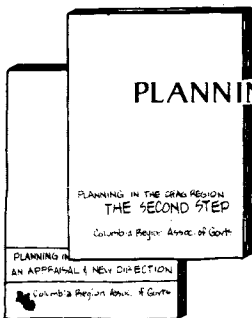


THE CRAG REVIEW

COLUMBIA REGION ASSOCIATION OF GOVERNMENTS

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PLANNING IN THE CRAG REGION:

THE SECOND STEP

Progress toward adoption of a Regional Comprehensive Plan by July, 1976 is the subject of a newly released 250 page CRAG report entitled **PLANNING IN THE CRAG REGION: THE SECOND STEP**. Following up last year's "Appraisal and New Direction" report, it begins the exploration of alternative regional land use concepts and implications of the goals and policies adopted by the CRAG Executive Board in 1972.

The report describes three alternative regional land use concepts:

CONCENTRATION — emphasizing compactness and higher densities, with growth oriented to the region's existing central urban area.

DISPERSION — emphasizing dispersed but clustered settlement, with growth oriented towards existing outlying communities.

COMBINATION — emphasizing compactness and higher densities along corridors, with growth balanced between the central urban area and outlying communities.

Committee decisions evolved out of a series of Area Development staff and Committee discussions which relied on CRAG's adopted goals and policies for general orientation. Other more specific design factors underlying the three concepts included: a population for the entire 5-county region designed to two million people (double the present number); overall regional urban densities increased from the present 2,900 to 3,900 persons per square mile; rural densities about double their present level; and urban expansion limited to already committed lands or to new lands only as warranted by regional population and density design limits.

The report describes a Six-Point Program outlining the kinds of actions required to attain the objectives of curbing urban

sprawl, conserving regional resources and implementing the new regional land use plan. They include:

1. An Interim Regional Development Policy - designed to keep options open in the short-run until adoption of the region-wide comprehensive plan in 1976.
2. Population Growth Guidelines - designed to prevent population growth from outstripping the region's ability to absorb and sustain it.
3. Regional Zones and Revolving Fund - designed to identify at the regional level urban and non-urban zones within which more detailed land use planning proceed; and to create a regional financial mechanism for implementing the regional comprehensive plan.
4. Development Program for Urban Zones - designed to achieve staged development of new urbanization and systematic rehabilitation or renewal of already built-up areas, consistent with the regional land use concept eventually selected.
5. Resource Management & Development Program for Non-Urban Zones - designed to stabilize conditions in rural-residential, agricultural and conservation areas to insure managed utilization of their resources.
6. Revision of the Property Tax System - designed to utilize the concept of site value taxation to support land use and environmental objectives of the new regional comprehensive plan.

The purpose of the report is to elicit public response to the alternative land use concepts together with the elements of the Six-Point Program. Early in 1974 meetings with planning commissions, governing bodies, and citizen groups throughout the region will provide an opportunity for the report's contents to be presented and discussed in depth.

METROPOLITAN SERVICE DISTRICT PHASE II - SOLID WASTE IMPLEMENTATION AND MANAGEMENT PLANNING PROGRAM

In February 1973 the Metropolitan Service District received a grant from the Department of Environmental Quality to prepare a Solid Waste Implementation and Management Plan (Phase I) for the counties of Clackamas, Columbia, Multnomah and Washington. This plan is being prepared by the consulting firms of COR-MET and Bartle-Wells Associates.

The study is producing a comprehensive solid waste transfer, transport, processing and disposal plan for all types of solid wastes in the region and will be completed in January 1974.

To carry this program to implementation after January 1974, the State Emergency Board approved a six-month grant in the amount of \$81,667 for the first portion of Phase II. This phase will include:

- a) Adoption of a Regional Processible Solid Waste Program
- b) Implementation of a Tire Processing and Disposal Program
- c) Implementation of a Non-Processible Solid Waste Program

In addition, funds will be available for preliminary system design. To insure local support, Public Hearings will be held in each county during March 1974. Pre-final submittals of the engineering plans have been received and are available for public review.



**BIKEWAY
PLANNING
KEEPS
PEDALLING
AHEAD**

The CRAG Regional Bikeway Planning program is proceeding in accordance with the Regional Comprehensive Plan work program. Citizen Advisory Committees have been formed in Washington and Clackamas Counties and are presently in the process of developing a set of goals, objectives, and policies on bike routes for each county.

One of the primary bike routes under consideration is the Highway 217 - Kruseway Corridor Bikeway. This bike route will hopefully lead to the creation of a bikeway that will go from Highway 26 at Cedar Hills to the western boundary of Clackamas County.

Another project which is in the early stages is an effort to coordinate the Regional Bikeway Planning program with the Park and Ride Bus Shelter Plan submitted by Tri-Met, and includes provisions whereby appropriate bike shelters could be constructed at the Park and Ride Stations.

In addition, the CRAG bikeway staff is preparing an inventory of all existing or planned bikeways, a set of Bikeway Development Guidelines, and other bikeway data pertinent to the development of the Regional Bikeway Plan. Anyone desiring further information about the bikeway program should contact Stanley Hirota, CRAG Bikeway Coordinator or Steve Oppenheim, CRAG Bikeway Planner at 297-3726.

CRAG TO PUT WRMS UNDER REGIONAL MICROSCOPE

CRAG has been accused of many things during its stormy lifetime, but not of cultivating WRMS, at least not to this writer's knowledge.

WRMS stands for Water Resources Management Study, a proposed study project that will be scrutinized thoroughly by CRAG staff and others during the next few months.

On December 7, the CRAG Executive Board directed the staff to determine if and how CRAG can benefit from water resources planning assistance offered by the Corps of Engi-

neers, Urban Studies Program. During the next five or six months, CRAG staff will work with Corps officials and a specially formed coordinating committee to develop a plan for the study.

The study objectives will be based on the needs of agencies responsible for land use planning, water supply, water quality and wastewater disposal, drainage and urban runoff management in the CRAG Region.

CRIMINAL JUSTICE DEPARTMENT CHANGES

The lack of adequate office space at CRAG has resulted in a move for the Criminal Justice Planning Department. The office is now located across Canyon Court in the 6415 Office Building, Suite #25. Mailings will continue to be sent to the 6400 S.W. Canyon Court address, but the new telephone number (297-1321 and 297-1322) will provide direct communication.

Staff

Personnel changes have also occurred in the Criminal Justice Planning Department. Dwight Hunter, who had been the director since 1969, resigned in November to accept a Systems Analyst position with Stanford Research Institute, Palo Alto, California. He will be active primarily in research projects associated with governmental projects throughout the nation and within the Institute as they pertain to the Engineering Departments responsibilities. His contributions to the planning process in the CRAG Region were many and we wish him well in his new challenge.

Dick Karnuth has been appointed Acting Criminal Justice Planning Director during the interim, pending the selection of a permanent CRAG Executive Director by the Executive Board. Bill McDonald, Allen Pierce and Bonnie Kauffman remain as permanent staff with further assistance provided by Mittie Dunkin, part-time and Jose Martinez and Omar Ertur, work-study students from Portland State University.



An agency created by action of twenty cities and five counties in the greater Portland-Vancouver Metropolitan Area for the purpose of solving area-wide problems.

**Mayor William Young
Chairman**

**A. McKay Rich
Acting Director**

January, 1974

CRAG CALENDAR

February, 1974

Jan. 2	7:30 pm	Area Development
Jan. 3	7:30 pm	Initial Board of Directors
Jan. 4	9:00 am	General Advisory Board
	2:00 pm	Executive Board
Jan. 7	12:00 pm	MSD-TAC
Jan. 8	12:00 pm	Criminal Justice Committee
Jan. 9	1:30 pm	Public Works
Jan. 11	2:00 pm	MSD Board
Jan. 14	12:00 pm	WRMS
Jan. 15	12:00 pm	MSD-CAC
Jan. 16	7:30 pm	Area Development
Jan. 17	7:30 pm	Initial Board of Directors
Jan. 18	2:00 pm	Executive Board
Jan. 21	12:00 pm	MSD-TAC
Jan. 25	9:00 am	General Advisory Board
	2:00 pm	MSD Board

Feb. 1	9:00 am	General Advisory Board
	2:00 pm	Executive Board
Feb. 4	12:00 pm	MSD-TAC
Feb. 5	1:30 pm	MSD-CAC
	2:00 pm	PSU-Area Development Meeting
Feb. 6	1:30 pm	Public Works
	7:30 pm	Area Development
Feb. 7	7:30 pm	Initial Board of Directors Meeting
Feb. 8	2:00 pm	MSD Board Meeting
Feb. 15	2:00 pm	Executive Board
Feb. 20	7:30 pm	Area Development
Feb. 21	7:30 pm	Initial Board of Directors Meeting
Feb. 22	9:00 am	General Advisory Board

A-95 SUMMARY – PROJECTS REVIEWED NOVEMBER-DECEMBER 1973

PARKS AND RECREATION	APPLICANT	DESCRIPTION	AMOUNT OF GRANT
Mclver	O.S.H.D.	Acquisition of 50 acres	\$ 25,000
Banks to Vernonia Right of Way	O.S.H.D.	Linear Park on Abandoned Railroad, 340 acres	100,000
City	O.S.H.D.	Gresham Parks	7,892
Bella Vista		Continued	2,446
Aspen Highland		Development	2,219
Thom Road			5,487
Cathedral	City of Portland	Acquisition of Property	313,000
Cathedral	City of Portland	Development of Property	81,500
Ainsworth Street Bikeway	City of Portland	Construction of Bikeway	10,000
Meing Memorial Park	O.S.H.D.	Improvements	5,000
Waluga Park	O.S.H.D.	Acquisition of 3.7 acres	7,500
TRANSPORTATION			
North Gertz Road and 13th Avenue	City of Portland	Improvement	629,680
Tri-Met	Tri-Met	Improvements and expansion	4,400,000
Perkin Ferry Interchange	Clark County	Construction on new location	520,000
St. Helens Road 21st Avenue Section	O.S.H.D.	Environmental Impact Statement	N/A
Portland Int. Airport	Port of Portland	Easterly extension of runway	2,977,800
Portland Int. Airport	Port of Portland	Westerly extension of runway	2,922,150
Portland Int. Airport	Port of Portland	Environmental Impact Statement	N/A
CRIMINAL JUSTICE			
Judge and Justice of Peace Training	Oregon Supreme Court	Training	24,500
American Bar Association	Oregon Supreme Court	Standards of Criminal Justice	16,600
Bench Book for Trial Judges	Oregon Supreme Court	Develop, Write, Print, and Distribute Book	14,500
Judicial Education	Oregon Supreme Court	Continuing Project	20,200
1974-75 Annual Action Plan	Oregon State Police	Funding of Plan	483,741
Joint CSD	Childrens Service Division	Juvenile Court Workers Training	56,240
Center Rehabilitation Intensive Treatment Project	Childrens Service Division	Expand and improve services	128,051
Buglary Investigation and Case Preparation	Board on Police Standards and Training	Training	121,809
SOCIAL SERVICES			
State Intergovernmental Personnel Act Plan	State of Oregon	Personnel Administration and Training	107,400
Columbia County Special Transportation Program	Columbia County Council of Senior Citizens	Door to Door Transportation Service	8,238
PUBLIC WORKS			
Twin Island Water Supply	Twin Island Community Association	Enlarge Existing System	30,000
Water Service	Mulino Water District #1	Improvements and extension	200,000



THE 1990 PUBLIC TRANSPORTATION MASTER PLAN

Public transportation in the Portland-Vancouver metropolitan region was opened to the scrutiny and comments of the area's citizens at meetings in Vancouver on December 10 and in Portland on December 12, as was announced by the Columbia Region Association of Governments (CRAG).

CRAG is recommending a comprehensive public transit plan, the result of a two-year study by the consulting firm of DeLeuw, Cather and Company. It is the first such comprehensive plan to be proposed in the region.

The study was financed jointly by the federal Urban Mass Transportation Administration and by Tri-Met, Clark County and Vancouver, Washington, and CRAG.

The recommended plan is based upon the committed (essentially the existing highway system plus I-205, some type of high speed service facility in the Mt. Hood corridor, and I-505) highway system departing completely from the extensive highway system embodied in the Portland-Vancouver Metropolitan Transportation Study (PVMTS) which has had official approval since 1969.

This new plan is designed to increase transit ridership five fold by 1990. It envisions an extensive local bus feeder system with high speed connections between activity centers being provided by express bus service and exclusive bus lanes in high volume corridors. The system is flexible, high in service, attractive, and can be implemented with a moderate public investment. The total capital cost of 200 million dollars, and the projected operating deficits are well within the existing local taxing authority.

The CRAG Executive Board will consider the comments received during the public hearings and any written comments which are provided directly to the Board prior to taking action on the recommended plan. Should the plan be adopted by the Board either as recommended or as may be modified, the plan will then go before the CRAG General Assembly for ratification. The Executive Board is expected to consider this matter during the month of January 1974.



Architects rendering of the proposed 5th Ave. bus mall.



Exclusive bus express lanes.