plan, but the overall mix of development is summarized below in Table 3. The South Hillsboro Urban Reserve plan area includes up to 8,500 new residential dwelling units, one middle school, two elementary schools, and over 600,000 square feet of building area for office, industrial and commercial uses.

² *Regional Transportation Plan, Metro, Round 3 – April 16, 1999, Strategic Auto Funding scenario.*

- consider express, HOV lanes and peak period pricing when adding new capacity
- design capacity improvements to maintain some mobility for regional trips during peak travel periods
- design capacity improvements to preserve freight mobility during off-peak hours
- retain auxiliary lanes where they currently exist
- improve parallel routes to accommodate a greater share of local trips in this corridor
- improve light rail service with substantially improved headways
- coordinate with planned commuter rail service from Wilsonville to Beaverton regional center



Tualatin Valley Highway

A number of improvements are needed in this corridor to address existing deficiencies and serve increased travel demand. The primary function of this route is to provide access to and between the Beaverton and Hillsboro regional centers. As such, the corridor is defined as extending from Farmington Road, in Beaverton, to Baseline Road, in Hillsboro. The following design considerations should be addressed as part of a corridor study:

- aggressively manage access as part of a congestion management strategy
- implement TSM and other interim intersection improvements at various locations between Cedar Hills Boulevard and Brookwood Avenue
- implement long-term, a limited access, divided facility from Murray Boulevard to Brookwood Avenue, with three lanes in each direction and grade separation at major intersections
- implement complementary capacity improvements on parallel routes, including Farmington, Alexander, Baseline and Walker roads

North Willamette Crossing

The RTP analysis shows a strong demand for travel between Northeast Portland Highway and the adjacent Rivergate industrial area and Highway 30 on the opposite side of the Willamette River. This demand is currently served by the St. Johns Bridge. However, the St. Johns crossing has a number of limitations that must be considered in the long term in order to maintain adequate freight and general access to the Rivergate industrial area and intermodal facilities. Currently, the St. Johns truck strategy is being developed (and should be completed in 2000) to balance freight mobility needs with the long-term health of the St. Johns town center. The truck strategy is an interim solution to demand in this corridor, and does not attempt to address long-term access to Rivergate and Northeast Portland Highway from Highway 30. Specifically, the following issues should be considered in a corridor plan:



What's in the RTP?

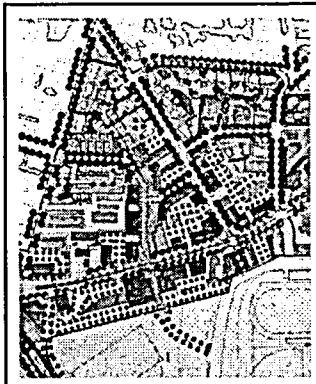


- ☒ Keeps pace with Growth
- ☒ \$7 Billion in multi-modal improvements
- ☒ Leverages 2040

Metro 1999



Policy: Focus on 2040

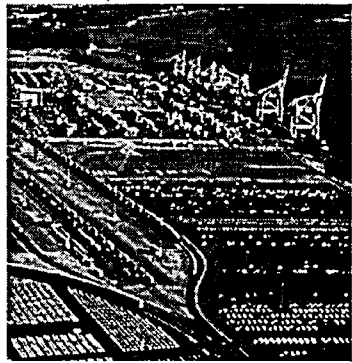


- ☒ Emphasis on centers
- ☒ Access from surrounding trade areas
- ☒ Improving circulation within centers

Metro 1999



Policy: Focus on Trade



- ☒ Access to industry
- ☒ Access to freight intermodal facilities
- ☒ Improvements to key trade corridors

Metro 1999



System Performance

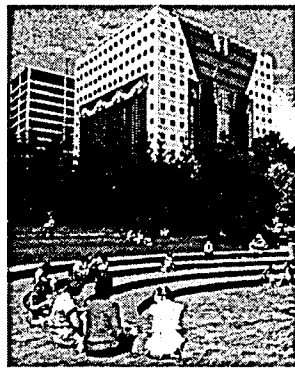


- ☒ 2040-based congestion standards
- ☒ Alternative standards for some centers, corridors
- ☒ Non-SOV targets

Metro 1999



Performance: Special Areas



☒ **Area of Special Concern Designation:**

- mixed use plan
- non-SOV targets
- parking ratios
- street connectivity

☒ **Local Action Plan Option**

Metro 1999



Performance: Non-SOV Targets



☒ **2040-based goals to guide TSP development**

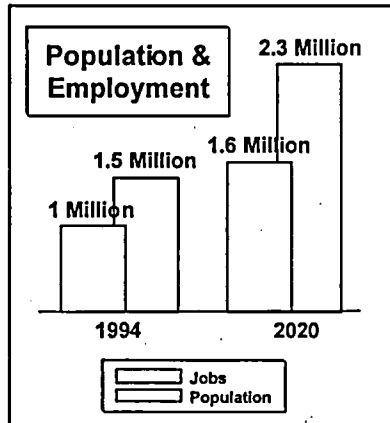
☒ **Local emphasis on progress toward targets**

☒ **Used to satisfy TPR**

Metro 1999



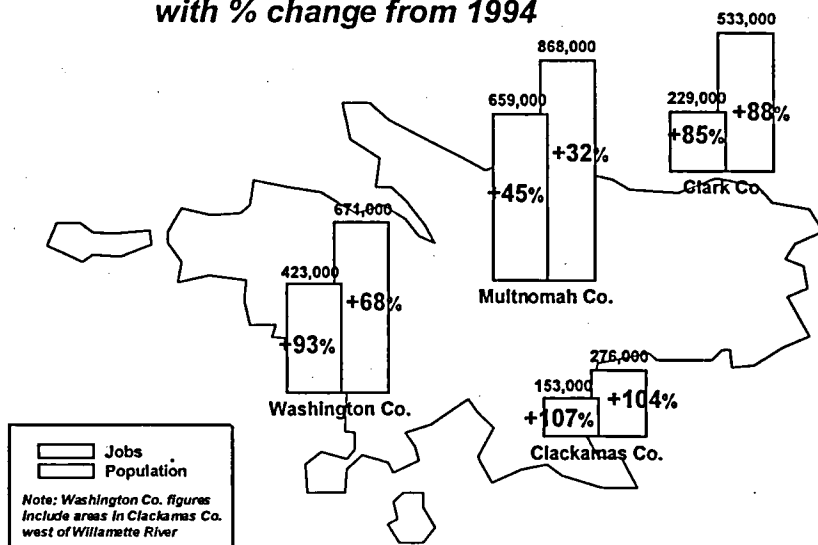
2020 Forecast



- ✓ Growth is significant, but slows after 2015, especially in Washington Co.
- ✓ Growth increasingly focused in Urban Reserves after 2015
- ✓ Jobs/Housing imbalance persists in Clackamas and Clark counties

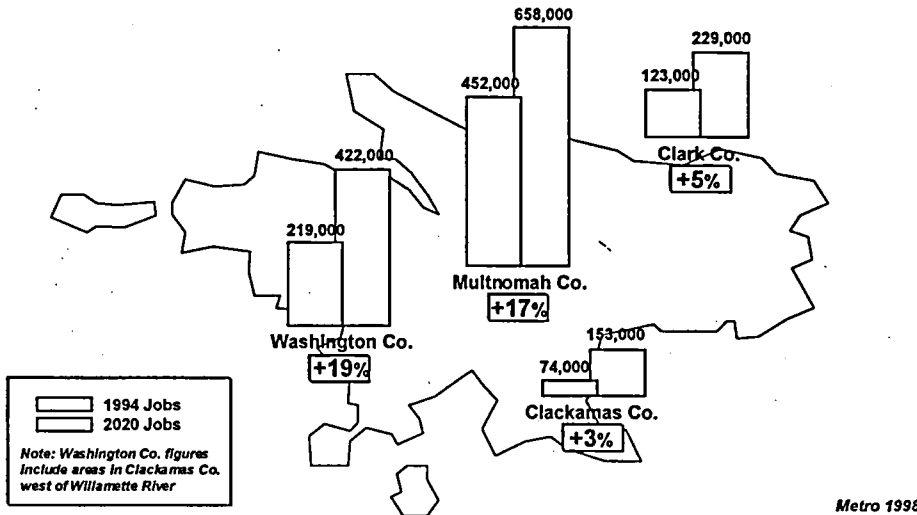
Metro 1999

2020 Forecast by Subarea with % change from 1994



Metro 1998

2020 Jobs/Housing Balance With % Change in Retail Jobs per Household



Strategic Improvements

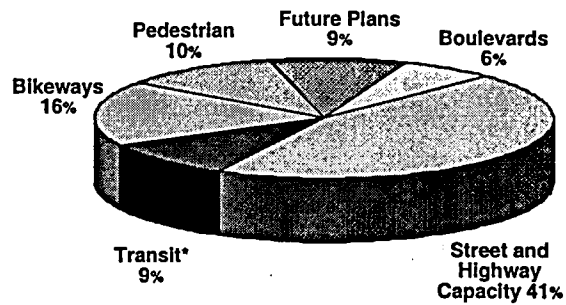


- ☒ \$4 Billion in road, sidewalk, bikeway and freight projects
- ☒ \$3 Billion in transit capital expansion



MTA

Strategic Projects by Type



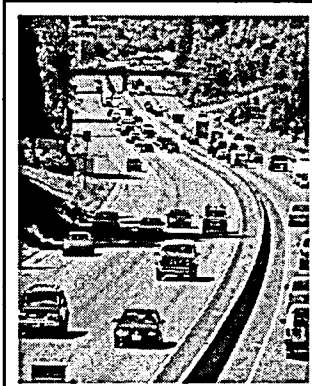
*includes only transit capital

Metro 1999



MTA

Funding Challenge

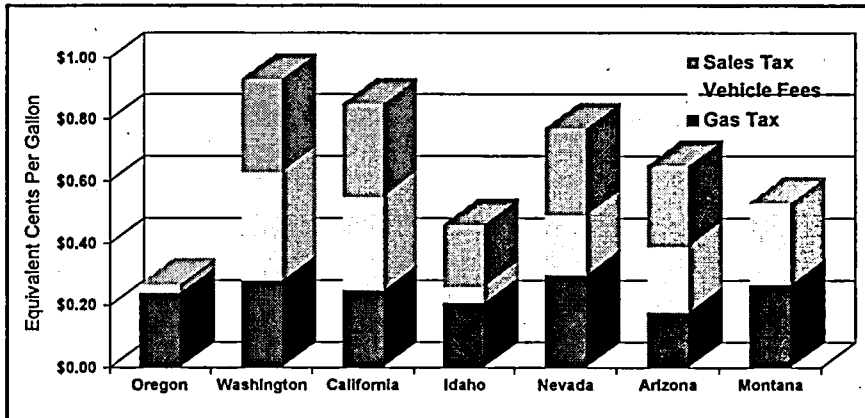


- ☒ Maintenance costs increasing
- ☒ New projects needed to keep pace with growth
- ☒ Funding sources losing ground to inflation

Metro 1999



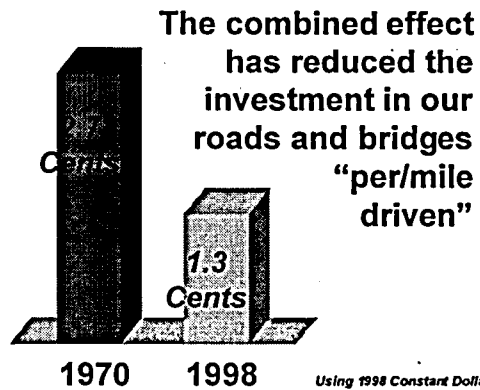
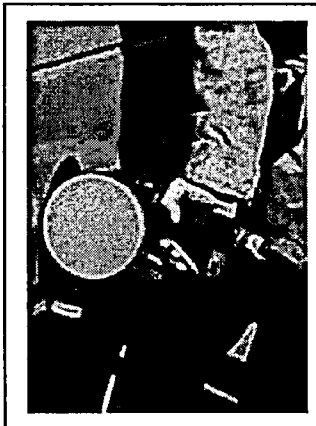
Oregon Auto Taxes Among Lowest in Nation



Metro 1999



Effect of Fuel Efficiency on Funding

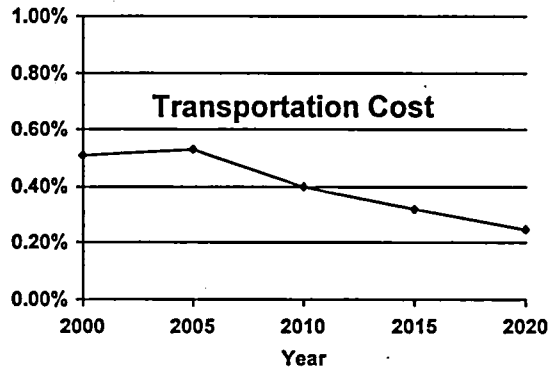


Metro 1999



Reduced Share of Personal Income

- Pavement conditions continue to deteriorate
- Few new roads
- Represents 50% tax cut over 20 years

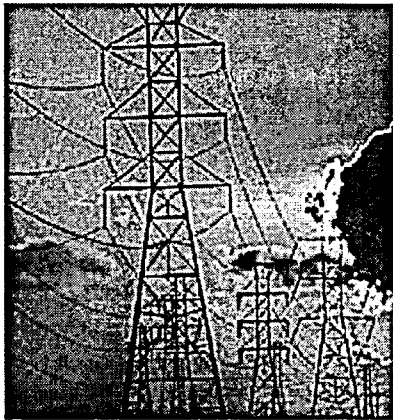


**includes Washington, Clackamas and Multnomah counties*

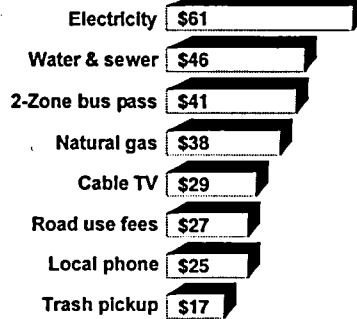
Metro 1999



Comparative Utility Costs



Average Costs Per Month Per Household



Metro 1999



Funding Shortfall



- ☒ \$3.08 Billion capital shortfall over 20-year plan period
- ☒ Traditional funding sources not adequate
- ☒ Alternative funding sources proposed

Metro 1999



Revenue Strategies

Traditional

- State and local gas taxes
- Vehicle registration fees
- Property tax levies

Growth/User

- System development charges and impact fees
- Street utility fees
- Tolls and pricing

Balanced

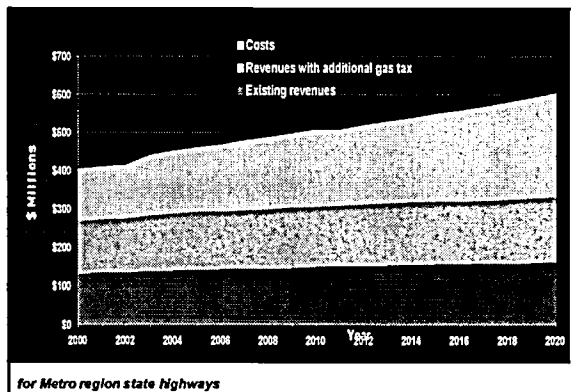
- Mix of traditional, growth and user-based sources

Metro 1999



State Operations, Maintenance and Preservation Costs

- 40% revenue shortfall by 2020



Metro 1998
Metro 1999



State Highway Funding Strategies for Operations, Maintenance & Preservation

Traditional

- 1¢ per year state gas tax increase

Growth/User

- 1¢ per year state gas tax increase

Balanced

- 0.41¢ per year state gas tax increase
(86% funded)



Metro 1999



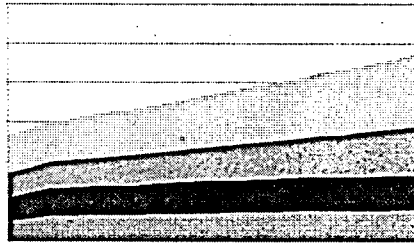
Metropolitan Area Council

City and County Operations, Maintenance and Preservation Costs

- Improved pavement quality is 67% unfunded by 2020
- Status quo pavement quality is 50% unfunded by 2020

in 2020 to improve pavement quality by:

- Current funding sources pavement quality
- Revenue with toll and gas tax and vehicle registration fee
- Working resources



*excludes Willamette River Bridge rehabilitation

Metro 1999



Metropolitan Area Council

City and County Funding Strategies for Operations, Maintenance & Preservation

Traditional

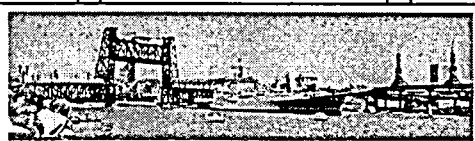
- 1¢ per year state gas tax
- and-
- 18¢ uniform local gas tax

Growth/User

- 1¢ per year state gas tax
- and-
- Street utility tax
- and-
- 12¢ uniform local gas tax

Balanced

- 0.87¢ per year state gas tax
- and-
- Street utility tax
(75% funded)



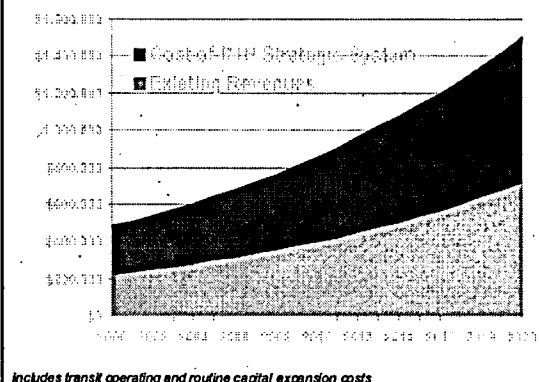
Metro 1999



Metropolitan Council

2020 Transit Costs

- Represents a 10-20% gap between needs and costs
- Does not include major transit capital expansion which is subject to voter approval



Metro 1999



Metropolitan Council

Transit Funding Strategies

for transit operations

Traditional

- 0.1% increase in payroll tax rate in 2000
- and-
- 0.025% increase in payroll tax rate in 2011

Growth/User

- Same as traditional strategy

Balanced

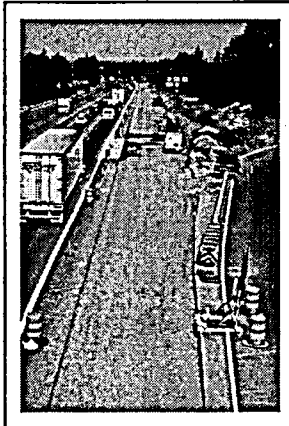
- Same as traditional strategy



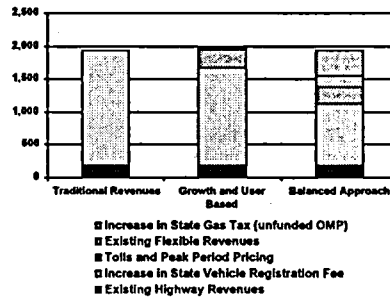
Metro 1999



Highway Related Capital Costs



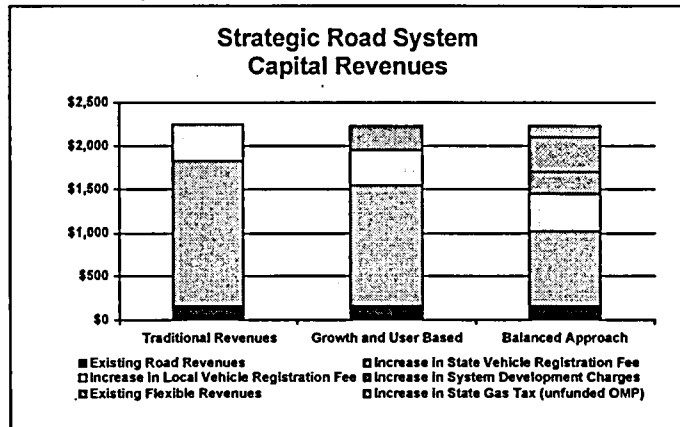
Strategic Highway System
Capital Revenues



Metro 1999



Road-Related Capital Costs



Metro 1999

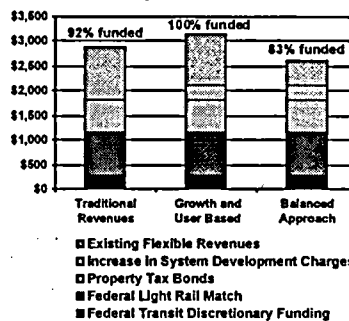


MTA

Transit System Capital Costs



Strategic Transit System Capital Revenues



Metro 1999



MTA

Is the Strategic System Too Big?

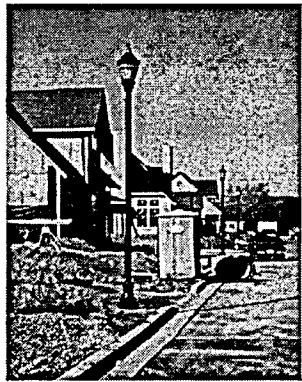


- ☒ Expansion proportionate to other utilities
- ☒ Need driven by growth, provide "adequate" system
- ☒ New emphasis on leveraging 2040

Metro 1999



Is Strategic System Too Costly?

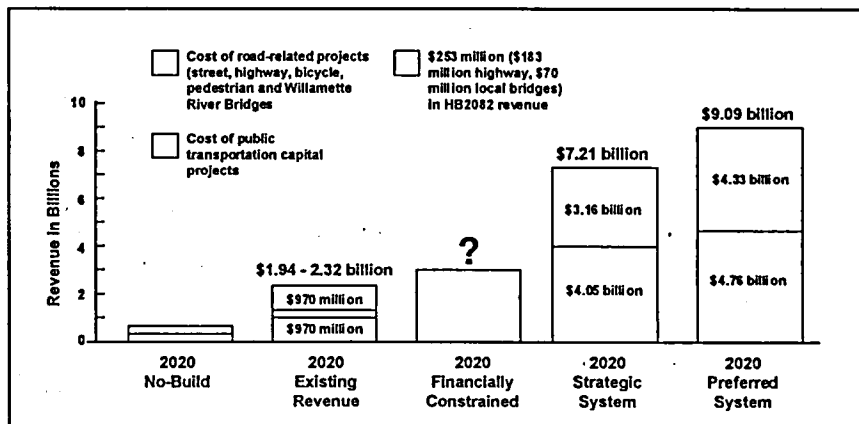


- ☒ Historic Cost Per Mile
- ☒ Historic share of income
- ☒ Comparison to other Western States
- ☒ Comparison to other utilities

Metro 1999



RTP Financial Scenarios



Metro 1999



JPACT Issues

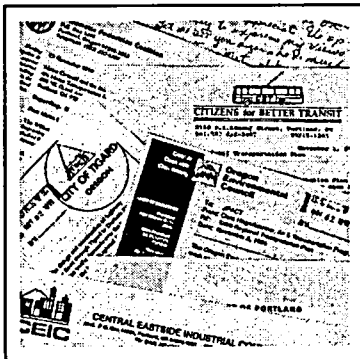


- ☒ **Financial implications**
 - Financing the RTP
 - Living within fiscal constraints
- ☒ **Performance Policies**
- ☒ **Future land use planning**

Metro 1999



JPACT Action on resolution 99-2878



- ☒ **Part 1:**
15 discussion items
- ☒ **Part 2:**
169 consent items
- ☒ **Part 3:**
comments after JPACT

Metro 1999