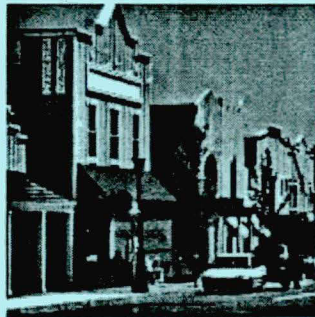
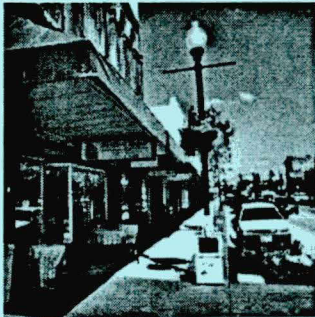
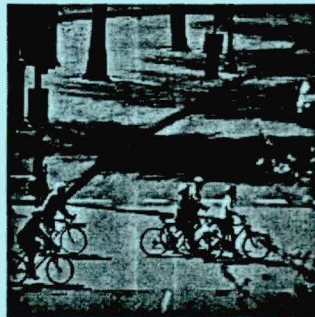
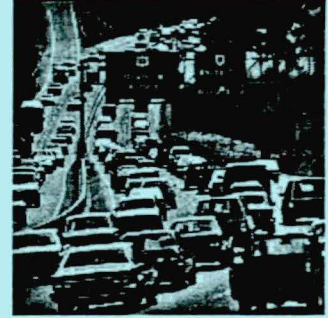
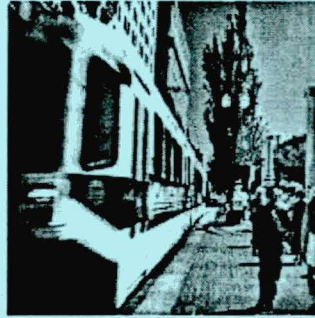


DRAFT

1999 Regional Transportation Plan Public Comment Report

December 2, 1999
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*Summary of comments received between
October 1, 1999 – December 2, 1999*



METRO
Regional Services
*Creating livable
communities*

This report serves as a preliminary snapshot of all public comments received on the RTP from October 1 through December 2. A final report will be produced at the end of the public comment period that will be paginated, and contain a summary of comments, and a detailed index. The public comment period will close on December 16, 1999.

The information contained in this report is organized in the following sections: meeting transcripts from the four RTP/STIP public meetings that were held in October 1999, transcript from the December 2, 1999 Public Hearing, RTP surveys, written and email comments, phone calls, public notices and press clippings.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Councilor Stanton made the following points:

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

P.O. Box 1995
Vancouver, Washington 98668-1995



www.ci.vancouver.wa.us

October 20, 1999

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

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

Dear Commissioner Hewitt and Councilor Kvistad:

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

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

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

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



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

Henry Hewitt and Jon Kvistad

Page 2

October 20, 1999

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

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

Sincerely,

A handwritten signature in black ink, appearing to read "R. E. Pollard". The signature is fluid and cursive, with a large initial "R" and "E".

ROYCE E. POLLARD
Mayor

**Written
comments
for the RTP**

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

Mail

Metro
RTP Comments
600 NE Grand Avenue
Portland, OR 97232

Fax

(503) 797-1794

E-mail

arthurc@metro.dst.or.us

Phone

(503) 797-1900

Date C.O.T 1 20 1 1999

Name Richard A. Halsey

Affiliation _____

Address 35 36 S. E. 164th AVE.

City/state/ZIP Portland, Ore. 97236

Phone No. (503) 665-3944

E-mail address NO

Comments: 21.5. 26 From 82nd on to Gresham
is overly heavy with traffic. This
is project 12028. With only 1
lane each way makes it very
dangerous for those in bicycle
lanes.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

RECEIVED
OCT 20 1999

October 15, 1999

BY:.....

Andy Cotugno
METRO
600 NE Grand Avenue
Portland OR 97209

RE: Cornelius Gateway Enhancement Project


Dear Committee Member:

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


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

We look forward to your support in this endeavor.

Sincerely,


John C. Greiner
City Manager

Sincerely,


Ralph Brown
Mayor

f:\mkg\99jcg ltr metro.doc

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

**Written
comments
for the RTP**

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

Mail

Metro
RTP Comments
600 NE Grand Avenue
Portland, OR 97232

Fax

(503) 797-1794

E-mail

arthurc@metro.dst.or.us

Phone

(503) 797-1900

Date 10 / 21 / 99

Name SMILEY M. PAPAN

Affiliation _____

Address 4205 SE 102ND AV

City/state/ZIP PORTLAND OR 97266

Phone No. (503) 760-3767

E-mail address _____

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Submitted and read written comments (see attached).

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

Mr. Hammond:

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

Mr. Kingsley:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Metro, Tuesday, October 26, 1999

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

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

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

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

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





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

October 23, 1999

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

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

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

Dear Councilor Kvistad, and Commissioner Henry Hewitt,

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

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

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

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

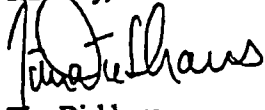
PACA - Columbia Blvd - East End Connector
Page 2

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

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

We appreciate your consideration of this important project.

Sincerely,



Tim Dickhaus
President - Portland Air Cargo Association

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



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

Pacific Northwest International Trade Association

Tuesday, October 19, 1999

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

Dear Chairman Kvistad:

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

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

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

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

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

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

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

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

Sincerely,


Tom Zelenka, Chair
PNITA Transportation Committee

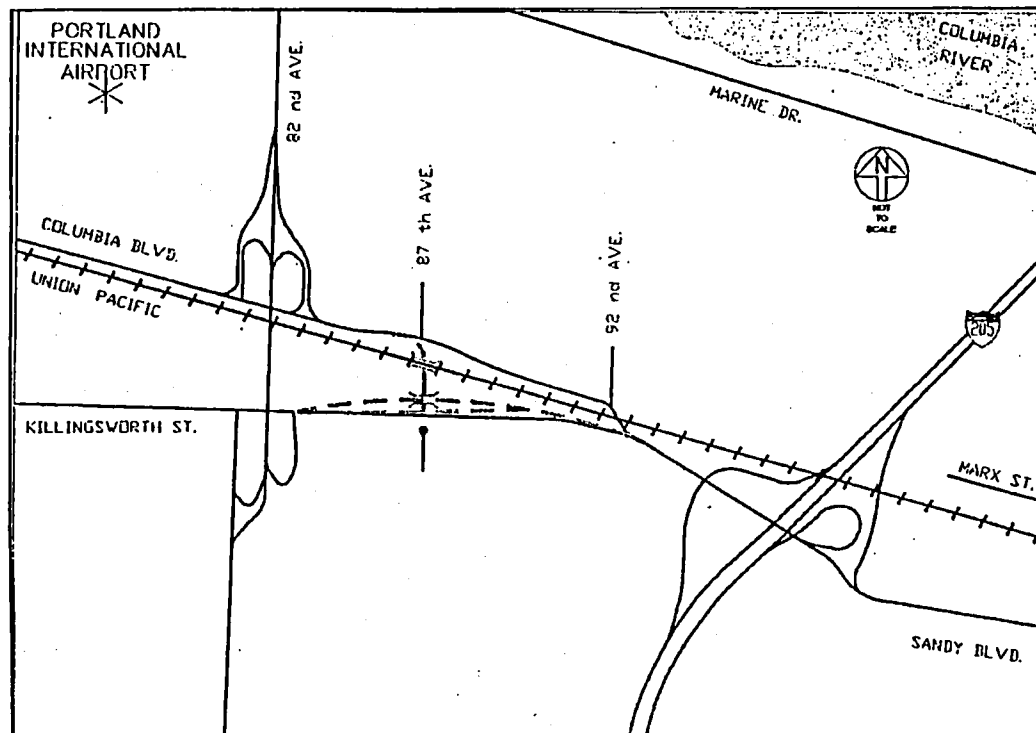
Bcc: Susie Lahsene, Port of Portland

East Columbia – Lombard Connector

Reconnaissance Study

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

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



Advantages:

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

Disadvantages:

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



The Halton Company

October 26, 1999

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

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

Dear Councilor Kvistad and Commissioner Hewitt:

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

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

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

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

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

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

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

Sincerely,

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

Chuck Harrison
Facilities Manager

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

BRIAN BAIRD
THIRD DISTRICT, WASHINGTON

COMMITTEE ON TRANSPORTATION
AND INFRASTRUCTURE

WATER RESOURCES AND
ENVIRONMENT SUBCOMMITTEE

COAST GUARD AND MARITIME
SUBCOMMITTEE

SMALL BUSINESS COMMITTEE

SCIENCE COMMITTEE



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

October 26, 1999

DISTRICT OFFICES

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

806 COLUMBIA STREET N.W.
SUITE 220
OLYMPIA, WA 98501
360-352-9769

WASHINGTON, DC OFFICE:

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

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

Dear ODOT and Metro Colleagues:

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

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

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

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

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

Sincerely,

Brian Baird
Member of Congress

BB/dgh

October 26, 1999

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

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

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

Dear Sirs:

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

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

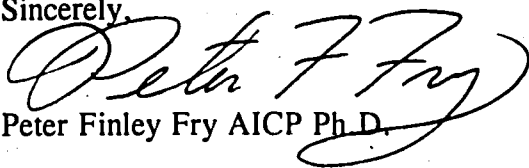
ODOT intends to construct a temporary signal at this location. ODOT engineers have agreed that a substantial part of the estimated \$150,000 (\$70,000) temporary work can become permanent (such as the coils in the pavement).

This improvement will:

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

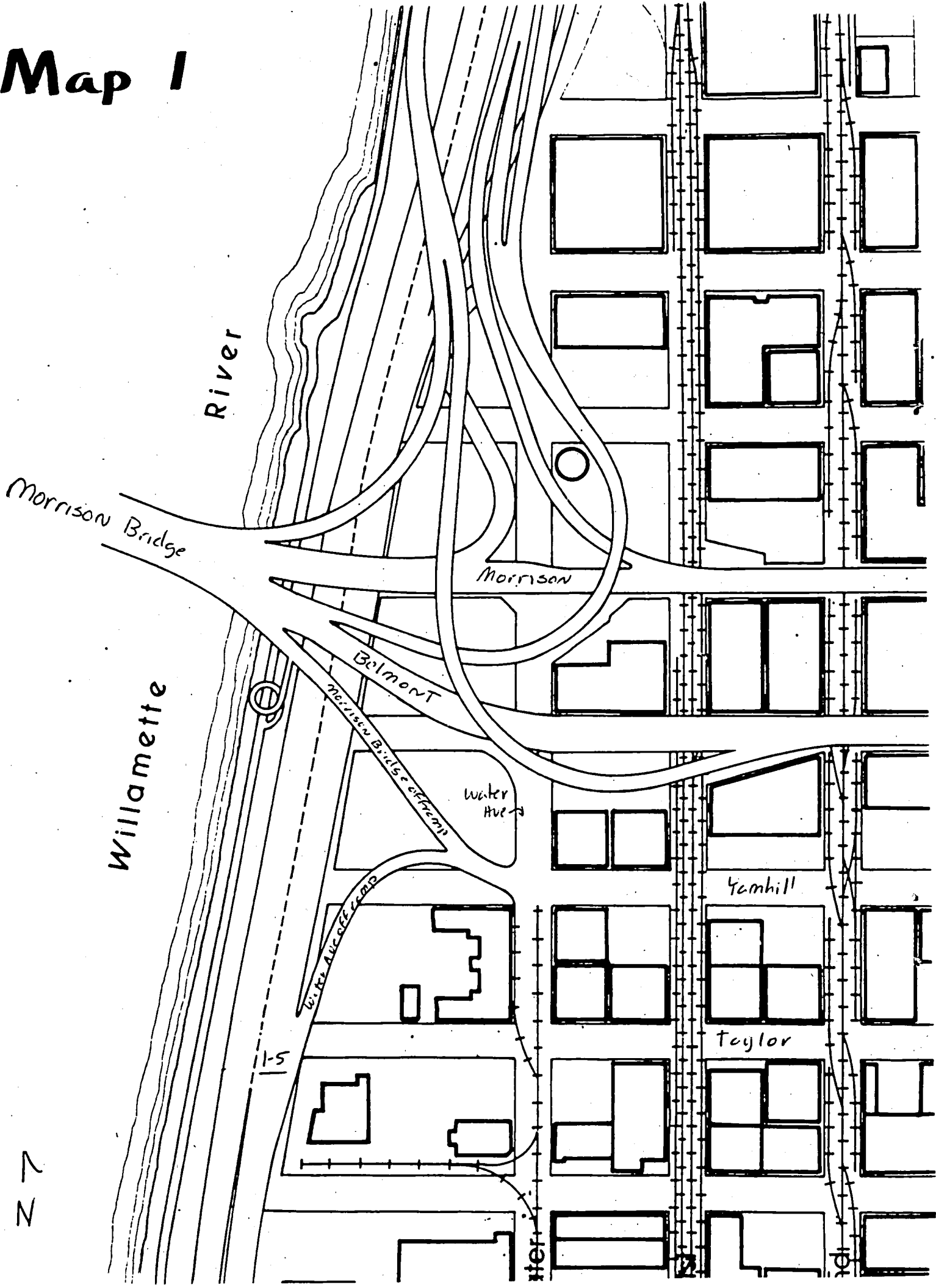
I can not see any reason why this should not be constructed now.

Sincerely,


Peter Finley Fry AICP Ph.D.

Attachments

Map 1



River

Morrison Bridge

Morrison

Belmont

Morrison Bill's office

Water Ave

Water Ave

Yamhill

Taylor

Willamette

1-5

22

Her

2

rd

Map 2

1-5

Water Ave Off ramp

Morrison Bridge Off ramp

4

3

1

+6

+

5

6

7

8

Water Ave

32.8
0

48'

(B) ON (SB) 48'

32.8
0

43'

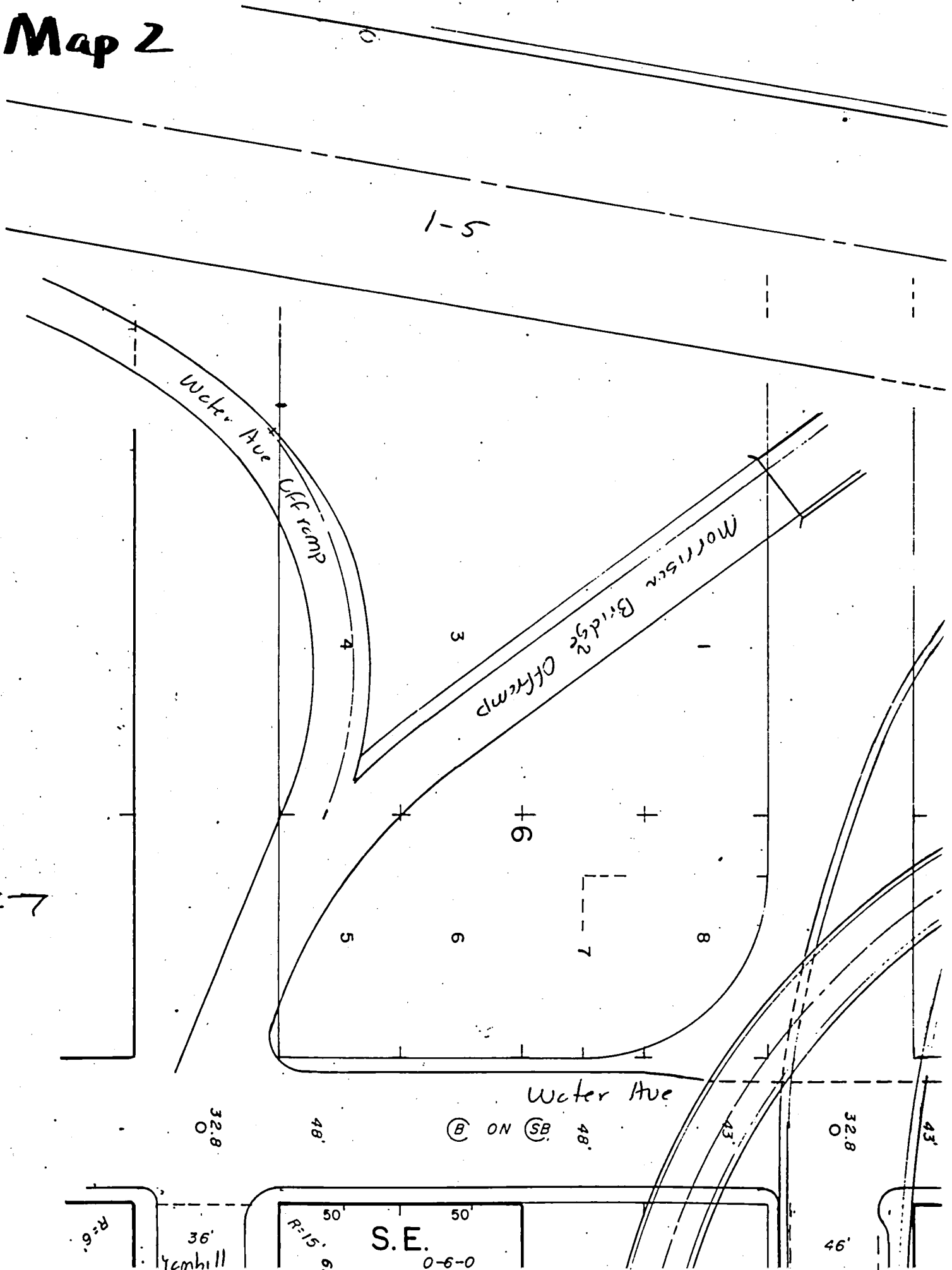
R=6'

36'
Yambill

50' 50'
R=15'
S.E.
0-6-0
61'

46'

← 2



Map 3

I-5

Water Ave
Offramp

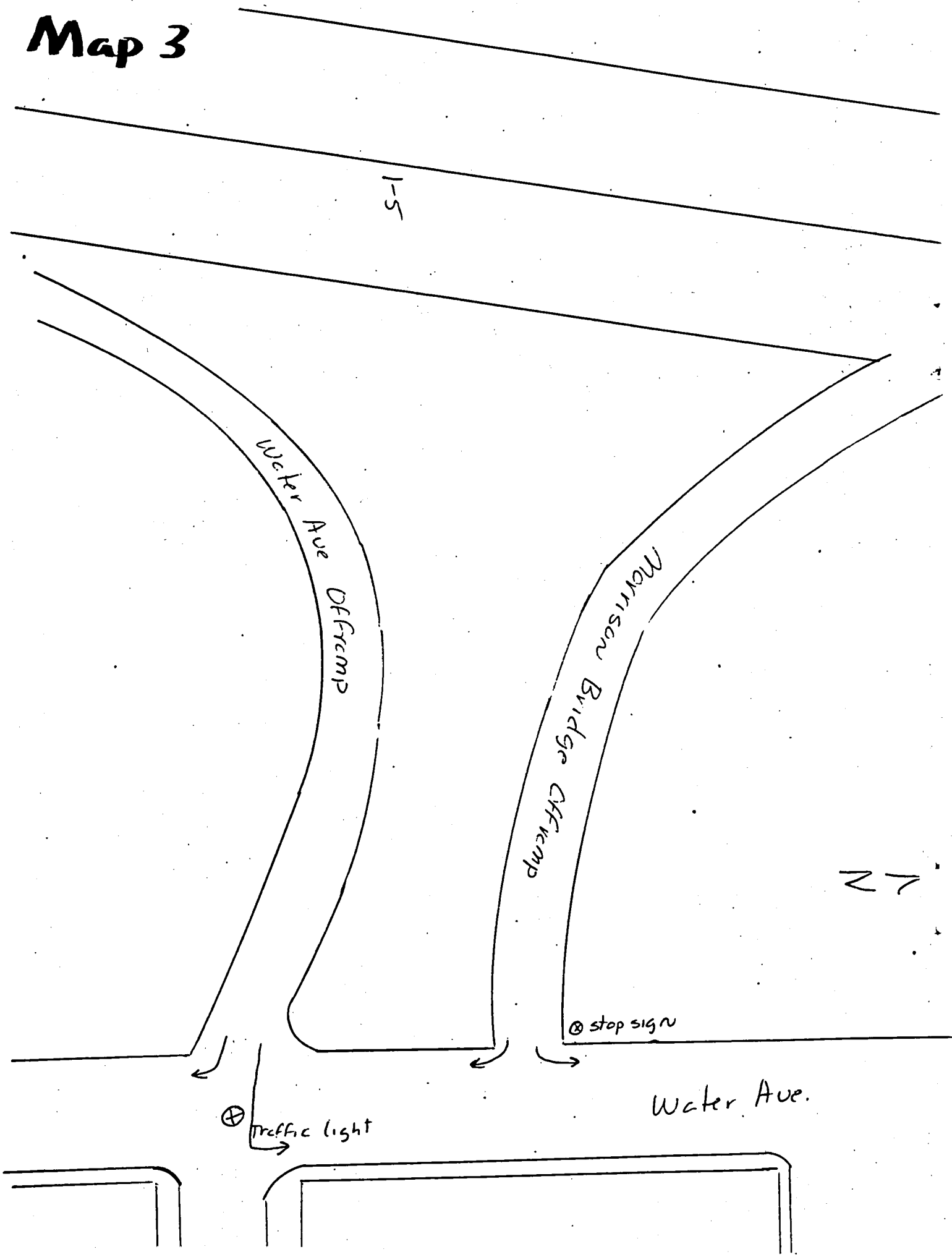
Morrison Bridge
Offramp

22

⊕ stop sign

⊕ traffic light

Water Ave.



DEANE Kate H

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

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

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

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

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

>
> For the Record

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

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

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

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

>
> 2. The use of the parking lanes for a second lane for peak hour inbound
> traffic in the morning and peak hour outbound traffic in the evening was to
> be implemented at the inception of the project. There was to be no
> question

> that this provision was mandatory, not a decision left to the local
> neighborhood or PDOT staff. I understand that other CTLH neighborhood
> members
> of the CAC who were not at the last meeting do not agree with this
> condition. Another meeting has been scheduled.

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

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

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

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

> Don Baack

> CC Laurel Wentworth

>

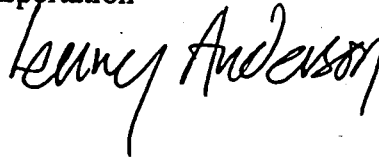
Lenny Anderson
Transportation Options
lenny.anderson@inetarena.com

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

October 26, 1999

To: Metro Council and Oregon Department of Transportation

From: Lenny Anderson, Transportation Consultant



Subj: Regional Highway Priorities

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

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

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

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

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

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

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



CENTRAL EASTSIDE INDUSTRIAL COUNCIL

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

October 26, 1999

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

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

**Re: Regional Transportation Plan
Supplemental State Improvement Program**

Dear Ladies and Gentlemen:

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

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

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

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

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

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

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

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

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

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

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

ADDITIONS:

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

DELETION:

- A) SE 11th/12th Bikeway.

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

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

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

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

Sincerely,

Wayne Kingsley
Co-chair
CEIC Transportation Committee

Chris Hammond
Co-chair
CEIC Transportation Committee



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

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Peter Finley Fry, AICP, PHD
Columbia Pacific Planners

October 26, 1999

CEIC TRANSPORTATION PROJECTS

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

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

E. Relieve Martin Luther King and Grand Avenue congestion:

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

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

Tuesday, October 26, 1999

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

Chairman and Councilors:

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

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

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

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

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

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

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

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

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

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

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

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



**Washington State
Department of Transportation**
Sid Morrison
Secretary of Transportation

Southwest Region

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

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

October 26, 1999

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

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

Dear Mr. Hewitt and Mr. Kvistad:

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

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

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

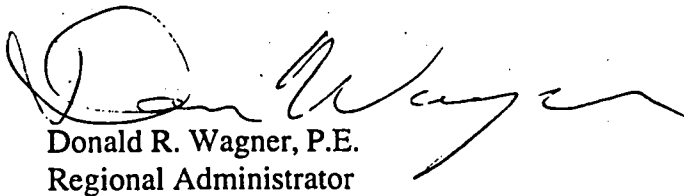
Mr. Hewitt
Mr. Kvistad
October 26, 1999
Page 2

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

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

Thanks again for the opportunity to comment.

Sincerely,



Donald R. Wagner, P.E.
Regional Administrator

DRW:kd
Wagner/ODOT & JPACT Comment

cc: Kay Van Sicklel

Oct. 26, 1999

TESTIMONY ON THE

THE REGIONAL TRANSPORTATION PLAN

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

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

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

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

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

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

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

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

will be needed in the central city by 2020.

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

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

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

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

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

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

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

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

**Written
comments
for the RTP**

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

Mail

Metro
RTP Comments
600 NE Grand Avenue
Portland, OR 97232

Fax

(503) 797-1794

E-mail

arthurc@metro.dst.or.us

Phone

(503) 797-1900

Date 10 / 26 / 1999

Name Michael Kepche

Affiliation SELF - WRNA

Address 39215 N.E. 28th

City/state/ZIP Washouga WA ⁹⁸⁶

Phone No. (360) 837-8392

E-mail address _____

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Ms. North made the following points:

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

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

See comments submitted on the RTP.

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

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

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

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

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

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

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

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

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

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

Mr. Lakey made the following points:

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

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

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

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

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

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

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

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

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

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

Mr. Garity made the following points:

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

See letter submitted in support of the project.

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

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

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

Mr. Wanvig made the following points:

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

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

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

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

SSTIP: Supports the Sunrise Corridor project.

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

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

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

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

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

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

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

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

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

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

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

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

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

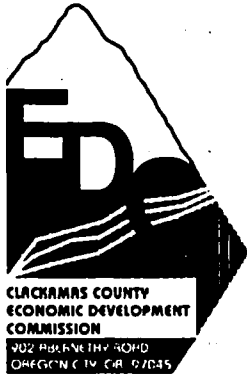
21. Robert Wheeler, 12088 SE Reginald Ct., Happy Valley 97015
Commenting on the SSTIP

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

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

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

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



October 28, 1999

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

Dear Mr. Chair and Members of the Commission;

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

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

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

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

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

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

Sincerely;

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

Jerry Smith, Chair
Clackamas County Economic Development Commission



LYNN SNODGRASS
SPEAKER OF THE HOUSE
OREGON HOUSE OF REPRESENTATIVES

October 28, 1999

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

Dear Mr. Hewitt:

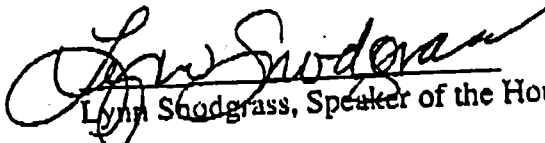
We appreciate the opportunity to comment on the Supplemental Statewide Transportation Improvement Program.

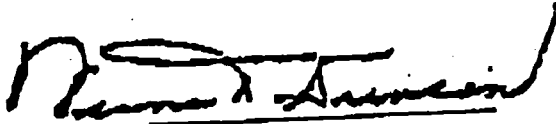
It is our understanding that the Oregon Department of Transportation (ODOT) and the METRO Joint Policy Advisory Committee on Transportation (JPACT) are asking for comments on an initial list of projects and an additional list of projects that would be built from the bond revenue made available within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

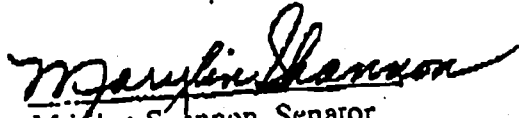
Of critical concern to us is the Clackamas Industrial Connection (Sunrise Corridor) project listed by ODOT at initially \$65 million. This project has been around since 1988 as a part of the development of the Access Oregon Highway program. Now, some twelve years later, we are still awaiting funding.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

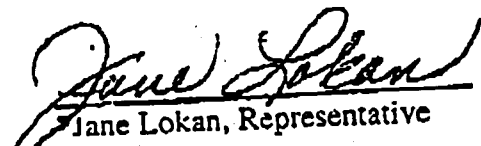
ODOT's *State and Federal Highway Revenues and Expenditures by County and Region, August 1999* report indicates that for the six year period of 1996-2001 Clackamas County receives only 0.86 cents back on each dollar in taxes paid by our constituents. This "donor county status" makes the investment by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

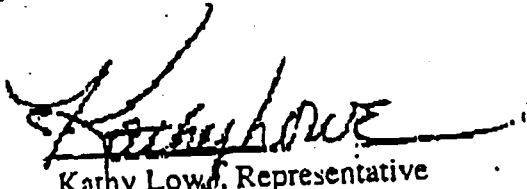
We look forward to seeing the \$72.5 million Clackamas Industrial Connection project in the list that the OTC will submit to the Emergency Board.

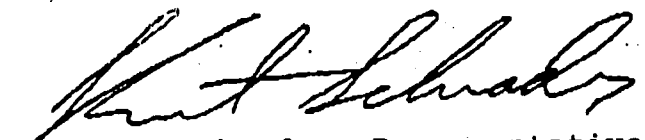

Lynn Stodgrass, Speaker of the House


Vern Duncan, Senator


Marilyn S. Annon, Senator


Jane Lokan, Representative


Kathy Low, Representative


Kurt Schrader, Representative



JANE LOKAN

State Representative

Oregon Legislative Assembly

District 25 • Clackamas County

October 28, 1999

Members of the JPACT and Oregon Department of Transportation:

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

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

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

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

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

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

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

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

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

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

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

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

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

Eugene L. Grant
Schwabe Williamson & Wyatt

PORTLAND STATE UNIVERSITY

Proposed statement by Julie North, Manager of Transportation and Parking Services
before:
METRO hearing on the Regional Transportation Plan
October 28, 1999

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

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

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

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

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

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

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

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

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

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

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

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

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

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

*Portland/Vancouver Area Alternative
Transportation Student Consortium
Roster*

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Oregon Graduate Institute
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Phone: (503) 255-0332
(no email address)

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

* indicates no participation or response
to date

OREGON CUTTING SYSTEMS DIVISION
4909 SE INTERNATIONAL WAY
PORTLAND, OR 97222 4679
PHONE: 503 653 8881
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JAMES S. OSTERMAN
PRESIDENT
OUTDOOR PRODUCTS GROUP

BLOUNT

October 28, 1999

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

Dear Mr. Hewitt:

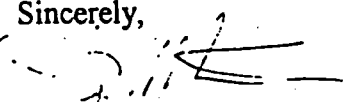
I appreciate the opportunity to comment on the Supplemental Statewide Transportation Improvement Program.

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

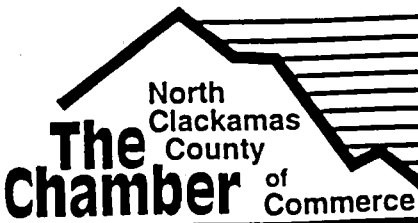
Of critical concern to me as an employer of approximately 1,000 employees in Milwaukie is our ability to move freight in and out of our manufacturing plant, and the ability of our employees to get to work. The Clackamas Industrial Connection (Sunrise Corridor) project has been planned since 1988 as a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

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

Sincerely,


Jim Osterman, President
Outdoor Products Group

OREGON



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

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

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

August 25, 1999

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

Dear Chairman Hewitt:

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

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

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

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

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

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

Sincerely,

Chip Sammons, President

John Wyatt, Senior Vice-President

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

October 28, 1999

Testimony connected with ODOT Supplemental STIP

Support for Clackamas Industrial Corridor

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

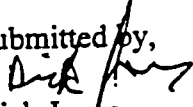
Unfortunately gridlock exists almost all day on Highway 224 with lines going back $\frac{3}{4}$ of a mile even in mid morning. I have had to go to the Clackamas Industrial area twice recently. Both times I found traffic at 10:00 AM backed up from I-205 to Lumberman's Building Supply.

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

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

Thank you.

Submitted by,



Dick Jones

3205 SE Vineyard Rd.

Oak Grove, Or 97267

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



AFSCME

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

LOCAL 350

Representing the
Employees of:

350-0

Clackamas County
Department of
Transportation &
Development

350-1

City of West Linn

350-2

City of Oregon City

350-3

City of Gladstone

350-4

Clackamas County
Department of Utilities

350-5

City of Milwaukie

350-6

City of Canby

350-7

Clackamas County
Emergency
Communications

350-8

Rockwood Water
P.U.D

October 28, 1999

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

Dear Mr. Hewitt:

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

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

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

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

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

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

COLUMBIA CORRIDOR ASSOCIATION

PO Box 55651
Portland, OR 97238

October 28, 1999

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

Dear Councilor Kvistad:

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

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

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

John Kvistad, Councilor
October 28, 1999
Page 2

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

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

We appreciate your consideration of this important project.

Sincerely,



Michal A. Wert
Transportation Committee Co-Chair

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

RTP Public Comment Report

December 2, 1999 Public Hearing Comments

REGIONAL TRANSPORTATION PLAN PUBLIC HEARING

December 2, 1999

Metro Council Chamber

Councilors Present: Rod Monroe (Presiding Officer), Susan McLain, Ed Washington, Rod Park, Bill Atherton, Jon Kvistad

Presiding Officer Monroe said Councilor Kvistad was Chair of both JPACT and the Transportation Planning Committee. Presiding Officer Monroe introduced Councilor Kvistad and turned the proceedings over to him.

Councilor Kvistad said they were there to talk about the Regional Transportation Plan (RTP). The RTP was the region's attempt at managing, balancing and putting in place decisions about where (in what direction) Metro and the region would go. It was a five-year plan. He identified the RTP document and indicated that they were available for anyone who wanted a copy. A lot of people spent a lot of time and performed a lot of work on the RTP.

The public comments started the first part of October with brochures and the RTP. The Council held four listening posts out in the community in conjunction with the Oregon Department of Transportation (ODOT). This was a new experience for the Metro Council. The Council had not worked with ODOT directly on holding joint hearings. The ODOT operated a little differently than the Council but they were able to hold those hearings throughout October 1999.

The Council also had a series of brochures that had been available and distributed throughout the region to all seven Metro districts. Many people may have seen these brochures before. He said therefore there had been a lot of information out in the community on the RTP. The Council would be holding a JPACT committee meeting this week. It would be an extended meeting. He called it basically a regional transportation summit more than a meeting. The Council would be making some major decisions at the meeting, more so than some of the single-item decisions they typically made. The Council had received summaries and had available all the JPACT and MPAC recommendations, and all the comments had been categorized, depending on whether it was a discussion item or an action item.

He said today's comments would be added to the public record that the Council had from the Council's advisory committee as well as from public outreach efforts. What the Council had today was the MTAC recommendations, which were done. Metro Transportation Director Andy Cotugno confirmed what he said. He said the Transportation Policy Alternatives Committee's (TPAC) recommendations would be done by Friday, December 3, 1999. He said at least that was what he planned for the completion date and time. The Transportation Planning Committee would hold a work session to put them all in order on December 7, 1999. Depending on the nature of some decisions, this may have been more appropriate than the Council would have thought.

He said the MPAC recommendations would follow up with a final recommendation to the Council on Wednesday, December 8, 1999. Then on Thursday, December 9, 1999, would be the Regional Transportation Summit with JPACT. He said he would be chair of that event, and Councilor Bragdon and Councilor Washington would serve on JPACT with him also. So there

was a quorum of the Council. Other Metro councilors were invited to attend, even though the actual actions would be limited to those Metro councilors who would actually vote by the request of some of the members. But they would try to make sure that everyone got to participate and everyone's input was taken into consideration.

He said then the process would come back to TPAC on December 14, 1999, and then to Council for final action by the end of the year. He said people should remember this was by resolution, it was not the ordinance. They were the resolutions. So the Council would have in place basically the grid, the framework. And starting in January, what the Council would do would be to go back and do all of the documentation work. Then the process would come forward in terms of a final ordinance probably five or six months later. So the Council would see it in a May or June 2000 time frame.

So the Council would have to prepare the findings for LCDC; deal with the transportation planning rule, the T21, and air quality and air mitigation requirements. They would also have to manage a two-step process that coordinated the transportation decisions with the 2040 Growth Concept, and where Metro was going with some of those decisions. So there would be a lot of refinements and a lot of time spent on the process. He said this was the final public hearing on this item as a resolution that was coming forward. He turned the process for today's public hearing back over to Presiding officer Monroe for today's public hearing.

Presiding Officer Monroe opened a public hearing on the Regional Transportation Plan. He reviewed the rule of the public hearing and called people forward for comment.

Ross Williams, Citizens for Sensible Transportation/Coalition for a Livable Future, 1220 SW Morrison, Portland, OR, said they would be submitting extensive written testimony. He said there were many good elements in the RTP but he said he would focus today on some of their concerns, not the elements that they agreed with. He said that priorities should be given to existing communities and putting resources into those communities. He said the areas within the regional and town centers needed to have good transportation within those centers and for people in the immediate surrounding communities to get to those centers. The plan had far too much invested in new facilities at the edge of the region and on speeding people's commutes, whether it was from Clark County to Wilsonville or from Gresham to Hillsboro. His group didn't want to invest in providing people the opportunity to commute long distances. Instead, they wanted to invest in helping existing communities thrive, within the areas.

For example, he said the plan anticipated increased congestion within the town and regional centers. He said they would tolerate that in exchange for better transit and other opportunities for people to get around. However, at the same time the plan anticipated that the same congestion would be unacceptable outside the centers. He feared that defeated the purpose of the 2040 plan because it encouraged business to locate in areas where congestion would be relieved through increased transportation investments if it occurred. He didn't think that was a good idea. He said it was a basic flaw that should be reviewed in the plan.

Second, he said the strategic system was far too large to provide any kind of meaningful, direction or priorities for the region in terms of setting or deciding on individual transportation expenditures. It was almost four times the existing resources over the next 20 years. He said they didn't think that was realistic to expect that there would be those kinds of resources available. He said the gap was so large between what was actually available and what would be there. It wouldn't really provide the ability to make decisions and set priorities. He said the Council should send the plan back to JPACT. He said they should set both a reasonable budget and

priorities, in terms of exactly how the money ought to be spent. He said the Council should not be going to the public and promising one thing and delivering much less. It was a classic criticism of the government of over-promising and under-delivering in terms of what Metro would and could do. He noted the wonderful projects in the brochures and said most of them would never be built. He said some should be replaced with smaller projects that were more manageable.

He said the group had a long list of projects that they suggested be moved from the strategic plan to the preferred plan to reduce the strategic plan. The group he represented was opposed, in particular, to the Sunrise Freeway. He said it should be taken out of the RTP entirely. It would encourage development at the urban edge, sprawl and would take money from very important investments that needed to be made in Tigard and Beaverton in order to provide decent transportation in those existing communities.

Lynn Peterson, 1000 Friends of Oregon, said she was there today to focus on three things: (1) those things that they supported, (2) some suggested changes that they planned to propose language on, (3) and some further issues. She listed elements that they supported, elements of the RTP, programs and policies. They supported the boulevards. She said the street design standards they heartily support. She said as the Council knew, the last Metropolitan Transportation Improvement Program (MTIP) cycle's \$19 million worth of projects was funded and she called that a success for the region. Street connectivity was a big part of the plan. It was a difficult goal to achieve but she thought Metro and the community could move forward with it. They supported the green corridors program and trying to create green corridors between the Portland metropolitan region land and neighboring cities outside the region. They also supported the green street program and the continued planning and support of light rail for the region.

She moved on and discussed something Mr. Williams discussed in his comments: the strategic system, our three big systems for the future. She mentioned the existing strategic and preferred plans. The strategic was four times larger than the existing resources. They had found it difficult to justify that, in terms of prioritization of projects. She said the RTP moved from a small amount of money to a much larger set of money. So how would the region prioritize? In the plan there was some talk about minor improvements over major improvements. The Oregon Highway Plan had some language like that. In 6.6.3 there was some discussion about that but it only applied to projects when it was an amendment to the RTP, not when it was moving from a little bit of money to a lot of money. She felt Metro didn't have that prioritization established in the plan. So she suggested changes to that. There was discussion about a "fix it first" policy. She said that needed to be stated up front in the strategic system – that was the region's first priority. It was not specifically stated as such, so she suggested that be changed.

Finally, as Councilor Kvistad noted, Metro would be adopting the RTP soon in December by resolution, not by ordinance, because they were outstanding issues. Her organization was very concerned about the outstanding issues. She said they were huge. She mentioned the Clean Air Act, conformity and the Transportation Planning Rule (TPR) compliance. When the Council looked at the strategic system and how much larger it was than financially constrained or existing resources, her group was very worried about how the region would be able to justify such a large system. She was especially concerned in terms of the two regulations that were very important to the community.

Other outstanding issues she wanted to note in the back of the plan included the corridor planning. There were a lot of corridors called out for planning in the plan and really no way to do

it. There was really no funding mechanism or the staff capable of doing it. She said that was a barrier to implementation of the plan in the future.

Jim Howell, AORTA, 3325 NE 45th Ave Portland OR 97213, said he had submitted written testimony at one transportation listening post. He had not found it in the record so he was resubmitting that documentation today. He read his testimony into the record. (A copy of his written testimony can be found in this meeting record.) Mr. Howell also submitted an additional letter into the record.

He also added that approximately 10 years ago Citizens for Better Transit asked Metro to consider studying a transit intensive option. He said it still has not been done. He said until that was done, he didn't understand how Metro could pursue a plan that would increase vehicle miles traveled (VMTs) during the next 20 years, when he said it is possible to reduce VMTs by 10 percent. He said the public transit system is totally inadequate. The proposed bus plan in the RTPO lacked adequate frequencies, speed and critical linkages. He said it did not address the imminent problem of MAX not being able to handle the loads through downtown by that time (in the future). Much needed light rail corridors, like the Barber, are not even in the RTP. There was over 100 miles of rail line in metropolitan Portland serving primary travel corridors and they were not being considered in the RTP.

He said there were a lot of problems with the RTP. He suggested it was time to go back to the drawing board and consider a true public transit intensive plan. At least they can study and present it to the Council. Then the Council can decide whether transit intensive or some other plan is best. But until the transit plan option is completed and tested through the modeling process, Metro will never know what can be done.

Don Waggoner, Leuppod and Stevens, Inc, PO Box 600 Beaverton OR, spoke about the proposed 143rd overcrossing and his opposition to that plan. He read his written PowerPoint presentation into the record. He also provided pictures for the record. (The pictures and a copy of his presentation/written testimony can be found in this meeting record.)

Councilor Kvistad asked about the green line on the map. He asked if that was a line for the city.

Mr. Waggoner clarified that the green line represented BPA easement. He said it would go in between the two towers and would work. He showed on the map where the region could have an alternative overcrossing for just bicycles and pedestrians. He also identified the ESI and Weiss Scientific Glass Blowing buildings. He said there doesn't seem to be a good way of building an overcrossing in that area without causing a lot of trouble.

Steve Larrance, Citizens Against Irresponsible Growth, 20660 SW Kinnaman Rd Aloha OR 97007, said he was there today to submit into the record a DKS study commissioned by the city of Hillsboro. He planned on submitting copies of this study to the Metro councilors and including it in the public record next week. He said it was a drastic, different look at Shur, the South Hillsboro Urban Reserve Area. He said he wanted to discuss it today at the RTP public hearing because an important part of the RTP in that area is the concept of an expressway – the seven-mile expressway on TV Highway. He said it would change TV Highway. What it would do is make it a limited access facility and will impact the neighborhoods and businesses along that seven-mile section. The businesses that requested building permits for any minor work on the business would lose their access. He said there is no bigger negative impact to a property than losing access to it. What Metro is asking the community and Shur to do by adopting this is

just that. He said there is no real need to approve the TV Highway project right now, until the decision with the Shur Urban Reserve Area is made. The TV Highway severely limits access through aggressive access management. He said there has been no public notification of the property owners. He has received calls from businesses concerning what is going on and why they hadn't been notified by Metro. He said they were used to getting notification from the county. But this was a metro not a county process. People were very upset. Metro was lighting a short fuse on a bob out there. There were a lot of very concerned commercial property owners.

He also said it wouldn't work. A couple of years ago, Metro eliminated the western bi-pass and that was totally reliant on there being a connection to a widened Highway 217. That through connection was TV Highway. Under the proposed plan, if the Council looked at the other part of the change to the TV Highway/Canyon Road in the Hillsboro-Beaverton corridor, there will be in essence no through traffic through the Beaverton 2040 city center that would enable Metro and the region to make that connection. Neither the expressway nor the connection to Highway 217 would work, as planned. He said the Council decisions must stand together.

Councilor Kvistad said he, and some others, still hadn't given up hope that others will see the light and come forward to help him start a tractor...

Councilor Atherton asked Mr. Lawrence what the role of the TV highway is. He asked if it is a regional connector or a strip zone.

Mr. Larrance responded that it was a regional connector. He said due to the congestion on Highway 26 right now, until capacity is added, it was the very best way. He said without it there was really no way to access the southern part of the county or the southern part of the region without going outside the urban growth boundary to make the trip. So by congesting Beaverton further with non-connectivity through the city center that was being proposed in 2040, the region would have no connections. So those trips would have no choice but to go 6 miles north to Highway 26 and contribute to the congestion there, in order to go 6 miles east and to go south again. He said it was a route that no one would choose. If Metro wanted to make a plan that created more outside the UGB trips the Council couldn't have done it in any better way than to cut off access east on TV Highway.

Councilor Atherton asked if Metro limited access on TV Highway would it help preserve its viability as a connector?

Mr. Larrance said it would. But he also said the only reason Metro would need to cut off access would be because they would be adding an incredible number of trips to it by adding the sure trips. He said there were other solutions. The list would be different if Metro does not add the Shur site to the UGB. So there was no need to bring forward the proposal right now. He said it was premature with the proposal to perform the corridor study now. He recommended waiting until the Shur site decisions were made. He said by adopting that decision a requirement for the local jurisdictions to start implementing the access management portion of it, which would be very dangerous. He said that will need to be done but in the future. There was access management over half of the corridor already that he was a major part of 18 years ago when the community plans were adopted. He said they eliminated 80 percent of the access points along the corridor. He said ODOT couldn't do it but they did it as a community effort. He said it could be done again to further enhance the carrying capacity. But what Metro was trying to do was basically two opposite functions. Metro was trying to create capacity on paper past the site and then put a wreck at either end of it by having it enter the 2040 city centers. It was really a non-plan and didn't make much sense.

Ray Polani, co-chair representing Citizen for Better Transit, 6110 SE Ankeny St. Portland, OR 97215-1245, submitted a letter addressed to the Transportation Policy Alternative Committee dated March 1990 to the record. He said that America was not running out of oil yet, but was running out of cheap oil. He referred to three articles from *Time* magazine. (A copy of his letter and the magazine articles can be found in this meeting record.) He said the community must change environmentally harmful transportation habits now. He added the buck would stop in the Portland regional area with the citizens and the RTP.

Presiding Officer Monroe closed the public hearing.

Councilor Kvistad recommended to the Council that it review the Transportation Committee agenda. It concerned not just the RTP but also the \$600 million bond program that they will be discussing at the transportation summit, the JPACT summit, the coming week. He said they would have discussions about a 100 percent list of projects to go forward to the state that would be funded. He said there had been debates about whether the Council should send a 100 percent list or a list that was a little bit more than 100 percent, based on the regional need as a request. He said that was something Metro wanted to have a discussion about.

Also, in terms of other transportation projects, the RTP programs would be broken into a couple of different sections. One would be consent items – things that had been generally recognized by all the players that were not items of concern or conflict. But there would also be discussions that took into consideration today's testimony, discussion at the transportation committee and elsewhere that would come forward that might be a bit more controversial. He asked that people remember it will not be simply the RTP, but will include those other issues. It would include some decisions on roads that could be some of the biggest decisions in the past couple of years.

Councilor McLain wanted to clarify the process of review of the transportation projects. She said there was the resolution coming up now, and the ordinance that she hoped to see in April, May or June of 2000. She said she understood that the conversation on some of these issues and concerns that people heard today would be allowed to bleed over into the time spent considering the ordinance.

Councilor Kvistad said it was similar to the Council's land use function, but a little bit different. They were trying to put in place in resolution form a package that will go through a filtering process where the Council looks at air quality, conformity, all the different things that were federal requirements for transportation funding to make sure all the pieces were together. He said those were the pieces that made up the final components of the resolution so it will clarify. As those come forward, the Council will have discussions if metro is not in conformity or there may be projects or changes that because of conformity issues are reviewed again. He said that was what the next couple of months would be about. He referred to what the Council had in front of them as the package or the general final list of what metro had on the table. But there would be some changes, major or minor, during the next six months.

Dec. 2, 1999

Testimony to Metro Council on
METRO'S REGIONAL TRANSPORTATION PLAN

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

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

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

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

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

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

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

Downtown will become a major light rail bottle neck. The traffic, short blocks and pedestrian activity are not compatible with longer trains and a subway will be needed by 2020.

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

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

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

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

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

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

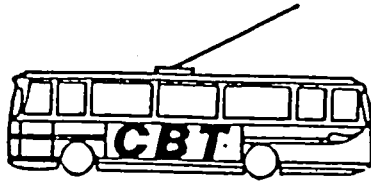
Within the next 20 years, a new multimodal transportation station should be considered on the east side, probably near the Rose Quarter, where convenient intermodal connections can be made between long distance trains, regional high speed trains, commuter trains, light rail trains, intercity buses, local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

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

Jim Howell



3325 NE 45th Ave., Portland OR 97213, 284-7182



CITIZENS for BETTER TRANSIT

To: Transportation Policy Alternatives Committee, March 1990
From: Ray Polani
Subject: Request for a study of a Transit Intensive Regional Transportation Plan to be included in the fiscal year 1991 Unified Work Program

The proposed study would develop the base data needed to produce a Transit Intensive Regional Transportation Plan. This contingency plan would be invaluable in the event of sudden changes in national transportation priorities. Possible sizeable increases in fuel prices and diversion of federal transportation funds to more pressing national needs could raise havoc with our current highway intensive transportation plan. A relatively low-cost, fuel efficient transit strategy could save our area from a future mobility crisis.

The modest amount of funds needed to develop this plan now, could save valuable time and resources later on. It also would be a valuable tool to evaluate light rail and highway projects in the context of the current Regional Transportation Plan.

Study Elements.

1. Improved and expanded transit network design
 - a. Improved bus network (routing, headways and preferential treatment)
 - b. Additional high capacity corridors (IRT)
 - c. New circumferential corridors (Bus, Railbus, IRT)
 - d. Commuter service beyond metro area (rail, Bus)
2. Travel demand forecast using input from improved and expanded transit network design
 - a. Modify base highway network to exclude highways not currently in place and include "phantom lines" to replicate transit corridors not in the highway network. This assumes travel demand will change as a result of providing superior transit facilities between zones not served well by the highway network.
 - b. Make land use assumptions that concentrate a high percentage of projected growth within walking distance of the rail stations. (During the past 30 years, 50% of Toronto's apartment construction and 90% of its office development has occurred within walking distance of its metro system).

3. Input the travel forecast model with transit supportive assumptions.
 - a. Moderate fares
 - b. Parking costs highest near the rail system
 - c. High auto operating costs (due to increased fuel, parking and registration)
 - d. Constrained auto traffic flow consistent with existing capacity
 - e. Unreliability factor for corridors of constrained flow (due to accidents, breakdowns)
 - f. Comfort and reliability factor for rail travel
4. Research availability of existing regional rail corridors for passengers and freight use
 - a. Negotiated purchase
 - b. Condemnation
 - c. Joint use agreements
5. Develop costs for this transit intensive alternative
 - a. Capital (right-of-way, fixed infrastructure, rolling stock)
 - b. Operating (cost less projected farebox revenue)

We agree that many of the assumptions made in a transit intensive scenario are not realistic in the present political climate, but we believe the approved regional transportation plan is also not realistic given many obvious global trends. Political reality will move in the direction of more transit the way it is already happening in California, the heart of the auto-dependent culture of today.

This plan will help set the upper limit of what can be expected from transit intensive development so that future decision makers will have a broader spectrum of options to choose from as national priorities change.

For the financing of the study we recommend that 25-35% of Metro's Fiscal 1991 planning budget be diverted to this critical project (\$ 100- \$150,000).

WILL WE RUN OUT OF

BY MARK HERTSGAARD

No, we'll have plenty of carbon-based fuel to see

THE METAPHORICAL ANSWER TO THIS QUESTION IS MORE IMPORTANT THAN THE literal, but the literal is irresistibly short: No, unfortunately not. Humans will have at our disposal as much gasoline as we can burn in the 21st century. Nor are we likely to run out of heating oil, coal or natural gas, the other carbon-based fuels that have powered industrial civilization for 200 years.

Why won't we run out? And why is that unfortunate? After all, these fuels provide nearly 80% of the energy humans use to keep warm, to light buildings and run computers, to power the cars that get us around, the tractors that plant food, the hospitals that serve our sick. If these fuels were to vanish tomorrow, worldwide chaos would follow and humans would die in the hundreds of millions.

So why not rejoice at having lots of fuel to burn? Let me try to answer that by telling you about my friend Zhenbing.

I met Zhenbing in China in 1996, near the end of a six-year journey around the world to write a book about humanity's environmental future. A 30-year-old economics professor who was liked on sight by virtually everyone he met, Zhenbing was my interpreter during five weeks of travel throughout China. A born storyteller, he often recalled his childhood in a tiny village northwest of Beijing. Like most Chinese peasants of that era, Zhenbing's parents were too poor to buy coal. Instead, in a climate like

Boston's, where winter temperatures often plunged below zero, they burned dried leaves to heat their mud hut. Their home's inside walls were often white with frost from November to April.

In 1980, China's economic reforms began putting enough money in people's pockets to enable even peasants like Zhenbing's parents to buy coal. Today coal supplies 73% of China's energy, and there is enough beneath the country to last an additional 300 years at current consumption rates. Plainly, that is good news in one respect. Burning coal has made the Chinese people (somewhat) warm in winter for the first time in their history. But multiply Zhenbing's story by China's huge population, and you understand why 9 of the world's 10 most air-polluted cities are found in China and why nearly 1 of every 3 deaths there is linked to the horrific condition of the air and water.

Equally alarming is what China's coal burning is doing to the planet as a whole. China has become the world's second largest pro-

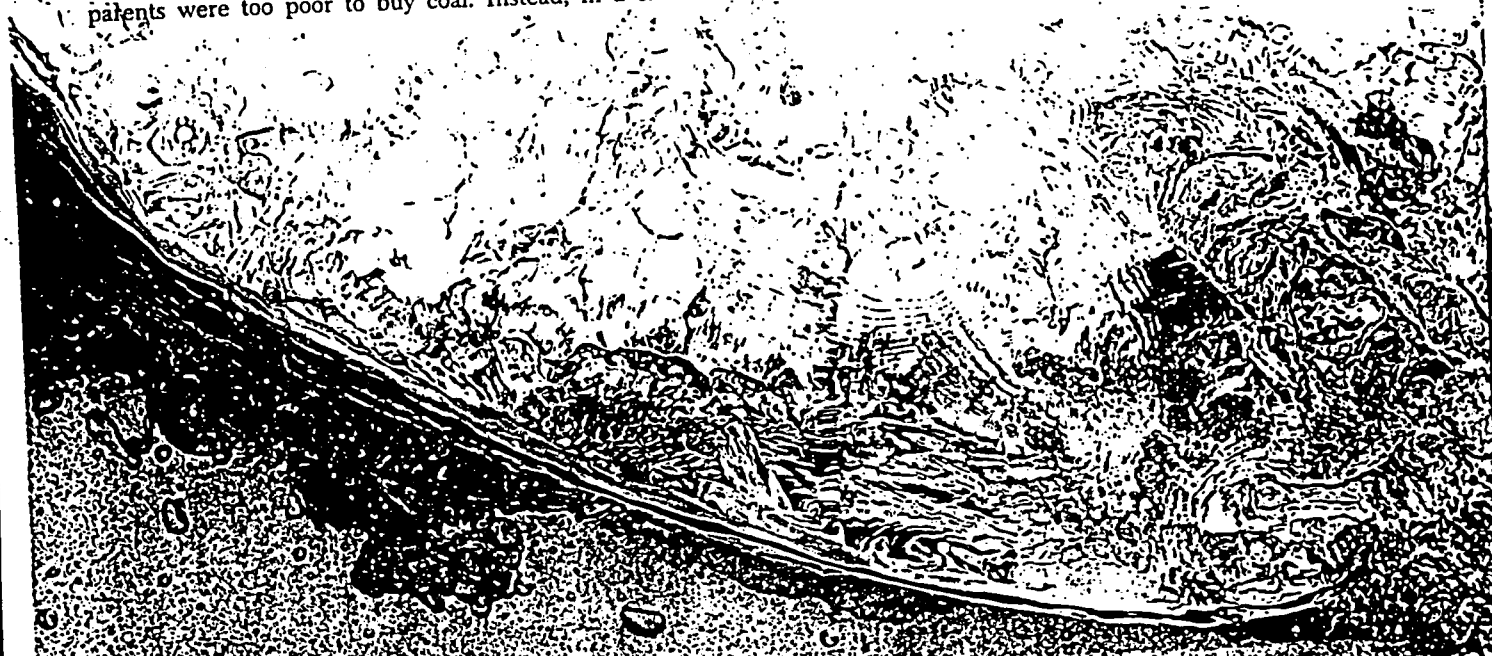


Photo-illustration for TIME by Jody Dole

GAS ?

see us through the next century. That's the problem

ducer of the greenhouse gases that cause global warming, and it will be No. 1 by 2020 if it triples coal consumption as planned. But the U.S., the other environmental superpower, has no right to point a finger. Americans lead the world in greenhouse-gas production, mainly because of their ever-tightening addiction to the car, the source of almost 40% of U.S. emissions.

Which returns us to gasoline and its source, petroleum. The earth's underground stores of petroleum are not quite as ample as those of coal or natural gas, but there is enough to supply humanity for many decades, even with rising population and living standards. Crippling shortages may still occur, of course. But they will arise from skulduggery or incompetence on the part of corporations or governments, not from any physical scarcity.

"Will we run out of gas?"—a question we began asking during the oil shocks of the 1970s—is now the wrong question. The earth's supply of carbon-based fuels will last a long time. But if humans burn anywhere near that much carbon, we'll burn up the planet, or at least our place on it.

Change won't be easy. But how we respond will help answer the metaphorical meaning of "Will we run out of gas?" That is, will our species fizzle out in the coming century, a victim of its own appetites and

lethargy? Or will we take action and earn a longer stay on this beautiful planet?

The good news is, we know how to change course.

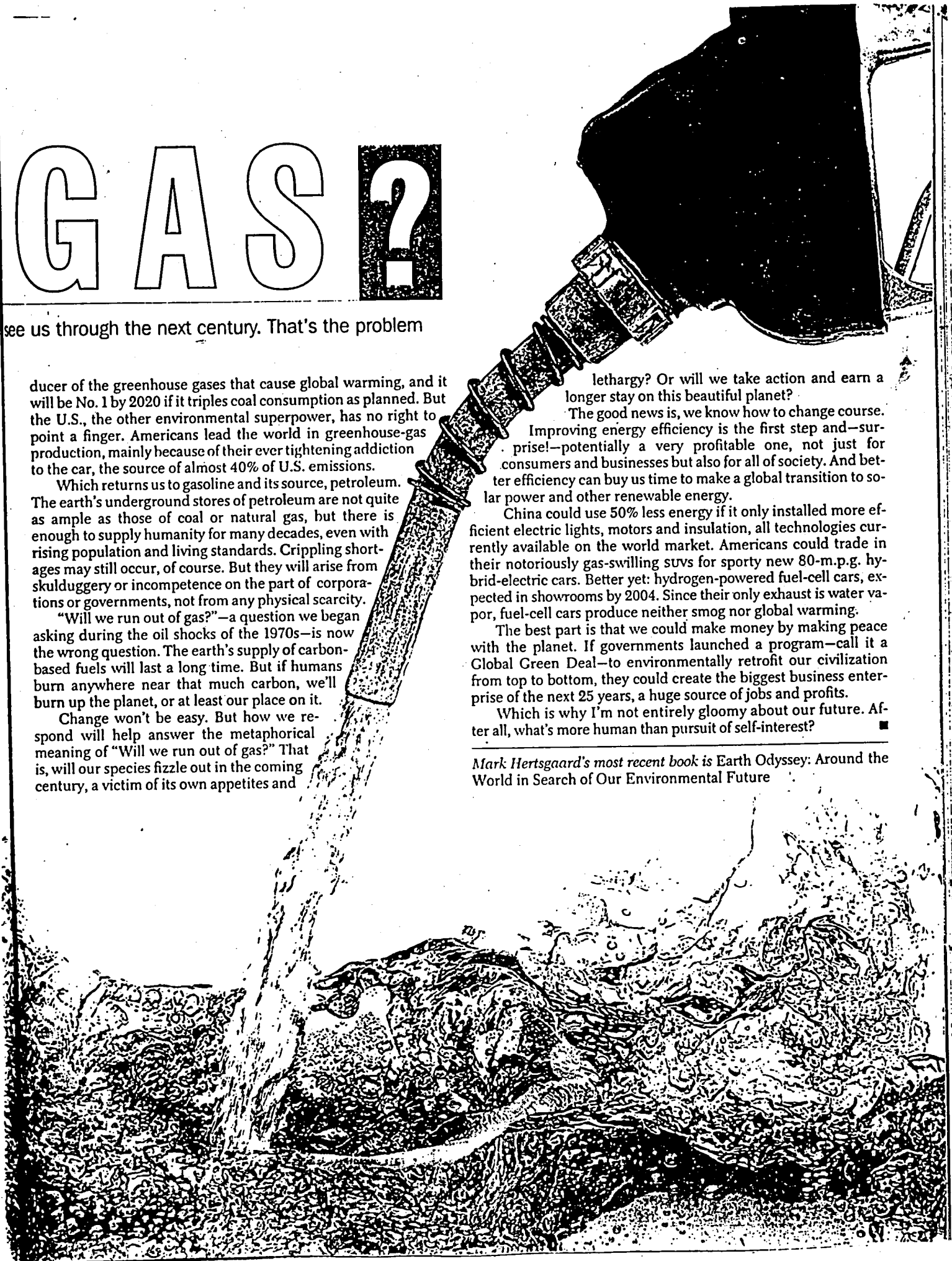
Improving energy efficiency is the first step and—surprise!—potentially a very profitable one, not just for consumers and businesses but also for all of society. And better efficiency can buy us time to make a global transition to solar power and other renewable energy.

China could use 50% less energy if it only installed more efficient electric lights, motors and insulation, all technologies currently available on the world market. Americans could trade in their notoriously gas-swilling SUVs for sporty new 80-m.p.g. hybrid-electric cars. Better yet: hydrogen-powered fuel-cell cars, expected in showrooms by 2004. Since their only exhaust is water vapor, fuel-cell cars produce neither smog nor global warming.

The best part is that we could make money by making peace with the planet. If governments launched a program—call it a Global Green Deal—to environmentally retrofit our civilization from top to bottom, they could create the biggest business enterprise of the next 25 years, a huge source of jobs and profits.

Which is why I'm not entirely gloomy about our future. After all, what's more human than pursuit of self-interest? ■

Mark Hertsgaard's most recent book is Earth Odyssey: Around the World in Search of Our Environmental Future



HOW HOT

BY JAMES TREFIL



NOT SO LONG AGO, PEOPLE TALKED ABOUT global warming in apocalyptic terms—imagining the Statue of Liberty up to its chin in water or an onslaught of tropical diseases in Oslo. Recently, however, advances in our understanding of climate have moved global warming from a subject for a summer disaster movie to a serious but manageable scientific and policy issue.

Here's what we know. Since sunlight is always falling on the earth, the laws of physics decree that the planet has to radiate the same amount of energy back into space to keep the books balanced. The earth does this by sending infrared radiation out through the atmosphere, where an array of molecules (the best known is carbon dioxide) form a kind of blanket, holding outgoing

radiation for a while and warming the surface. The molecules are similar to the glass in a greenhouse, which is why the warming process is called the greenhouse effect.

The greenhouse effect is nothing new; it has been operating ever since the earth formed. Without it, the surface of the globe would be a frigid -20°C (-4°F), the oceans would have frozen, and no life would have developed. So the issue we face in the next millennium is not whether there will be a greenhouse effect, but whether humans, by burning fossil fuels, are adding enough carbon dioxide to the atmosphere to change it (and our climate) in significant ways.

You might think that, knowing what causes greenhouse warming, it would be an easy matter to predict how hot the world will be in the next century. Unfortunately, things aren't that simple. The world is a complex place, and reducing it to the climatologist's tool of choice—the computer model—isn't easy. Around almost every statement in the greenhouse debate is a penumbra of uncertainty that results from our current inability to capture the full complexity of the planet in our models.

There is one fact, though, that everyone agrees on: the amount of carbon dioxide in the atmosphere is increasing steadily. It is near 360 parts per million today, vs. 315 p.p.m. in 1958 (when modern measurements started) and 270 p.p.m. in preindustrial times (as measured by air bubbles trapped in the Greenland ice sheet).

An analysis of admittedly spotty temperature records indicates that the world's average temperature has gone up about 0.5°C (1°F) in the past century, with the '90s being the hottest decade in recent history. This fact is quoted widely in the scientific community, although there are nagging doubts even among researchers. Recent satellite records, using different kinds of instrumentation, fail to show a warming trend.

If we accept that there has been moderate warming, we turn to computer models to see if humans are to blame and what will happen to the earth's climate in the future. These models are complex because climate depends on thousands of things, from Antarctic sea ice to sub-Saharan soil conditions. While the electronic simulations are monuments to the ingenuity and perseverance of their creators, they provide us with, at best, a fuzzy view of the future. They have difficulty handling factors like clouds and ocean currents (two major influences on climate), and if you fed the climate of 1900 into any of them, they couldn't predict the climatic history of the 20th century. Like everything else in this frustrating field, the models' limitations force us to make important decisions in the face of imperfect knowledge.

The most authoritative predictions about future warming come from the Intergovernmental Panel on Climate Change, a worldwide

Photo-illustrations for TIME by 2Face

In the past decade we have experienced SEVEN of the TEN warmest years on record

No one knows for sure, but the potential perils of climate change make it unwise for us to ignore the greenhouse effect

WILL IT GET ?

consortium of more than 2,000 climate scientists. The current forecast is that by 2100 the earth's temperature will go up 1° to 3.5°C (2° to 7°F), with the best guess being an increase of 2°C (4°F).

At the lower end of this predicted warming range, the temperature rise would take us back to the conditions that existed between A.D. 950 and 1350, when the climate was 1°C (2°F) warmer than it is now. This time period is regarded as one of the most benign weather regimes in history. To find temperature swings at the upper end, you have to go back 10,000 years, to when the earth was exiting the last Ice Age. Temperatures during the Ice Age were 5°C (10°F) cooler than they are now, and there was a series of incidents during which global temperatures changed as much as 10°F in a matter of decades. If that were to happen now, expanding oceans might flood coastlines and generate fiercer storms. And as weather patterns changed, some places could get wetter and some dryer, and the ranges of diseases could expand. Civilization has seen—and endured—such changes in the past, but they may come much more swiftly this time, making it harder to withstand the jolts.

The main reason for the spread in the IPCC predictions is uncertainty about how much carbon dioxide will be added to the atmosphere by human activity, because how we will respond to the threat of climate warming is the greatest imponderable of all. We can probably develop technologies to deal with excess carbon—some scientists talk about removing it from smokestacks and stashing it underground—but the most direct way to control carbon dioxide in the atmosphere is not to put it there in the first place. This is the point of the 1997 Kyoto Protocol—signed by 84 nations but not ratified by the U.S. Senate—which would limit developed countries' carbon emissions from cars, power plants and other major users of fossil fuels.

It makes no sense to overreact to the prospect of global warming, but it makes no sense to ignore it either. A prudent policy that stresses conservation and alternate energy sources seems to me to be wise insurance in an uncertain age. After all, our grandchildren will thank us for developing high-mileage cars, energy-efficient appliances and cheap solar energy, no matter how the future of global warming plays out.

James Trefil is a George Mason University physics professor and author of 101 Things You Don't Know About Science and No One Else Does Either

... AND THEN HOW COLD?

Warming may affect sea currents, triggering an ice age

It seems obvious that trapping more of the sun's heat will make the planet hotter. But what seems obvious isn't always true. According to some respected scientists, there's a chance that global warming could plunge us into, of all things, an ice age.

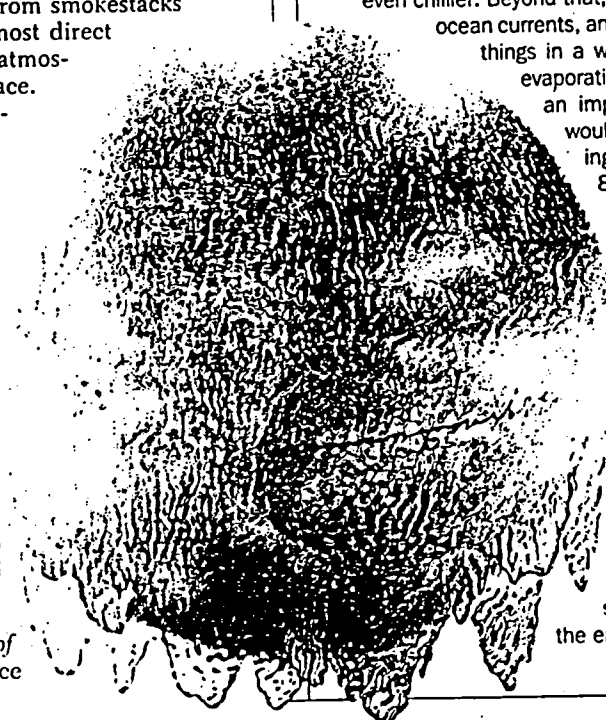
The argument hinges on the Gulf Stream, the ocean current that brings warm surface water north and east and heats Europe. As it travels, some of the water evaporates; what's left is saltier and thus denser. Eventually the dense surface water sinks to the sea bottom, where it flows back southward. And then, near the equator, warm, fresh water from tropical rivers and rain dilutes the salt once again, allowing the water to rise to the surface, warm up and begin flowing north again.

But with global warming, melting ice from Greenland and the Arctic Ocean could pump fresh water into the North Atlantic; so could the increased rainfall predicted for northern latitudes in a warmer world. Result: the Gulf Stream's water wouldn't get saltier after all and wouldn't sink so easily. Without adequate resupply, the southerly underwater current would stop, and the Gulf Stream would in turn be shut off.

If that happens, Europe will get very cold. Rome is, after all, at the same latitude as Chicago, and Paris is about as far north as North Dakota. More snow will fall, and the bright snow cover will reflect more of the sun's energy back into space, making life even chillier. Beyond that, the Gulf Stream is tied into other ocean currents, and shutting it down could rearrange things in a way that would cause less overall evaporation. Because atmospheric H₂O is an important greenhouse gas, its loss would mean even more dramatic cooling—a total of perhaps as much as 8°C (17°F).

Worst of all, the experts believe, such changes could come on with astonishing speed—perhaps within a decade or less. And while we might have a great deal of trouble adjusting to a climate that gets 2°C (4°F) warmer over the next century, an ice age by midcentury would be unimaginably devastating. The lingering uncertainty about whether our relentless production of greenhouse gases will keep heating our planet or ultimately cool it suggests that we should make a better effort to leave the earth's thermostat alone.

—By Michael D. Lemonick



In the last ICE AGE, about 18,000 years ago, glaciers came as far south as Pittsburgh

PROPOSED 143 rd OVERCROSSING

RTP PROJECT NO. 3187 - 143rd OVERCROSSING-DECEMBER 2, 1999

2

WHERE IS IT?

- **JUST WEST OF SUNSET HIGH SCHOOL**
- **AT THE EASTERN END OF CORNELL OAKS**
- **CONNECTING 143rd AT CORNELL ROAD THROUGH SCIENCE PARK DRIVE AND MEADOW DRIVE TO WALKER ROAD (AT THE NORTHERN ENTRANCE TO NIKE)**

RTP PROJECT NO. 3187 - 143rd OVERCROSSING-DECEMBER 2, 1999

3

IT WILL NOT PROVIDE SIGNIFICANT BENEFITS

- IT DOES NOT REDUCE TRAFFIC ON CORNELL ROAD @ 143RD AT ALL (0%)
- IT REDUCES TRAFFIC ON MURRAY INTERCHANGE BY ONLY 7%
- IT REDUCES TRAFFIC ON CORNELL INTERCHANGE BY ONLY 8%
- IT CAN NOT DELIVER TRUE NORTH/SOUTH CONNECTIVITY BECAUSE OF THE BARRIER OF THE NIKE CAMPUS AT ITS SOUTHERN END

RTP PROJECT NO. 3187 - 143rd OVERCROSSING-DECEMBER 2, 1999

4

IT IMPACTS EXISTING DEVELOPMENT

- IT INCREASES TRAFFIC ON GREENBRIER PARKWAY BY 90% OVER DESIGNED LEVELS
- IT GREATLY CHANGES CHARACTER OF THE NEIGHBORHOOD ON MEADOW DRIVE DUE TO INCREASED TRAFFIC
- IT WOULD CAUSE THE DEMOLITION OF WEISS SCIENTIFIC GLASS BLOWING BUILDING

RTP PROJECT NO. 3187 - 143rd OVERCROSSING-DECEMBER 2, 1999

5

ADDITIONAL IMPACTS ON EXISTING DEVELOPMENT

- **IT INCREASES TRAFFIC FLOWS ON
SCIENCE PARK DRIVE**
- **IT DRAMATICALLY REDUCES THE
UTILITY OF PROPERTY PURCHASED BY
LEUPOLD & STEVENS INC. FOR FUTURE
EXPANSION.**
- **THIS COULD PUT A BLACK CLOUD OVER
ANY PLANS FOR THEIR EXPANSION**

RTP PROJECT NO. 3187 - 143rd OVERCROSSING-DECEMBER 2, 1999 6

IT IS VERY EXPENSIVE

- **IT IS CURRENTLY PROJECTED TO
COST \$15,000,000**
- **THIS WILL PROBABLY BE A LOW
ESTIMATE**
- **MUCH BETTER USES OF FUNDS
ARE ALMOST CERTAINLY
AVAILABLE**

RTP PROJECT NO. 3187 - 143rd OVERCROSSING-DECEMBER 2, 1999 7

ALTERNATIVE OF POWERLINE BEAVERTON TRAILCORRIDOR STUDY -RTP PROJECT NO 3014

- **IT WOULD PROVIDE BICYCLE AND PEDESTRIAN ACCESS NORTH/SOUTH (TWO PARTS OF THE MULTI MODAL SOLUTION)**
- **IT WOULD COST FAR LESS AT \$2,700,000**
- **THERE WOULD BE NO NEGATIVE AND MANY POSITIVE IMPACTS TO EXISTING BUSINESSES AND NEIGHBORHOODS**

RTP PROJECT NO. 3187 - 143rd OVERCROSSING-DECEMBER 2, 1999

8

IN SUMMARY

- **THERE WOULD BE VERY LITTLE POSITIVE BENEFIT GAINED**
- **THERE ARE LARGE NEGATIVE IMPACTS ON EXISTING BUSINESS AND NEIGHBORING RESIDENTIAL COMMUNITY**
- **IT WOULD BE VERY EXPENSIVE**
- **IT IS AN IDEA WHICH SHOULD BE REJECTED**

RTP PROJECT NO. 3187 - 143rd OVERCROSSING-DECEMBER 2, 1999

9

ENTER INTO RECORD FOR

1) RTP UPDATE

2) SHUR UGB
AMENDMENTS

SUBMITTED BY:
STEVE LAMARCA FOR
CAIG

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,

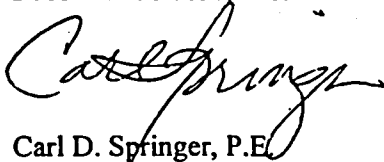
DKS Associates is pleased to submit this final report to Washington County for its use in the on-going review of the South Hillsboro Plan Area. We have enclosed four printed copies and one unbound original document for your use.

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)

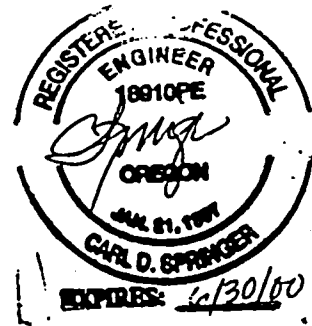


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Introduction and Summary

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.

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

- **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%

- **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.
- **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

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).

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)

Description	Plan Quantity	Households	Estimated Employment (1)
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

Description	Households	Retail Employees	Non-Retail Employees
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) Recommended for Study	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	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%
	n/o Walker Road	8,738	8,016	2.3%	3.3%
Cornelius Pass Road	n/o TV Highway	2,531	4,038	66.2%	54.7%
	n/o Baseline Road	1,836	2,934	42.0%	42.1%
	n/o Cornell Road	6,029	5,476	8.4%	10.5%
Century Boulevard	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	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	□	□	○	○

Legend

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 Bigg: Canyon to Westgate, (4) Full Way to Millikan 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	
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	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	B-H Highway to Allen Boulevard	Retrofit to include bike lanes			\$ 3,500,000	
3102	Hillsboro RC	Hillsboro	Jackson Road Improvements	Evergreen Road to Grant Street	Widen to three lanes with sidewalks and bike lanes			\$ 3,500,000	
3103	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
3104	Hillsboro RC	Washington Co.	Baseline Road Improvements	Lisa to Brookwood Road	Widen to five lanes with bike lanes and sidewalks			\$ 6,000,000	
3105	Hillsboro RC	Hillsboro	NW Alcock Drive Extension	NW Amberwood Drive to Cornelius Pass Road	New three-lane facility with sidewalks and bike lanes		✓	\$ 2,000,000	2000-05
3106	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		✓	\$ 20,000,000	2000-05
3143	Sunset IA	Washington Co.	Walker Road Improvements	Cedar Hills to 158th Avenue	Widen to five lanes including sidewalks and bike lanes		✓	\$ 10,000,000	2006-10
3144	Sunset IA	Washington Co.	Walker Road Improvements	158th Avenue to Amberglen Parkway	Widen to five lanes including sidewalks and bike lanes		✓	\$ 26,500,000	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			\$ 500,000	
3146	Sunset IA	WashCo/Hillsboro	Cornelius Pass Intersection Improvements	Intersection at Quatama	Improve Quatama/Cornelius Pass Road intersection		✓	\$ 2,000,000	2006-10
3147	Sunset IA	Hillsboro	25th Avenue Improvements	Cornell Road to Evergreen	Widen to include bike lanes			\$ 300,000	2000-05
3150	Sunset IA	Washington Co.	Cornell Road System Management	185th Avenue to 25th/Baseline	Implement signal timing at Tannasbourne/185th to 25th /Baseline		✓	\$ 1,300,000	
3151	Sunset IA	Tri-Met	US 26 Corridor TDM Program		n/a				
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
TEL 503 797 1700PORTLAND, OREGON 97232 2736
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

Portland, OR 97209-4037

(503) 731-8200

FAX (503) 731-8259

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.

Fred Eberle, for

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

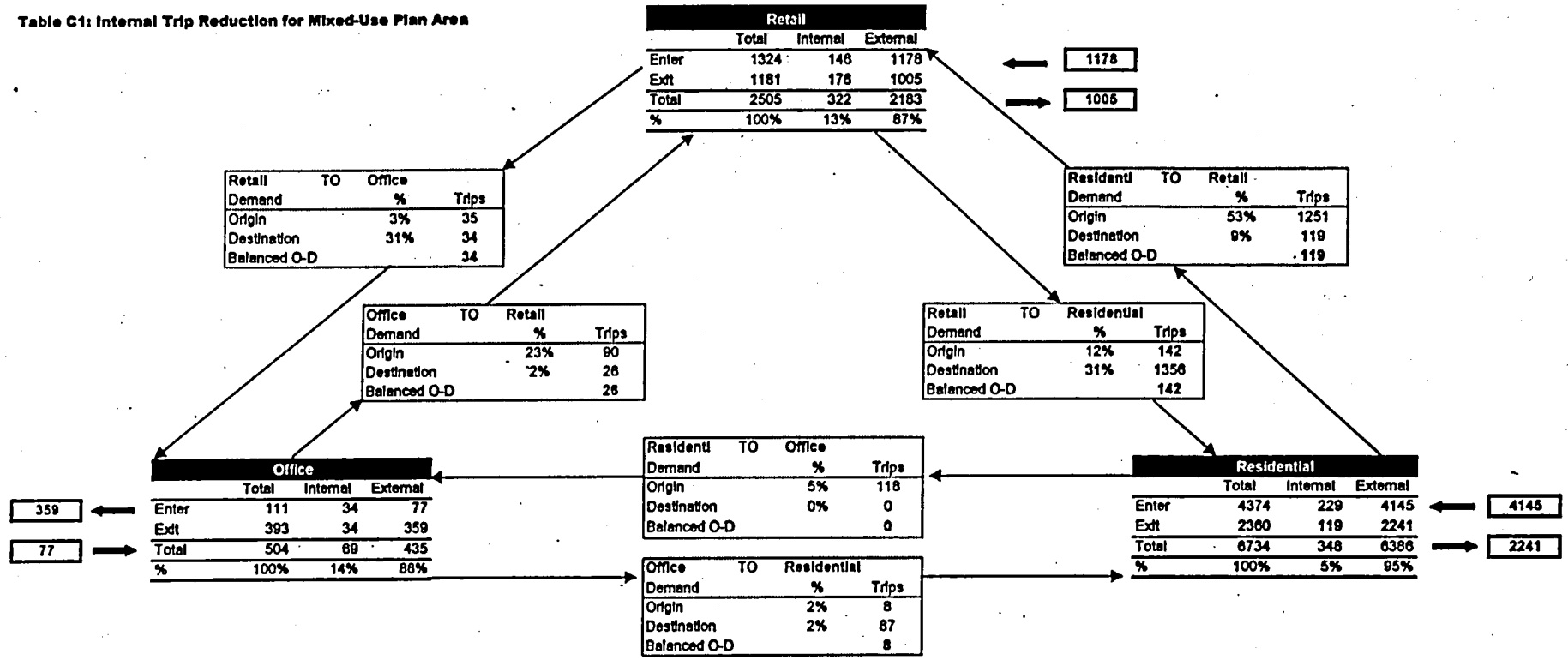
Notes:

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	6,386	9,004	
Total Single-Use Trip Gen. Estimate	2,505	504	6,734	9,743	
Net Internal Trips	322	69	348	739	6%

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

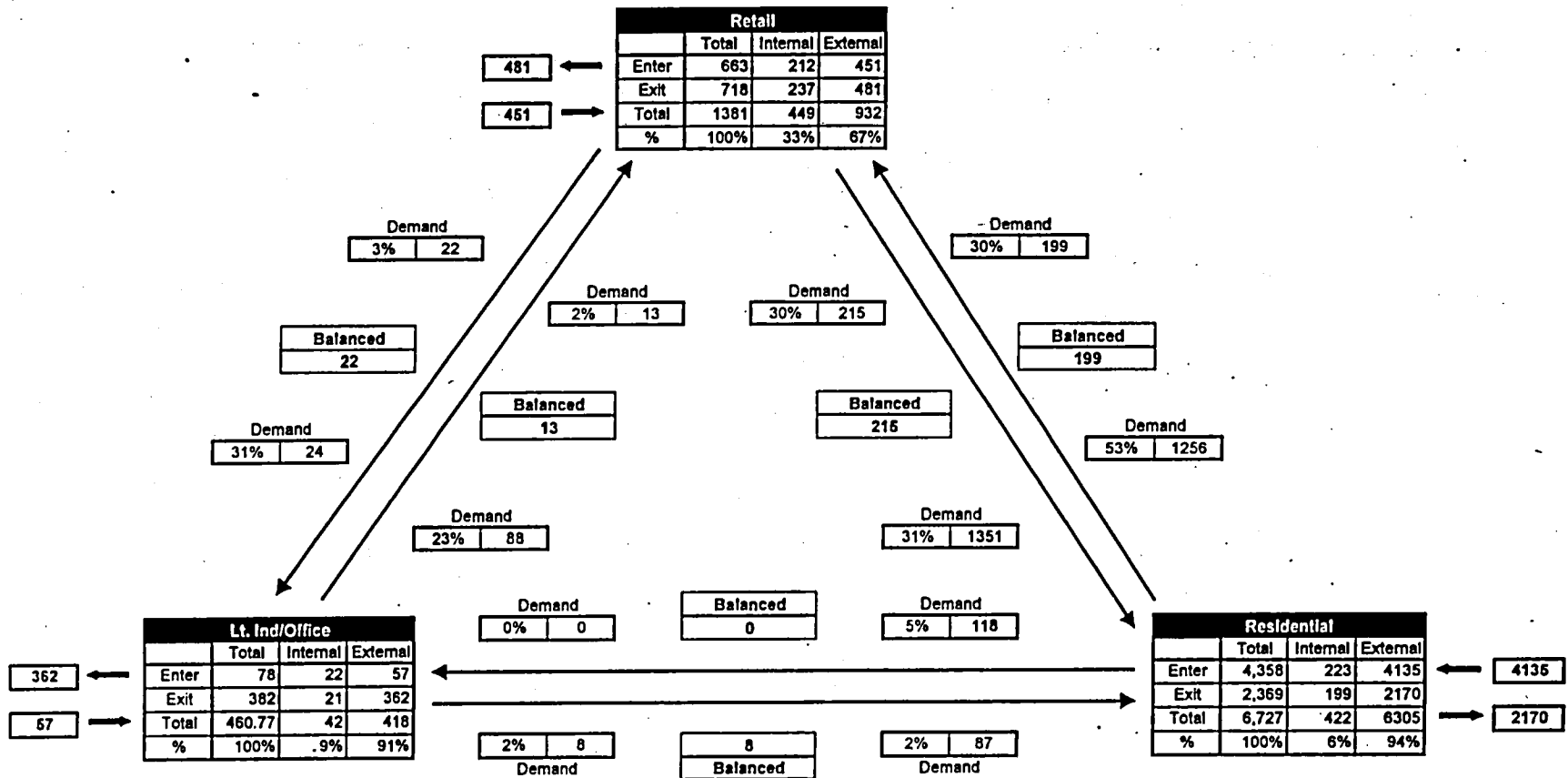
(2) Applied ITE regression equations

(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).

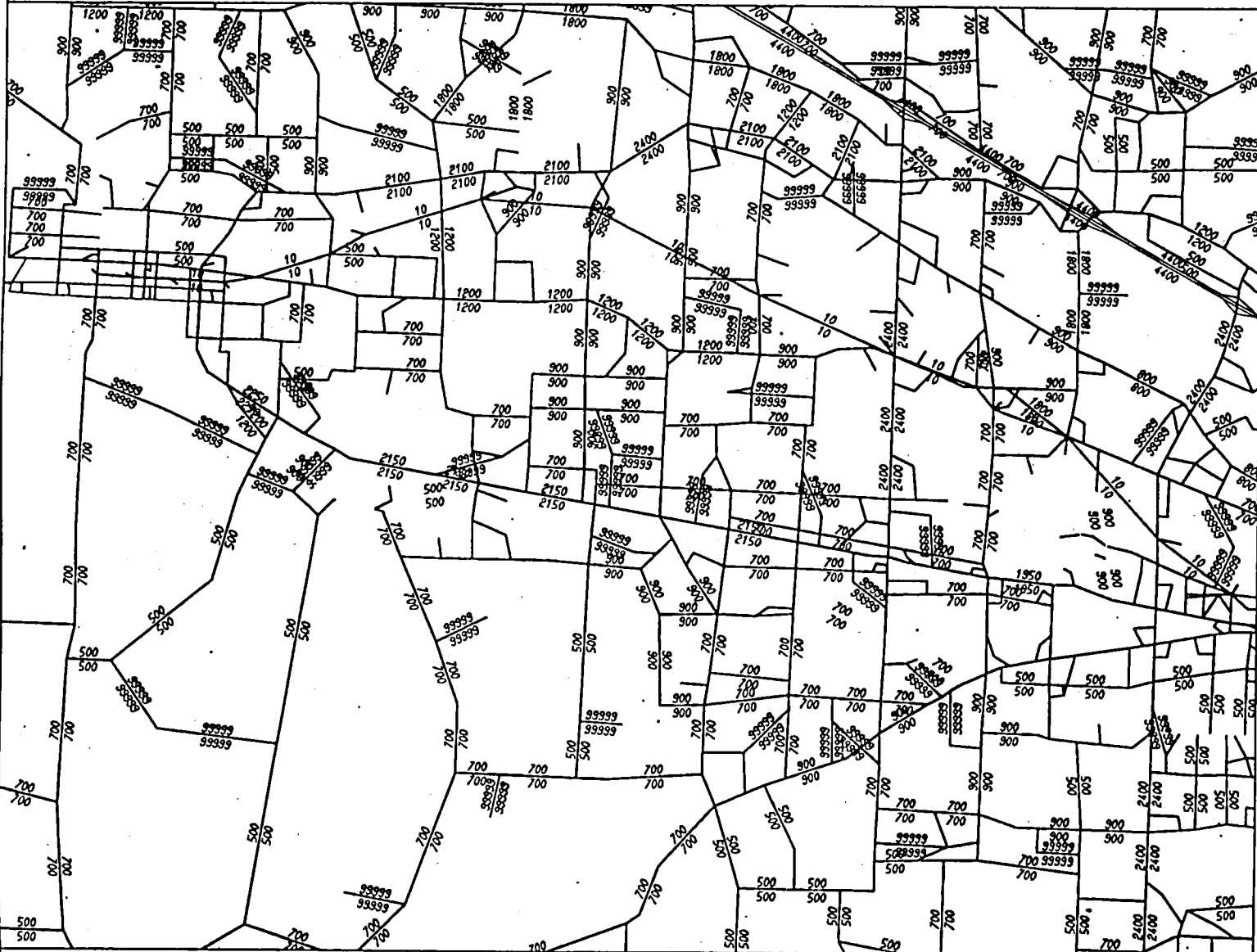
Table E-2: Technical Findings

<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)	6,085 (1-hour)
	15,243 (2-hours)	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(15-20mph)
- >=11(Other)

XXXXX-CAPACITY (VPH)

WINDOW:
1431.9/124.948
1441.2/131.927

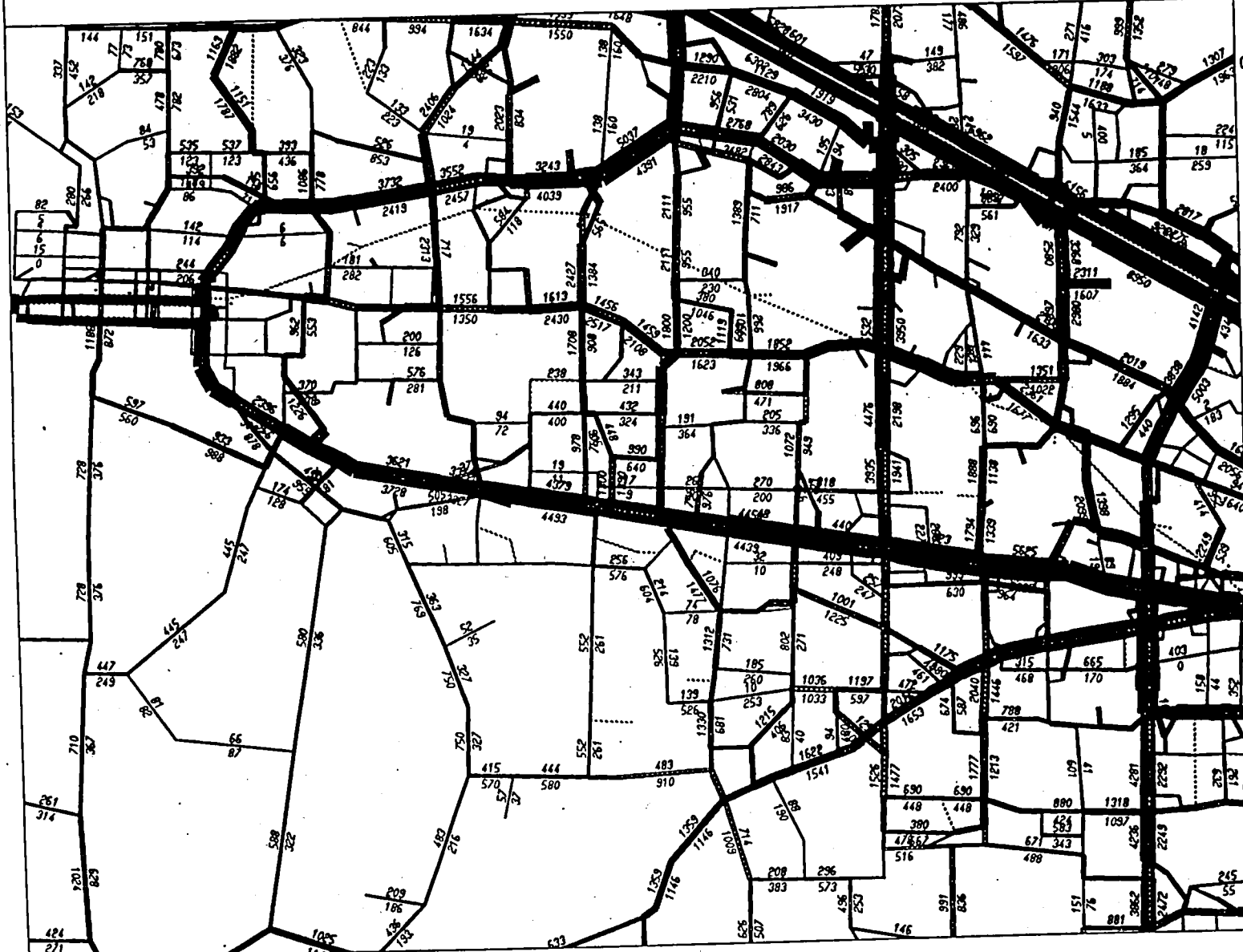
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SCENARIO 20000: 2020 Exist Res 2 hour

99-07-26 15:47
MODULE: 2.13
DKS2000....jxs

DKS ASSOCIATES

AUTO VOLUMES

emme/2

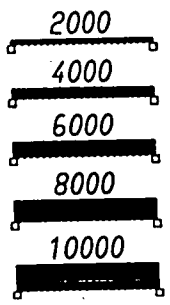


LINKS:
mod=c
COL-IND: UL2

VOLUME/CAPACITY
RATIO

- < 0.8
- 0.8-0.9
- 0.9-1.0
- > 1.0
- XXX=VOLUME(VPH)

SCALE: 650



WINDOW:
1431.9/124.948
1441.2/131.927

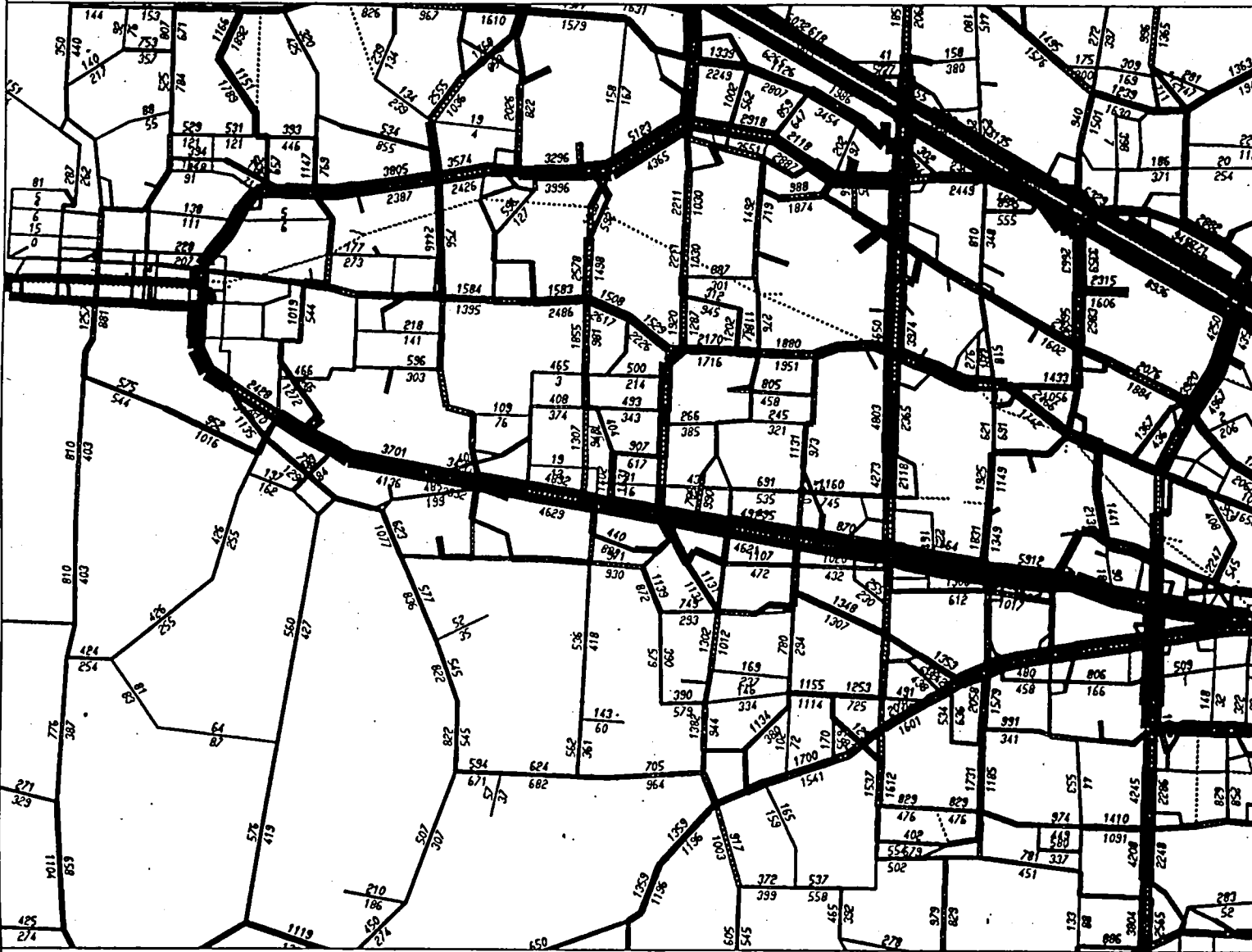
EMME/2 PROJECT: Regional Transportation Plan
SCENARIO 21000: 2020 Exist Res 2 hour (No Project)

99-07-26 11:55
MODULE: 6.12
DKS2000....jx*

DKS ASSOCIATES


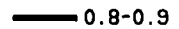
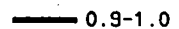
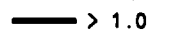
AUTO VOLUMES

emme/2

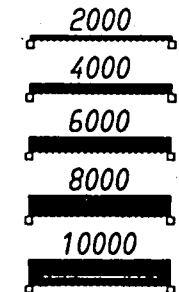


LINKS:
mod=c
COL-IND: UL2

VOLUME/CAPACITY
RATIO

-  < 0.8
 -  0.8-0.9
 -  0.9-1.0
 -  > 1.0
- XXX=VOLUME (VPH)

SCALE: 650



WINDOW:
1431.9/124.948
1441.2/131.927

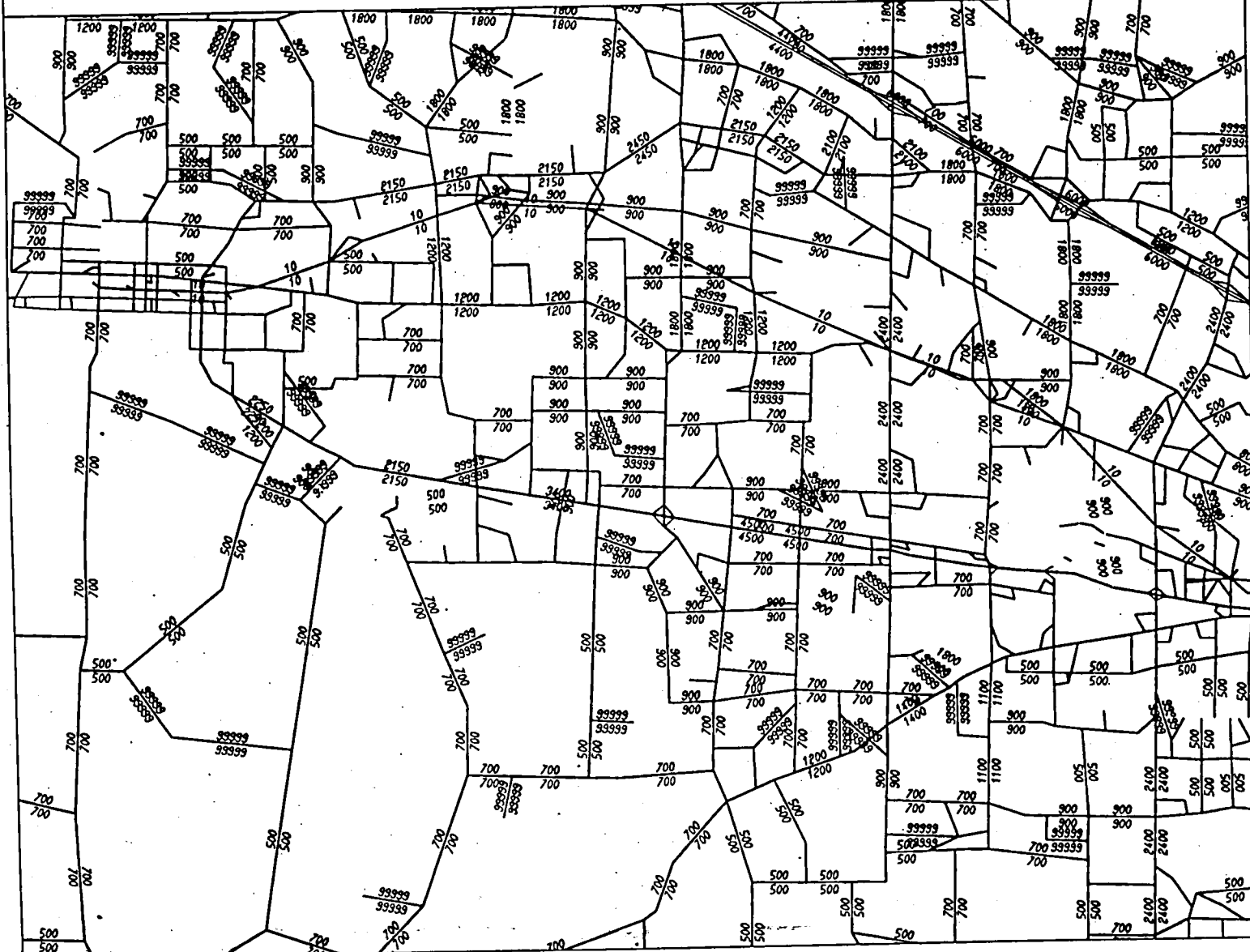
EMME/2 PROJECT: Regional Transportation Plan
SCENARIO 20000: 2020 Exist Res 2 hour

99-07-26 15:45
MODULE: 6.12
DKS2000....jxm

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)

WINDOW:
1431.9/124.948
1441.2/131.927

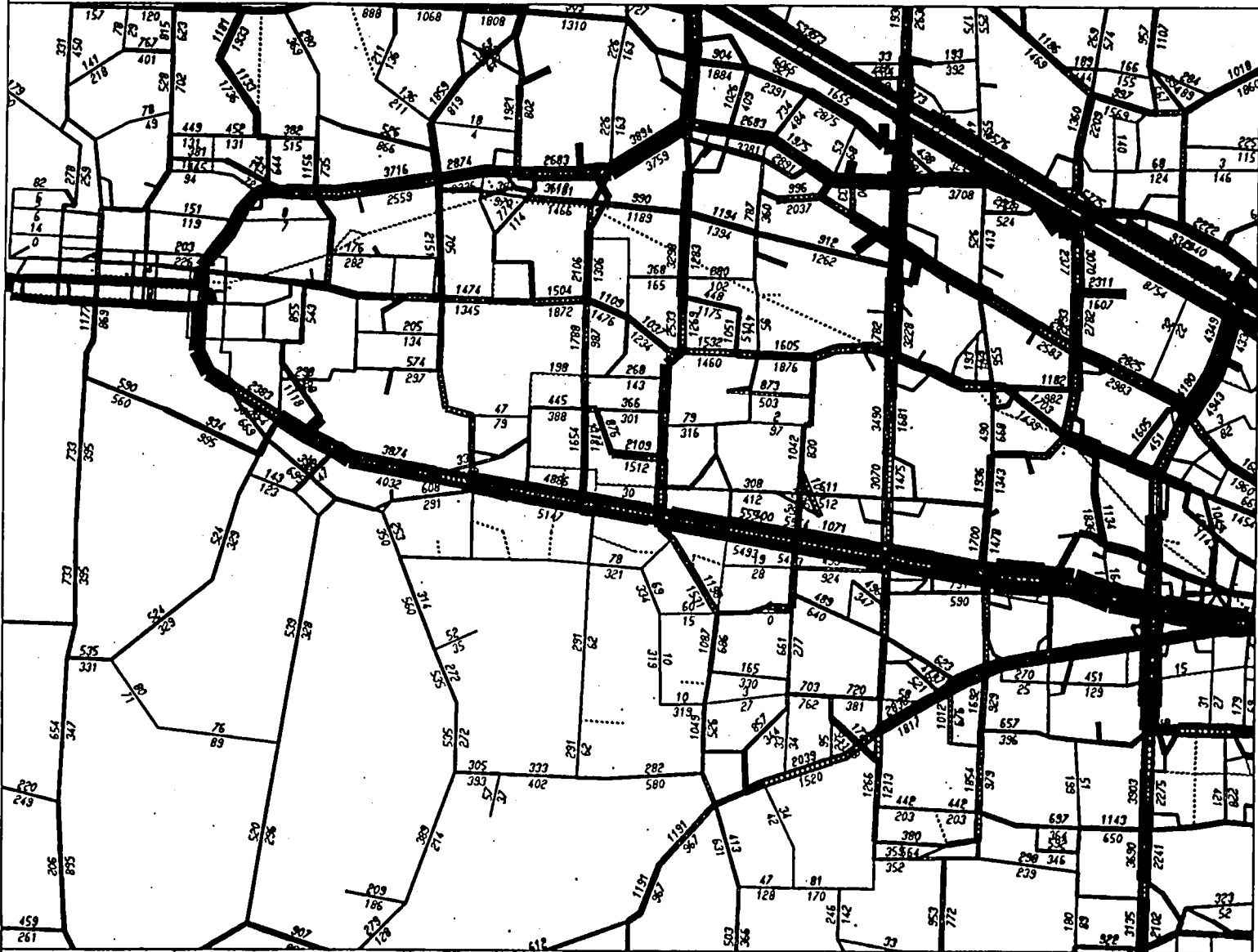
EMME/2 PROJECT: Regional Transportation Plan
SCENARIO 11000: 2020 South Hillsboro Base

99-07-26 11:52
MODULE: 2.13
DKS2000....jx*

DKS ASSOCIATES

AUTO VOLUMES

emme/2

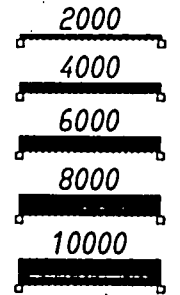


LINKS:
mod=c
COL-IND: UL2

VOLUME/CAPACITY
RATIO

- < 0.8
- 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 12000: 2020 South Hillsboro (No Project)

99-07-26 11:56
MODULE: 6.12
DKS2000....jx*

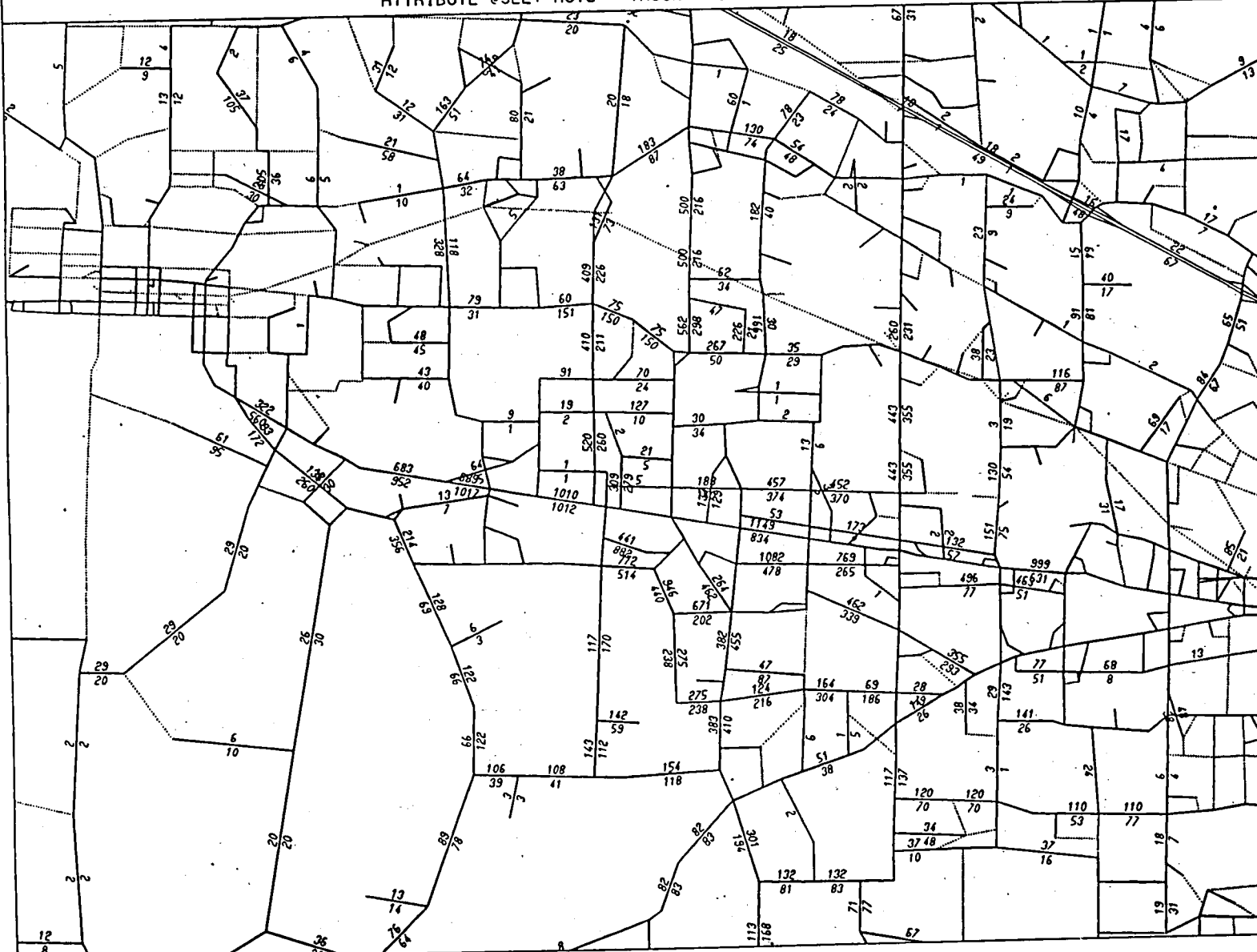
DKS ASSOCIATES

BASE NETWORK

ATTRIBUTE @SEL: AUTO + TRUCK PCE'S SELECT LINK

emme/2

LINKS:
mod=c



WINDOW:
1431.9/124.948
1441.2/131.927

EMME/2 PROJECT: Regional Transportation Plan
SCENARIO 20000: 2020 Exist Res 2 hour
ATTRIBUTE @sel: auto + truck PCE's select link

99-07-27 09:11
MODULE: 2.13
DKS2000....jxs

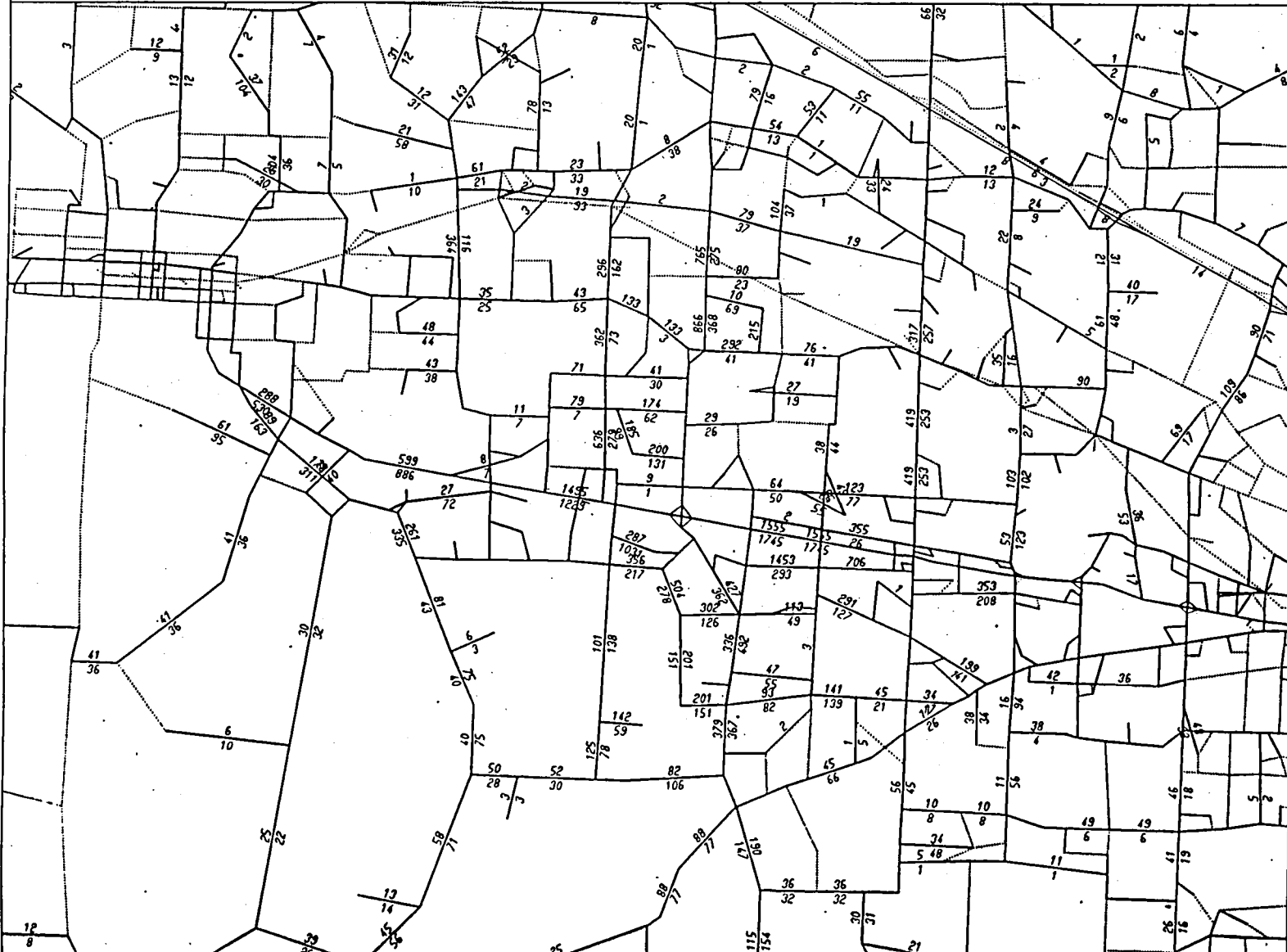
DKS ASSOCIATES

BASE NETWORK

ATTRIBUTE #SEL: AUTO + TRUCK PCE'S SELECT LINK

emme/2

LINKS:
mod=c



WINDOW:
1431.9/124.948
1441.2/131.927

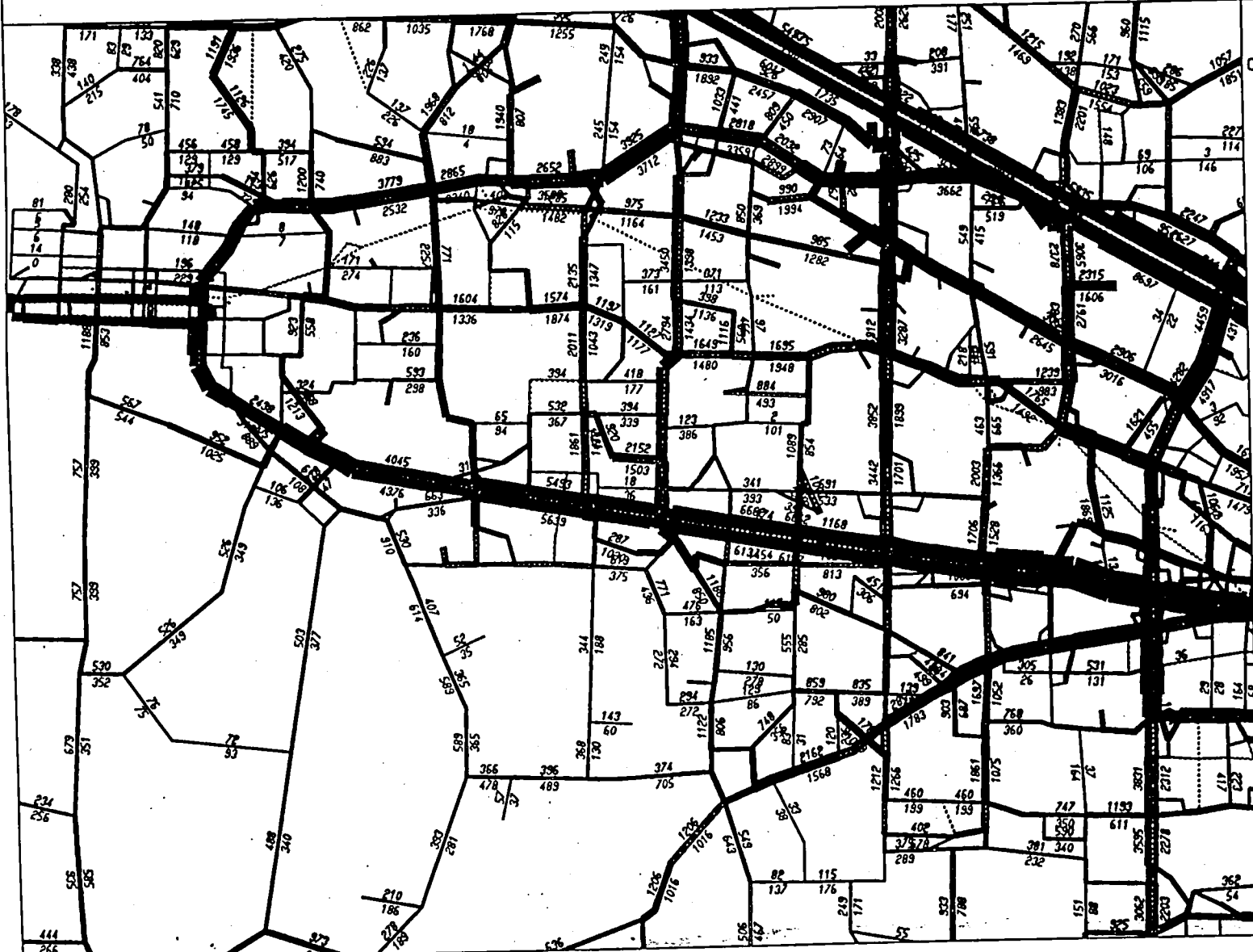
EMME/2 PROJECT: Regional Transportation Plan
SCENARIO 11000: 2020 South Hillboro Base
ATTRIBUTE #sel: auto + truck PCE's select link

99-07-26 11:57
MODULE: 2.13
DKS2000....jxs

DKS ASSOCIATES

AUTO VOLUMES

emme/2



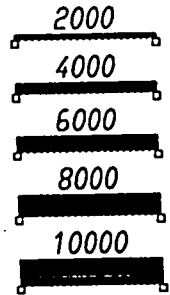
LINKS:
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COL-IND: UL2

VOLUME/CAPACITY
RATIO

- < 0.8
- 0.8-0.9
- 0.9-1.0
- > 1.0

XXX=VOLUME (VPH)

SCALE: 650



WINDOW:
1431.9/124.948
1441.2/131.927

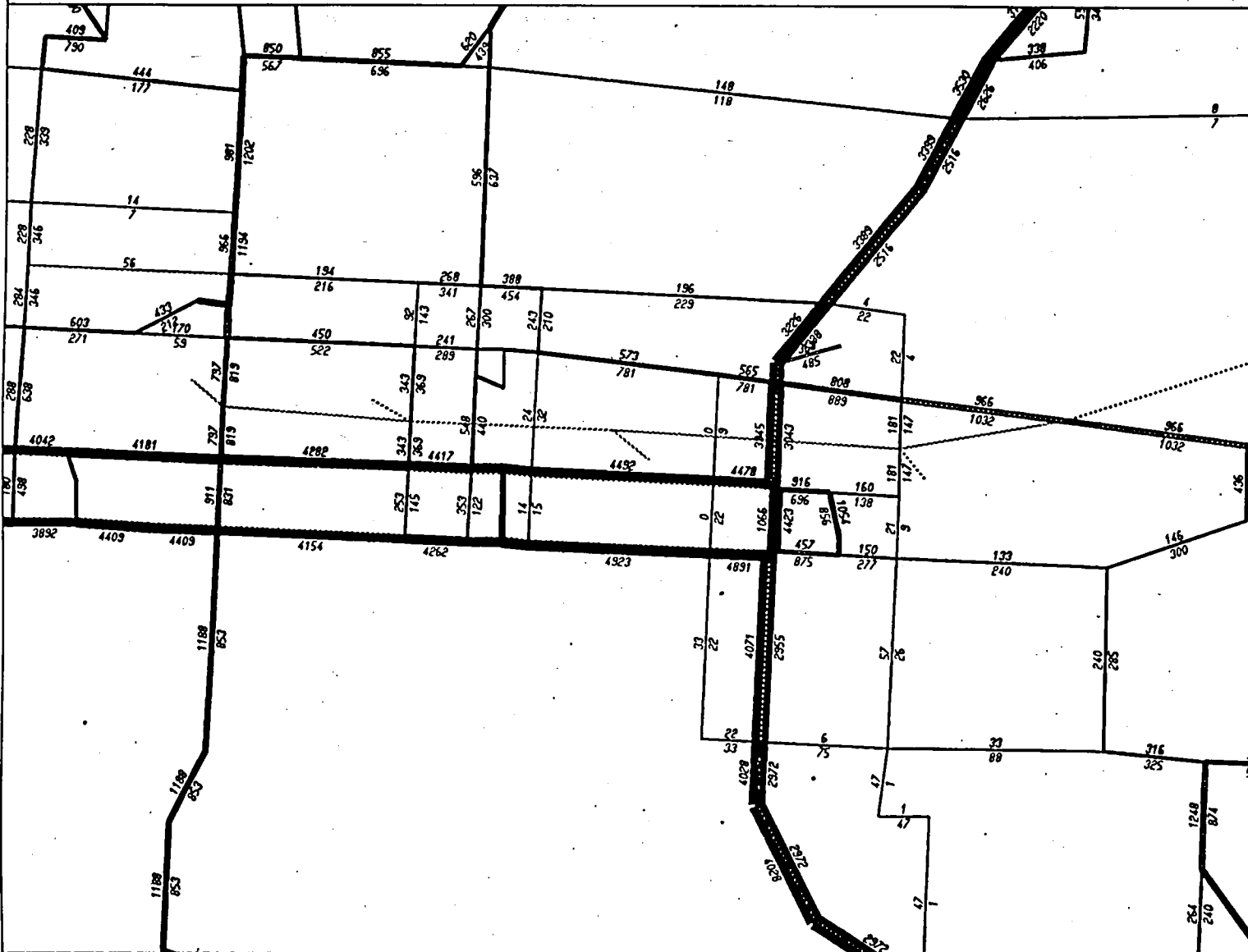
EMME/2 PROJECT: Regional Transportation Plan
SCENARIO 11000: 2020 South Hillsboro Base

99-07-26 11:55
MODULE: 6.12
DKS2000...jx

DKS ASSOCIATES

AUTO VOLUMES

emme/2



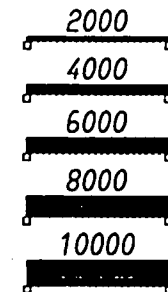
LINKS:
mod=c
COL-IND: UL2

VOLUME/CAPACITY
RATIO

- < 0.8
- 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....jx*

RTP Public Comment Report

Regional Transportation Plan Public Surveys

Regional Transportation Plan Public Survey

Oct. 1999

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

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

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

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

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

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

yes no

If yes, which funding sources should be tried?

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

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

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

Regional Transportation Plan Public Survey

Oct. 1999

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

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

- a. Raise current state and federal gas taxes
- b. Raise current vehicle registration fees
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- d. Raise current bus and MAX fares to pay for more transit service
- e. Raise current payroll taxes on transit to pay for more transit service
- f. Cut plan back by ___% to reduce need for new revenue. I understand that this will result in more traffic congestion and less transit service.
- g. Other: DEVELOP LOWER COST TRANSIT SYSTEMS

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

yes no

If yes, which funding sources should be tried?

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- c. Place system charges on new utilities to pay for local streets
- d. Place special fees on studded tires, bicycles, etc.
- e. Other:

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

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- f. Other:

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

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Regional Transportation Plan Public Survey

Oct. 1999

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- e. Needs more or less maintenance, safety and street repair (circle one)
- f. Other:

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- d. Raise current bus and MAX fares to pay for more transit service
- e. Raise current payroll taxes on transit to pay for more transit service
- f. Cut plan back by ___% to reduce need for new revenue. I understand that this will result in more traffic congestion and less transit service.
- g. Other: *REINTRODUCE WEIGHT MILE TAX FOR TRUCKS*

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

yes no

If yes, which funding sources should be tried?

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- c. Place system charges on new utilities to pay for local streets
- d. Place special fees on studded tires, bicycles, etc.
- e. Other:

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- f. Other:

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- e. Raise current payroll taxes on transit to pay for more transit service
- f. Cut plan back by ___% to reduce need for new revenue. I understand that this will result in more traffic congestion and less transit service.
- g. Other:

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

yes no

If yes, which funding sources should be tried?

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

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

OVER

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

JOHN BURGER

Regional Transportation Plan Public Survey

Oct. 1999

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- d. Raise current bus and MAX fares to pay for more transit service
- e. Raise current payroll taxes on transit to pay for more transit service
- f. Cut plan back by ___% to reduce need for new revenue. I understand that this will result in more traffic congestion and less transit service.
- g. Other:

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

yes no

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- b. Place electronic tolls on new highways or added freeway lanes
- c. Place system charges on new utilities to pay for local streets
- d. Place special fees on studded tires, bicycles, etc.
- e. Other: *congestion pricing & focus on HOV lanes*

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

See back

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

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

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

Dave GT

Regional Transportation Plan Public Survey

Oct. 1999

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- e. Needs more or less maintenance, safety and street repair (circle one)
- f. Other:

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

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

yes no

If yes, which funding sources should be tried?

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

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

Yes! →

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

RECEIVED
NOV 1 1999

BY:.....

Regional Transportation Plan Public Survey Oct. 1999

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

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- d. Needs more or fewer sidewalks, bike lanes and bus stops (circle one)
- e. Needs more or less maintenance, safety and street repair (circle one)
- f. Other:

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

Improve our roads. We have now to use HOV lanes, on both 205 & 84 N freeways

3. Should new "targeted" funding sources be pursued?
 yes no

If yes, which funding sources should be tried?

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

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

(over)

10/31/99

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

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

Robert E. Shannon
1747 SE Vogel Rd
Boring, Ore
97009

Phone# 658-5492

Regional Transportation Plan Public Survey

Oct. 1999

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

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

- a. Raise current state and federal gas taxes
- b. Raise current vehicle registration fees
- c. Pass the funding bill adopted by the 1999 Oregon Legislature that may be referred to voters. It raises the state gas tax and vehicle registration fee. (Above choices constitutionally dedicate funds to roads and highways, only.)
- d. Raise current bus and MAX fares to pay for more transit service
- e. Raise current payroll taxes on transit to pay for more transit service
- f. Cut plan back by 20% to reduce need for new revenue. I understand that this will result in more traffic congestion and less transit service.
- g. Other:

THIS WOULD BE COST
OF LIGHT RAIL TO
CLACKAMAS COUNTY

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

yes no

If yes, which funding sources should be tried?

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

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

E-Mail Comments received on the Regional Transportation Plan

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Thanks for your help, --Dan Packard

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

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

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

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

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

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

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

Name: Rian K. Long
From: rlong@ti.1-3com.com
Date: October 19, 1999 12:40 PM

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

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

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

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

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

Thanks for the opportunity to comment. My recommendations are

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

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

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

From: HUFF Leo M
Sent: Tuesday, November 30, 1999 10:29 AM
To: kloster@metro.dst.or.us
Subject: RTP comments

Some loose ends still remaining in the project list:

Project #1164, I-205 Ramp Study 2006-2010: Powell Ramps should be studied prior to or coincident with Project 2028 Widen Powell Blvd.

Project #4006, Columbia Blvd. Improvements: The specificity of a "full diamond" interchange is premature. Any specificity is premature pending study, however "full direction access" at I-5 and Columbia Blvd. would be more acceptable.

To: Newstroms
From: <mariep@ocp.org>
Subject: McLoughlin Boulevard
CC:
Date Sent: Wednesday, December 1, 1999 1:56 PM

Sandra,
Thank you for passing on this letter to those who are meeting tomorrow.
Is there another person or persons involved in this discussion that I
could send this letter to by regular mail?
Marie

December 1, 1999

TPAC
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, Brooklyn Neighborhood borders McLoughlin 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

From: "Royce, Francie" <ROYCE@trans.ci.portland.or.us>
To: 'Bill Barber' <barberb@metro.dst.or.us>
Date: Wed, Dec 1, 1999 3:49 PM
Subject: RTP comments

Some thoughts on the RTP TDM section:

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.

page 1-56 text

dilute emphasis on commute/peak hour

...works cooperatively with employers, community based groups and others in the region to provide alternatives to driving alone.

next para. replace commuters with people.

Table 1.2 (I'm so glad we finally have this as a target to measure where we're going) How about a map showing these locations with the non-sov targets?

From: "Grant, Eugene" <EGrant@schwabe.com>
To: "Andrew Cotugno (E-mail)" <Cotugnoa@metro.dst.or.u...>
Date: Thu, Dec 2, 1999 9:56 AM
Subject: Regional Transportation Plan, Park Planning and UGB Reserves

I have reviewed the Regional Transportation Plan materials and want to provide written comments to supplement the oral comments I made at the public hearing where time was so limited. I also want to comment on planning for parks and the UGB reserves because these issues all are closely related to the RTP. Timing of urbanization of the reserves directly affects when the different RTP projects should be scheduled. New park location and timing is also a factor in when RTP projects are needed and where they should go. The following comments are in no particular order.

I met yesterday with Clackamas County regarding plans for Rock Creek Reserves (14 and 15). County is generally supportive and cooperative in city of HV efforts to annex these areas by March 2000 election. County and the City want to combine their transportation plans and come up with a joint plan and jointly work on funding the projects. We will be starting this process immediately and will need help from Metro on funding because we do not have the funds sufficient to do all the infrastructure necessary to continue the growth into reserves starting with Rock Creek Reserves. My comments on RTP is intended as part of that process and is subject to discussion with County to coordinate a joint plan. It really should be a tri-party plan with Metro, County and City of HV to make this work. The area joint transportation plan HV and County want to cover is the area east of 205 and north of 212 to the County line. That is general area I will comment on in this email.

Project 5066 (widening SS Road from 122nd to 162nd) and 7008 (147th realignment) will be needed in the 2000-2005 time frame. These projects are going to be mandatory concurrency requirement for Rock Creek Reserve development. All the annexation work is to make this land developable and not just academic exercise to give appearance of HV complying with Metro functional plan requirements for employment uses. SDC fees from development will pay big part of cost for these projects, but there probably will need to be supplemental means of funding these.

Project 5071 (ottery road extension from 205 to Valley View Terrace) needs to be in the 2006-2011 range if not sooner because it is going to be a critical part of relieving congestion on SS Road that should go in at the time the top of Scott golf course development goes forward. I believe expectation of County, developer and City is that project will probably go forward by no later than about 2006 and possibly before. Again much of the cost can be funded from SDC fees from the project.

Project 5208 (Idleman Road to Johnson Creek) should be split up into two stages. First stage is connection of Johnson Creek to Idleman Road and second stage is improvements to Idleman Road. The first stage connection to Johnson Creek blvd needs to be done within the next year in order to keep commitments to the neighborhoods that they would not be stuck with long term cut through traffic between these arterials. Current situation of cut through traffic is not acceptable into the future. This is going to be an expensive connection due to the steep terrain and County and City will need help on funding. Second stage of improving Idleman Road can come later in 2011 to 2020 range as projected.

I believe some other projects are going to have to be pushed down in priority to allow these more critical projects to go forward earlier. Perhaps 5086 (82nd ave improvements) is one that could be deferred. Altho not much money is involved, projects 5211 and 5212 are lower priorities that can be deferred if not deleted. Mountain Gate Road already has sidewalks and bike paths that were installed when the street was built and I think these projects may be outdated and unnecessary.

Turning to Bicycle projects 7009, 7011 and 7010 should be deleted as of such small benefit as to not be justified. I am an avid bicycle rider and a partner with my son in the ownership of the Bridgetown Bicycles stores, so I am not saying this because I don't think bike lanes are important. I have ridden all over Happy Valley and the County on bicycle and the problem with these projects is that the routes have grades far too steep for all but the most athletic of bicycle riders. 95% of the public would never ride bikes on these routes because of the steep hills involved, and in fact they would be unsafe for children going downhill because of the dangers of excessive speed when children fail to brake sufficiently. Our transportation plan call for bike lanes in most of Happy Valley, but even our City Plan is unrealistic about bike riding on some of the most steep hills. There are only a limited number of streets in HV suitable for bike riding by the vast majority of riders. The Route that is best from north to south is Deardorff Road because it is a series of serpentine curves that greatly reduce the steepness of grade as you go up over the hill from Foster rd going south. Deardorff becomes 132nd which is much less steep than the 145th route that Metro has used for the above projects. 145th does not go through to Foster and ends at Clatsop in the middle of a very steep grade that is not good for bikes in either direction. Back to the good route. From 132nd you would go south to King Road and take jog on King Road West to 129th and follow 129th south until you hit SS Road. The only east west route that makes any sense from the standpoint of suitable terrain will be Monterey overpass to the Ottey Road Extension and you would follow Ottey Road all the way to 129th where you would intersect with the north south bike route. You would cross Ottey road and jog to the south to Mountain Gate Road and then follow Mountain Gate Road to King Road and then King Road to 147th going south and then the new 147th alignment should be used for bike lanes to get you to SS Road and not Monner Road because Monner is way too steep for Bike riding. The serpentine route of the new 147th will provide a safe and passable bike route over the hill into Happy Valley for those energetic enough to want the exercise of going over the hill. While we need these bike lanes in the future, the road improvements are the higher priority at the moment because these are recreational bike routes. You are not going to get any significant number of people biking these routes to their work. On the other hand I would really like to see these improvements made before my term ends just because I have a selfish interest in biking around the city myself.

That brings me to the park connection to all of this. BSA is talking to Metro about selling Scouters Mountain as site for another regional open space park. This would be a beautiful regional park with facilities in place for immediate use by the public. North Clackamas Parks District in partnership with Happy Valley is willing to take over the operation of the park if Metro will cover its purchase so there is no problem with Metro not being in position to take operational budget risks associated with it. This regional park would fill the much of the park needs for Rock Creek Reserves as well as other reserves in the vicinity. If this goes forward as it

should, then it is all the more important to move up the projects described above to provide good access into this future regional park since it will draw a lot of traffic from all directions and especially SS rd up over the new 147th connection, and also Johnson Creek Road for people coming from the northwest.

My last comment is on the Sunrise Highway. I concur that this is a high priority for everyone because it will be the means of opening up the reserves beyond Rock Creek to urbanization in way that will help cure the jobs housing imbalance in the County. We all need to work as hard as possible to get this project on the STIP for the gas tax increase and get it passed in May to provide funding.

Eugene L. Grant
Schwabe Williamson & Wyatt
1211 SW 5th Ave., Suite 1700
Portland OR 97204-3795

phone 503 796 2924
fax 503 796 2900

egrant@schwabe.com <mailto:egrant@schwabe.com>

CC: "Rod Monroe (E-mail)" <monroer@metro.dst.or.us>, "...

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

October 20, 1999

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

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

Dear Metro Council Members:

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

Livability, Pedestrian Scale, Environmental Impact

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

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

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

Creeks / Floodplain Road Crossings

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

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

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

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

Interconnectivity/ Highway Centers

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

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

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

Local Road Widenings

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

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

Sunset Freeway and Highway 217

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

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

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

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

Funding

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

-5-

RPT Comments
Russell to METRO
10-20-99

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

Thank you for taking the time to consider my concerns.

Sincerely,



Pat Russell

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



Port of Portland

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

RECEIVED
OCT 21 1999

BY:.....

October 19, 1999

MEMORANDUM *from Policy and Planning*

To: Kim White, Metro

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

Re: RTP Project List

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

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

Additions to List:

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

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

Deletions to List:

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

Modifications to List: (Changes in Bold)

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

Modifications (cont'd)

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

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

Thanks

C. Susie Lahsene
Jane McFarland

Port of Portland Transportation Improvement Plan

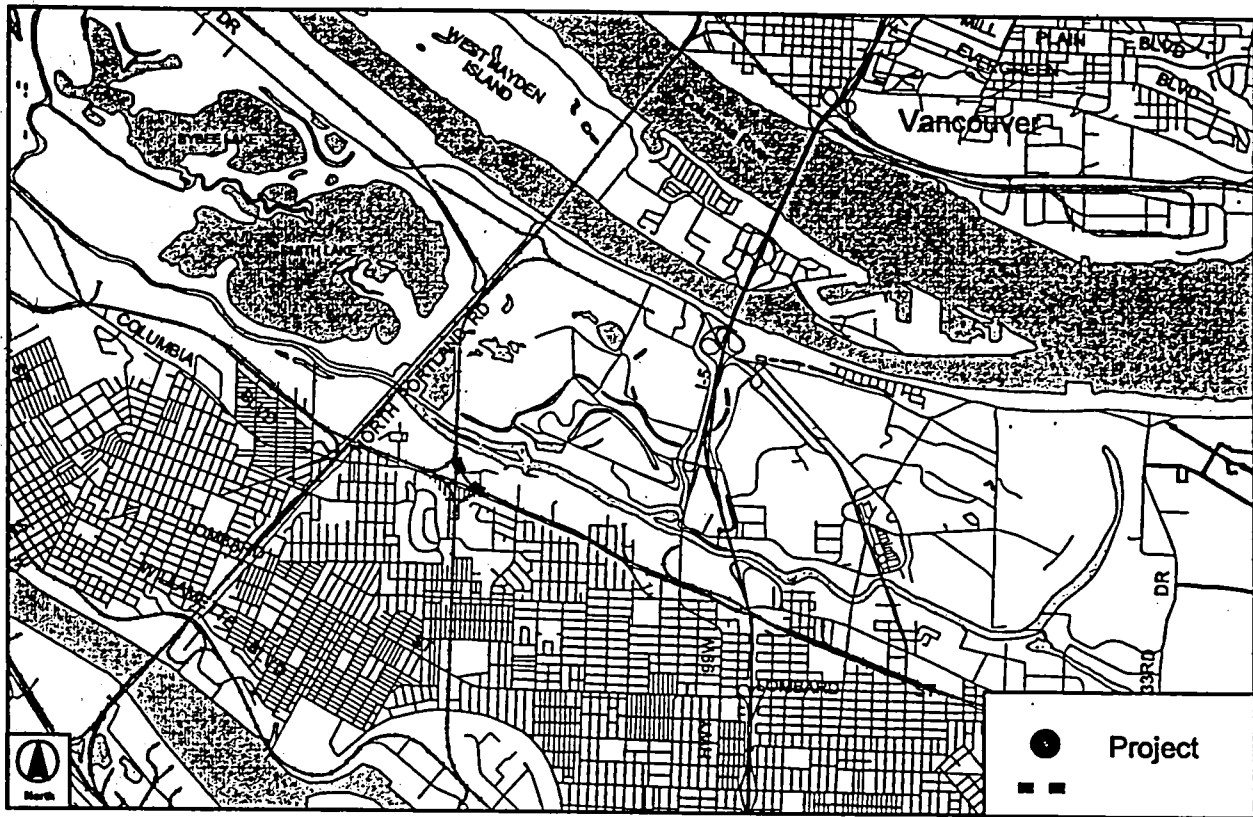
Project: Pen. Junction Realignment UP/BNSF Main

Description: Realign track configuration and signaling.

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

Total Cost: \$3,500,000

Cost Estimate Rating: 3c



Project Details

Funding Sources

Federal:

State:

City:

SDC:

Port:

Private:

Other:

Unfunded: \$3,500,000

Conditional Use Project

Project Identified In STIP

Project Identified In 1999 RTP (Preferred)

Project Identified In 1999 RTP (Strategic)

Project Identified In 1999 RTP (Constrained)

Time Frame: 5 Yrs

Program #:

Project #:

Port of Portland Transportation Improvement Plan

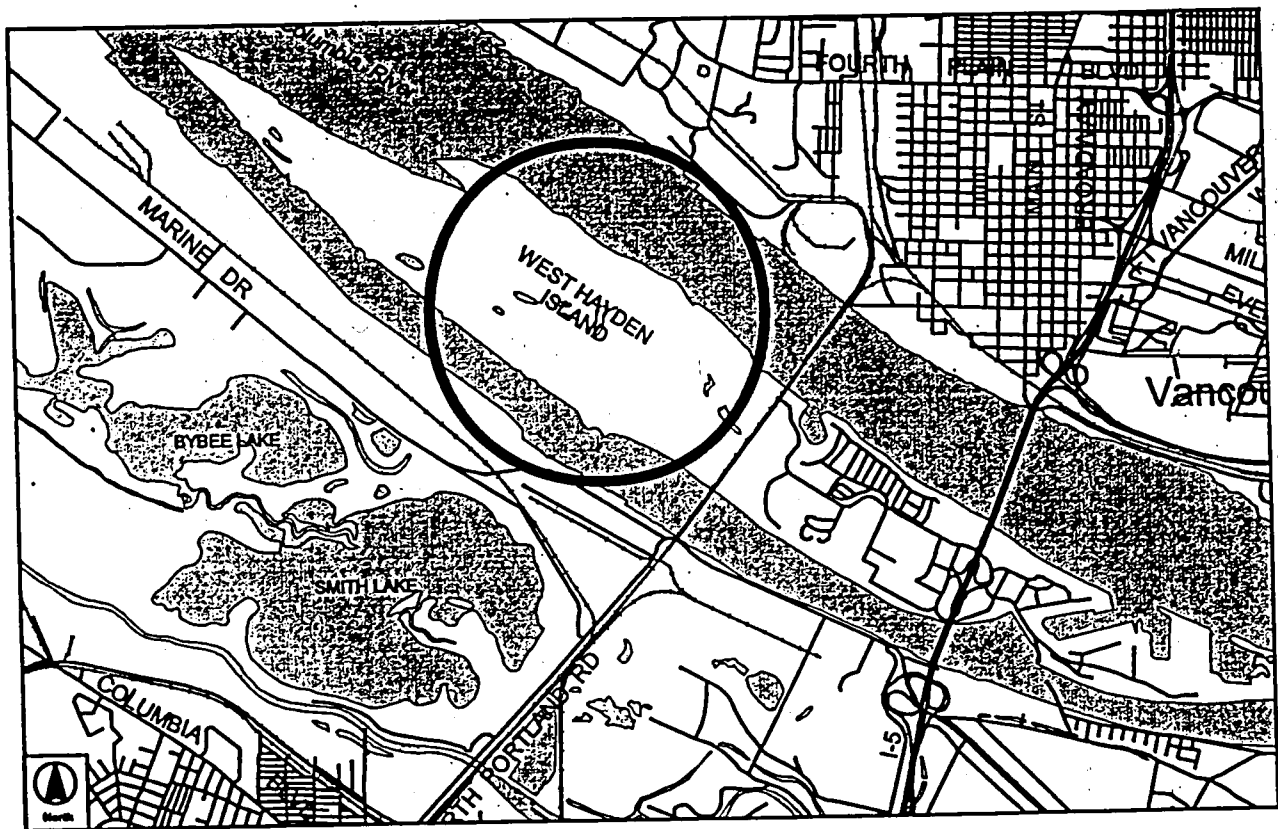
Project: West Hayden Island Rail Yard

Description: 7 track rail yard connected to facility trackage.

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

Total Cost: \$9,000,000

Cost Estimate Rating: NA



Project Details

Funding Sources

Federal:

State:

City:

SDC:

Port:

Private:

Other:

Unfunded: \$9,000,000

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

Time Frame: 10 Yrs

Program #:

Project #:

Port of Portland Transportation Improvement Plan

Project: Barnes Yard to Bonneville Yard Rail Expansion

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

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

Total Cost: \$4,500,000

Cost Estimate Rating: 3c



Project Details

Funding Sources

Federal:

State:

City:

SDC:

Port:

Private:

Other:

Unfunded: \$4,500,000

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

Time Frame: 5 Yrs

Program #:

Project #:

Port of Portland Transportation Improvement Plan

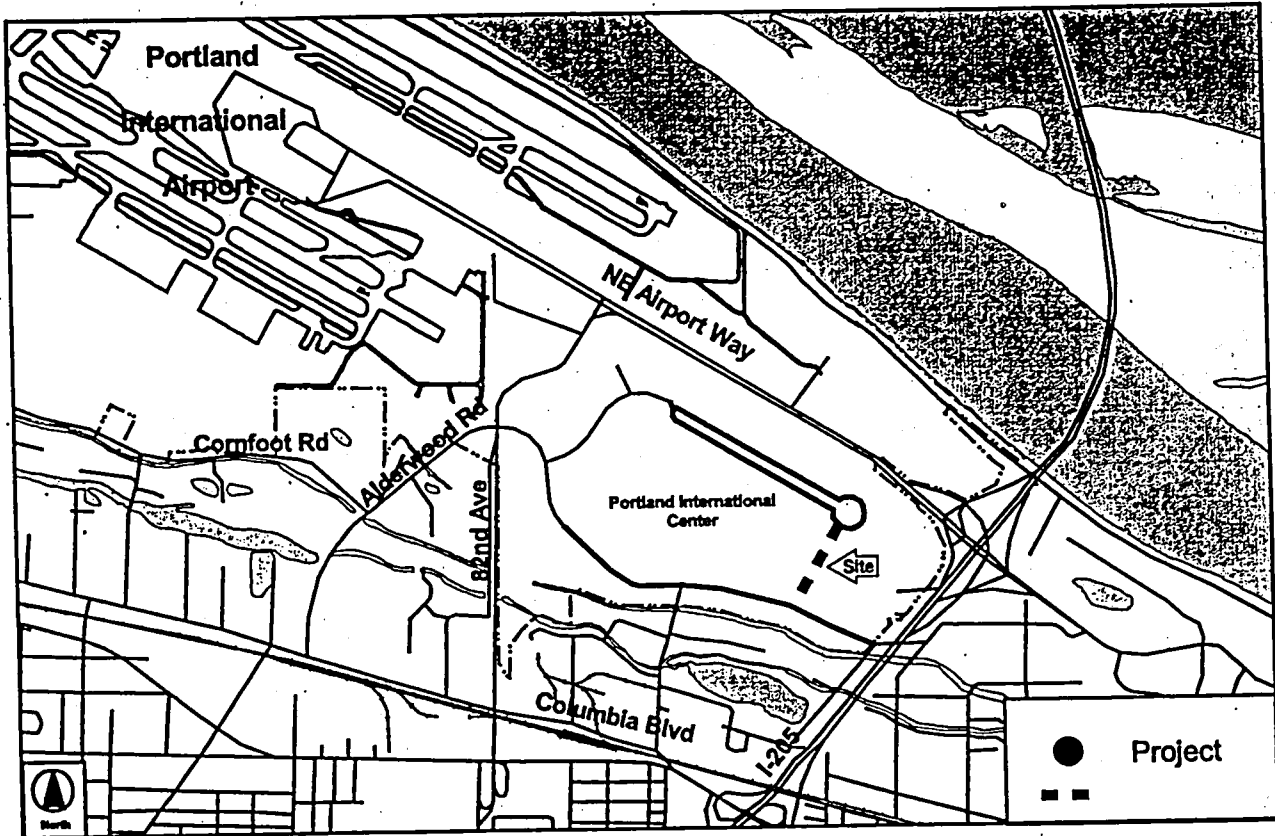
Project: Cascades Parkway Connection to Alderwood

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

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

Total Cost: \$1,500,000

Cost Estimate Rating: NA



Project Details

Funding Sources

Federal:

State:

City:

SDC:

Port:

Private: \$1,500,000

Other:

Unfunded:

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

Time Frame: 5 Yrs

Program #: 89199

Project #: 23314

Port of Portland Transportation Improvement Plan

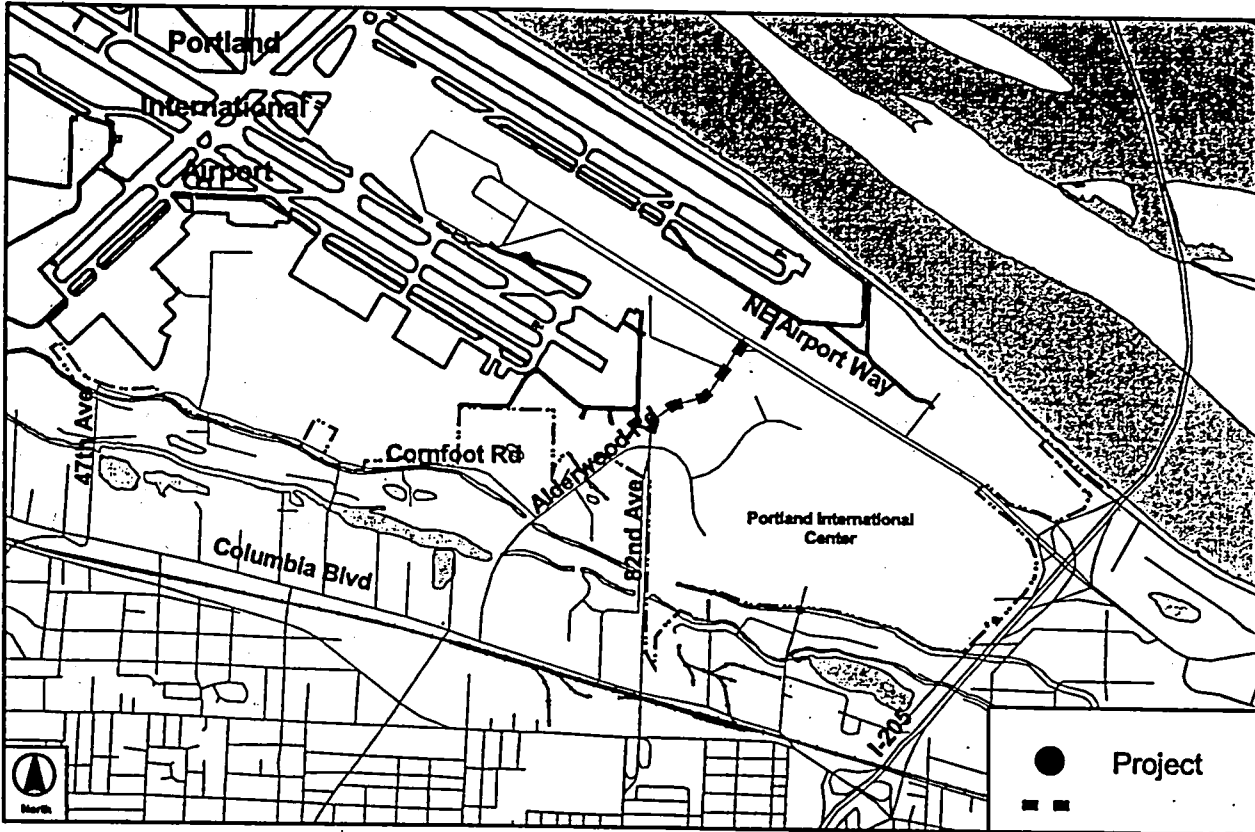
Project: 82nd Avenue Pedestrian & Bicycle Improvements

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

Purpose: Improve pedestrian and bicycle connectivity in vicinity.

Total Cost: \$500,000

Cost Estimate Rating: 3c



Project Details

Funding Sources

Federal:

State:

City:

SDC:

Port:

Private:

Other:

Unfunded: \$500,000

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

Time Frame: 5 Yrs

Program #:

Project #:

Port of Portland Transportation Improvement Plan

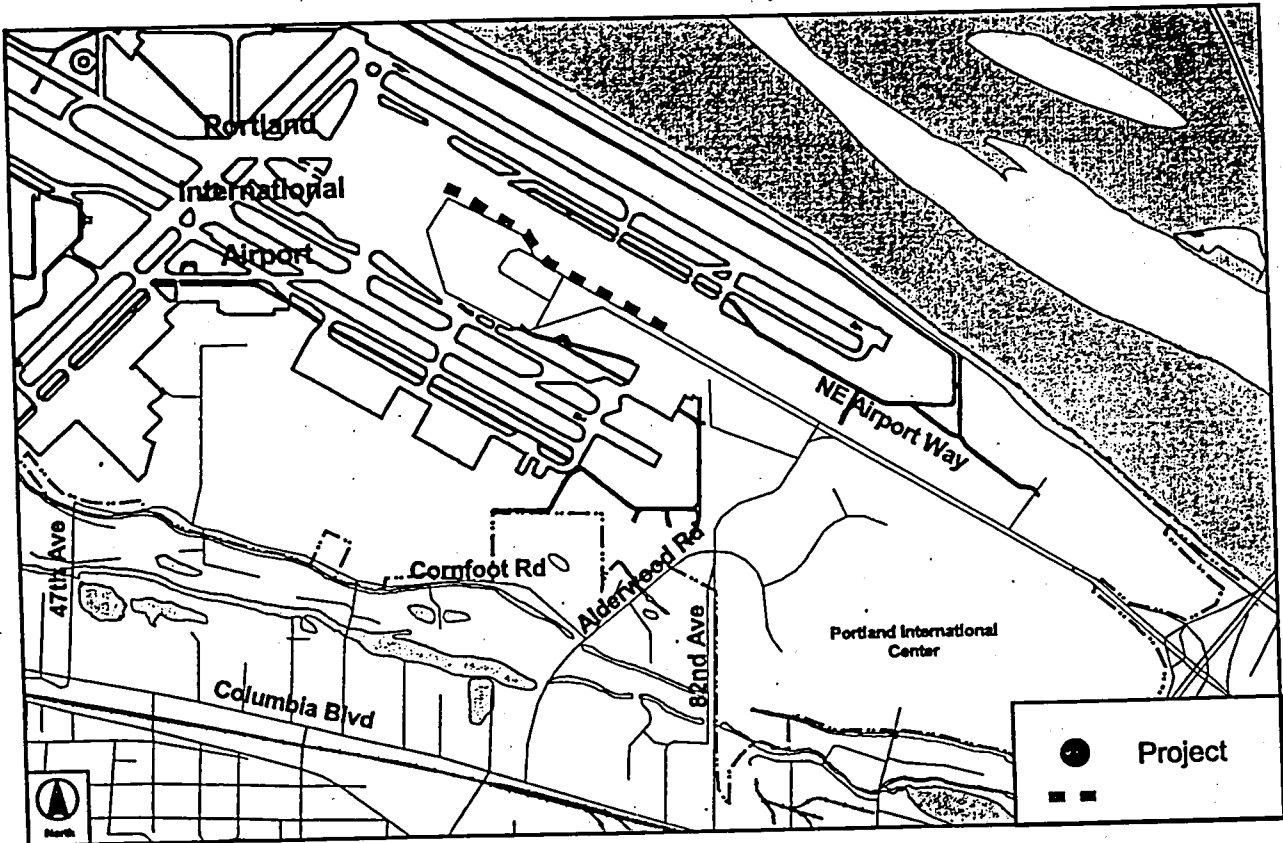
Project: Pedestrian/Bicycle Access to Terminal

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

Purpose: Improve pedestrian and bicycle connectivity in vicinity.

Total Cost: NA

Cost Estimate Rating: 3c



Project Details

Funding Sources

Federal:

State:

City:

SDC:

Port:

Private:

Other:

Unfunded:

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

Time Frame: 5 Yrs

Program #:

Project #:



1999 REGIONAL TRANSPORTATION PLAN REVIEW

Chapter 1 REGIONAL TRANSPORTATION POLICY

p. 1-26 List "other Regional Highways"

p. 1-28 Figure 8 Map changes

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

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

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

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

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

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

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

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

p. 1-37 Figure 1.11 "Public Transportation Designations map"

Add passenger or high-speed rail to the map.

Add passenger or high-speed rail to figure 1.10

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

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

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

Chapter 3 GROWTH AND THE PREFERRED SYSTEM

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

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

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

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

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

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

p. 3-53 Clackamas Regional Center

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

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

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

p. 3-64 should read Clackamas and Washington County

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

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

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

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

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

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

Chapter 6 IMPLEMENTATION

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

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

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

RTP PROJECT LIST

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

GETTING THERE #8

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



RECEIVED

OCT 25 1999

EXECUTIVE OFFICER

October 25, 1999

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

Re: Regional Transportation Plan

Dear Mike:

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

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

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

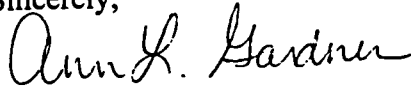
For the past six months, APP has been working with a number of interested groups on an overall strategy to improve the functioning of this important transportation corridor. Those involved in the conversation include PSU, OHSU, the North Macadam Steering Committee, the CEIC and the CTLH Neighborhood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

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

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

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

Sincerely,

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

Ann L. Gardner
Chair, APP Access Committee

cc Rick Saito, Chair - South Portland Transportation Alliance

Join Us in Finding Traffic Solutions for SW Portland

South Portland Transportation Alliance

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

Corbett-Terwilliger-Lair Hill Neighborhood (CTLH)

North Macadam Development Council (NMDC)

Association for Portland Progress (APP)

Oregon Health Sciences University (OHSU)

Portland State University (PSU)

Central Eastside Industrial Council (CEIC)

What's at Stake . . .

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

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

Finding Solutions

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

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

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

Please join with us as we move forward.

Concept**Value**

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

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

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

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

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

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

Concept**Value**

Connecting Naito Parkway to Macadam via Kelly Way and Hood to clarify the arterial system.

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

Building a bridge parallel to and north of the Ross Island Bridge and dedicating this bridge to transit, pedestrians, and bicyclists. Once this new bridge is completed, the sidewalks should be removed from the Ross Island Bridge to widen the travel lanes for cars and trucks.

- Consolidates the regional arterial transportation system.
 - Improves pedestrian, bike, and transit access and connections.
 - Improves safety for all modes of transportation.
 - Improves travel across the river for trucks.
 - Provides additional Willamette River crossing.
-

Modifying the east end of the Ross Island Bridge to facility freight movement between the eastside and the regional transportation system.

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

Concept**Value**

Creating frontage roads beside I-405 that offer continuity to the state highway system, route traffic out of the CTLH neighborhood, and improve access to downtown, OHSU, and North Macadam.

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

Building pedestrian and bicycle ways across I-5 to connect the North Macadam area with the CTLH neighborhood and the rest of the city.

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

Ensuring that implementation of the North Macadam Framework Plan fits into the concepts outlined in this paper.

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

Concept**Value**

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

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

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

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

Continuing the streetcar from downtown through North Macadam.

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

Concept**Value**

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

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

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

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

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

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

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

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



WASHINGTON COUNTY

OREGON

October 27, 1999

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

Dear Tom:

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

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

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

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

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

Sincerely,



Andy Back
Principal Planner

Attachment

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

wpsbare\vtppref

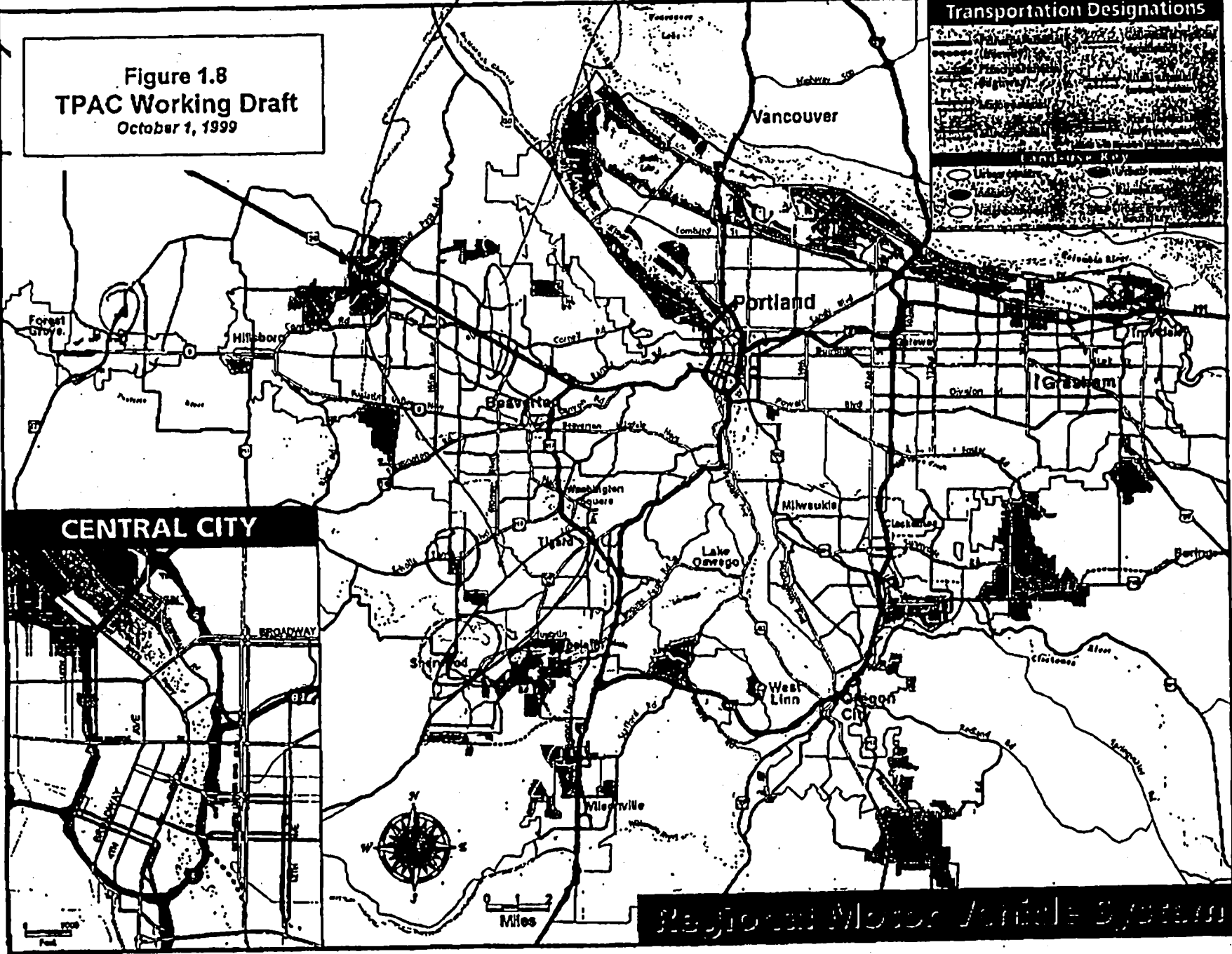
20

Water in history will keep you inside it.

Figure 1.8
TPAC Working Draft
October 1, 1999

Transportation Designations

	Interstate		State Road
	County Road		Local Road
	Light Rail		Streetcar
	Heavy Rail		Other



Regional Motor Vehicle System

Vertical text on the left margin, possibly a page number or reference code.



WASHINGTON COUNTY

OREGON

October 27, 1999

To: Tom Kloster, Senior Program Supervisor
Metro

From: Brent Curtis, Planning Manager *BC*

Re: RTP Draft #2 comments

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

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

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

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

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

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

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

OCT 21 11 55 AM '99 WCCO LAND USE TRANS
1.3.99

RTP Draft 2 Comments

October 27, 1999

Page 2

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

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

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

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

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

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

7 — Other considerations that were raised:

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

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

cc: WCCC TAC members

Doc: ... rtp/RTPdraft2comments.

MEMORANDUM

Date: October 27, 1999

To: Mike Hoglund

From: Dave Williams

Re: RTP Comments

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

Major policy concerns

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

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

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

ODOT COMMENTS ON DRAFT RTP PROJECT LISTS

MAP 1

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

MAP 2

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

MAP 3

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

MAP 5

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

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

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

MAP 7

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

MEMORANDUM

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 787 1700 | FAX 503 787 1707



METRO

To: Kim White and Tom Kloster
From: Tim Collins, Associate Transportation Planner
Date: October 29, 1999
Project: RTP Projects Recommended from Highway 213 Urban Corridor Study

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

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

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

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

RECEIVED
OCT 29 1999

State of Oregon

BY:.....

Department of Environmental Quality

Memorandum

Date: October 27, 1999

To: Terry Whisler, Metro
From: Dave Nordberg through Annette Liebe & Audrey O'Brien
Subject: 1999 Regional Transportation Plan Preliminary Comments

E-Mail
(Via Fax this date)

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

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

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

Other items are as follow:

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

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

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

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

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

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

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

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

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



October 29, 1999

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

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

Dear Andy,

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

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

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

Section 3.4.1

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

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

Andy Cotungo
October 29, 1999
Page Three

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

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

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

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

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

Andy Cotungo
October 29, 1999
Page Four

Chapter 6 - Northeast Portland Highway

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

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

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

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

Sincerely,



Jane McFarland, Senior Planner
Susie Lahsene, Transportation Program Manager

cc: Mike Hoglund
Tom Kloster

10-29-99
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To Whom It May Concern,

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

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

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

7. Wet Seats, etc, etc, etc

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

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

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

Jerry Roth

Clean air
Clean water
Clear thinking



Oregon Environmental Council

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NOV 02 1999

BY:.....

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

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

Air Quality Impacts

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

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

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

Transportation Demand Management

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

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

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

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

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

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

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

Revenue Sources and Forecast

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

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

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

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

Process for Amending the RTP

We suggest the following changes and additions to Section 6.6.3:

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

November 1, 1999

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

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BY:.....



Gentlemen:

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

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

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

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

Sincerely,

BRIAN MOORE
Council President, City of Tigard

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

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



CITIZENS for BETTER TRANSIT

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

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BY:.....

November 1, 1999

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

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

We agree, but disagree on your proposed "How to" because "We'd better prepare for gas pains!" as stated in The Oregonian Forum op-ed article of October 10. Consensus has it that we are running out of cheap oil, that averting a crisis is a much better policy than reacting to one and that we have, at best, a little more than a decade to address wrenching changes to our energy policy.

The Oregon Transportation Planning rule calls for reducing vehicle mile travel (VMT) per person, for reducing parking and for reducing dependence on the automobile and driving alone. These appropriate goals are and will remain wishful thinking given the present available, well developed road system and parking. We must provide equally easy accessibility to an alternative, readily available, frequent transit system that can be used by the general public for all their transportation needs. But your proposed plan, as a first priority, states the need to expand some roads and highways (including some new ones!), ahead of improving bus and light rail service (heavier rail too) to allow walking to stops and stations.

With the state Transportation Planning rule goals in mind, the first priority must be the improvement of the public transit system, combined with an absolute stop to additional pavement for roads, highways and parking, all of which are already over-built in light of the imminent cheap oil supply end.

To begin these essential policy changes, we recommend prompt implementation of our recommendation to the Transportation Policy Alternatives Committee (TPAC) for a transit intensive RTP made almost 10 years ago, in March 1990!

Enclosed are copies of The Oregonian Forum article of October 10 appropriately highlighted and of the TPAC memo.

We appreciate the opportunity to provide meaningful input for the only course which will maintain, indeed improve, our cherished quality of life.

R. J. Plani Co-Chair
(D. W. Daniels)

OCTOBER 10, 1999

We'd better prepare for gas pains

Soon America will guzzle all the cheap oil, then we face wrenching changes

By JOHN H. BALDWIN
SPECIAL TO THE OREGONIAN

As gasoline prices have surged in Oregon this year, sometimes requiring \$1.50 for each gallon that propels our vehicles a dozen miles down the road,

we grumble — but pay — and send our politicians to investigate the causes and consequences.

Some say the causes are oil company collusion, a lack of competition in the Northwest or simple supply and demand. The consequences probably don't often include a significant alteration of lifestyle.

But imagine the changes in your daily life — your work, your play — and the way you manage your home if gasoline were \$5 to \$10 a gallon and rapidly increasing.

Many energy analysts say today's price increases are the tip of the iceberg. No one can predict when exponential gas price increases will occur, but there is near-unanimous agreement that they are imminent.

And the way these price increases arrive could be important as you make necessary adjustments in your life. If the increases

are anticipated, timed, phased in and planned for, adjustments are possible that might actually improve your quality of life. But if the increases are unexpected, sudden and extreme, it could mean serious disruptions in our consumer-based, industrial society.

The United States consumes three times more fuel per capita than any other country. We account for about 27 percent of global oil consumption, compared with 20 percent by all of Western Europe and 7 percent by Japan. Massive increases in U.S. production and consumption since World War II have been fueled by cheap energy. And that makes us vulnerable to energy price increases.

U.S. domestic petroleum production has been declining since 1972. We have simply been making up the difference between declining production and increasing consumption with cheap imports. But now international petroleum production peaks are in sight, and the end of cheap international oil puts the post-war economic boom — and our vehicle-driven way of life — in jeopardy.

For decades, North America has had the cheapest gasoline in the world. In 1997, the United States imported more than 56 percent of its oil,

Please see **FUEL PRICES**, Page F2



BOB NEWMAN/Los Angeles Times Syndicate

aying nearly \$67 billion to oil companies and foreign governments. At as little as \$15 a barrel, this has been a steal — representing 1 percent of U.S. gross domestic product. In the past decade, the real price of gasoline has declined to the point that in some U.S. regions, a gallon of clean fresh water is more expensive.

But the cost of crude oil, from which gasoline is refined, for October delivery is \$23.20 a barrel, an increase of 93 percent from the beginning of the year, and it is predicted to rise to \$25 this winter.

The U.S. economy, transportation systems, buildings and communities have come to depend on cheap energy. Other industrial economies, especially in Europe and Asia, have developed with much more expensive energy.

In England, for example, gasoline costs \$4.84 a gallon. So the European pattern of transportation and development is more energy-efficient. Most workers commute by train, not by car. Most communities are compactly developed around a central rail station. You seldom see large SUVs, RVs or all-terrain vehicles, motorboats and snowmobiles.

Would similar changes in consumption harm our quality of life? A better question might be: Shouldn't we start figuring out how to make this inevitable transition as smooth and painless as possible?

Petroleum prophets unheeded

Many in our industrial economy are in denial about the fact that fossil fuels are geologically finite. Some believe in the ability of markets and capitalism to resolve shortages. Others have blind faith in technology — such as the late economist Julian Simon's admonition that if we run out of copper, we'll simply find a way to make more.

But for years, independent scientists, petroleum engineers and even the oil companies have been predicting energy shortages in the early 21st century. As far back as 1956, the late M. King Hubbard, longtime head of the U.S. Geological Survey, predicted that U.S. oil production would peak in 1970 (it peaked in 1972), and world oil production would peak in 1995 (now predicted to peak around 2010).

Many energy analysts don't agree with these predictions. They often cite the oil shock of the 1970s as an example of how prices stimulate the acquisition of new discoveries. That decade's high energy prices stimulated new discoveries, notably off Alaska's north slope and below the North Sea and provided incentives

This will not be the case with the next energy shortage because of the law of diminishing returns — the big pools of easily and cheaply acquired oil are gone. Eventually, it will take a barrel of oil in exploration and acquisition costs to get a barrel of oil. When this stage is reached, prices become irrelevant to new discoveries.

New discoveries worldwide peaked at 41 billion barrels a year in 1962. Today they range from 5 to 7 billion barrels a year despite increased drilling, improved exploration technologies and increased investments. The world is consuming 23 billion barrels of oil a year and finding only seven. So it's not a shortage of supply that will drive up world prices, but competition and increased demand.

The Paris-based International Energy Agency and the Organization for Economic Cooperation and Development say the peak of world oil production "is in sight." Pessimists say it will happen in 2001, optimists say in 2020. Either way, if you have always wanted to drive your RV to Alaska, you had better do it soon.

Getting a new life

Surely, higher fuel prices — and lower consumption — will have benefits: a reduction in air pollution, acid rain and global warming. Improved environmental conditions will improve our quality of life.

But we will face wrenching changes in our lifestyles.

A sudden global crude shortage of 5 percent could dramatically increase fuel prices and bring back the gasoline lines of the 1970s — or worse. One of the biggest effects will be less mobility by middle- and lower-income people and high-cost commercial transportation. Only government — such as emergency services, police and military — and the wealthy will have the money for auto and airplane fuels. One of the first things to go will be our toys: SUVs, personal watercraft, off-road vehicles and snowmobiles.

High fuel prices could hit us in the stomach, too. A.A. Bartlett, an astrophysicist at the University of Colorado, describes modern industrial agriculture "as the process of using land to convert petroleum to food." About 17 percent of U.S. energy consumption is used for agriculture: making fertilizers and pesticides, working the fields, and processing, delivering and preparing food.

If fuel prices increase, food from industrial agriculture will be much more expensive. Global food distribution could be disrupted, creating widespread hunger. Food surpluses, from countries with industrial agricultural systems, would disappear.

The hardest hit will be urban lower and middle classes, who cannot grow their own food and won't be able to afford to buy much. Urbanites around the world already are feeling a pinch. In Moscow, families board and educate farmers' children in exchange for food.

In Japan, I've seen a watermelon on sale for \$70.

We might also feel higher fuel prices in our bones. Commercial and residential heating requires about 10 percent of our annual oil consumption. We will switch to less-expensive alternatives such as natural gas — speeding the exhaustion of gas reserves — weatherization, solar heating and shutting off the heat in some rooms in our homes.

We might even feel it in our jobs. Expensive heating and transportation fuels could put the U.S. economy at a competitive disadvantage with Europe and Asia, which have been dealing for decades with high-priced energy. High energy prices also could fuel inflation.

But what would really get our attention would be watching our children march off to oil wars in the Middle East, where by 2015 five nations will be producing more than 50 percent of the world's oil.

Some effects of a sudden oil shock on a society can be seen in Cuba, whose supply of cheap oil from Russia was cut off in the early 1990s. Bicycles are replacing automobiles. Horse-drawn wagons are replacing trucks. Urban industrial factories are faltering. Workers are migrating to rural areas to engage in labor-intensive agriculture. Meats and processed foods are expensive, with bananas and potatoes the new mainstay of the diet. And Havana's air quality is improving. It must be emphasized that this is change and not collapse.

K.E.F. Watt, a professor at the University of California at Davis, advises everyone to "plan their lives as if gasoline will be \$100 per gallon in 10 years." This is not a prediction but an exercise in planning for such change.

The exercise will reveal many policies and actions that have been recommended to us for years, including: promoting mass transit, alternative transit and walking to work; developing efficient vehicles using alternative fuels; financing research and development of clean and renewable energy sources such as conservation, renewables, hydrogen, fuel cells and fusion; developing "green" taxes to promote good practices and discourage the bad; and curtailing population growth.

Preparing for the inevitable

Conventional wisdom (old thinking) is to develop (exhaust) all the fossil fuels available on Earth, then make an obligatory and expensive transition to conservation, renewables and alternative fuels. This approach does not recognize the real subsidized cost of the combustion of fossil fuels or the future cost of energy. (What will be the cost of gasoline in 2020 compared with the cost of sunlight?)

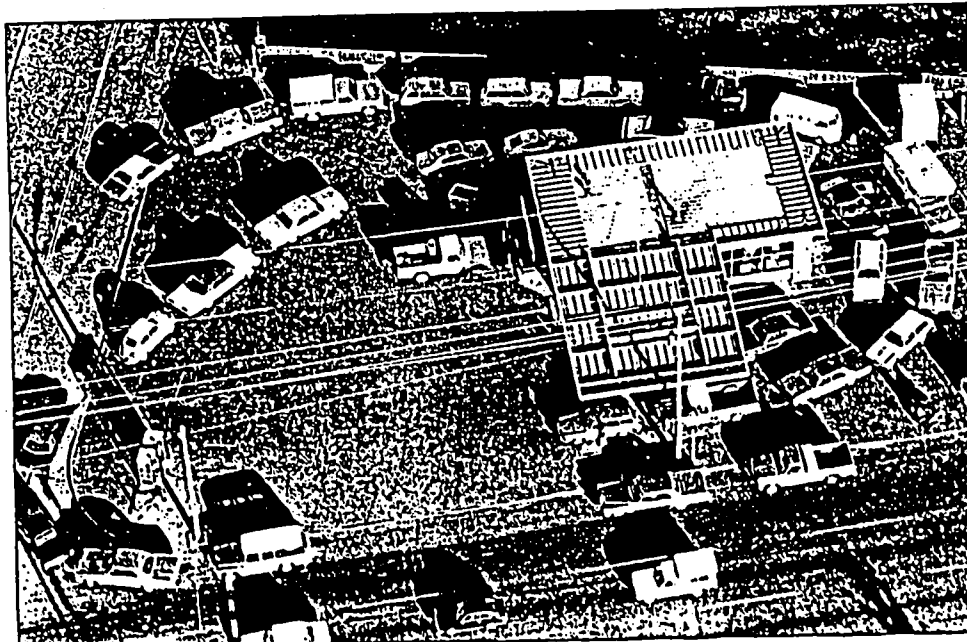
Averting a crisis is a much better policy than reacting to one. We are not running out of fuels, we are running out of cheap fuels. Higher prices could increase the quality of our lives if we have the vision and the time to adapt. Sudden reactive afterthoughts could make for a bumpy ride.

What we need are the changes in energy policy to be known in advance, planned for, and to occur gradually. Higher prices could reduce consumption and waste, and perhaps help us to become less of an industrial consumer society and more of an efficient conserving society with a much more sustainable economy.

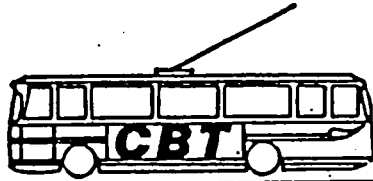
The obstacles in the path of an easy transition are extraordinary. Americans will be asked to park their gas guzzlers, RVs and other toys. Think of the political and fiscal costs of redesigning cities and rebuilding the nation's railroads. What will be the social and economic costs and benefits of a move away from industrial agriculture? Can a politician get re-elected after approving a gas or green tax?

We have, at best, a little more than a decade to address these changes.

John H. Baldwin is director of the Institute for a Sustainable Environment at the University of Oregon. You can contact him by e-mail at jbaldwin@oregon.uoregon.edu.



Oil shortages and high gasoline prices in the United States in the 1970s created long lines at filling stations such as this one in Portland. The shock stimulated new discoveries of oil that abated the crisis, but because the pools of cheap oil are disappearing, that won't happen next time.



CITIZENS for BETTER TRANSIT

To: Transportation Policy Alternatives Committee, March 1990

From: Ray Polani

Subject: Request for a study of a Transit Intensive Regional Transportation Plan to be included in the fiscal year 1991 Unified Work Program

The proposed study would develop the base data needed to produce a Transit Intensive Regional Transportation Plan. This contingency plan would be invaluable in the event of sudden changes in national transportation priorities. Possible sizeable increases in fuel prices and diversion of federal transportation funds to more pressing national needs could raise havoc with our current highway intensive transportation plan. A relatively low-cost, fuel efficient transit strategy could save our area from a future mobility crisis.

The modest amount of funds needed to develop this plan now, could save valuable time and resources later on. It also would be a valuable tool to evaluate light rail and highway projects in the context of the current Regional Transportation Plan.

Study Elements.

1. Improved and expanded transit network design
 - a. Improved bus network (routing, headways and preferential treatment)
 - b. Additional high capacity corridors (IRT)
 - c. New circumferential corridors (Bus, Railbus, IRT)
 - d. Commuter service beyond metro area (rail, Bus)

2. Travel demand forecast using input from improved and expanded transit network design
 - a. Modify base highway network to exclude highways not currently in place and include "phantom lines" to replicate transit corridors not in the highway network. This assumes travel demand will change as a result of providing superior transit facilities between zones not served well by the highway network.
 - b. Make land use assumptions that concentrate a high percentage of projected growth within walking distance of the rail stations. (During the past 30 years, 50% of Toronto's apartment construction and 90% of its office development has occurred within walking distance of its metro system).

3. Input the travel forecast model with transit supportive assumptions.
 - a. Moderate fares
 - b. Parking costs highest near the rail system
 - c. High auto operating costs (due to increased fuel, parking and registration)
 - d. Constrained auto traffic flow consistent with existing capacity
 - e. Unreliability factor for corridors of constrained flow (due to accidents, breakdowns)
 - f. Comfort and reliability factor for rail travel
4. Research availability of existing regional rail corridors for passengers and freight use
 - a. Negotiated purchase
 - b. Condemnation
 - c. Joint use agreements
5. Develop costs for this transit intensive alternative
 - a. Capital (right-of-way, fixed infrastructure, rolling stock)
 - b. Operating (cost less projected farebox revenue)

We agree that many of the assumptions made in a transit intensive scenario are not realistic in the present political climate, but we believe the approved regional transportation plan is also not realistic given many obvious global trends. Political reality will move in the direction of more transit the way it is already happening in California, the heart of the auto-dependent culture of today.

This plan will help set the upper limit of what can be expected from transit intensive development so that future decision makers will have a broader spectrum of options to choose from as national priorities change.

For the financing of the study we recommend that 2%-3% of Metro's Fiscal 1991 planning budget be diverted to this critical project (\$ 100- \$150,000).

7365 SW 87th Ave.
Portland, Oregon 97223
November 4, 1999

Andy, Mike, TPAC members:

Just finished looking over the maps for the RTP update in advance of tomorrow's TPAC meeting, and I noted several things that appear to be old carryover errors from past maps. I hope TPAC will forward the maps to JPACT with the changes that are noted below.

The major concern of our neighborhood is the designation of Oleson and Garden Home Roads as minor arterials on the Regional Motor Vehicle System map. This is a mistake that I thought we'd worked out with Metro staff. These streets are the neighborhood's collector streets and they are the ONLY collector streets in the area. They function just as Vermont, Taylors Ferry, Hamilton, Hart, Denney, etc. function and can't take the wider design standards shown for them. We need these collectors to continue as collectors due to the topography, the 2 golf courses that limit any other collector possibilities, and the Fanno Creek system that runs through the area.

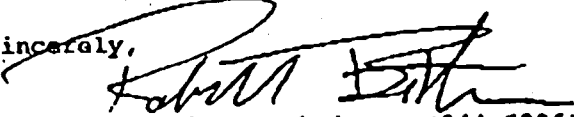
It's highly unlikely that they'd ever be developed as arterials or community boulevards given that they are accessed at very closely spaced intervals (about one driveway every 25 feet of roadway length) by private driveways and local streets. Also, they serve only residential development (lower density-type in the 2040 plan) that has no option but direct access to the streets and is built very close to the existing right-of-way. Revelopment at the r-o-w widths envisioned in the RTP would require acquisition of an enormous amount of viable housing stock and the land it sits on. In fact, the county's MSFIP3 project for Oleson between Baavarton-Hillsdale and Hall will only be a two-lane section with bike lanes and sidewalks and a left-turn pocket at 80th. That project will be built in the next 5 or so years. We need to ensure that these collectors are developed like collectors to serve the land uses surrounding them. There are good options for regional vehicle traffic on Scholls Ferry, Hall, B-H, and 217.

I'm working from the small maps, so the detail is hard to read, but these are the changes that should be made before the "adoption draft" is sent on to JPACT.

- 1) Regional Street Design Map: Remove Garden Home and Oleson north of Garden Home as community streets; change Oleson south of Garden Home from a community boulevard to a community street.
- 2) Regional Motor Vehicle System Map: Remove Garden Home and Oleson as minor arterials; show them just like Vermont, Taylors Ferry, etc. are shown.
- 3) Regional Public Transportation System: Show a regional bus on Scholls Ferry connecting Raleigh Hills to Washington Square.

The neighborhood association has been working on these issues for many years and has just recently reviewed that work and reiterated its concerns about the future of these two streets. Call me if you need further information. Thanks.

Sincerely,


Robert N. Bothman, Chairman (244-7206)

CPO 3



Oregon

John A. Kitzhaber, M.D., Governor

Department of Environmental Quality

811 SW Sixth Avenue
Portland, OR 97204-1390
(503) 229-5696
TDD (503) 229-6993

November 15, 1999

Mr. Andy Cotugno
Director, Transportation Planning, METRO
600 NE Grand Avenue
Portland, OR 97232-2736

Re: Regional Transportation Plan Development

Dear Mr. *Andy* Cotugno:

As you are aware, our department has been participating in the development of the new Regional Transportation Plan (RTP) for the Portland area. This letter expresses our continuing concern about the lack of attention that is being given to developing a financially constrained transportation system. Both the "Strategic" and "Preferred" systems contained in the proposed public review draft cost much more than the region can reasonably expect to receive based on historic funding levels adjusted for inflation. Disclosure of the financially constrained system and evaluation of its performance is necessary to comply with the letter and intent of TEA-21 and the Clean Air Act.

We recognize the value of addressing other scenarios such as the "Strategic" and "Preferred" systems described in the November 5th draft. However, those scenarios require three to four times the resources currently available (as the text indicates) and a constrained system still cannot be discerned. We also recognize the need to have agreement on projects, their timing and cost, prior to evaluating the system for air quality conformity. The resolution of intent adopted by TPAC, however, falls far short of that agreement since the financially constrained system is yet to be identified.

With the current process, this plan will likely need to be reviewed by TPAC and JPACT three times. Once during this meeting to reach agreement on the "Strategic" and "Preferred" systems, once to reach agreement on the financially constrained system and then finally to approve the plan once the financially constrained system has been evaluated for air quality conformity. Since the air quality conformity rules require a 30-day comment period on the air quality analysis, additional public involvement and opportunity to comment will also be necessary. The process would be much more efficient if the financially constrained system could be addressed earlier in the review process.

We exercised significant flexibility on the conformity determination for the Transportation Improvement Program by voting to support adoption contingent upon the completion of the analysis. At that time, we requested that the RTP adoption process be laid out to ensure that all requirements are addressed before final TPAC and JPACT action. We look forward to working with Metro to achieve this objective.

Sincerely,

Langdon Marsh
Langdon Marsh
Director

cc: Joint Policy Advisory Committee on Transportation
LG:AL:l
LTR/AQ77085.doc



Willamette Pedestrian Coalition

P.O. Box 2252
Portland, Oregon 97208-2252
Telephone (503) 223-1597

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BY:

*Working
together to
improve
conditions
for walking
in the
Portland
region.*

15 November 1999

Metro Council and the Joint Policy Advisory Committee on Transportation
c/o Metro Transportation Department
600 NE Grand Ave.
Portland, OR 97232

Regarding: Regional Transportation Plan

Dear Metro Councillors and members of JPACT:

The Willamette Pedestrian Coalition is a grassroots volunteer organization dedicated to improving conditions for walking in the greater Portland-metropolitan region. WPC has studied the proposed Regional Transportation Plan, and we have the following comments.

First, regarding the project list, there have been a number of recent Transportation and Growth Management grants that have proposed projects consistent with RTP goals and objectives. We note that some of these, such as the Barbur Streetscape Plan, the Milwaukie Action Plan for Brooklyn, the McLoughlin Corridor Land Use and Transportation Study and the Washington Square Regional Center Plan, have identified important projects that have not been included in the RTP. We believe the projects that have resulted from the grant process should be included in the RTP. In particular, the Barbur Boulevard Streetscape Plan, which has been identified in the Supplemental STIP (Project #14), should replace project 1195 in the RTP.

Second, with respect to the policies, we suggest adding language to Policy 18.0 Transportation System Management (Page 1-54) and Policy 19.0 Regional Transportation Demand Management (Page 1-55), as follows (underlined text is proposed addition):

Policy 18.0: "•Multi-modal traveler information services (such as broadcast radio and television; highway advisory radio; variable message signs; on-line road reports and transit service reports; real-time transit arrival and departure monitors; and on-board navigation aids."

Policy 19.0: "h. Objective: Promote end-of-trip facilities that support alternative transportation modes, such as showers and lockers, at employment centers."

Finally, WPC supports section 6.4.6, which calls for the use of improvement in non-SOV mode share as the key regional measure for assessing transportation system improvements in the Central City, Regional Centers, Town Centers and Station Communities.

Very truly yours,

Ellen Vanderslice
Vice-President, Willamette Pedestrian Coalition

cc: Pamela Alegria, President



CITY of PORTLAND

OFFICE of TRANSPORTATION

Charlie Hales, Commissioner
Office of the Director
Victor F. Rhodes, Director
1120 S.W. 5th Avenue, Room 730
Portland, Oregon 97204-1914
(503) 823-5185
FAX (503) 823-7609
TDD 823-6868

November 15, 1999

Metro Council
600 NE Grand Avenue
Portland, OR 97232-2736

Members of the Metro Council,

RE: Regional Transportation Plan Priorities

The St. John's Truck Strategy Advisory Committee strongly recommends the immediate initiation of the Regional Transportation Plan Priority Project No. 4016, North Willamette Crossing Study. This committee, representing the citizens and businesses of the North Portland peninsula, and truck-related industries, is currently engaged in a study to determine how to reduce the impacts of nonlocal trucks on residential and commercial-retail uses, while improving truck circulation. Following is our reasoning and a detailed recommendation for an alternative to increasing the use of the aging, historic, and limited capacity St. John's Bridge.

There is no short-term solution or easy fix that would wholly separate the movement of truck-freight from the residential and commercial-retail areas (pedestrian district) of St. John's, without a severe impact on freight movement. For many nonlocal truck trips the St. John's Bridge provides the most convenient, obvious and efficient route between US 30 and the Columbia Corridor and the State of Washington. In turn, the location of the St. John's Bridge requires that trucks using it enter the St. John's core area and Pedestrian District, with its narrow streets and mix of residential, commercial and retail uses.

The conflicts created by the existing truck routes across the peninsula will continue to worsen as truck trips increase. These conflicts are likely to be solved only through the creation of an alternative to the present route choices. Such an alternative would necessarily find a way to separate truck traffic from the St. John's core area and Pedestrian District. Such a separation, in turn, requires the creation of an alternative to the use of the St. John's Bridge for freight movement.

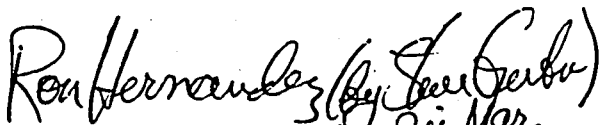
Requiring trucks to use I-5 and the Fremont or Marquam Bridges, as the only access to and from US 30, would create significant inefficiencies for the movement of truck-freight because of an increase in miles of vehicle travel, travel time, and congestion. It also places these truck trips in the precarious situation of relying on I-5, with only I-205 to provide a back up. The use of I-205 for these trips will result in even greater vehicle miles of travel and longer travel times between the identified origins and destinations.


To provide a permanent solution to increasing freight movement, and the associated impacts, separating truck trips from the St. John's core area and Pedestrian District is essential. Metro has already recognized this need in the Regional Transportation Plan, Priority Project No. 4016, North Willamette Crossing Study. This study must be initiated at the earliest possible time if efficient and noninvasive movement of nonlocal truck-freight is to be achieved on and through the North Portland peninsula.

The St. John's Truck Strategy Advisory Committee has identified three possibilities as providing the necessary separation of nonlocal trucks and the affected land uses:

1. North Willamette Crossing. Build a bridge between Rivergate and US-30. This option is currently included in the Regional Transportation Plan, for study. This option has a high potential in terms of capturing the cross-Willamette nonlocal truck movement on the peninsula. In conjunction with the use Columbia Boulevard, this option could dramatically reduce the number of trucks through the St. John's Pedestrian District. However, the construction of a new bridge brings with it some serious issues, including: river-related environmental concerns, aesthetic impact on the St. John's Bridge, impacts on river traffic, and impacts on the industrial streets in the west end of the Columbia Corridor.
2. Burlington Northern Rail Road Bridge. Rebuild and/or modify the Burlington Northern Rail Road Bridge and the Carey Boulevard, "Rail Road Cut", to accommodate trucks. This option has a high potential to capture cross-Willamette nonlocal truck movement on the peninsula. Like the preceding option, this alternative could dramatically reduce the number of trucks through the St. John's Pedestrian District. While environmental concerns would be reduced to some extent because the bridge is existing, the feasibility of this option has been questioned, but not tested.
3. River Road. Construct a riverbank roadway from Rivergate to Swan Island to accommodate trucks. However, by itself this option will not result in the separation of a significant number of nonlocal truck trips from the St. John's core area and Pedestrian District. Any such truck route would require a direct connection to a bridge for it to be effective.

Sincerely,


Ron Hernandez, Co-Chair
At Large Citizen Representative


Wayne Plaster, Co-Chair
Truck-Related Industry Representative

Attc: Position Statement: St. John's Neighborhood Association, September 19, 1999
Position Statement: Friends of Cathedral Park, September 28, 1999

RH/WP/sg

On page 41, replace as follows the entire section titled:
Implementing the transportation system plan

The primary mission of this RTP is to guide both decision-making and reduce uncertainty for decision-makers as well as users of the region's transportation system. And because implementing the ideas, projects, and principles of this plan often requires expenditures of money, this document provides clear direction for raising and spending transportation dollars.

The following policies are designed to:

- Achieve the broad goals of connecting land use and transportation choices according to the 2040 Growth Concept.
- Improve fairness and efficiency in the allocation of limited transportation resources.
- Balance basic transportation needs - as well as preferences - with a commitment to high level environmental quality standards.

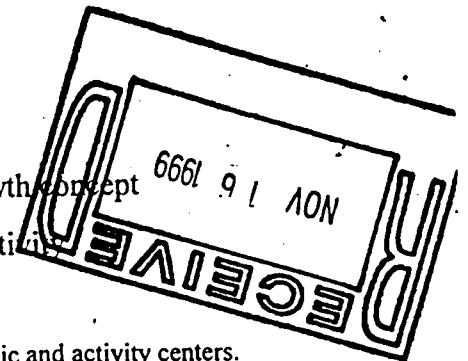
Policy 20.0 Fairness and efficiency in transportation finance

Allocating transportation resources by how the funds are collected reduces uncertainty in planning and implementation, but also addresses inequities in the present system because the "users pay."

- a. **Broad-based funding sources** such as state, regional, or county gas taxes and registration fees should be used primarily to maintain and preserve the existing roadway system infrastructure that all motorists of the transportation system use.
- b. **Growth-related funding sources** such as system development charges, local improvement district assessments (LIDs), or other targeted property tax or bonding mechanisms should be the primary source of funds to construct facilities and improvements that serve the primary users of those facilities.
- c. **Roadway tolls or other fees** should be used to construct new projects designed to alleviate congestion problems. Alternatively, **user regulations** such as designated high occupancy vehicle lanes may be used to apportion existing transportation assets if expanding capacity is not feasible.
- d. **Federal government grants and other flexible funding sources** should be used to develop or improve public transit; bicycle, or pedestrian facilities that preserve basic transportation options for non-motorists and for citizens who do not own real estate.

Policy 20.1. Linking land use and transportation

Implement a regional transportation system that supports the 2040 growth concept providing high levels of service to traditional and planned centers of activity.



- a. Do not abandon transportation needs of the traditional urban core, or other economic and activity centers.
- b. Allow opportunity for uses of land that support existing investments in public transit.
- c. Require that adequate public transit can - and will - be provided before expanding the urban growth boundary.
- d. Require protection - based on enforceable standards - for the investment of existing residents and property owners in the region before expanding urban settlement.

Policy 20.2. Transportation and the environment

Plan and implement transportation projects to meet environmental standards and provide equal protection for all citizens.

- a. Existing transportation projects shall be operated and maintained, or modified, to meet existing environmental standards.
- b. New transportation projects must be designed and implemented to meet existing or anticipated environmental standards.
- c. Standards of livability or environmental protection relating to the transportation system shall protect all citizens to equal standards.

Policy 20.3. Transportation Safety

Anticipate and address system deficiencies that threaten the safety of the traveling public.

- a. Place the highest priority on projects and programs that address safety-related deficiencies in the region's transportation infrastructure, but do not abandon the financing policies of Section 20.0.



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BETTY ALEBERRY
WESTSIDE ECONOMIC
ALLIANCE

November 23, 1999

(Copy for Transport)

John Kvistad, Councilor
Chair, JPACT
Metro
600 NE Grand Avenue
Portland, OR 97232

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

RE: Westside Economic Alliance Comments on the Regional Transportation Plan

The Westside Economic Alliance (Alliance) has had the opportunity to review and consider the November 5, 1999 Draft Regional Transportation Plan (RTP). We have discussed this document with our Transportation Committee and our Board. We recognize the importance of this document for future transportation policy and funding decisions. If the region is to achieve the growth concept presented in the 2040 Plan, transportation facilities must be provided to meet and keep pace with the mobility demands of residents and businesses. If we are unable to address our future transportation needs we believe that the region's ability to attain the goals of the 2040 Plan will be severely limited. The Alliance has consistently placed improving the transportation system as one of its highest priorities for our members. We have, and will continue to be, very active locally and regionally to find solutions to our transportation needs. We look forward to working with Metro and its regional partners following the RTP adoption to implement many of the recommendations in the Plan.

Strategic System Plan

The Alliance recognizes the need to identify the region's most critical improvement needs through the Strategic System Plan. Given the fact that the Strategic System Plan appears to be the recommendation of the RTP, the Alliance believes that Metro needs to clearly articulate to the public the following:

- The implications of the Strategic Plan in terms of system performance;
- How much it will cost to implement the Strategic Plan;
- What the revenue expectations are over the 20-year period and how much of a shortfall occurs; and
- What funding strategies the region will pursue to address the shortfall.

System Performance

We support developing a vision for the region's future through the Strategic System Plan. The RTP needs to set a vision for the region to attain over the next twenty years. However, we believe that the public needs to recognize that the Strategic System Plan reflects a reduction in the level of performance of the region's transportation system over today's level of service.

Regional performance measures have been reduced to allow a higher level of peak hour congestion to be considered as acceptable in the future. While this may be an unavoidable consequence of a variety of factors including the region's growth, increased densities and the lack of transportation funding, we believe that the public and local decision-makers need to recognize it will now be adopted regional policy to accept a higher level of congestion. Put another way, the region will now accept and plan for a lower standard for future transportation services in the region.

This is disturbing from our perspective because, as it has often been stated, our region's livability is one of the main attractions for retaining existing and attracting new business. Our fear is that, absent effective regional and local policy to aggressively find solutions (and funding) to our transportation problems, the region's quality of life will be severely compromised.

We are also concerned about the performance of the transportation system during off-peak (or mid-day) hours. The RTP has evaluated the peak hour performance of the transportation system, but has not evaluated how the system performs during mid-day periods. We are concerned that commercial mobility during the mid-day periods will be threatened as peak periods are extended. Many businesses have adjusted to existing congestion during the peak hours by focusing deliveries, shipping and business activities during the mid-day period. An analysis of the transportation system's performance during the mid-day period should be conducted. This analysis may change either the priority or timing of certain improvements in order to maintain a high level of service during off-peak hours.

Project Funding

Both the Preferred System and the Strategic System are dramatically underfunded. This is obviously not a surprise. A 20-year plan will contain many more projects than current funding levels can support. However, we feel that more attention should be given in the RTP to funding alternatives and mechanisms. Chapter 4 of the RTP identifies a series of Potential New Revenue Sources, but makes no recommendations on which of these sources should be pursued by the region. Rather than leave future funding as an open question, the RTP should provide direction on a preferred approach to close the funding gap over the 20-year period. For instance, given the recent difficulties at the state level to secure transportation funding and the large funding gap, should the region take another look at a local funding package for regional highways and arterials? The RTP could establish a process and set of criteria that would be considered if a regional funding program was pursued.

The funding shortfall is the most critical outstanding issue that the RTP does not address. Previous regional transportation plans, as well as local transportation plans, have clearly identified the funding gap with future project needs. The region has always been good at identifying future project needs and documenting funding shortfalls. Where the region usually comes up short is the identification and commitment to a funding strategy to meet the region's project needs. We recognize that developing a consensus funding strategy is a difficult task. However, without a funding strategy, or at least an adopted approach and commitment to develop a strategy, the RTP leaves the largest transportation issue facing the region unanswered.

The Alliance is also concerned that without a clearly articulated plan and commitment to secure funding for the transportation system that the region's ability to attain the goals of the 2040 Plan will be severely limited. Absent a plan or commitment for funding, we believe that the RTP should include a mechanism to annually monitor the progress made towards implementing and funding the elements of the Strategic System Plan. This annual report should identify the consequences of not obtaining funding for the Strategic System Plan on the 2040 Plan.

Projects

The Alliance continues to support improvements to the US 26 and Highway 217 Corridors as our top priorities. The RTP includes a series of improvements in both corridors that have been identified in previous projects (Westside Light Rail Project) or studies (Western Bypass Study).

The Western Bypass Study identified a number of highway and arterial improvements as system alternatives to the Western Bypass. Little progress has been made towards implementing these recommendations. Many of the project recommendations are contained in the RTP but, as we discussed earlier, no funding strategy or commitment is in place to actually implement the system improvements. This, again, highlights the need for the RTP to provide direction on a preferred approach to close the funding gap over the 20-year period.

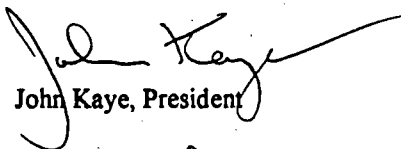
One specific project the Alliance would request Metro to take a closer look at is the proposed overcrossing of US 26 at 143rd Avenue. We are unclear what the benefits of this proposed project are to the transportation system and are concerned about the potential land use impacts to properties and the local circulation system on both sides of US 26. Also, under the existing constrained funding program it would be difficult to justify funding for a project that does not have a clear benefit to the area's transportation system. Rather than provide a level of policy project commitment as a part of the Regional Motor Vehicle System Map, we would suggest that this potential connection be removed from the identified system until further analysis of the impact to the local circulation system and land uses is performed and discussed with the community.

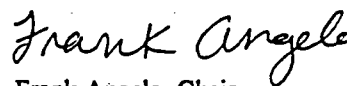
Other Issues

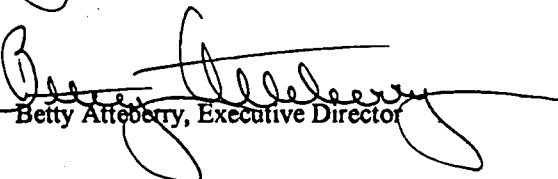
- The legal requirements of the RTP should be clearly spelled out in the document. The objective here is to define for local jurisdictions and the business community what are the legal requirements of the RTP as opposed to guidelines.
- Chapter 6.4.3 of the RTP identifies Metro's review role in local plan amendments. Is the intent to define Metro's role in the adoption of local Transportation System Plans or on specific land use applications requiring a plan amendment? This should be clarified.

We appreciate your consideration of our comments and look forward to working with Metro through the adoption and implementation of the Regional Transportation Plan. If you have any questions regarding our comments, please contact Betty Atteberry at 968-3100.

Sincerely,
WESTSIDE ECONOMIC ALLIANCE


John Kaye, President


Frank Angelo, Chair
Transportation Committee


Betty Atteberry, Executive Director

Cc: Metro Councilors
Andy Cotugno, Director, Transportation for Metro
Westside Mayors and County Commissioners
Westside Legislators
Westside Economic Alliance Members

November 30, 1999

To: Metro Transportation group

Subject: Written Testimony on the RTP

I gave testimony at the RTP meeting on October 28th, but I did not submit any written comments. In addition to amplifying on the comments I gave at the Clackamas meeting I want to speak to issues which could only become known after Chapters 2-6 of the RTP was released. I first got a copy of these chapters of the RTP on the Internet about November 8th or 9th. The hard copies did not become available until November 15th. This is troubling. "How can citizens make meaningful comments until complete and accurate data is available?" I do not believe that "Getting There" and the 8 subdivision booklets adequately describe the plan.

The public was asked to discuss funding in their RTP testimony yet several funding ideas are discussed in the RTP (Pages 5-75 through 5-80) which were not covered in the Funding section on Pages 20-22 of "Getting There". I realize the level of detail found in the RTP could not be included in "Getting There", however some reference should have been included which would lead the diligent observer to move from reading "Getting There" to the RTP.

Light Rail has been and continues to be a "Hot Button" issue in Clackamas County. The "Getting There" booklets plus the discussion by staff seems to spread confusion about the Light Rail issue when read in concert with the RTP. It was stated at the Clackamas RTP meeting that Light Rail was not part of the discussion and that Light Rail would not be an issue for four years. This would lead one to believe Light Rail could or would be proposed after the four year period or that it was not part of the RTP for Clackamas County. Because the region is adopting a twenty year Transportation Plan and Light Rail to Clackamas County is referenced numerous places in the RTP serious discussion of the Light Rail issue must be included. Without that dialogue one might later read the RTP assuming that the area supports continued development of Light Rail in Clackamas County. I fear nothing is farther from the truth. The RTP, page 4-3, shows a source of Federal Funds being the Federal match for Light Rail to the Clackamas Town Center and to Oregon City. This makes one believe Light Rail is still the proposed option for transit into Clackamas County. The Light Rail issue should have had some factual, accurate and unemotional discussion.

Another Clackamas County issue which seems to have eluded attention is the definition which best fits Milwaukie. In booklet 5 it is described as a Town Center; however if one looks at the map in booklet 5 it is color coded as a Regional Center. I do not believe Milwaukie wants the Regional Center designation. The RTP clearly refers to Milwaukie as a Regional Center in several places including pages 5-3 and 6-30. The map in booklet 5 shows a map insert for Milwaukie but no insert was included in the booklet. Also in the RTP page 5-57 Milwaukie is color coded as a Regional Center.

Page 2

In summary the RTP should have become available when the "Getting There" booklets were distributed. This should have happened before the public meetings.

The following comments summarize my verbal comments made at the RTP meeting in Clackamas.

In booklet 4 Urban Clackamas County no reference to the South Corridor Transportation Options Study is made. Many of the Clackamas County projects should be left undefined or with some notation that the projects are subject to completion of the new Study. Without such connectivity between the RTP projects and the new Study, Citizens will be unwilling to participate in the South Corridor Study thinking they are to be cheer leaders for a Metro preplanned plan.

The area along 172nd and Sunnyside Road shows roads improvements going north on 172nd and farther north with project 2045 to approximately 182nd and Powell. It would seem prudent to continue a project/projects north on 182nd to I-84. With most of the undeveloped industrial property in the region being either in the Columbia Corridor or farther north into Clark County and with the major housing area near 172nd and Sunnyside the most direct route to employment is north via 182nd to I-84.

I think the answer to the "how to pay for?" question which Metro had requested responses people might be more willing to pay if the projects being proposed are clearly to relieve congestion. When budget packages have overall objectives rather than being project specific are proposed the likelihood of defeat is greater.

The technical scoring system referred to on page 22 of "Getting There" clearly does not send the dollars to Clackamas County in proportion to the transit/transportation issues in Clackamas County. The system used in Priorities 2000 favors the Central Business District, Light Rail Corridors, Regional Centers and Town Centers in that order of importance and all else later. Clearly Clackamas County is at a disadvantage because we have one regional center, two town centers and no Light Rail Corridor, yet Metro plans for most of the region's housing growth to occur in Clackamas County.

The biggest single hurdle in obtaining local dollars to implement transportation plans is the comments which come from Metro and some of their regional partners. Statements like limiting parking and creating congestion as tools the region is using to implement their transportation strategy. Attached is an example I have in my files from a slide presentation made on Airport Light Rail by the Port and Tri-Met in the fall of 1998. This type of comment, and I speak as one who goes to many Transportation meetings, is not an isolated example of tying increased congestion to a measure of success in fulfilling the regional Plans.

Submitted by Dick Jones *Dick Jones*
3205 SE Vineyard Rd.
Oak Grove Or 97267 Phone 503-652-2998

Regional Transportation Plan Public Survey Oct. 1999

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

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

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

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

- a. Raise current state and federal gas taxes
- b. Raise current vehicle registration fees
- c. Pass the funding bill adopted by the 1999 Oregon Legislature that may be referred to voters. It raises the state gas tax and vehicle registration fee. (Above choices constitutionally dedicate funds to roads and highways, only.)
- d. Raise current bus and MAX fares to pay for more transit service
- e. Raise current payroll taxes on transit to pay for more transit service
- f. Cut plan back by 20 % to reduce need for new revenue. I understand that this will result in more traffic congestion and less transit service.
- g. Other:

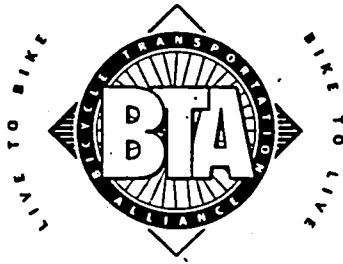
THIS WOULD BE COST
OF LIGHT RAIL TO
CLACKAMAS COUNTY

3. Should new "targeted" funding sources be pursued?
 yes no

If yes, which funding sources should be tried?

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

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



RECEIVED

BY:.....

November 23, 1999

To: John Kvistad
Chair, JPACT

From: Catherine Ciarlo
Executive Director, Bicycle Transportation Alliance

Re: Comments on the Regional Transportation Plan update

1. General Comments.

a. Policy considerations. It is difficult to provide meaningful comments in the context of a plan that so vastly outstrips the resources available to build the projects it envisions.

In light of severely constrained finances, however, Metro should be focusing its efforts on increasing mobility for the region's residents at the lowest possible cost. This means shifting investment priorities away from expensive projects that are designed primarily to reduce auto congestion (a strategy that has been shown again and again to fail as newly-created capacity quickly fills up again) and toward projects that improve multi-modal levels of service. It means making investments that provide options for the region's residents who do not have access to automobiles, and for those who choose alternative means of transportation to escape the region's worsening – and, in light of severely constrained resources, inevitable – auto gridlock. Finally, it means directing funds toward projects that truly implement the vision contained in the Region 2040 vision – not toward projects that merely add capacity to roads at the region's suburban edges.

None of the three scenarios envisioned in the RTP Project List achieves this. 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. These projects are of critical importance for the region's residents who don't own cars – including youth and senior citizens. Improving local connections and providing safe routes to walk and cycle will provide options for these residents, allowing them greater independence and mobility. It will help create communities where residents have transportation options that decrease the time they spend stuck in traffic and improve their quality of life. And perhaps most importantly, these projects are vastly less expensive than adding auto capacity to freeways and arterials – meaning that a much smaller investment can result in a much greater increase in mobility for the region's residents.

CREATING SAFE, SANE AND SUSTAINABLE COMMUNITIES (ONE BIKE AT A TIME)

b. Preferred System. 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. This makes it difficult to provide meaningful citizen comment.

Two specific comments:

1) It is our understanding that the Caruthers Bike/Pedestrian Bridge (RTP #1077) was tied to South-North Light Rail funding. If this is not the case, the \$15,000,000 price tag for that item would be better spent to improve other bicycle facilities and connections.

2) The Morrison Bridge bicycle access project (RTP #1062) should be moved up in time from 2000-2005, as it was the highest-ranked bicycle project in the 1999 MTIP process.

c. Existing Resource Concept. 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 crosstown 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

d. **Strategic System.** As with the preferred system, it appears that the Strategic System far outstrips available resources, especially should the proposed statewide gas tax fail. Again, it is difficult to comment on the list under these circumstances. 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.

Specific comments:

- 1) Comments 1 & 2 re the Preferred System apply here as well.
- 2) As with the Existing Resource Concept, 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.
- 3) 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

2. Comments on Chapter 1: Regional Transportation Policy.

- a. *Page vii : The Regional Transportation Plan.* Recognize that congestion is 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;

- b. **Policy 1.0 Public Process.** Public involvement fails to discover the public's wishes and concerns, leading to plans which lack public support (funding). Planning process should begin at the level of determining what the public wants and doesn't want (good access at low cost but not air pollution and traffic). The public involvement process as currently practiced basically asks people their opinion about projects and policies that have been developed by staff based on their criteria (e.g., fast movement of traffic).

Recommendation: Add objective: (c) Use surveys and referenda to get citizen input in plan development and MTIP process. Use the results to determine transportation priorities.

- c. **Policy 2.0 Intergovernmental Coordination.** Metro has a coordinating role but it also has the authority and budgetary responsibility (given by Congress) to direct transportation investment. The role of the Metro Council, as the regional elected officials, is to direct regional investment in transportation as well as set policies for land use. As currently configured, the major decisions are made by staff (TPAC and MTAC), refined by the coordinating committees (JPACT and MPAC) and then reviewed and ratified by the Council. This staff-driven model results in the unaffordable, auto-oriented system proposed which fails to meet citizens' needs for access and affordability.

Recommendation: 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.

- d. **Policy 11.0 Regional Street Design.** The goal of improving bicycle movement and access is clearly stated in Policies 3.0, 5.0, 6.0 yet is lost at the implementing level by the recommendation of substandard, unsafe accommodations for cyclists on a number of street designs. The level of traffic determines whether bike lanes are warranted. The State of Oregon requires bike lanes whenever traffic volumes

exceed 3000 ADT. This is the situation on all roadways of regional significance. Therefore, bike lanes are the only proper bicycle facility. Metro should not be recommending substandard bicycle facilities in the RTP

Recommendation: Strike all references to "wide outside lanes or shared roadways" in all descriptions of regional street designs. Page 1-20, regional boulevards, page 1-22, community boulevards, regional streets; page 1-24, community streets.

- e. **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.
- f. **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.

Include objective: ensure that development of other mode systems (i.e. transit, motor vehicle) does not eliminate existing bicycle access or system components.

- g. **Policy 16.1 Regional Bicycle System: Recommendation.** Eliminate references to "wide outside lanes" as per argument above under Policy 11.0 Regional Street design, p. 1-46.
- h. **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.

3. Comments on Chapter 6: Implementation.

- a. **6.4.5 Design standards for street connectivity. Recommendation:** amend 2 (h) to read: 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.
- b. **Modal System Completion Goals.** Implementation should include benchmarks for Metro and local jurisdictions for system condition and modal element completion as a means to direct transportation investment that is easier to measure than modal splits.

Recommendation: Maintenance: Set goals for pavement condition and targets for regional and local facilities, e.g., Goal is 90% of roads in good or better condition with 80% within 5 years, 85% within 10 years, etc.

Completion of Modal Elements: Under the current system it is difficult for the public and decision-makers to assess progress and therefore difficult to direct investment.

Recommendation: Set goals and appropriate benchmarks for progress for each modal element of the RTP; e.g.,

Modal element	Current % of preferred system		5 year goal		10 year goal		15 year goal		20 year goal	
	Local	regional	Local	regional	Local	regional	Local	regional	Local	regional
Pedestrian				80		90		95	100	100
Bicycle				80		90		95	100	100
Transit (bus)									100	100
Light rail									100	100
Motor Vehicle									100	100

(need to know existing baseline of systems completion in order to complete this table)

c. MTIP program 6.5.2 How the MTIP is developed: It is essential that the projects proposed for regional funding are understood and supported by the local elected officials as well as local residents. Review of project lists by the elected council, with appropriate public hearings, should be required for consideration in the MTIP process.

Recommendation: Project lists should be adopted by resolution/ordinance of local jurisdictions, with required public hearings, before being submitted to Metro for consideration.

d. 6.6.3 Congestion Management Requirements: Metro and local jurisdictions should go beyond considering the list of alternatives to capacity expansion. Experience shows that when capacity is increased, even existing alternatives fail to stem an increase in VMT.

Recommendation: 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)

(Copy to Jaarp)

RECEIVED

Tri-Met Mass Transit
4012 SE 17th St.
Portland, OR 97202

NOV 28 1999

EXECUTIVE OFFICER

METRO
600 NE Grand Ave.
Portland, OR 97232

23-November-99

Dear Tri-Met/METRO:

I am asking you to be a bit open-minded here and consider a solution to some Portland's future problems. The suggestions forthcoming here are bold, different and may be unpopular but I believe it will prove helpful in planning the future of our community and your business.

I am a Tri-Met rider only because my work gives me a discounted annual pass, and provides no parking. Having ridden the bus for quite some time now I have had ample opportunity to observe how things flow and have developed some ideas I'd like to share and promote.

The current situation:

1. At my place of employment (Pill Hill) where parking is tight and bus passes are available still less than 50% of people ride mass transit.
2. It takes me 1 hour to get to/from work each day. If I drive myself and risk the Parking Police it takes 20-30 minutes!
3. I drive my car to a Park and Ride. {It does little good for the environment or for traffic flows if we all drive our cars each day to a closer, faster, more convenient bus stop.}
4. The Tri-Met computer gives me a 1:20 to 2:18 hour commute each day door to door!

Did it occur to anyone that more people would take mass transit if it were more convenient? Tri-Met's annual pass is normally >\$400-. If I worked 365 days per year and PAID for the bus it would cost me about the same. Who works that much? **Did it occur to anyone that more people would take mass transit if it were cheaper?**

I will propose a way to cut transit costs and yet boost Tri-Met revenue. AND we will make mass transit more convenient while keeping cars off the road! This is a 3-part solution, please bare with me.

Part One:

Tri-Met needs to basically dump all their current stock of big, behemoth, awkward, can't turn around, traffic-snarling busses! (Sorry) They should maintain a fleet of 5-6 times as many buses. The small, ergonomic, maneuverable minis. Called *The Local*, these buses are great and must be cheaper to maintain! They are ideal for traffic and commuting. **Isn't that the point of transit?** The workable solution here is that buses must run every 5 minutes! Please don't tune out here, there is more worth hearing.

Part Two:

I picture Glisan, Sandy, Stark or any other road in town looking like SW 5th mall at rush hour. If you miss a bus you can see another one coming! The way this works is that streets in town are at least half (or more) committed to bus traffic. Picture Glisan as a one-lane road. Buses run every 5 minutes, some stop at every-other odd block, others stop every 20 blocks at even numbers, others stop at major crossings, (181, 162, 148, 102, 82, 60, 39 20) others are express. Eight stops and 30 minutes from Gresham? Meanwhile, with the Banfield and major streets at one snarled lane and 60+ minutes, taking the bus in sounds great! The plan could be called 10-10-80. Less than 10 blocks, less than 10 minutes for 80% of the population.

Part Three:

Let's tell a story. Currently I leave home at 7:00 and can get to work by 7:40 without the bus. If I drive to MAX I leave at 7:00 and get to work by 8:40. **Do the math!**

Now a new story: Out my door at 7:00, catch a mini to Clackamas. Catch a downtown express (remember, every 5-10 minutes) getting me there by, say 8:00. Another express to "Pill Hill" by say, 8:20. Still slower than my current car but if Sunnyside and 224 were only one lane, driving may have taken 2 or more hours. **We have just switched places. Suddenly my car takes twice as long as the bus instead of the current numbers! Don't you think more people would ride then?**

Suddenly I only need my car for those trips to Seattle – Oh, I forgot about the train that takes 3 hours and runs every 90 minutes, 6x/day. Well, for a three-hour train ride I could have driven to Vancouver on the one-lane I-205. (One for cars, one for trucks and one for buses). Okay, suddenly I only need my car for those tri-yearly trips to Walla Walla.

In summary, if mass transit were quick and close to home, and if driving my car were a pain in the _____, I'd take the bus! Suddenly "driving sucks" and 75% of the city rides Tri-Met. We have trains and mini buses flying all over town. A bus ride to downtown takes 40 minutes and an express to the beach takes 2 hours. My car to Beaverton could take 2 hours! Suddenly a year bus pass is only \$100- because of the greater utilization.

I truly don't see you shutting down highways to make way for frequent, convenient buses but I also don't see you very committed to the future of commuters or the environment!

Sincerely,



Ron Blehm

CORNELL OAKS**CORPORATE CENTER**

December 1, 1999

VIA FACSIMILE

Metro RTP Comments
600 NE Grand Avenue
Portland, OR 97232

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 Blueridge 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

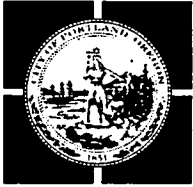
ROY/lpd
rtp.doc

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





CITY of PORTLAND

OFFICE of TRANSPORTATION

Charlie Hales, Commissioner
Office of the Director
Victor F. Rhodes, Director
1120 S.W. 5th Avenue, Room 730
Portland, Oregon 97204-1914
(503) 823-5185
FAX (503) 823-7609
TDD 823-6868

December 1, 1999

MEMORANDUM

To: Tom Kloster, Metro

From: Deborah Stein, Acting Planning Director, Bureau of Planning
Steve Dotterrer, Chief Planner, Transportation Planning, Portland Office
of Transportation

Subject: Comments on RTP Chapter 6 Requirements

These comments identify issues for the City of Portland relating to Chapter 6 of the November 5 draft of the RTP. Most of these comments have already been forwarded to you by Transportation Planning staff. We hope that these issues will be addressed at the next TPAC and MPAC meetings.

1. 6.4.1 Requirement to adopt Table 2.2 in Chapter 2. 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.
2. 6.4.3 Process for Metro review of plan amendments and facility and service plans. This conflicts with the City's requirements to process quasi-judicial comprehensive plan amendments within a specific timeframe. Typically the staff reports are not ready for review 4 weeks in advance of a hearing (10 days is typical). This would not allow amendments to be processed within the required time lines.
3. 6.4.4 Require transportation analysis for additions of "significant" SOV capacity to arterials or highways beyond what is identified in the RTP for comprehensive plan amendments and any local studies. The use of the word significant means that this section could have broad applicability to comprehensive plan amendments and studies. At a minimum, we recommend that "significant" be defined (e.g, only projects that add additional motor vehicle travel lanes) and/or a threshold be

established to give guidance to local jurisdictions (e.g., changes that exceed x acres in size and result in an increase in trips of y).

This section also states that local jurisdictions must submit a "congestion management system compliance" report as part of the 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 congestion management system analysis, this has not been a requirement on local jurisdictions. The language of the requirement is very broad and, as written would apply to any land-use action including minor adjustments, greenway or environmental reviews. At a minimum, this language should be rewritten to limit congestion management system analysis to transportation system plans and amendments to it and to comprehensive plan map changes that meet some threshold.

4. 6.4.5 Street connectivity requirements. Although it appears that this requirement has been simplified somewhat from Title 6, it says the design option conceptual streets plan must be adopted as part of the TSP. We will be preparing a Master Street Plan for the Far Southeast and Southwest districts of the City through a TGM grant. This work is not scheduled for completion until June 2001. We may want to request a time extension for this work as the due date for the TSP is one year after adoption of the RTP (April 2001?). We are scheduled to complete our TSP even sooner, by next Fall.
- 5: 6.4.7 Requires adoption of LOS as part of Comp Plan. We are still not convinced that this is appropriate. Metro does not include LOS in the Framework Plan. Can we include this in an implementation piece other than the Comp Plan? This section also says, "localized congestion is addressed through the local TSP process and includes any locations on the Motor Vehicle map not addressed by the RTP". What does this mean? Are these the areas of special concern? Again, are we being required to solve congestion that is due to regional traffic if the RTP doesn't have a solution? What about the alternative measures option that was discussed for the areas of special concern? This is particularly difficult when comprehensive plan map amendments occur within an area of special concern or in an area where alternative performance measures are used. Will it be possible to use only the alternative performance measures in this case rather than LOS?
6. 6.4.10 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.

7. 6.5.3 Benchmarks. This section states that benchmarks "shall be established" but the document doesn't appear to include them. It would help us if we knew what the regional benchmarks were as we develop ours. Also, it says that the benchmarks should be applied to the MTIP process. Shouldn't it also be applied to building the program year phases of the RTP Project List?

8. 6.7.4 Corridor Refinements. Given the long list of refinements, it will be impossible to address all of these issues within the three-year timeframe indicated in the TPR. All the corridor refinements are stated as "should consider" except the Banfield which says "shall consider". The issue of additional park-and-ride capacity along the eastern portion of MAX should be weighed against the mode split goals and density targets for station communities. Will Metro be asking for an extension at the time of RTP adoption?

cc: John Gillam
Jeanne Harrison
Susan Feldman

Testimony of October 20, 1999 by Don Waggoner, Leupold & Stevens Inc, 14400 NW Greenbrier Parkway, Beaverton, OR 97075. Phone 526-1404.

Commenting on the RTP

Earlier this year Leupold & Stevens discovered that there was a plan to construct an overcrossing connecting to 143 rd Ave. (RTP project #3187) As originally designed it would have come through the company's parking lot (that had been erroneously determined to be an undeveloped area). Speaking in opposition to this current proposal which would take out significant amount of their property which they were planning on using for future development on both northerly and southerly property that was purchased several years ago with the understanding that the area would be for their long-term growth.

With their 1993 expansion they were required to close off Meadow Drive where it comes into the company's property. This had been their primary entrance. Employees and visitors were coming down Meadow Dr. going down to Walker. The company agreed that this was a potential problem for people that lived on Meadow and felt it was OK to connect to Greenbrier Parkway. If this overcrossing proposal was to be carried out the previous improvement to the Meadow Drive traffic patterns would be lost and there would be a great increase in the average daily trips on Meadow Drive over the pre 1993 levels.

The reason this alignment is being proposed is to get North/South connectivity. The problem is that when you continue south on Meadow Drive you come to Walker and the Nike campus area. Nike won't be happy about traffic going on through their campus to get to Jenkins or further and will be able to prevent that extension. This causes the project to fail as a North/South connector. It would be nice shortcut, however, from the tennis center area on 185th, along Greenbrier Parkway, to get to 143rd and Cornell. This would make a major change in the way that Greenbrier works. Instead of serving Cornell Oaks would become an arterial through the office park.

The proposed project does not significantly help unload either the Murray Road or the Cornell Road interchanges, resulting in changes of less than 10% change in the amount of traffic. In the process it destroys a business building, makes certain properties significantly less useful for Leupold and Stevens, ruins the Meadow Drive neighborhood and Greenbrier Parkway, AND costs about fifteen million dollars.

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

This proposal originally was brought forward to help the Cedar Mill Town Center by unloading Cornell. All studies show that there would be a zero change to Cornell yet this project still shows up,

Wants this project eliminated from the RTP. If at some future time that there is some major reason to revisit it, then reintroduce it but do it on its own merits.



WASHINGTON COUNTY OREGON

December 2, 1999

To: TPAC
From: Brent Curtis, Planning Manager *Ab for*
Subject: Comments on RTP Adoption Draft

The WCCC Transportation Advisory Committee 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 several major outstanding concerns exist with the November 5 adoption draft that need to be addressed prior to final adoption of the RTP.

We see two options for addressing these concerns: (1) Delay adoption by resolution until these issues have been adequately addressed, or (2) Adopt the RTP by resolution in December as scheduled with the understanding that issues that have not been resolved prior to this adoption will be discussed and resolved prior to adopting the RTP by ordinance in the spring/summer of 2000. Although many of these concerns have been expressed by us before, they continue to be problematic and are therefore reiterated here as follows:

1. **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. We continue to believe that the "adequate" system should meet LOS standards, as separating the two systems causes problems in many areas of plan implementation. Given this position, we recommend that the Preferred System be identified as the "adequate" system, and that the Strategic System be identified as representing the region's 20-year political and financial strategy for moving toward the Preferred System. As currently defined, these systems confuse the context for local transportation decision-making. The meaning of the LOS standard itself becomes unclear and its application in plan implementation becomes confused. For example:
 - If a plan amendment is submitted for a mixed use development whose projected traffic will cause a road segment to exceed the LOS standard despite its having an improvement project on the RTP Strategic System, then must the local jurisdiction reviewing this application approve the application because it meets the "adequacy" findings even though it does not meet the adopted regional LOS standard? What is the meaning of the standard in this case, and how do we respond, formally or informally, to constituents who point out that we are not meeting it?

- If the local jurisdiction has a project that is only identified on the Preferred System (and which would meet the LOS standard) but not on the Strategic System in the above case, can the jurisdiction require right-of-way dedication from the developer for this eventual project need?
- If we are undertaking preliminary engineering on an intersection project but intersection turn movements are drastically different between the Preferred and Strategic Systems, how should we design the project?

In our opinion, the Preferred System and not the Strategic System should be identified as 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.

2. Areas of Special Concern – This seems to be another area where the link between LOS, the Preferred System, and the Strategic System is dealt with inconsistently. We can think of at least 10 more areas that have LOS problems in the Strategic System but don't show up as Areas of Special Concern. (If the Preferred System is deemed the "adequate" system, then some of these problems disappear.)

The RTP states in Section 6.7.6 that if congestion has a local origin and no feasible capacity project has been identified to address this congestion, then a road segment can be designated as an Area of Special Concern subject to alternative performance measures. The RTP states that there should be "alternative travel routes that would conveniently serve regional travel needs" for roadways designated as Areas of Special Concern. However, there are facilities that are not designated as Areas of Special Concern and where LOS is exceeded. One example is Walker Rd. from Cedar Hills to Murray, where projected volumes exceed the LOS standard even with the five-lane proposed improvement. Yet, this segment has neither a proposed seven-lane project to meet the LOS standard nor is it designated as an area of special concern. It seems as though one or the other should apply, however there appears to be no fix for this problem in the RTP. Furthermore, under the current definition, it seems unlikely that this segment could qualify as an Area of Special Concern given that parallel routes such as Hwy. 26 and T.V. Hwy. will be so congested that they can't realistically be considered as alternative routes that *conveniently* serve regional travel needs.

Rather than designating some of these areas as Areas of Special Concern, it seems more appropriate to develop a RTP "hot spot congestion" map of locations where the LOS standard will be exceeded and there is no practical project solution. This approach would be a clearer statement that there is no identified solution to the projected future congestion problem, and we will have to live with extreme congestion at these locations.

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. Implementation - A number of implementation issues remain either unresolved or sources of confusion. We would prefer to see more time spent developing RTP Chapter 6 before it is adopted by resolution.

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.

We understand and sympathize with Metro's desire to complete this RTP, but would hope that Metro understands our discomfort and desire to get these issues resolved before adopting any RTP that commits us to something we don't fully comprehend or can't be implemented in our local TSPs.

RTP Phone Log

October , 1999
Eric Einspruch
20380 SW York
Aloha, OR 97006

The RTP plan should emphasize public transportation, bicycling, and pedestrian traffic as means toward a cleaner environment and less dependence on fossil fuels.

October , 1999
Marian Drake
1705 SE Morrison #4
Portland, OR 97214

Need to fund more walkways and bikeways. There also needs to be more education on bike safety and noise pollution. Congestion is an ongoing problem that needs to be addressed.

October 22, 1999
Ed Zumwalt
(503) 654-2493 1:30pm.

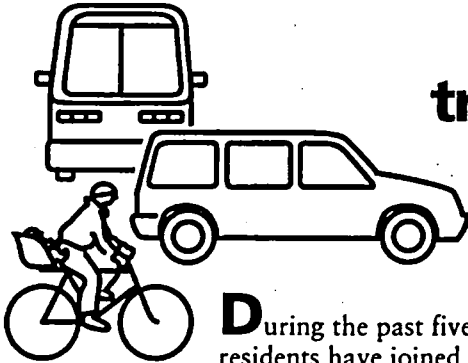
Mr. Zumwalt was upset that light rail to Milwaukie was still proposed in the RTP. He expressed frustration that his (and other Milwaukie residents) concerns were not being heard. I explained that the RTP is a 20-year plan for addressing growth in the region and that the plan was also intended to implement the 2040 Growth Concept - which is a forty year vision for addressing growth in the region. I let him know that the growth concept calls for light rail to all regional centers. I told him that there is a lot of population and job growth expected to occur in Clackamas County (as well as other parts of the region) and that we are doing our best to try to identify transportation solutions to address that growth - including consideration of all sorts of alternatives. I talked to him about how we were trying to learn from the previous process and were considering other "interim" solutions to address traffic along 99E and Highway 224 as part of the South Corridor Bus Study, but that light rail to Clackamas regional center was still part of our 20 and 40-year visions.

I encouraged him to continue expressing his views as the RTP adoption process continues, and let him know that we are listening. He acknowledged that if the South Corridor Study was looking at other alternatives, that was a good thing.

November 23, 1999
Bill Strand
(503) 297-0381

Mr. Strand called to inquire whether there was an intersection improvement included in the Strategic System at the Raleigh Hills Town Center Intersection of Scholls Ferry, Beaverton Hillsdale Highway and Olson Road.

Appendix B – Media and Publicity



Help shape our transportation future

During the past five years, residents have joined with local governments from across the region to identify how we can best meet our future transportation needs to the year 2020.

Regional elected officials are seeking comments on the Regional Transportation Plan's recommended motor vehicle, transit, pedestrian, bicycle and freight projects, and on ways to finance these long-term needs.

In addition, state and regional decision-makers need your input about transportation projects on the state system proposed for priority funding with part of the recently passed increase in the gas tax and vehicle registration fees.



Metro Regional Services
Creating livable communities



**Oregon Department
of Transportation**

Public comment meetings

Come to one of the following meetings to learn more and to comment:

5:30 p.m. Wednesday, Oct. 20

Conestoga Middle School
12250 SW Conestoga Drive
Beaverton

5:30 p.m. Thursday, Oct. 21

Gresham City Hall
1333 NW Eastman Parkway
Gresham

5:30 p.m. Tuesday, Oct. 26

Metro Regional Center
600 NE Grand Ave.
Portland



5:30 p.m. Thursday, Oct. 28

Monarch Hotel
12566 SE 93rd Ave.
Clackamas

For more information, call Metro's transportation hotline, (503) 797-1900, option 2, or visit www.metro-region.org. For ODOT, call 731-8245 or visit www.odot.state.or.us/stip/

Help shape our transportation future

During the past five years, residents have joined with local governments from across the region to identify how we can best meet our future transportation needs. Now it's time to take a final look at the Regional Transportation Plan – our 20-year blueprint for the region's transportation system – before it is finally adopted.

Regional elected officials are seeking comments on the plan's recommended motor vehicle, transit, pedestrian, bicycle and freight projects, and on ways to finance these long-term needs.

In addition, state and regional decision-makers need your input about transportation projects on the state system proposed for priority funding with part of the recently passed increase in the gas tax and vehicle registration fees.

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a dark, edgy, schizophrenic vision
of inexorable tragedy.

Lorca would have probably
enjoyed Jerry Mouwad, Imago co-
director's double-take on his play.
His interest in the ancient animosity
between the lure of love and
the insistence of familial obligation,
as well as the struggle be-

Help shape the transportation choices for our region

Join us at a meeting and learn more
about Metro's draft Regional Transportation
Plan and the Oregon Department
of Transportation's proposed Supplemental
Statewide Transportation Improvement
Program. Your comments
are encouraged.



Metro Regional Services
Creating livable communities



**Oregon Department
of Transportation**

Public meetings

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For more information, call Metro's
transportation hotline, (503) 797-1900,
option 2 or visit our web site at
www.metro-region.org



For Immediate Release – October 14, 1999

Portland Transportation Committee Includes Delta Park I-5 Improvement on \$600 Million ODOT Bond Program List of Projects

Metro's Joint Policy Advisory Committee on Transportation (JPACT) approved a list of projects for public comment that would be funded with a \$600 million Oregon Department of Transportation (ODOT) bond program. The Oregon Legislature authorized the bond program through an additional 5-cent gasoline tax.

The Delta Park project on Interstate 5 (I-5) south of the Columbia River has long been recognized as a bottleneck to freight and commuters. The proposed \$13 million dollar project would widen a small segment of I-5 south of Delta Park to Lombard Street to partially relieve a long-standing traffic congestion spot on I-5 southbound.

I-5 is the primary economic lifeline for freight, business and commuters on the West Coast. The segment of I-5 from Vancouver to Portland provides access to deep-water shipping, up river barging, and two transcontinental rail lines. I-5 is currently the most congested segment of the regional freeway system in the Portland/Vancouver area. Without attention, the future level of traffic congestion on this transportation corridor will threaten the livability and economic vitality of the Portland/Vancouver region.

Metro and ODOT are holding a series of meetings to get public comment on which projects to fund through the \$600 million bond program. Opportunity to provide comment is available at any of the following meetings:

October 20, 1999, Wednesday, 5:30 p.m.
Conestoga Intermediate School
12250 SW Conestoga Drive, Beaverton

October 21, 1999, Thursday, 5:30 p.m.
Gresham City Hall
1333 NW Eastman Parkway, Gresham

October 26, 1999, Tuesday, 5:30 p.m.
Metro Regional Center
600 NE Grand Avenue, Portland

October 28, 1999, Thursday, 5:30 p.m.
Monarch Hotel
12566 93rd Avenue, Clackamas

Submit Comments to:

Mail: ODOT Supplemental STIP Comments
123 NW Flanders
Portland, OR 97209

Fax: (503) 731-8259

Call: (503) 731-8245

Questions Call: Southwest Washington Regional Transportation Council
(360) 397-6067 or E-mail (info@rtc.wa.gov)

I-5 Delta Park bottleneck makes road projects list

By THOMAS RYLL
Columbian staff writer

For years, southbound Interstate 5 commuters have complained about a freeway bottleneck just south of Delta Park, where three lanes narrow to two.

Now, for the first time the project is on a tentative list of Portland-area highway jobs that would be funded if a series of decisions goes in their favor.

Huge hurdles, including Oregon voter approval of a gas-tax increase, are in the way of the \$13 million Delta Park project.

Four public meetings will take place in Oregon this month to outline the projects, and Clark Coun-

BOTTLENECK/ please see A6



Weather

Today: High 66, low 38

Sunday: High 68, low 42

Forecast: Sunny and nice.

Details page E8

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Bottleneck

Most people affected by project don't live in Oregon

From Page A1

ty officials say local residents must turn out in force to promote the bottleneck-breaker if it is to stand any chance of becoming reality.

"Those meetings are not convenient to people in Clark County, but they're very important if we want this to go ahead," said Royce Pollard, Vancouver's mayor. "And this is an issue not only for commuting but also for how it affects the flow of trade and commerce. We need people to take time out and go testify."

Pollard is one of three Clark County members of a transportation committee under the auspices of Metro, the Portland-based regional government. The group voted, with little discussion, Thursday to add the I-5 Delta Park work to the list of possible work in the Portland metro area.

Significant roadblocks are in the path of the project, not the least of which is the fact that people most affected don't live in the state where lawmakers will make the final decision.

Andy Cotugno, Metro's transportation director, said the agency's list of Portland-area projects totals \$335 million. Only \$189 million, of \$600 million statewide, would be available from a 5-cent-a-gallon gas tax increase.

The Oregon Legislature approved the gas-tax boost, but a challenge by AAA Oregon will apparently force the issue to a public vote in May 2000.

After the upcoming public meetings, Metro's Joint Policy Committee on Transportation will narrow the \$335 million list to \$189 million. The full Metro council then would review the projects, make any changes and send them to the

Oregon Transportation Commission. Its list then would have to be approved by a board whose members are Oregon legislators. Only then would the bottleneck project survive the process.

"It's a long road," said Don Wagner, regional Washington State Department of Transportation administrator and another local representative to Metro's Joint Policy Committee on Transportation. "The list of projects is very much out of whack with the amount of money they have."

Like Pollard, Wagner said that the "immediate issue is that enough people show support for this project."

It would take only a handful of other heavily promoted metro area road projects to bulldoze any hopes of the I-5 Delta Park work.

They include a \$60 million series of Sunset Highway improvements that were approved as part of the westside light rail project but not yet completed; a \$30 million job at Interstate 205 and Columbia Boulevard to improve the highway link to the Portland International Airport air cargo area; a \$70 million stretch of highway from Interstate 205 east to the Clackamas industrial area; and a \$24 million Wood Village bypass in the Interstate 84-Gresham area.

Pollard said he will speak on behalf of the I-5 Delta Park work at one of the public meetings. Wagner said a representative from his office will attend two meetings.

The meetings:

■ Wednesday: 5:30 p.m., Conestoga Intermediate School, 12250 S.W. Conestoga Drive, Beaverton, Ore.

■ Thursday: 5:30 p.m., Gresham City Hall, 1333 N.W. Eastman Parkway, Gresham, Ore.

■ Oct. 26: 5:30 p.m., Metro Regional Center, 600 N.E. Grand Ave., Portland.

■ Oct. 28: 5:30 p.m., Monarch Hotel, 12566 93rd Ave., Clackamas, Ore.

Lengthy list of highway projects up for comment

10-15-99

Most of the work hinges on approval of a 5-cent-a-gallon state gasoline tax

By **BILL STEWART**
THE OREGONIAN

At first glance, four upcoming highway meetings look like a waste of time. But metro-area officials say citizen comments really will be put to use.

Officially, the meetings are to discuss freeway projects that would be built if a new state gasoline tax survives a May 2000 election. In the metropolitan area, however, those comments will be used to revise a regional plan, which will receive some money no matter what happens on the gasoline tax.

The public comments will be reviewed, then become part of the regional plan process that will be completed Dec. 16.

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build \$600 million of new roads around the state; \$189 million of that would be in the highway region that includes the tri-county area. That means some projects will have to be lopped even if the gasoline tax survives because the list totals at least \$145 million more than would be available from the tax.

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Details: Available at www.metro.dst.or.us or at one of four upcoming meetings.

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- ◆ E-mail: arthurc@metro.dst.or.us
- ◆ Mail: RTP, Metro Transportation
600 N.E. Grand Ave.
Portland, OR 97232
- ◆ Phone: 503-797-1900, option 2
- ◆ Fax: 503-797-1949
- ◆ Deadline: Dec. 16, but sooner is better.
- ◆ Staff tip: Don't just complain; suggest positive solutions, too.

Meeting schedule

Each of the meetings will open at 5:30 p.m. The schedule:

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- ◆ Gresham: Thursday at Gresham City Hall, 1333 N.W. Eastman Parkway.
- ◆ Portland: Oct. 26 at Metro Re-

gional Center, 600 N.E. Grand Ave.

- ◆ Clackamas: Oct. 28 at Monarch Hotel, 12566 S.E. 93rd Ave.

The Oregon Department of Transportation is requiring that the meetings include nine area projects with a total estimated value of between \$250.6 million and \$279.6 million. Projects must be completed within six years, according to legislators.

The state list includes three

projects on U.S. 26 and Oregon 217 in Washington County, new connections in Northeast Portland around Lombard Street/82nd Avenue/Interstate 205, the first phase of the Sunrise Corridor in Clackamas County, work in central Milwaukie, and a safety improvement on U.S. 30 in Columbia County.

One project with political overtones involves a proposed expressway between Tualatin and Sherwood. Instead of ordering a \$3 million environmental study of the project, transportation officials have voted to push a study of alternatives and routes.

Another project on the state list — but ordered erased by local officials — is a widening of Interstate 5 and a better approach to Interstate 84 near the Rose Quarter. The state estimates the work will cost \$92 million; Portland Commissioner Charlie Hales says that's too much.

"The issue is buildability, and this project is not," Hales said. "We should not play games with people."

Secondary projects

At the meetings, a secondary list

of potential work totaling \$84.2 million will be offered for comment. It includes four jobs the area transportation panel wants built and then handed over to Portland for maintenance:

- ◆ Modernization of Northeast Sandy Boulevard from 57th Avenue westward.
- ◆ Reconstruction of Southwest Clay and Market streets from Naito Parkway to Interstate 405.
- ◆ Modernization of North Lombard Street from Interstate 5 west to the St. Johns Bridge.
- ◆ Modernization of Southwest Barbur Boulevard from Southwest Terwilliger Boulevard to the city limits.

Other work on the secondary list includes changes in Southeast Powell Boulevard, which the state opposes; a new street between Interstate 84 and Southeast Stark Street at 242nd Avenue; removing the Delta Park bottleneck of Interstate 5; and the third phase of the Kruse Way interchange.

You can reach Bill Stewart at 503-294-7670 or by e-mail at billstewart@news.oregonian.com.

Road projects worth talking about

Officials promise they'll heed citizen comment on freeway projects tied to approval of the gas tax

By **BILL STEWART**
THE OREGONIAN

At first glance, four upcoming highway meetings look like a waste of time. But metro-area officials say citizen comments really will be put to use.

Officially, the meetings are to discuss freeway projects that would be built if a new state gasoline tax survives a May 2000 election. In the metropolitan area, however, those comments will be used to revise a regional plan, which will receive some money no matter what happens on the gasoline tax.

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Metro wants to hear opinions on road plans

Residents can comment on a long list of projects that depend on a proposed nickel-a-gallon gasoline tax

By **BILL STEWART**
THE OREGONIAN

At first glance, four upcoming meetings to discuss highway construction look like a waste of time. But Portland-area officials say citizen comments really will be put to use.

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The Oregon Department of Transportation is requiring that the meetings include nine area projects with a total estimated value of between \$251 million and \$280 million. Projects must be completed within six years.

The state list includes new connections in Northeast Portland around Lombard Street/82nd Avenue/Interstate 205.

At the meetings, a secondary list of potential work totaling \$84.2 million will be offered for comment. Included on the secondary list includes changes in Southeast Powell Boulevard, which the state opposes, and a new street between Interstate 84 in Wood Village and Southeast Stark Street in Gresham.

Aug. 10-19-99

State solicits views on how to spend highway millions

Public comments about how the state should spend \$600 million on highways are being gathered by the Oregon Department of Transportation.

The projects would be built if a 5 cent gas tax is ratified by voters next May. That tax has been challenged by the Oregon division of the American Automobile Association.

Information on the proposals can be found on the state's transportation Internet site, accessed through odot.state.or.us/stip, or at a series of meetings being conducted by Metro starting this week.

Comments can be sent to the state by regular mail at STIP, Oregon Department of Transportation, 123 N.W. Flanders St., Portland, OR 97209; or phoned to 503-731-8245, or faxed to 503-731-8245.

Deadline for getting comments to the state is Dec. 16.

The Metro meetings, being used to amend the Regional Transportation Improvement Plan, will be:

- ◆ Beaverton: 5:30 p.m. Wednesday at Conestoga Middle School, 12250 S.W. Conestoga Drive, off Scholls Ferry Road.
- ◆ Gresham: 5:30 p.m. Thursday at Gresham City Hall, 1333 N.W. Eastman Parkway.
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Regional Transportation Plan on Metro meeting agenda

Aug 10-22-99

Metro will hold meetings on the Regional Transportation Plan, a 20-year blueprint for the Portland area's travel and commuting needs. Portland-area sessions include:

- ◆ Tuesday: 5:30 p.m. at Metro headquarters, 600 N.E. Grand Ave.
- ◆ Thursday: 5:30 p.m. at the Monarch Hotel, 12566 S.E. 93rd Ave., near Clackamas Town Center.

Highway 43 upgrades included in 20-year road plan

By STEVE CLARK

For Community Newspapers
Citizens are being asked in the next few weeks to weigh in on a 20-year proposed regional transportation plan to improve how people and freight get around at a time of continued population growth and highly uncertain transportation funding.

The proposed plan includes a number of big and small local road, transit and pathway projects. Local projects include reconstructing the intersection of Highway 43 and Willamette Drive; creating a street and pedestrian boulevard connecting Highway 43 and the Willamette River along Publico Drive; realigning the intersections of Stafford Road and Rosemont and Borland roads with traffic signals; and adding safety and pedestrian improve-

ments along Highway 43.

Hearings on the plan began Wednesday in Beaverton. Other meetings will be held Oct. 21 at Gresham City Hall; on Oct. 26 at the Metro Regional Center in Portland and on Oct. 28 at the Monarch Hotel in Clackamas. Each meeting starts at 5:30 p.m.

Metro officials say additional public hearings will be held over the next two months before the Metro Council adopts the transportation plan on Dec. 16.

The proposed plan has been created over the past five years and includes projects that have been delayed by funding limitations that have mounted over the past seven years.

The 20-year improvement plan features close to 1,100 projects and

would cost an estimated \$4 billion. But officials project that available funding sources will add up to only \$970 million over the next two decades. Metro planners say that citizen input is important at the upcoming meetings to indicate what projects the public thinks are important; when those projects should occur; and how the work might be funded.

"When you think about what bothers you about traffic now, we are trying to look 20 years out," said Gina Whitehill-Baziuk, a Metro spokesperson.

Tom Kloster, a Metro transportation planner, said the transportation plan is initially focused on projects that improve transportation safety.

Over the long haul, he said, the plan seeks to complement Metro's land-use plans that are tied to 2040 growth management efforts. "The policy is that we are going to maintain the transportation system first and expand it next," Kloster said.

Although the plan is two months away from adoption, he said citizens can still shape changes in the plan by urging changes in priorities for projects or their timing. But he cautioned for realism.

"I think a lot of what we would be hearing is that everything should be done in the first five years," Kloster said. "What people don't understand is that they are not going to see an immediate fix. What they are going to see are steps."

The plan proposes to do 25 percent of the recommended projects from 2000 to 2005; the second 25 percent in the next five years and the balance of the projects from 2010 through 2020.

Yet the plan doesn't answer how to overcome the \$3 billion projected shortfall in funding to complete the plan.

"This isn't a funding document, it's a (transportation improvement) plan," Kloster said.

But the public can give officials suggestions on how to approach the funding challenge, said Whitehill-Baziuk. In addition to the local and regional transportation projects included in the regional plan, Metro and the state Department of

Transportation also are seeking input on nine major regional highway projects that would be funded if the 5-cent state gas tax and vehicle registration fee go into effect next year. The tax hike would allow the state to issue \$600 million in bonds to construct highway improvements, but the tax plan likely will be referred to voters by AAA Oregon.

The proposed bonding projects include long-delayed improvements along Highway 26 in Beaverton; improvements along I-5 near I-84 and the Rose Quarter; road work to improve freight movement in Clackamas and study funding for a bypass connection between I-5 and Highway 99W near Tualatin and Sherwood.

Public hearings planned on transportation projects

By STEVE CLARK

For the Review

Citizens are being asked in the next few weeks to weigh in on a 20-year proposed regional transportation plan to improve how people and freight get around at a time of continued population growth and highly uncertain transportation funding.

The proposed plan includes a number of big and small local road, transit and pathway projects. Local projects include repairing the train trestles serving the Lake Oswego Trolley into Portland; reconstructing deteriorating A Avenue from State Street to Third Avenue; adding a bike lane along Iron Mountain Boulevard; realigning the intersections of Stafford Road and Rosemont and Borland roads with traffic signals; and adding safety and pedestrian improvements along Highway 43 in West Linn.

The first public meeting will be held at 5:30 p.m. Wednesday at Conestoga Middle School, 12250 S.W.

Conestoga Drive in Beaverton.

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SEE EXAMINER
Oct. 99

Metro requests public input about future transportation

Public comment meetings planned; input from SE residents requested.

People across the region share a very important resource: our transportation system. Its health is vital to our economy, our community and our lives. In October, Metro and the Oregon Department of Transportation (ODOT) are holding a series of joint meetings around the region seeking public comment on the Regional Transportation Plan, discussing how to fund the projects in the Regional Transportation Plan, and which projects could receive funding through the Supplemental Statewide Transportation Improvement program (with part of the revenue from the increase in gas tax and vehicle registration fee recently approved by the Oregon Legislature).

Regional Transportation Plan

Metro has spent the past several years working with our local partners as well as citizens, community groups, and businesses to update the Regional Transportation Plan. The plan outlines the priority projects for roads; as well as alternative transportation options such as bicycling, transit, and

walking. It also works to ensure that all layers of the region's transportation system work together in the most effective way possible. In addition to discussion on individual projects, citizens are encouraged to talk about ways to help finance these long-term transportation needs. To receive more information, or a complete list of projects in your area of interest, stop by Metro or call Metro's transportation hotline at 797-1900 option 2. Leave your name and address and ask for, "Getting There."

Supplemental Statewide Transportation Improvement Program

The 1999 Legislature recently passed a 5-cent increase in the state gas tax and a \$5 increase in the annual vehicle registration fee. Part of these increases will fund a program to pay for highway projects statewide. In Clackamas, Columbia, Hood River, Multnomah and Washington counties, there is \$189 million available over a six-year period for highway projects. An initial list of projects and project selection criteria is available by calling 731-8245. The complete list of projects, with additions by the Joint Policy Advisory Committee

on Transportation, will be available on October 15, 1999.

Use the public meetings to learn more and provide input on both the Regional Transportation Plan and the Supplemental Statewide Transportation Improvement Plan:

5:30 pm, Tues., October 26
Metro Regional Center
600 NE Grand Avenue, Portland

Submit testimony on Regional Transportation Plan to:

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

Fax: (503) 797-1794
E-mail: arthure@metro.dst.or.us
Call: (503) 797-1900

Submit testimony on Supplemental Statewide Transportation Improvement Plan to:

Mail: ODOT Supplemental STIP Comments
123 NW Flanders
Portland, OR 97209

Fax: (503) 731-8259
Call: (503) 731-8245

Portland, OR
(Multnomah Co.)
The Bee
(Cir. W. 2,172)

OCT 1998

Allen's P. C. B. Est. 1888

¹⁰ ⁹⁹⁶ Metro, ODOT Plans Need Public Comment

There's no declaration from the governor's office, but October could well be dubbed Transportation month in the Portland metropolitan area. In October, Metro and the Oregon Department of Transportation (ODOT) are holding a series of joint meetings around the region seeking public comment a regional and state transportation policy.

The agencies are seeking public comment on the Regional Transportation Plan, on how to fund the projects in the Regional Transportation Plan, and on projects that could receive funding through the

Supplemental Statewide Transportation Improvement program. The latter is funded with part of the revenue from the increase in the gas tax and vehicle registration fee recently approved by the Oregon Legislature.

Sellwood-Moreland residents will be most interested in the Regional Transportation Plan. Its polices impact the proposed redevelopment of SE Tacoma into a neighborhood-friendly street and the proposal to retain a two-lane Sellwood Bridge once it is reconstructed or upgraded.

To receive more information, or a more complete list of projects in your area of interest, stop by Metro or call Metro's transportation hotline at 797-1900 option 2. Leave your name and address and ask for, "Getting there."

The Supplemental Statewide Transportation Improvement Program is a result of the Legislature's nickel increase in the state gas tax and a \$5 increase in the annual vehicle registration fee. Part of these increases will fund a program to pay for highway projects statewide. In Clackamas, Columbia, Hood River, Multnomah and Washington counties, there is \$189 million available over a six-year period for highway projects.

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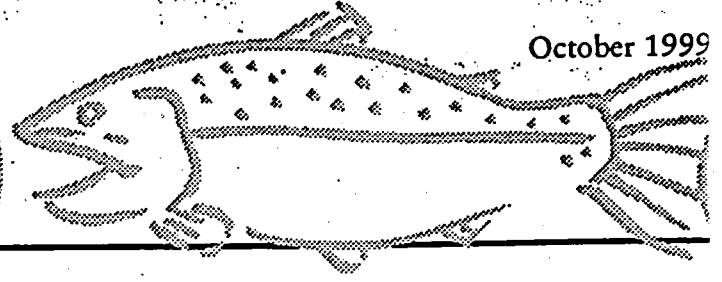
MEETING SCHEDULE: Oct. 20 - 5:30 p.m., Conestoga Intermediate School, 12250 SW Conestoga Drive, Beaverton; Oct. 21 - 5:30 p.m., Gresham City Hall, 1333 NW Eastman Parkway, Gresham; Oct. 26 - 5:30 p.m., Metro Regional Center, 600 NE Grand Ave.; Oct. 28 - 5:30 p.m., Monarch Hotel, 12566 SE 93rd Ave, Clackamas.

To submit testimony on Regional Transportation Plan write to: Metro, RTP Comments, 600 NE Grand Avenue, Portland, OR 97232. Or, fax to (503) 797-1794, E-mail at arthurc@metro.dst.or.us, or call (503) 797-1900.

To submit testimony on Supplemental Statewide Transportation Improvement Plan mail to: ODOT, Supplemental STIP Comments, 123 NW Flanders, Portland, OR 97209. Or call (503) 731-8245.

October 1999

FishRap



Metro's salmon and watershed bulletin

Transportation: it's important to everyone

State and regional decision-makers need your help making decisions about future regional road, transit, bike and pedestrian improvements. Please come to one of the following meetings to discuss the improvements and their funding and comment on Metro's Regional Transportation Plan and the Oregon Department of Transportation's Supplemental Statewide Transportation Improvement Program:

5:30 p.m. Oct. 20 – Conestoga Intermediate School, 12250 SW Conestoga Drive, Beaverton

5:30 p.m. Oct. 26 – Metro Regional Center, 600 NE Grand Ave., Portland

5:30 p.m. Oct. 21 – Gresham City Hall, 1333 NW Eastman Parkway, Gresham

5:30 p.m. Oct. 28 – Monarch Hotel, 12566 SE 93rd Ave., Clackamas

For more information, call Metro's transportation hotline at (503) 797-1900 option 2 or check Metro's website at www.Metro-region.org or ODOT's website at www.odot.state.or.us/stip/

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