



Public Comment Report

*Summary of comments received between
October 15, 2007 – November 15, 2007*

2035 Regional Transportation Plan Federal Component

November 16, 2007



METRO

PEOPLE PLACES
OPEN SPACES



Metro

People places • open spaces

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

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Metro Council President – David Bragdon

Metro Councilors – Rod Park, District 1; Carlotta Collette, District 2; Carl Hosticka, District 3; Kathryn Harrington, District 4; Rex Burkholder, District 5; Robert Liberty, District 6.

Auditor – Suzanne Flynn

Metro's web site: www.metro-region.org

Project web site: www.metro-region.org/rtp

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2035 Regional Transportation Plan

Public Comment Summary

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Section 1: Summary of Comments

Introduction

In Fall 2005, Metro began the 2035 Regional Transportation Plan (RTP) update. The federal component of the 2035 RTP was developed to meet new federal SAFETEA-LU planning requirements. This report presents a summary of outreach activities employed during the federal component of the update and a compilation of comments received from October 15 through November 15, 2007, on a public review draft of the 2035 RTP. This draft focuses on meeting federal compliance elements of the RTP. The Oregon Transportation Planning Rule (TPR) and other regional requirements will be the focus of the state component update in 2008. The state component will be combined with the federal component to create a final 2035 RTP. Additional opportunities for public comment on the state component and final RTP will be provided in 2008.

Metro's transportation planning responsibilities and the RTP

Metro is the regional government responsible for regional land use and transportation planning under state law and the federally designated metropolitan planning organization (MPO) for the Portland metropolitan area. As the federally designated MPO, Metro is responsible for updating the RTP every four years, which includes updating goals and policies to guide transportation investments, and compiling a financially constrained list of projects and programs to meet requirements for federal funding.

Metro leads this process in consultation and coordination with federal, state, regional and local governments, resource agencies and other stakeholders. Metro facilitates this consultation, coordination and decision-making through four advisory committees—the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC). In addition, the Bi-State Coordination Committee advises the Metro Council and JPACT on issues of significance to both Oregon and Washington. Staff coordinated with the Regional Travel Options Subcommittee to TPAC and the Regional Trails Working Group throughout the update process. The Metro Committee for Citizen Involvement (MCCI) provided advice to the Metro Council on public engagement activities.

Purpose of the 2035 RTP

The 2035 RTP provides an updated blueprint to guide transportation planning and investments in the tri-county Portland metropolitan region to year 2035. By 2035, the region is expected to have grown by more than 1 million people and added more than 500,000 jobs, doubling trips on the transportation system. By 2035, emergency services, freight and goods that use the region's airspace, bridges, roads, water and rails are expected to have more than doubled.

For the federal component of the RTP update, cities, counties, the Oregon Department of Transportation (ODOT), and regional transit agencies submitted a total of 1,025 projects and programs totaling \$16.12 billion. The proposed projects and programs were required to come from local, regional or state plans or studies that had been adopted through a public process. More than half of the projects submitted came from the current RTP. The financially constrained list can total only \$9.16 billion—the funding that can reasonably be expected to be available from 2008 through 2035. Of the 1,025 proposed investments submitted, 596 were recommended as investments priorities within the financial constraints of the federal component of the RTP.

The proposed financially constrained list includes projects to plan or improve boulevards, bike and trails systems, freight routes, vehicle routes, bridges, sidewalks, and transit facilities, as well as regional programs such as those promoting transit oriented developments and travel options or improving the efficiency of the existing system. |

Summary of public information, notification, and participation

The public participation plan for the 2035 RTP update was designed to gather input from stakeholders and the general public, provide essential information on key elements of the RTP update, and meet regional and federal requirements for public participation in transportation planning and decision-making.

Methods for engaging public agencies and targeted public and private sector stakeholder groups included regional public forums; mayors'/chair's forums; stakeholder, task force, and advisory committee workshops; and meetings with County Coordinating committees. County Coordinating Committees are a forum for staff and elected officials from the counties to coordinate work with their counterparts from the cities within their boundaries.

Community and stakeholder engagement

In Fall 2006, Metro held nine stakeholder workshops to help update the 2035 RTP policy framework. The workshops engaged 127 individuals and 50 different community organizations and government entities. Four of the workshops were held with Metro's existing advisory committees. The other five workshops were held with business and community groups that represented specific public interests, public responsibilities, or groups historically underrepresented in the Portland metropolitan region's transportation planning and decision-making processes.¹

In Fall 2006, Metro staff also conducted workshops on regional trends, current research, system barriers and policy gaps with the Regional Trails working group, local bicycle and pedestrian planners, advisory groups, and community-based advocates.

Public input was sought throughout that fall via informal paper-and web-based surveys of public priorities and transportation needs. In January 2007, Moore Information conducted a scientific public opinion survey to complement and supplement information from prior public input and engagement activities.²

A Metro Council-appointed task force on Regional Freight and Goods Movement, composed of multi-modal public-and private-sector freight interests, developed a *Regional Freight and Goods Movement Plan* for the RTP update. A Regional Freight Technical Advisory Committee (TAC), composed of staff from local, regional, and state agencies operating within Metro's jurisdictional boundaries, reviewed technical work products and provided recommendations to the task force.

Public information presentation and distribution

Information on RTP developments was provided throughout the update process in media briefings of reporters and editorial boards, press releases, media packets, civic

¹ *2035 Regional Transportation Plan Update Stakeholder Engagement Report* from the Metropolitan Group available through the 2035 RTP Update Publications page: www.metro-region.org/index.cfm/go/by.web/id=25036

²

journalism, electronic newsletters, and fact sheets available through the Metro website and distributed at meetings and events.

Metro staff and Councilors made presentations to community groups, business organizations, local governments, the TriMet Board, the Oregon Transportation Commission, the Land Conservation and Development Commission, the Bi-State Coordination Committee and other interested advisory committees in the region.

The RTP project website also posted information about the update process, with a timeline indicating key decision points and public comment opportunities. A transportation information telephone line presented information about key decision points and directed callers to sources of more information.

Federal SAFETEA-LU provisions for additional consultation with state and federal resource agencies and tribal groups that were not already part of Metro's existing committee structure were met through a consultation meeting held on October 16, 2007, with the collaborative Environmental Transportation Agreement for Streamlining (CETAS) work group. That group consisted of representatives from ODOT and 10 state and federal transportation, natural resource, cultural resource and land-use planning agencies.

Public comment period notification and comment opportunities

On October 15, 2007, the review draft of the 2035 RTP was posted on Metro's website for viewing or downloading. Printed copies were sent to all regional jurisdictions and agencies, Metro advisory committee members, and to the general public on request. This marked the start of a formal 30-day public comment period, scheduled to end on November 15, 2007.

Forty-five days prior to the October 15 opening of the public comment period, electronic notices were posted on the Metro website and distributed to all neighborhood associations, citizen participation organizations (CPOs) and interested parties who had asked to be included in Metro's RTP notification list. The notices included information on how to access the review draft online, where to call to request a hard copy, how to submit comments—by email, through an online web comment form, by US post, or in person at any of four open houses and public hearings. This information was also distributed via Metro's information telephone line, in articles included in a transportation planning e-newsletter and in each Metro Councilor's monthly newsletter.

Four public open houses and public hearings were held during the comment period: October 25 in Oregon City, Clackamas county; November 1 in Portland, Multnomah County; November 8 in Hillsboro, Washington County; and November 15 in Portland, Multnomah county. The open houses and hearings were held in conjunction with regular Metro Council meetings. Two of the open houses and hearings were scheduled to start in the early afternoon, and two in the early evening.

Thirty days before the first open house, a news advisory was sent to all major and community newspapers in the region. The advisory included information about the open houses, public hearings and comment period. The week before each open house, a newspaper advertisement was placed in the major, ethnic and community newspapers that serve the part of the region in which the open house was being held. More details and examples of the outreach and notification connected with this public comment opportunity are presented in an appendix to this report.

Summary of comments

The public comment period the draft federal component of the 2035 RTP was held from October 15 through November 15, 2007. Metro received a total of 125 comments via the web, as oral testimony, comment forms, faxes, letters, petitions and emails.

Fifty-two individuals attended four public open houses. The Metro Council heard 37 oral testimonies during public hearings held as part of regular Council meetings scheduled to follow each of the open houses.

Comments fell into five general categories:

- Administrative changes, language changes and technical corrections
- Specific RTP policies, goals, performance measures or analyses
- Projects and programs recommended for inclusion in the financially constrained list
- The general direction or emphasis of the RTP.
- Issues to be addressed during the state component of the RTP update.

Comments suggesting minor corrections and administrative changes will be made as needed. Comments suggesting substantive changes or changes to the project list will be included in a separate document with a response from staff for consideration before producing the final version of the federal component of the RTP. Copies of this document are available upon request.

Most of the public's comments on the general direction of this RTP supported the policies and goals on promoting transportation choices, equity, environmental health, and human health and active living. Some called for adding performance measures to measure progress toward achieving these broad goals. A significant comment suggested that the RTP more aggressively address climate change by adopting the state carbon-reduction targets.

A total of 12 emails were received from individuals, jurisdictions and organizations commenting on a variety of issues. Fifteen pre-printed postcards supported retaining the North Portland Greenway in the financially constrained list, as it is now. An additional 24 web-based comments—of 54 total—also supported this project. Twenty-seven letters were received, mostly from advocacy organizations, jurisdictions in the Metro region, and transportation agencies detailing specific concerns and requesting specific changes.

This comment period focused primarily on the proposed goals and policies for the RTP and on the proposed financially constrained list of projects and programs, although comments could be provided on any element of the draft plan. All comments received during the comment period will be presented to the Metro Council and JPACT to guide refinements and adjustments before the federal component of the RTP is considered for approval.

All transportation-related actions, including federal MPO actions such as this RTP update, are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration. Consideration for approval by JPACT and the Metro Council is scheduled for December 13, 2007, pending the federal air-quality conformity determination. JPACT and the Metro Council must concur to approve the RTP.

Section 2: Comments

PARTIAL TRANSCRIPT OF METRO COUNCIL MINUTES OCTOBER 25, 2007
PUBLIC HEARING PORTION FOR 2035 REGIONAL TRANSPORTATION PLAN UPDATE

Council President Bragdon opened a public hearing on Resolution No. 07-3831 on October 25, 2007.

John Mullin, 1019 Hazelwood Dr NE Oregon City OR 97045 said he worked from the Oregon Law Center as well as being the former director of Clackamas County Human Services. He was here on a personal basis. He felt the plan was well put together. Specifically when you think about underserved citizens such as elderly and disabled, there was a limited amount of fixed transportation. These individuals were underserved. The discussion about equity was very important. He also wondered in the plan about the human services aspect under safety. He wondered if staff had worked with the special needs group. There were modest investments that could help underserved populations. There was always a challenge when looking at transportation but felt we could look at some investments to help the underserved populations.

Donna Jordan, Councilor from Lake Oswego and Joint Policy Advisory Committee on Transportation member, 380 A Avenue Lake Oswego, OR 97034 said as the largest city in Clackamas County it was difficult to compete with their regional partners. They anticipated a lot of growth as we moved toward the year 2040. They had a RTP that recognized balance. They also knew that the system was congested today. They hoped that the RTP would value new growth areas. If Council looked at what happened in the Hillsboro area in the last 20 years, you could see what happened.

Lynn Petersen, Clackamas County Commissioner, 205 Kaen Road Oregon City, OR 97045 welcomed the Council to Clackamas County. She said the JPACT/Metro Policy Advisory Committee (MPAC) discussion about managing the corridors was excellent. Clackamas County had really worked hard at phasing projects. They were able to get more projects on the ground. The issue that needed to be looked at moving forward was that guidelines needed to be flexible. She talked about design on the ground. She talked about serving trips. She hoped to move forward with visioning. She felt staff had done a great job of pulling this Plan together. She looked forward to implementing 2040.

Councilor Liberty asked about the practicalities of dealing with a policy document. He asked how we merge projects that had already been approved at different stages and reexamine those projects. He wondered if there was some sort of sorting method. Commissioner Peterson said she saw three different categories that they didn't want competing with each other: projects that were costs effective that met 2040 objectives, the first ring of suburbs that were rethinking their transportation on the ground, and the new areas which would be cost intensive to get it right the first time. There were three different categories. The main issue was what was the problem they were trying to solve. It was not just performance measure but what could we solve with land use planning and constrained resources.

Pat Russell, 16358 SE Heartwood Drive Clackamas OR 97015 provided his testimony in writing as well as additional materials (a copy of which is in the meeting record). He introduced his son, Clancy and his other children in the audience.

Council President Bragdon closed the public hearing and announced the continuance of the public hearings on November 1st, 8th and 15th.

OCT 29 2007

Pat Russell
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503-656-9681; email: flanagan112@hotmail.com

October 25, 2007
Metro Council
Metro
600 Northeast Grand Avenue
Portland, OR 97232

RE: RTP 2035 Public Hearing, October 25, 2007

Honorable Metro President Bragdon and Council,

My name is Pat Russell, and I live at 16358 SE Hearthwood Drive, Clackamas, OR 97015. My four children are with me so that they can witness their future.

I believe that Metro, in general, is moving in the right direction to reflect on the cost of building infrastructure in financial constraints. I simply believe we, as a society, have perpetuated a lifestyle that can no longer be sustained.

In my county, I believe that we still have our priority recommendations focused in the wrong direction. We are focusing too much on trying to urbanize the fringe areas of the UGB. We need to pay more attention to completing the needed urban infill in our county's north urban area first. By leveraging what few dollars we have to build full roadways in the hinterland (such as Sunnyside Road, SE 172nd Avenue, SE 162nd/164th Avenue, Clackamas Highway, Sunrise Corridor "system", etc.) the regional center area and older inner cities are languishing.

Neither Clackamas County administration nor the County Commissioners have solicited their urban CPOs to share and support their recommendations for the "financially constrained" road list.

Absent this local community involvement process, this is what I recommend:

- 1. Remove Auto and Interstate R/R conflicts (grade separate) from Milwaukie to Canby;**
- 2. Complete the Milwaukie Expressway (SR 224) (from Hwy 99E to I-205) BEFORE Sunrise Corridor System; too many arterial streets proposed east of I-205—growth inducement; east Happy Valley and Damascus not ready;**
- 3. Provide more East/West pedestrian-bike links over I-205 (barrier) from Gladstone Exit to SE Sunnybrook Blvd.;**

4. **Mitigate existing adverse freeway sound, dust, water runoff and air pollution impacts were not adequately mitigated during construction;**
5. **Provide East West Local Street Connectivity along I-205 Corridor, south of Milwaukie Expressway;**
6. **Provide missing sidewalks in Clackamas neighborhoods (primarily on through streets);**
7. **Salmon recovery mitigation in the Kellogg-Mt. Scott Watershed must be funded; OPEN THE DAM under McLoughlin Blvd and let the fish into its historic watershed that extends to the bowl in Happy Valley, north of the regional center to Johnson Creek Blvd. and to Johnson City;**
8. **Dispose and treat existing local collector street runoff BEFORE it reaches the creek;**
9. **Develop the regional open space and trail "systems" (Ribbons of Green);**
10. **Extend the I-205 Light Rail to SR 213 (Oregon City);**
11. **More aggressive develop a grid-like street system within the Clackamas Regional Center;**
12. **Funding strategies such as value pricing, tolls, fees, property assessments, etc. will NOT be accepted by the existing residents; so be careful how we use our time and energies approaching these funding issues;**
13. **Investment in freight mobility should be concentrated upon our rail system, NOT truck routes. We are already subsidizing inefficient trucking to the demise of the more efficient rail system.**

Attached you will find a more detailed explanation of these thirteen points. I am also concerned that the cost of opening the front door to the Kellogg Watershed under the McLoughlin Blvd. crossing cannot be borne alone by one jurisdiction. I have added another attachment that identifies the responsible agencies who should be contributing to our watershed's recovery. Kellogg Creek is a designated 4(d) Rule ESA Salmon recovery creek. Please consider using a matching fund incentive program from the Open Space Bond program that has up to \$15 Million available as grants to local agencies and neighborhood groups. A good start would be \$50,000 to \$500,000. Certainly folks would agree that roughly a 1/3rd of the funds should be earmarked for the Clackamas County urban area.

Thank you.

Pat Russell

Regional Transportation Plan 2035
Issues
In the
Milwaukie-Clackamas Area
Fall 2007

1. Removing Auto and Interstate R/R conflicts (grade separate)

Purpose: PROMOTES GLOBAL TRADE, reduces less efficient truck use; passenger travel between states.

Actions: Close all surface street intersections with the main r/r line and provide grade separated streets at:

- Harrison, Milwaukie Downtown/King Road Corridor
- 37th Avenue/Oatfield Corridor
- Linwood/Lake/Harmony/Railroad Avenue Corridor
- Lawnfield Corridor
- Clackamas Road area Corridor from Johnson Road to SE102nd

Actions: Provide neighborhood connectivity for *pedestrians/bikes*:

- bridge r/r from Freeman (International Business Park) to 47th
- bridge r/r from Lake Road interchange area/No. Clackamas Park-Mt. Scott Creek Corridor with SR 224 to north side of r/r in vicinity of Harmony/Linwood, then heading east to 82nd Avenue (implements portion of Kellogg Creek-Mt. Scott Regional Trail system from Downtown Milwaukie/Willamette River Waterfront to Clackamas Regional Center and easterly to Clackamas Bluffs and Rock Creek area—includes wildlife and salmon habitat).
- Improve r/r crossing for peds/bikes along SE 82nd Avenue (modify SE 82nd Avenue/SR 213 or provide separate ped/bike bridge); provide link to Mt. Scott Creek Regional Trail system.

2. Completing Milwaukie Expressway (SR 224) (from Hwy 99E to I-205) BEFORE Sunrise Corridor System; too many arterial streets proposed east of I-205—growth inducement; east Happy Valley and Damascus not ready;

Purpose: Finish one leg of regional system before introducing another further east to the urban fringes (this would NOT affect efforts to provide improved trucking access from the Clackamas Industrial Sanctuary to I-205).

Actions: Grade-separate all local streets from primary the limited access throughway from Hwy 99E to I-205. Some streets would be deadended or run under or over the Expressway. Provide new "tight" interchanges at key locations. These interchanges would be designed to a local standard, not state or federal freeway standard, where possible (due to urban infill constraints). An example of such a interchange might be the Tacoma and Bybee Overpasses at Hwy 99E, north of Milwaukie:

Modified design interchanges (Expressway would be partially depressed with local streets going OVER expressway):

- Harrison
- International Way/37th/(Milwaukie Marketplace)/Oatfield Road corridor
- Upgraded Lake Road interchange
- Lake/Webster/Pheasant/Johnson Braided with frontage roads as needed north of expressway (and/or north of Lake Road area between Webster Road and Johnson Road)

Streets that would be deadended (or route modified to provide connectivity):

- Monroe
- Oak
- Rusk (or extended to Lake

Provide salmon/wildlife/pedestrian under-crossing along Mt. Scott Creek

- provide ped/bike and small utility vehicle all weather passage under expressway OUTSIDE 100 year floodplain,

3. Provide more East/West pedestrian-bike links over I-205 (barrier) from Gladstone Exit to SE Sunnybrook Blvd.

Purpose: I-205 acts as barrier as does/will the interchange with the Milwaukie Expressway and Sunrise Corridor (planned). Pedestrian crossings should be planned across I-205 from about 1/4th to 1/2 mile spacing so that pedestrians are not forced undertake circuitous routes. Generally, much of the housing and employment in the area is geared to low to moderate income multinational minority populations and elderly and moderate income family with limited means. Eventually, the I-205 Light Rail Corridor should be extended south parallel to I-205 toward Oregon City. It is very likely that a major new Transit Oriented District would be established in the vicinity of the I-205/SR 224/213/82nd Drive interchange where existing community level shopping, offices and heavy commercial/light industrial uses exist and are due for revitalization. Therefore, neighborhoods west of I-205 will need to link with the 82nd Drive Corridor that extends generally from Lawnfield to Strawberry Lane.

Action:

- eliminate box culvert under I-205 along Mt. Scott Creek; provide new bridge structure opening that allows ped/bike under-crossing along creek, but OUTSIDE 100 year floodplain (from 82nd Avenue east to 97th Avenue) (part of regional trail system).
- Provide Dean Creek under-crossing freeway for ped/bike generally along Creek (replace box culverts with bridging) to Lawnfield
- Extend ped/bike along Lake Road easterly of Johnson Road to SE 82nd Drive (separate from freeway interchange lanes)
- Link Jannsen Road from Johnson Road to SE 82nd Drive
- Link Clackamas Road from Johnson Road to SE 82nd Drive
- Link Roots Road/McKinley to SE 82nd Drive (probably south of the Fred Meyer Shopping Center to tie into secondary traffic signal)
- Strawberry Lane from Cason to SE 82nd Drive

4. Adverse freeway sound, dust, water runoff and air pollution impacts were not adequately mitigated during the development of the interstate corridor 40 years ago, same for the Milwaukie Expressway

Purpose: improve neighborhood livability and stability for the next 60 years.

Action:

- build sound walls
- plant more large scale native trees and understory to improve upland forest habitat and clean polluted air and dust disturbance (road dust); some background highway noise attenuation will occur with mature native canopy trees
- provide for ground water recharge in treed areas for treated wastewater and urban runoff
- provide more naturalistic runoff detention drainage corridors (multi-use for wildlife)

5. Provide East West Local Street Connectivity along I-205 Corridor, south of Milwaukie Expressway

Purpose: I-205 cut off historic local east-west roads from Gladstone to Sunnyside Road. Consequently there are choke points and residents are frustrated in gaining convenient access to shopping, office, services and employment activities along the SE 82nd Drive Corridor and the Clackamas Industrial Sanctuary.

Action: build local overpasses (maximum two lane to prevent short-cutting by commuters)

- Extend Jannsen from Johnson Road to SE 82nd Drive
- Extend Clackamas Road from Johnson Road to SE 82nd Drive
- Eliminate signalized intersection of SR 224/212 with SE 82nd Drive* by building SR 224/212 over SE 82nd Drive and then provide mini off/on ramps (right turns only) immediately east of SE 82nd Drive that links south into the shopping center (entry light into the Fred Meyer Shopping Center and also north side links to Hood Street. Then

provide signalized intersection at SE 82nd Avenue and Hood Street (post office). Note this area could become a future Transit Oriented District. It could also better serve the Estacada Express Bus by providing a sheltered mini-transit center at 82nd Drive for Kiss-drop off, short term parking area (use of excess right of way and use under overcross). This location has full service within 1/4th mile of the intersection—food, lodging, gas, shopping, offices.

6. Provide missing sidewalks in Clackamas neighborhoods (primarily on through streets)

Purpose: within many areas of the Milwaukie and Clackamas areas, citizens will not walk to destinations because there are not sidewalks. Many of our through streets have no sidewalks and people are forced to walk along the bike lane or a gravel shoulder (or nothing in some of our narrower rights of way—many only 40 feet of r/w). We should set a high priority on walkable streets within 1/4th mile of every school in the neighborhood and along the entire stretch of SE 82nd Drive. We should set a secondary priority on walks to the park within 1/4th mile. We should provide an improved waiting area for the bus stops, especially school bus stop locations.

Action: provide a side walk on at least one side of the street within 1/4th mile of the following schools:

- Bilquist Elementary
- View Acres Elementary
- Clackamas Elementary
- any Charter school with more than 100 students
- Alder Creek Middle School
- Sabin-Schellenberger Campus

7. Salmon recovery mitigation in the Kellogg-Mt. Scott Watershed.

Purpose: The watershed is on the 4(d) List (ESA) for salmon recovery. There are no salmon in the streams not only due to the health of the Kellogg-Mt. Scott stream environment and habitat and watershed, but also because its access is physically blocked at its mouth as Hwy 99E crosses the creek. The watershed has a serious problem with flash conditions and loss of ground water available during the spring and summer, into the early fall. Further implementation of road building and improvements without improving the watershed constitutes a "taking" under the Endangered Species Act that could lead to building moratoria until mitigation is evident.

Actions:

- Open the front door (Hwy 99E crossing Kellogg Creek)(remove dam under Hwy 99E);
- remove culvert and road crossing barriers to fish and wildlife corridors;
- reduce flashiness by retrofitting existing structures (downspouts and drainage improvements, and older local roadways);
- introduce ground water recharge programs, including reuse of cleansed sewer, irrigation of major tree stands and open areas;
- continue major plantings of native trees and understory not only along the stream and drainage corridors, but also through the neighborhood (along streets and front and rear yards, reducing impervious surfaces in parking lots by tearing up asphalt and creating more planters and non-impervious hardscape).

8. Environmental mitigations of local collector streets and urban runoff

Purpose: Many local and through streets still deposit surface runoff directly into our streams and the Kellogg and Mt. Scott Creek and their tributaries cannot be kept clean and healthful for fish. In fact, the county and cities are writing off many storm events greater than the 2-year event with excuses that the volume of water being flushed through the "system" (i.e. downstream habitat) does not adversely affect water quality (TMDL). However, we all can embarrassingly watch the Willamette River through downtown Portland look like a reddish orange open sewer because of this policy and the ag and forestry soil erosion resulting from more intense rain events. We should

be concentrating on achieving a 100 year event "cleansing" strategy so that our garbage and filthy water is not ending up in the Lower Columbia and Lower Willamette estuaries as it is now.

Action: construct 100 year detention systems, coupled with open space needs and significant plantings and preservation of upland forest lands.

9. Development of regional open space and trail "systems" (Ribbons of Green)

Purpose: To appreciate the benefit of nature on our livability and survival the regional open space and trail systems must be implemented.

Action: Regional open space systems:

--Kellogg Creek Corridor from its mouth (downtown Milwaukie) to Johnson City and headwaters at I-205;

--Mt. Scott Creek Corridor from Kellogg Creek to:

--Mt. Talbert

--Bowl in Happy Valley

--Regional center and as far north in the drainage system as Johnson Creek Blvd. (Phillips Creek and regional mall "creek" at least to the LRT station within the Mall). The key here is that people need to SEE and experience the drainage corridor as they move sequentially through the most urban part of the county;

--Oatfield Ridge from Kellogg Creek area to roughly Webster Road

--Clackamas Ridge from Mt. Talbert easterly along the ridge to Rock Creek and then toward City Center Damascus

--Completion of the Trolley Trail to link Springwater Trail to Gladstone, across the Clackamas River into Oregon City, and southerly to Canby and southeasterly to Molalla.

--Completion of a system that will allow one to hike along the Clackamas River from the Willamette River to Estacada.

--Completion of a trail system along the Willamette River from Oregon City to Sellwood, including a link to downtown Lake Oswego from either Milwaukie or Oak Grove (via the r/r bridge crossing and/or a new road crossing)

10. Extension of the I-205 Light Rail to SR 213 (Oregon City) and beyond, including the revitalization of the urban area of SE 82nd Drive and roughly the I-205/SR 224/212 (Clackamas Highway). This extension would occur BEFORE any development of the Sunrise Corridor, but would be concurrent with improved truck access to I-205 from the Industrial Sanctuary.

11. More aggressive development of a grid street like system within the Clackamas Regional Center area generally west of 92nd Avenue, south of Johnson Creek Blvd, easterly of an approximate Fuller Road corridor (about a 1/4th mile west and parallel with 82nd Avenue) and northerly of Mt. Scott Creek.

Purpose: This area should receive considerably more planning and CIP funding commitment than either the development of Sunnyside Road and 172nd Avenue in the Happy Valley/Damascus area.

This regional center should accommodate at least 20% of the growth projected by 2035 under the Metro "New Look" while not generating a significant amount of vehicle trips along the existing arterials/through streets leading into and out of this described approximate 3 square mile area. If the county is to absorb roughly 360,000 new citizens, then we have a need for a really "new" regional center supporting up to 60,000 to 70,000 people. This means significant mixed use to support housing for an average 30 citizens per acre. Assuming an average of probably 1.5 persons per household, we would need on average at least 15 dwellings per acre which is a very modest density, varying to a low density multi-family complex of 2 and 3 story to mid to high rises for specialized housing demand (elderly citizens, empty dwellers, some families, etc.). If our Community Leaders thought real hard there is a good opportunity to even plan grander by going after 100,000 citizens in the regional center area. This density would begin result in mid rises and some high rises, visible from downtown Portland in reverse. Today, the county's Comprehensive Plan does not achieve this goal. **Other cities in the county and other unincorporated areas of the urban county would then absorb about 80% of the need outside**

the regional center or about 288,000 citizens. There would be NO Urban Growth Boundary Expansion, but areas could annex to cities if developed within Region 2040 context (no rogue cities):

--Milwaukie	20,000
--Gladstone	15,000
--Oregon City	40,000 (build up Red Soils area into serious town center)
--Lake Oswego	20,000
--West Linn	20,000
--Wilsonville	30,000
--Happy Valley	30,000
--Damascus (already planned for 60,000 not counted toward "New Look" projection)	
--urbanization of area around Clackamas Community College (Beavercreek area)	30,000
--Remaining approximate 83,000 would find housing in Oak Grove/Oak Lodge, Southgate area, unincorporated Milwaukie/Clackamas Area, a TOD along the I-205 LRT at Clackamas Highway, may some mixed use in Clackamas Industrial Sanctuary (note: Stafford Area would remain low density and there would be a push to contain Urban Growth boundary with an option to "grow" Estacada, Canby and Molalla by 5,000 each)	

Action: Local legislative action

- Amend the County's Comprehensive plan to address a focused growth strategy that would target population and land use landforms in each TAZ (Transportation Analysis Zone).
- Amend CIP plan for Transportation system (peds, bikes, transit, roads, etc.) to focus improvements first toward the regional center and existing city centers. Funds for outlying areas of Happy Valley, Damascus, Estacada, Molalla and Canby would be through aggressive System Development Charges (at least double or triple the fees paid today).
- Establish targeted sidewalks and bike lanes/trails with emphasis on off-street (no curb tights) system with extensive street tree plantings.
- Offer incentives for mixed use in targeted areas (using waiver of development fees, permit fees and inspection fees) and consideration of property tax deferrals for the first 10 years after construction of housing.
- Free transit passes for regional center residents within their transit zone

12. Funding strategies such as value pricing, tolls, fees, property assessment will NOT be accepted by the general public. Increase support of transit passes and less support of ON-SITE parking or parking fees would support less commuter congestion.

However, there seems to be a history in Oregon where citizens are willing to pay major bridge tolls. Perhaps funding the I-5 Crossing of the Columbia River would be acceptable. Toll roads for new highways would not be acceptable. Further, such tolls tend to put the average and low income households at a disadvantage (fairness in mobility).

13. Investment in freight mobility should be concentrated upon our rail system, NOT truck routes. Our rail system is in dire need of upgrades for safety and efficiency. Trucking mobility has been the recipient of past investment to the detriment of rail. This must be reversed.

The Portland region is certainly a world global center of trade in many respects. However, because of it limited shipping access (deep port access), we are fooling ourselves that it makes sense to deepen the Columbia River and Willamette River for a few more ships per year. We cannot compete with other coastal ports who enjoy NATURAL deep water port locations, such as Seattle-Tacoma, Vancouver BC, San Francisco, Los Angeles-Long Beach, San Diego. Instead we should focus on a sustainable niche that is compatible with our environmental limits. We can certainly improve our rail system to provide more capacity along the existing corridors. This investment would be much more cost effective and also offer interstate passenger rail improvements.

Reflection

For these reasons, we should be thinking twice about adding lanes on the EXISTING freeways and widening and enhancing interchanges. Some interchanges planned, such as the I-205/Sunrise/Milwaukie Expressway Corridor is an overkill in engineering and design. It is not needed and is growth inducing. Providing expressway improvements to Cornelius Pass from US 26 to US 30 is just a foot in the door excuse for a Western Bypass. Straighten out some of the curves, but keep the speeds to 35 to 40 mph in the steep, hilly sections.

We must start thinking about an arterial either being an arterial or local street, such as TV Highway or McLoughlin and the Milwaukie (NOT so) Expressway.

We should not be building new freeways because they will induce growth in the wrong direction and force expansion of the Urban Growth Boundary.

I do support building up our satellite cities around the region (such as Banks, North Plains, Gaston-Yamhill, McMinnville, Newberg, Canby, Woodburn, Aurora, Canby, Molalla, Estacada, Sandy), but only in a manner that does not permit sprawl. We are already seeing where Hillsboro and North Plains are growing together, or Oregon City and Canby. We should protect the existing open lands in between for ag, nursery and forestry.

**Kellogg Creek Dam Removal
 Funding Strategy
 McLoughlin Blvd. Bridge Replacement/ US Highway 99E
 Milwaukie, Oregon**

Matching Trust Program (starting with Metro Open Space Bond Grant of \$500,000 Phase One)

Federal Agencies

US Corps of Engineers	\$50,000	
EPA Grant	\$50,000	
NOAA/NMFS	\$50,000	
US F & W	\$50,000	
Tribes (Grand Rhonde, Warm Springs)	\$50,000	SUBTOTAL = \$250,000

BPA/NW Power & Planning Council	\$1,000,000
Congressional Lobby Grant (Hooley)	\$500,000

Total Federal Share \$1,750,000 (not including transportation funding)

State

ODOT (bridge/segment modernization)	\$3,000,000	
Watershed Enhancement Board grant	\$100,000	
ODF&W	\$50,000	
DEQ (water quality enhancement)	\$50,000	SUBTOTAL = \$3,200,000

Total State Share \$3,200,000

Regional

Metro 2006 Open Space Bond Grant	\$500,000 (Phase Two)	
MTIP (2009-2012 cycle earliest)	\$1,000,000	
LRT PDX – Milwaukie mitigation (or contribution from Port of Portland)	\$500,000	SUBTOTAL = \$2,000,000
Total Regional Share	\$2,000,000	

Local

DTD Road Impact mitigation, SDCs	\$400,000	
DTD Watershed planning	\$50,000	
CCSWCD (portion of property tax)	\$50,000	
CCSD#1 SWM 10% monthly service Over three year program set-aside *	\$1,000,000	
NCPRD (FY 2010) **	\$500,000	SUBTOTAL County/Unincorp = \$2,000,000
City of Milwaukie *** TSP CIP	\$500,000	SUBTOTAL Milwaukie \$500,000
City of Happy Valley, Johnson City And Gladstone contributions	\$200,000	SUBTOTAL Other Cities \$200,000

Total Local Agency Share \$2,700,000

Utilities Relocation

PGE

Northwest Natural

Cable/telephone companies

CCSD#1 Sewer

Municipal Water lines

Project Funding Recap

Phase ONE: Metro provides “seed” from Metro Open Space Bond Proceeds Fund (\$500,000) for creating value and matching incentives in a “Trust Fund” for a 5 year period (2008-2012)

Phase TWO: Governmental agencies and utilities provide matching commitments for construction in 2011-2012. Congress returns in 2009 to craft a six-year bill that authorizes transportation spending nationwide. Federal Agency budgets/submissions should be done before next summer, especially for use of transportation funding.

\$1,750,000	Federal
3,200,000	State
2,000,000	Regional
2,700,000	LOCAL (County, Cities, Special Districts)
	[Utilities Relocated at agency/utility company cost]
\$9,650,000	Phase Two Total

Total Project Funding Phase One and Two = \$10,150 (allowing for some inflation)

* FOOTNOTES: CCSD#1 SWM monthly service fee intake is about \$3.5 million/year. Allocating about 10% of that income over three years would generate about \$1 million. This major contribution would enable fish to access the watershed within the jurisdiction of CCSD#1 (development within CCSD#1 has downgraded the watershed over the years; opening the dam will allow fish an opportunity to return to the watershed and the CCSD#1 an ability to analyze the benefits of its past investments on habitat restoration.

** FOOTNOTES: North Clackamas Park and Recreation District program either increases funding revenue through grants; adjustments of CIP priorities; or new Natural Areas Program. Project within district and would benefit the district and city of Milwaukie’s plans for regional trail from downtown Milwaukie at the Waterfront Park to Mt. Talbert, the Bowl in Happy Valley and Rock Creek in Damascus. Kellogg-Mt. Scott Creek greenway recognized by Metro 2040 Concept Plan

***FOOTNOTE: The City of Milwaukie has received a \$1.5 Million MTIP project approval for US Corp Study and Preliminary Engineering. The city also has the bridge reconstruction as a CIP proposal that they submitted to the Metro RTP 2035 project for inclusion. This project is identified as RPT 2035 Project # 10098 and 10101 which includes about \$4 million for entry into Riverfront Park/service drives and then \$9 million for Hwy 99E bridge replacement under “Kellogg Creek Dam Removal/Bridge Bridge Replacement/Milwaukie TC River Access Improvements” (Metro Fall 2007, RTP 2035). There is no identified funding source for the city’s project, hence the reason for the multi-agency strategy

PARTIAL TRANSCRIPT OF METRO COUNCIL MINUTES NOVEMBER 1, 2007
PUBLIC HEARING PORTION FOR 2035 REGIONAL TRANSPORTATION PLAN UPDATE

Council President Bragdon opened a public hearing.

Jim Gardner, 2930 SW 2nd Portland OR 97201 provided his testimony for the record.

John Perry, 3430 SW First Portland OR 97201, followed up on Mr. Gardner's comments. He submitted a Here's What the Study Area Looks Like Today, alternative 5A Concept Design and Alternative 4: Naito Parkway as a Limited Access Boulevard. He talked about these alternatives and specifically talked about issues with Alternative 4. He noted there were very few bus stops. He talked about the plan that was adopted by the City Council of Portland, 5A and urged support for 5A. It met many of the goals of the Regional Transportation Plan.

Noelle Dobson, 315 SW 5th Suite 202 Portland, OR 97201, provided her testimony for the record.

Councilor Hosticka said he wanted staff to talk more about the project that Mr. Gardner and Mr. Perry talked about. Councilor Liberty said he looked forward to the discussion about criteria.

Terry Parker, 1527 NE 65th Portland, OR 97213, said the funded projects should be based on the need, on where growth was going. He urged more investment in highways and throughways. He said reducing congestion was a must in the whole mix of things. He suggested one mode should not displace another mode. He recommended bus pullouts. To ensure equitability, bicycle riders should be licensed and taxed, transit users should pay a greater share of transit costs. Citizen participation should be more objectives.

Fred Nussbaum, 6510 SW Barnes Rd Portland, OR 97225, provided his testimony for the record.

Councilor Liberty said they had a debate about urban forum in September concerning corridors and centers. He asked which would work better. Mr. Nussbaum said there was a need for both transit alternatives.

Lenny Anderson, 4567 N Channel, Portland OR, said his first reaction to preliminary goals and objectives was that he was pleased. He thought the list of projects looked like it was written by a different group of people than Chapter 1. When you did analysis, the more affordable ways were the most effective. He talked about freight movement. They moved freight on Swan Island by helping people not bring their cars to Swan Island. This was a way to improve freight movement. It was essential that we develop a document that continued across the river. This needed to become a bi-state plan. Councilor Liberty asked about efficiency measurements that made sense to him. Mr. Anderson said measurement of freight volumes, understand and monitor the mode split of cars and freight. Why didn't we look at understanding how that bridge was being used and look at strategies to increase freight movement. Council President Bragdon talked about his comment on the different RTP chapters.

Francie Royce, 1854 NE Aspen, Portland OR, said given the goals of human health impact and transportation choices, trails were an important component. They believed the North Portland Greenway Trail was an essential piece to the RTP. She talked about a feasibility study. They supported seeing the RTP include the North Portland Greenway Trail.

John Putman, 1216 NW 25th Portland, OR 97210, said he was here to talk about the part of the RTP that talked about the elderly and disabled transportation. He said they needed to take a stronger look at transit

modes that supported the elderly and disabled. He talked about the cab industry and how many were hauling the elderly and disabled. He added that he had never taken a supportive lift ride. He had used light rail and streetcar, fixed routes. He asked how were we going to continue to keep the cost of where it was at today, as elderly and disabled numbers increase. Councilor Liberty asked clarifying questions. He also talked about needing more information on this issue. Mr. Putman said today we needed to go further. We were hauling at least 60,000 elderly and disabled a month.

Carol Cheserak, 13300 NW Germantown Portland, OR 97231, said the RTP had tons of impressive work. She talked about upgrades to Cornelius Pass Road between Hwy 30 and milepost 3. This road ran through Forest Park. She talked about the negative impacts on the wildlife corridor. She suggested some kind of accommodations for wildlife crossings. She felt we needed to be consistent with Metro's other goals and objectives. Staff had done a good job but they had a very thin set of road kill. She had specific suggestions to upgrade the overall projects and plan.

Council President Bragdon closed the public hearing.

Date: November 12, 2007

To: Metro

Re: Comments on RTP Federal Component Draft

From: Carol Chesarek
13300 NW Germantown Road
Portland, OR 97231

President Bragdon and Councilors,

I live in Councilor Burkholder's district and in the Forest Park Neighborhood.

Project ID #10396 would upgrade Cornelius Pass Road (CPR), adding passing lanes and shoulders, from Highway 30 to Milepost 3, at a cost of \$37 million. This would effectively double the width of the pavement for what is currently a 2 lane rural road.

This section of CPR cuts across a well known wildlife corridor between Forest Park and the Coast Range, in an area that's a Tier I Target for the Natural Areas Bond and that is noted as a significant natural feature on the New Look Natural Features Map. But the RTP project description says it is not a Habitat Conservation Area, that Potential Mitigation Activities are N/A, and Goal 6 Environmental Stewardship is also N/A (probably because the project would have a negative impact).

I think the base project is probably fine, but because of it's location it also needs to include improved wildlife crossings for CPR. Providing safe wildlife passage across the roadway should be a required element of this project, otherwise it will become a death trap and barrier for animals and will also put humans in cars and hazardous materials in trucks at risk. An improved wildlife crossing would also be consistent with Metro's Natural Areas Bond investments.

I have similar concerns about project ID #10221 to widen Skyline Boulevard, adding bike lanes and shoulders. Some of this project lies in another Natural Areas Bond target area. This work seems likely to disrupt wildlife movement between Forest Park and the high quality wildlife habitat on the southwest side of the hills, will require tree removal, and may require replacing drainage ditches with stormwater pipes. The RTP project description doesn't show any scores under Habitat Conservation Area or Potential Mitigation Activities Identified, and the project is rated as High for Goal 6 in spite of potential impacts to the wildlife movement and the watershed.

I suspect that a better process and data may be needed to identify RTP projects that will have a negative impact on wildlife corridors. We shouldn't be relying on the wildlife expertise of local transportation planners and a very thin set of road kill data for deer and elk to identify important wildlife crossing areas. This feels like where we were 20 years ago on transportation impacts on riparian areas or planning for bicycle and pedestrian infrastructure – we have a lot to learn before we're good at it.

Metro has done a good job of showing local planners how to construct wildlife crossings with "Wildlife crossings: Rethinking road design to improve safety and reconnect habitat" by Portland State University (prepared for Metro) in June 20003. But unlike fish, who stay in easily identified riparian areas, terrestrial wildlife move around and we don't have good data about on what areas they use. We need better information about where wildlife cross roads. Smaller animals like flying squirrels or herptiles like salamanders may cross roads in different locations than larger animals like elk, and they may need different forms of mitigation.

Some questions for Metro to consider:

Should there a way to measure the negative impact a transportation project might have on an RTP goal? Currently we measure only positive impact on goals and ignore negative impacts. This may be most applicable to Goal 6.

Should there be a broader definition for Habitat Conservation Areas (HCAs)? Should any Goal 5 resource be considered an HCA? Should the Natural Areas Bond target areas be considered HCAs? How can we accurately identify important habitat that lies beyond Metro's boundary and Goal 5 inventory (like CPR) that may be affected by RTP projects?

Should biologists be hired (perhaps with Nature in Neighborhoods funding) to identify wildlife types and the locations where they need to cross roads so we have an inventory of important wildlife crossings that deserve attention? These locations might include a list of existing problem areas that need mitigation, like the list of problem culverts created in 2002. Metro's Regional Parks and Greenspaces group may have some useful information about wildlife crossings from their work on the Natural Areas Bond. I know that Lori Hennings is working to map wildlife corridors, but this work appears to be based on educated best guess not field data. Perhaps motion triggered cameras or scientific road kill surveys could be used to locate or verify wildlife crossing locations.

For Cornelius Pass Road, Skyline Blvd, and other projects in our area, Forest Park Neighborhood could collect information from local residents that would help locate road crossings used by larger animals. We have already mapped locations where live elk have been seen in the last few years (Lori Hennings and Will Eadie both have digital copies of this map). We could start a new project asking area residents to record where they see both road kill and live animals crossing roads if that would be helpful. Our elk map includes sightings close to Cornelius Pass Road that might be a useful place to start planning wildlife crossings.

Do transportation planners need more help designing road crossings appropriate to the wildlife that will use them? For example, flying squirrels or herptiles like salamanders may need different mitigation facilities than elk.

Thank you for your consideration.

Carol Chesarek

Jim Emerson asked me to add his name to these comments. His address is 13900 NW Old Germantown Road; Portland, OR 97231

Noelle Dobson November 1, 2007

President Bragdon, Metro Councilors, thank you for the opportunity to speak today in support of the policy framework of the 2035 Regional Transportation Plan. My name is Noelle Dobson, I live in Portland, and am here today to speak to the impact that this transportation policy and the projects that result from it will have on the human health of Metro residents.

I work for CHP: OPHI. Our organization works to address the impact that the built environment and our community design has on health, specifically on our opportunities to be physically active, to access healthy food, to live in safe housing and to breathe clean air. On behalf of several partner organizations including the Northwest Health Foundation, State Dept of Health, and Kaiser Permanente

I want to thank you for showing your commitment to this important issue by including Human Health as part of the goals and objectives in the policy framework.

The debate is essentially over on whether or not our transportation and land use systems impact human health. The research from both the public health and planning fields clearly shows that how we built and manage our communities influences health behaviors and health outcomes. I want to again thank the Council and Metro staff for your foresight to be considering this health impact as you move forward with transportation projects for the next several decades.

In addition to human health, it's very significant that there is a goal on equity in the framework. We know from research in our region that the trend is for our most vulnerable/disadvantaged populations to be moving to areas that have more incomplete street networks, fewer transportation options, higher number of traffic accidents (?) and poorer air quality. What's more, land use patterns in these underserved communities often mean longer commute times to get from housing to employment, which then makes these communities more reliant on a transportation system that isn't serving their needs.

There are places in our region that can serve as great examples, but only until we are explicit about our goals for an equitable and health-promoting transportation system will our system's benefits extend to everyone.

Before closing I'd like to make one final point. Now that the policy framework lays out health and equity goals, activities and measures—, the question is whether these goals and objectives will actually be considered when developing the list of future projects. Let's make sure we have meaningful performance measures that really give us information to assess health impact.. I urge Council and your partners to please use health and equity outcomes as measures for selecting projects on the Financially Constrained List.

There is very real impact happening right now-chronic lifestyle diseases continue to rise and every day we learn more about the impact of our community surroundings on our health. We can't wait until the next RTP update to act, projects being prioritized and funded NOW must consider their impact on human health.

I appreciate the time Metro staff has already given to working with us on these issues, and hope that staff continues to be given direction to work with public health stakeholders through the stage of developing and using performance measures.

Thanks for the opportunity to provide comment, my colleagues and I will be providing written comments by November 15th.

Well, it's been a while since I last sat in this room – good to be back. It feels even better to be talking about the RTP. It's transportation choices determine how well we manage future growth and shape the environment we leave our children.

I want to talk about choices, because making choices is the essence of what you do for our region. I sat on your side of the table, on the Council, from 1985 to 1995, and we faced a lot of critical choices back then. I'm proud that I helped shape the original 2040 Vision that led to the Concept and then the Framework Plan. And we took the first steps toward integrating Metro's transportation planning with planning for current and future land use.

I've read over the draft RTP, thinking about the 10 new goals, and the objectives and action items. I want to offer my strong support for taking this approach, and urge you to advance the plan forward for state and federal endorsement. I especially support how the goals address building vibrant communities and compact urban form, how they recognize the importance of providing a wider range of transportation options, and how they promote environmental and individual health.

Which brings me to why I'm here today. As you know, the draft RTP contains a list of specific transportation projects that might plausibly be done with the financial resources available to the region. However, a project with which I'm very familiar, one that would help achieve several of the RTP goals and objectives, was not placed on this "financially constrained" list. This is **project # 10235**, identified as **South Portland Improvements**. In a nutshell, this project moves traffic at the west end of the Ross Island Bridge onto a more direct route, it eliminates the current spaghetti maze of ramps, and it downsizes the southern end of Naito Parkway. This would decrease congestion and remove significant barriers to transit and bicycle use. Even better, about 6 acres – 6 city blocks – of previous right of way would become available for new housing and neighborhood businesses. Keep in mind this is a mere stone's throw from downtown Portland, much closer than South Waterfront.

As a former JPACT Chair, I understand some of the dynamics involved in sorting out priorities among the region's many jurisdictions. I know there's far too little money to do everything. I also understand, however, that once this RTP has passed State muster, Metro will do more detailed modeling to measure the performance of various combinations of projects. The basic yardstick will be how these achieve the goals and objectives of the RTP. I'm asking you, the Metro Council, to put project 10235 on the financially constrained list so that it can be fairly evaluated when this modeling is done. I am confident that this project's broader urban design, environmental, and community building benefits will shine through.

You have, or will be given, copies of the PDOT study that developed the project I'm talking about. I know you're buried with more information than you could possibly read, but please give this just a few moments. I'd be very happy to respond to questions if you have any now.

From: "Karen Frost" <karen@wta-tma.org>
To: <rtp@metro-region.org>
CC: <brent_curtis@co.washington.or.us>, "Andy Back" <andy_back@co.washington...>
Date: 11/14/2007 1:08 PM
Subject: RTP comments

Testimony given Thursday, November 15 to Metro Council

It is my pleasure to comment on the 2035 Regional Transportation Plan, Federal Component, for the Westside Transportation Alliance. We are the transportation management association in Washington County.

The WTA does not lay concrete and asphalt, yet we and other organizations working with the Regional Travel Options group expand the capacity of our current road system by shifting car trips to transit, walking, biking, ridesharing and telework. With declining funding sources, declining energy resources, increasing growth and increasing global warming, it just makes good sense to invest in the least cost and most beneficial solution to moving individuals around the region while making way for business deliveries and freight movement.

We are pleased to see auto trip reduction outcomes woven into every one of the RTP Goals expressed in words such as vibrant communities; prosperity, transportation choices; efficient management of the system; safety, environmental stewardship; health; equity; and sustainability. We TMA's and members of Regional Travel Options are poised to develop bold incentive programs to complement the region's physical investments in transit, street connectivity, and biking and walking connections.

Please accept these two suggestions as we all drill down to the details in the next phases of the RTP:

1) Successful trip reduction programs depend on responsive employers whether the carrot or the stick comes from regulation or from vocal employees, customers and investors. To further validate their importance, I suggest bringing employers into the early stages of the transportation study process of a new development project. Instead of assuming that adjacent streets will have to be widened to five or seven lanes to accommodate increased trips, the transportation study could quantify how many new trips each employer or household would have to reduce in order to avoid the widening. The TMA could be written into the transportation study to orchestrate resources, incentives, trip planning, ridesharing and shuttles thereby enabling employers to meet their goals.

2) Regarding the Performance measures for Goal 2: Sustain Economic Competitiveness and Prosperity - Develop a cost of congestion measure

Along with giving a value to time stuck in traffic, I suggest measuring the cost benefit to all people riding transit, walking and biking. If one can quantify the value of sitting in traffic then one can certainly quantify the value of getting 30 minutes of biking exercise plus 20 minutes of reading the Metro section or the Great American Novel in a typical trip from Southeast Portland, to downtown, to Beaverton Central MAX Station. There are many people who value this kind of commute time and have even written masters theses on MAX.

Thank you for the opportunity to comment on the RTP. I look forward to doing our part to make it a reality in the coming years.

Karen Frost
Executive Director

Westside Transportation Alliance

We're located at The Beaverton Round ---- a few steps from the Beaverton
Central MAX platform.
Beaverton Round Executive Suites
12725 SW Millikan Way, Ste. 300
Beaverton, OR 97005
503.906.7961
Fax 503.906.7911

Please visit our web site: <http://wta-tma.org>

Informal Oral Testimony on 10/15/07 Draft of the 2035 RTP

by Fred Nussbaum, **AORTA** Strategic Planner
on behalf of the Association of Oregon Rail and Transit Advocates

- I. **AORTA** commends the more outcomes based approach attempted in this update of the RTP.
- II. We definitely believe the Chapter 3 Vision, Goals and Objectives and System Design Concepts sections should be included in this first federal RTP component, even though they will require some fine-tuning during the development of the state RTP component.
- III. We especially appreciate the following changes from or reaffirmations of components of the 3/29/07 draft:
 - A. The improved organization of the Goals and Objectives section, which makes it much more manageable to read and use.
 - B. Establishing the first action as the priority action item under each Objective and which is specifically geared toward helping prioritization of projects.
 - C. Sticking with commitment to concept of providing viable choices for travel under Goal 3 (and elsewhere).
 - D. Separating Environmental Stewardship and Human Health into separate goals and that the Human Health includes a broad range of transportation related health issues.
 - E. Separating out Equity as a goal and broadening the considerations under that issue.
 - F. Eliminating the redundant goal of Reliable Movement of People and Goods (which falls under Economic Competitiveness and Prosperity).
 - G. Strengthening the public participation considerations under Goal 10.
 - H. Adding quality of life issues throughout the Goals and Objectives.
- IV. We believe the RTP needs to provide higher standards and more ambitious network concepts for the provision of transit service, if we are really going to succeed in changing people's travel habits. The current draft seems to show too much deference to TriMet for establishing standards, which in some areas simply aim too low. Specifically, we would like:
 - A. A commitment to developing a Regional Rapid Transit network, using MAX, Commuter Rail and possibly Bus Rapid Transit, connecting all Regional Centers and covering all the Regional Mobility Corridors. Emphasis would not only be on high capacity and frequency, but also speed.
 - B. In addition to addressing 2040 Target Land Uses, this plan needs to add Key Destinations as deserving high quality transit service. Key Destinations are the Zoo, major performing art centers and sports facilities, large educational institutions, etc.
 - C. The transit network concept needs to be more multi-destinational in orientation and local transit needs to run more frequently.



METRO

Today's date: 11-1-07

Comment Form

DRAFT 2035 Regional Transportation Plan (Federal Component)

(Starred items are *required* for inclusion in the public record. *Please print.*)

Name:* SYDNEY SMITH

Address:* 1910 NE 30th Ave, Portland, OR 97212

Affiliation private citizen Racial/ethnic identity: _____

Email: sid@absoluteimages.org

☐ Include me in your list of interested parties. (These lists are not shared with any other organizations or used for any other purpose.)

Are the proposed goals the right ones? If not, what would you change?

Are the proposed investments the right ones? If not, what would you change?

How should future transportation dollars be raised?

Other comments? (attach additional pages if needed):

safe passage for bicyclists to Sauvie's island is needed.
can we build a bridge at Delta park?
or ~~that~~ not make a trail through the oil tanks along
Sauvie Island is a big destination for bicycles. Hwy 30
is DANGEROUS.

To present oral testimony, hand your form to staff at the sign-in table with any supporting material you wish to have in the public record. Keep the color copy for your reference. Page 22

PARTIAL TRANSCRIPT OF METRO COUNCIL MINUTES NOVEMBER 8, 2007
PUBLIC HEARING PORTION FOR 2035 REGIONAL TRANSPORTATION PLAN UPDATE

Deputy Council President Liberty opened a public hearing on Resolution No. 07-3831.

Gene Rummel, 4317 SE Pine Portland OR 97215, asked Council, how many took MAX to get here? No one raised their hand. He talked about safety issues on the MAX lines. He urged focusing on safety. His friends and he were old and were afraid to ride MAX at night. He noted how often ticket machines were not working. That meant that our tax dollars were paying anytime the machines were not working. He also talked about the lack of cleanliness at the stations. He urged Council to go out and see what was happening on the streets and on the MAX lines. He suggested a volunteer program to check ticket machines and patrol the lines. He acknowledged that Gresham was finally doing something about safety. Councilor Liberty said they took these issues seriously and had been working with TriMet to improve safety.

Robert W. Behnke, 11895 SW Burnett Lane, Beaverton OR 97008 provided his testimony for the record. He noted his two-page handout. Metro could do a much better job by using today's technology. Councilor Park talked about the technology in the 1980s. He felt Metro staff did a good job. Technology would continue to change and get better. Mr. Behnke suggested using some of the new models and new technologies to compliment what we had right now.

Dick Schouten, Washington County Commission, 155 N First Avenue Hillsboro OR 97124 congratulated Councilor Collette. He talked about the executive summary concerning geopolitical instability. He also suggested asking questions about supply and demand for oil. He suggested extending that bullet. Second, there was some discussion in the text about getting beyond the level of service as an indices. He agreed with this suggestion. Councilor Burkholder suggested he speak with his fellow Commissioners and incorporate their comments as well into the Plan. Councilor Liberty asked Commissioner Schouten what he thought peak oil meant? Commissioner Schouten said Metro's New Look was looking 30 years out. He felt there would be significant changes over that period time. He was not sure what impact but it was clearly going to have an impact on the demand.

Robert Bailey, 7455 NW Helvetia Rd Hillsboro OR 97124 did not testify but provided his comments for the record.

Johnathan Schlueter, Westside Economic Alliance, 10220 SW Nimbus Tigard OR 97223 provided his testimony for the record. Councilor Burkholder talked about the Regional Freight and Business Task Force, which had included their comments in the plan. Councilor Park commented that the task force was a very dedicated group of limited duration. In the end he had asked them about next steps. The Task Force said they wanted to focus regionally. The information they provided offered prospective on the freight system. They wanted to make sure that the freight and goods moved around the region effectively. Mr. Schlueter acknowledged the fine work the task force had done and hoped their comments were integrated into the Plan.

Lawrence Odell Washington County Dept of Land Use, 155 N. First Avenue Hillsboro OR 97124 summarized Commissioner Roy Rogers, Washington County, testimony (a copy of his letter was included in the record). Councilor Burkholder thanked Washington County for providing leadership on the local level. He acknowledged that this was a living, evolving document. Mr. Odell added that he didn't want them to assume they opposed the process. He just urged performance measures. Councilor Park talked about west side freight movement. Mr. Odell said there was disagreement on Hwy 217 as an important route. Councilor Liberty commented on consequences of investments.

Brian Wegener, 12360 SW Main Suite 100 Tigard OR 97223 said he was from the Tualatin Riverkeepers. They had a 10-year anniversary to celebrate the Green Streets. He felt that we could clearly do more on storm water treatment. He provided a history of what had happened over the past 10 years on Green Streets. He talked about significant events. Councilor Burkholder asked about the intent of the comments he had submitted earlier. Mr. Wegener suggested in the Tualatin River Basin, we restore the natural ground water. It helped the surface water system.

Deputy Council President Liberty closed the public hearing.

The First "Enlightened Community" Region in the U.S.

Executive Summary

If "YourRegion" acts promptly, it will be able to get the private sector and federal, state and local government agencies to provide almost all of the resources that will be needed to develop a new, easy-to-use, Enlightened Community (EC) system. Use of this multi-purpose EC system will greatly enhance the quality of life of those who live in urban, suburban or rural communities by providing many new personalized services -- including door-to-door, public transportation services and anytime-anywhere, voice, data and video communications services -- that can:

- Reduce traffic congestion, gasoline consumption, air pollution, parking, mobility and emergency-response problems significantly, at a low cost to both users and taxpayers;
- Create many new business, employment, education, short-term volunteer, travel, recreation and other opportunities for local residents, at a low cost to both users and taxpayers; and
- Improve the delivery of people, goods (e.g. medicines, meals, groceries), information and other life-enhancing services throughout each community, at a low cost to both users and taxpayers.

YourRegion and its public-private "partners", both domestic and foreign, will also be able to generate significant new revenues by licensing their proprietary EC software packages to towns, cities and counties around the world. This approach will not only provide funds for a variety of other important projects in YourRegion, it will enable residents of many other communities -- in the U.S. and elsewhere -- to enjoy the benefits of low-cost, handheld Communicators (e.g. new cell phone-computer devices, more advanced than Apple's "iPhone") and new, low-cost, high-performance, mobile communications services (e.g. based on Intel's latest WiMAX technologies), in a rapid and cost-effective manner.

Limitations of Conventional Public Transportation Services

Traffic congestion now costs Americans on the order of \$100 billion per year in wasted time, wasted fuel, higher pollution levels and higher inventories. It is growing almost every year and it adversely affects the quality of life of almost everyone. Unfortunately, new rail, bus and dial-a-ride transit services often require capital and operating subsidies of \$20 (in 2007 dollars) for each additional passenger trip that they provide. Since the average car in the U.S. provides approximately 1,500 passenger trips per year, these conventional transit projects cost taxpayers on the order of \$30,000 per year to take a car off the roads. In fact, one light-rail line project in the western suburbs of Portland, Oregon has cost taxpayers over \$300,000 per year (i.e. over a \$200 subsidy (in 2007 dollars) for each additional transit passenger trip it has provided) for every car it has taken off the regions increasingly congested roadways. When population growth adds cars to roadway networks faster than transit can take them off, traffic congestion increases.

Ten years ago, Tri-Met admitted that its public transit services in Portland's suburban communities were inadequate and that it could not rectify this situation by merely adding conventional rail, bus and dial-a-ride services. The taxpayer subsidies required per passenger trip would be much too high in communities where most residents live in single-family, detached houses. In Tri-Met's words: "It is not enough to simply provide more transit service in the suburbs. What's needed is a different kind of transit"...and "About 70% of (the region's) future growth will be in the suburbs...If Tri-Met doesn't improve and diversify its suburban transit services, it will fail as a regional agency".... To date, neither Tri-Met nor any other U.S. transit agency has found a way to provide most residents of suburban, rural and low-density urban communities with public transportation services that are both user-friendly and taxpayer-friendly.

Tri-Met and other U.S. transit agencies also have a problem providing transit services that are both user-friendly and taxpayer-friendly on some bus and rail routes -- even in higher-density urban areas -- when (e.g. late at night) the demand for these services is low or where the demand for these services is highly peaked or highly directional (e.g. toward major employment centers and rail or major bus lines in the morning and away from them in the evening). This causes overcrowding and unpleasant travel conditions for many passengers during some hours and underutilized or idle transit personnel and equipment during other hours. Fortunately new, mobile-communications technologies have recently become available that can reduce all of these problems and make public transportation services much more attractive -- to both users and taxpayers -- in rural, suburban and urban areas. These same technologies can also be used to reduce traffic congestion and many other important problems in other ways.

Discussion

In the next few years, almost everyone who lives near a city or town in the U.S. can be provided with mobile, multi-media (e.g. voice, data, video) communications services for less than \$20 per month, including an easy-to-use handheld Communicator. Many "Good Neighbors" will not have to pay anything for these advertiser-subsidized, mobile communications services and many "Great Neighbors" will be able to earn or save hundreds of dollars every month by using these services. EC Communicators can serve as a cell phone, computer, TV set, radio, interactive teaching machine, music player, game-playing device, credit card, direction finder, textbook, novel, catalog, etc., even when the user is riding in a bus, train or automobile. The widespread availability of these low-cost, mobile communications services will improve local and regional transportation systems by: (1) making travel as a passenger in a carpool or transit vehicle more attractive; (2) encouraging greater use of online bill-paying, remote shopping, e-mail, distance learning, telecommuting and other e-commerce services, which will eliminate the need for many vehicle trips; (3) enabling the development of low-cost, door-to-door, Smart Jitney services to complement and supplement conventional transit and ridesharing services; and (4) getting more people to walk, bike or carpool with friends on a part-time basis, by providing much better backup transportation services when they cannot to use these options.

Smart Jitneys – A New Kind of Public Transportation

Smart Jitneys, sometimes called "single-trip carpools", are privately-owned cars, vans and other motor vehicles, whose drivers are "authorized" to provide – for modest fees, billed monthly – safe, comfortable, door-to-door transportation services for "authorized" people and parcels going in the same direction as the driver. Low-cost, low-subsidy, Smart Jitney services will primarily be available in travel corridors when or where increasing conventional transit services would not be cost-effective. Offering or requesting a Smart Jitney ride will be easy, usually involving the selection of only one item from a short list displayed on the screen of a handheld Communicator. "Good Neighbors" (e.g. those who ride or provide Smart Jitney services a few times a week, will get their mobile information services – including a Communicator – free each month. "Great Neighbors" (e.g. those who provide Smart Jitney services more frequently) will also be able to earn hundreds of dollars a month while driving to work, college, shopping centers, ball games, etc. Residents who ride Smart Jitney-enhanced public transportation systems more frequently – also "Great Neighbors" – will be able to save even more, after taxes, if they can eliminate the need for one of their family cars.

Conclusions and Recommendations

Smart Jitneys can eliminate -- at a low cost to both users and taxpayers -- major weaknesses in our existing transit, paratransit (e.g. dial-a-ride van, taxi, shuttle) and ridesharing systems, particularly in the low-density neighborhoods and communities where most Americans now live or work. Independent market research studies -- financed by USDOT and conducted by both university professors and state transportation researchers -- show that the availability of both Smart Jitney services and other low-cost, trip-reducing, Enlightened Community (EC) services would reduce the use of motor vehicles and traffic congestion significantly on existing roadways. EC systems, including Smart Jitney services, would also reduce gasoline consumption, air pollution and parking problems and the need to build as many new, land-intensive, highway lanes or add as many new, subsidy-intensive, transit services. In addition, EC systems would greatly increase the mobility and connectivity of those who prefer not to drive and those who cannot drive because they have disabilities or because they are too old, too young or too poor. One USDOT official described the Smart Jitney concept as the "breakthrough" that the U.S. transit industry has been seeking for decades.

If YourRegion wants to: (1) reduce traffic congestion and other important local and regional transportation, energy, environmental, education, emergency response and economic problems; (2) become an early leader in the emerging, multi-billion dollar, high-salaried, mobile-Internet industry; and (3) generate new revenues by helping to increase the quality of life of residents of suburban, rural and urban communities around the world; it should form a public-private "partnership", as soon as possible -- under one of several state or federal programs -- to design, develop, test and market the first three proprietary software packages that will serve as the foundation for all Enlightened Community (EC) systems. These packages will: (1) manage Smart Jitney operations; (2) integrate Smart Jitneys with existing transit, paratransit and ridesharing services; and (3) provide a local or regional billing-collections-and payment system for Smart Jitneys, congestion-pricing programs, and many other Smart Community services.

For more information contact: Robert Behnke, IT and ITS Consultant 503-754-6013 robertbehnke07@comcast.net

From: Christina Billington
To: Paulette Copperstone
Date: 11/13/2007 9:23 AM
Subject: Some of his comments had to do with RTP at November 8th Council meeting

Robert Bailey, 7455 NW Helvetia Rd Hillsboro OR 97124 said he was here as a citizen, a stakeholder and Chair of the Washington County Noise Control Task Force. As a citizen he commented that he lived outside of the Urban Growth Boundary and as such remain disenfranchised from voting on the Metro Councilor position at the same time he was subject to rezoning the last twenty-five years. He would like Council to keep under consideration those that were effected by Council's action but do not get an opportunity to vote. Second, he was a stakeholder in the Helvetia Industrial Plan area. During the course of Metro's hearings regarding that area there was promises made about mitigation where a hard edge would be created against rural lands. He had been attending the planning meetings for that process and there was no mitigation planning occurring. There was no communication between the Planning Department and code enforcement within City of Hillsboro. There was no coordination or communication with Washington County. He encouraged that there be that before the plan was sanctioned. They were also using maps that Metro maintains in their map room. In talking with the Metro map room, they discussed some of the flood plain maps weren't always accurate and depend on when surveillance cameras take pictures of the flood plain. He shared a map of the 1996 inundation on Helvetia Road and the map that Metro maintained had no purple area, which was denotes the inundation. So there was some surveying that needed to take place for an accurate picture of the area. Thirdly, as the Chair of the Washington County Noise Control Task Force, he encouraged Council to consider taking into account noise as a factor in the Metro area with the Regional Transportation Planning. Vehicular noise was the leading cause of noise across the United States. Noise was a community concern in the top three across the United States over the last 20 years. There was little leadership taking place with regard to noise mitigation. The Office of Noise Abatement was de-funded in the early 70s. It had not come back yet. Jurisdictions were reluctant to take action without a source of funds but none-the-less with Metro's domains of planning for growth, increased density and traffic planning, it was well within Metro's leadership to invite the many jurisdictions within Metro's jurisdiction to plan together for this issue.

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*The leader in advocating
for a healthy economic environment*

The 2035 Regional Transportation Plan

A summary of comments and recommendations to the

Metro Council
November 8, 2007
Hillsboro, Oregon

Statement written and submitted by:

Jonathan Schlueter
Executive Director
Westside Economic Alliance

Westside Economic Alliance has long recognized and is on record in support of the need for an efficient, accessible, safe and reliable transportation network to serve the diverse needs of our fast-growing community. Our members and staff have been actively involved in working with the Metro Council, committees and staff to amend and create the federal component to the 2035 Regional RTP, and have provided expertise and recommendations for creating efficient and practical solutions to serve the transportation needs of our region.

Identifying The Need

In 2005, Metro teamed with the Port of Portland, ODOT and Portland Business Alliance to create the regional "Cost of Congestion" study. This ground breaking report examined current transportation patterns and future demands on our regional transportation system. Among the important findings contained in that report, we learned that automobile traffic will increase by at least 45% in the next 25 years, while truck traffic will increase by a ground pounding 120 percent in the same time frame.

The 2005 study also estimated that residents of the Portland region would lose an additional 50 hours each year to traffic delays, and incur an additional household expense of \$755 in lost earnings and increased transportation costs. We also learned the additional demands on our transportation system, and resulting delays, will cost our regional economy an estimated \$844 million annually, and squander employment opportunities for at least 9,000 workers.

Westside Economic Alliance was pleased to note that the findings and conclusions contained in the 2005 Cost of Congestion report is referenced within the first three paragraphs of the revised 2035 RTP, and properly so. We believe the Cost of Congestion report serves as a call to arms, and should be used to influence our planning and future development of our region.

Meeting The Challenges of Future Transportation Needs

On Tuesday, voters in the Puget Sound region of Washington State cast their ballots on Proposition One, which sought to increase (regressive) sales taxes in three counties by ½ percent, and essentially double their motor vehicle registration fees. The ballot measure proposed raising nearly \$18 billion initially, and an eye-popping \$47 billion over the next 50 years to replace key bridges, expand highways and roads, and construct nearly 50 miles of light rail service, connecting Snohomish, King and Pierce Counties.

Proposition One failed this week by a margin of 56-44%, but serves as an instructive lesson for those of us in the Portland metropolitan region as we struggle to find funding for the transportation needs of our region. Just like us, the Seattle / Tacoma / Everett region of Washington State expects one million more people in the next 20 years, and capital costs of new construction continuing to rise well ahead of the resources needed to pay for them.

To their considerable credit, community leaders and concerned citizens in the Puget Sound region chose a bold response to the challenges they face, and offered a massive investment strategy to address their transportation needs over the next 50 years. Their latest efforts failed, but only after voters agreed to a statewide increase in gasoline taxes that are 50% higher than ours in Oregon, and after a \$356 million property tax levy just last year to fund more than \$9 billion in transportation projects across the state.

California is currently in the midst of a \$19 billion construction plan for highway and road construction in their state. Hawaii is investing \$4.5 billion to construct a 26-mile light rail line from Honolulu to its western suburbs. And British Columbia is spending \$3 billion on local infrastructure to prepare for the 2010 Winter Olympics, including a \$600 million investment in the "Sea to Sky" highway between Vancouver and Whistler.

These are just a few examples of what neighboring states and provinces are doing to address the transportation needs of their residents and visitors. We believe these examples also should help to inspire a willingness to fund bold and innovative transportation investments in our state and local communities.

Assessing The 2035 Regional Transportation Plan

Westside Economic Alliance commends the Metro Council, advisory committees and staff for the considerable time and effort that has gone into creating the 2035 Regional Transportation Plan, and appreciates this opportunity to comment on these recommendations.

We accept and support the decision to separate the federal and state components of the RTP to meet deadlines prescribed by the federal government, and our public sector members have been generally supportive of the list of financially constrained transportation priorities, contained in chapter six.

We are less certain about the purpose or need for the new goals and performance measures contained in the revised plan, and do not have a clear understanding of these provisions to offer our support or acceptance at this time. Despite countless hours of public meetings and many discussions about the new plan, we are unclear if these goals have been endorsed by public sector members and agencies serving on JPACT or MPAC, and remain unclear about the timing and intent of these new provisions.

We remain concerned however, by the very modest attention that appears to be given to issues of freight mobility in the revised transportation plan.

The revised plan acknowledges that population in Washington County will increase by 50% in the next 30 years while employment growth is expected to increase by 80% over the same period (Tables 2.2 and 2.3). Yet the regional plan for creating additional road capacity to accommodate this growth is limited to single digits (Freeway lane miles 8%; arterial lane miles 13%; and freight network miles only 4%) (See Table 4.1).

Regionally, the number of projects and resources committed to freight mobility projects comprise only 6 percent of the listed projects and will receive an estimated 11% of the estimated costs envisioned by the plan. (Figure 4.2)

It is difficult to be supportive of such modest ambitions, and raises significant concerns about the appropriate allocation of our limited resources, especially when other modes of transport are given much more significant attention.

On the Westside of the Portland region, commuters and businesses can look forward to Highway 26 being expanded to three lanes between Cornell Road and 185th, with some much-needed interchange improvements planned at Shute Road in Hillsboro.

On Highway 217, motorists will be less than thrilled to discover the RTP envisions braided on ramps and off ramps between Beaverton Hillsdale Highway and Allen Boulevard, in an area that under-serves 116,000 vehicles daily. Are these the "priorities" of our region on the major north-south access in what will be Oregon's most populace county?

By comparison, there are at least 67 "regional priorities" contained in the financially-constrained list of transportation projects that aim to expand and improve either pedestrian access, bike travel and regional trails in Washington County. These projects represent 31 percent of the "priorities" identified for Washington County, and will consume more than 15% of the limited resources we expect to spend there.

In summary, Westside Economic Alliance recognizes the importance of completing the revised transportation plan in compliance with the federal guidelines. But we continue to have serious reservations by the lack of attention to improving freight mobility, increasing road capacity, enhancing commuter access, maintaining system reliability; and protecting public safety on our regional transportation network.

We appreciate the opportunity to present these views and concerns, and look forward to working with your Council, advisory committees and staff in the state component of this plan.

Prop. 1: What you pay, what you get

Proposition 1, on the ballot Nov. 6 urban areas of King, Pierce and Snohomish counties, is the biggest local transportation tax measure in state history. It promises 186 miles of new road lanes, 50 miles of light rail, several park-and-ride stations, and partial funding for a new Highway 520 floating bridge.

Proponents are asking voters to commit to a generation's worth of projects. They say the region needs to prepare for more than 1 million newcomers by 2030, around the time all the work would be finished. Opponents say the cost is too high, the rail projects won't ease congestion, and the road lanes add to global warming.

What you would pay:

New sales and car-tax taxes would cost the average household somewhere around \$200 to \$300 in the first year, rising with inflation. These taxes could be reduced in the late 2030s — if projects stay on schedule and on budget.

SALES TAX

Current tax on a \$10 purchase: 89 cents*

Proposed tax on a \$10 purchase: 97.2 cents*

* The current sales tax ranges from 85 cents to 93 cents (rates of 8.5 to 9.3 percent) on a \$10 purchase, in urban Snohomish, King or Pierce counties. That includes an existing Sound Transit sales tax of 4 cents per \$10 purchase.

Increase for Sound Transit: 5 cents
Increase for roads: 1 cent

CAR TAX

Car-tax taxes for roads would increase \$80 a year per \$10,000 of vehicle value. Motorists already pay a smaller car-tax for Sound Transit, a \$30 state fee, and weight fees.

Existing taxes on a typical*

\$10,000 vehicle to be paid in 2008: \$86

Increase: \$80

* Example is 2005 four-door Honda Civic.

\$17.8

BILLION
(Plan was decided in 2006, so all figures are in 2006 dollars)

Where the money would go:

ROADS

The plan would add lanes in several spots throughout the region where projects are not already funded by state gas taxes. Even with Proposition 1 money, a new Highway 520 bridge — one of the largest road projects — would still require tolls and gas taxes.

SOUND TRANSIT

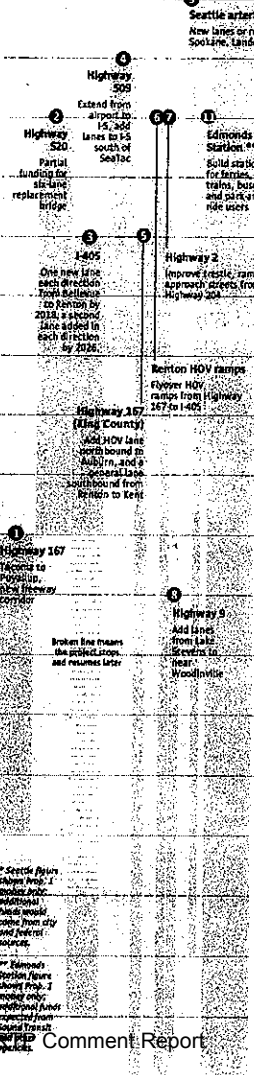
Most Proposition 1 money would pay for light rail. One early version of the plan called for 30 miles of rail, but public comments spurred Sound Transit to propose 50 miles, reaching Tacoma and Snohomish County. An Eastside segment would reach Microsoft, but stop short of downtown Redmond.

How the money would be allocated:

Category	Amount (\$ Billion)
Light Rail	\$1.972
Roads	\$9.04
Other	\$1.31

Estimated timelines for projects:

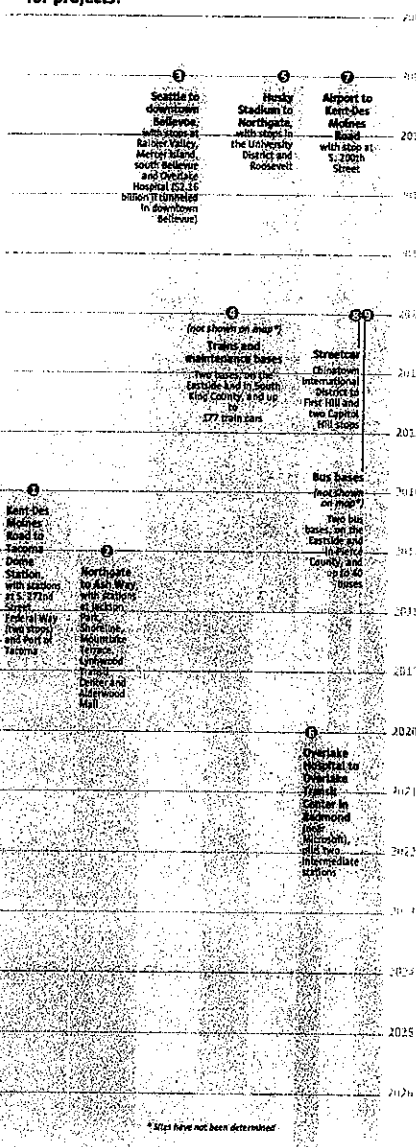
Construction dates are tentative, based on design status, and on when money is expected to become available.



How the money would be allocated:

Category	Amount (\$ Billion)
Light Rail	\$2.15
Roads	\$1.82
Other	\$1.68

Estimated timelines for projects:





METRO

Today's date: 11/8/7

Comment Form

DRAFT 2035 Regional Transportation Plan (Federal Component)

(Starred items are required for inclusion in the public record. Please print.)

Name:* Hal Ballard

Address:* 15547 NW Athens DR #229 PORTLAND 97229

Affiliation Wash Co BTC Racial/ethnic identity: _____

Email: chair@washcobtc.org

☐ Include me in your list of interested parties. (These lists are not shared with any other organizations or used for any other purpose.)

Are the proposed goals the right ones? If not, what would you change? Yes, they are the right ones. my concern is that they are not prioritized numerically, but each have equal weight.

Are the proposed investments the right ones? If not, what would you change?

How should future transportation dollars be raised?

INCREASE the Gas Tax earmarked for funding projects that mitigate the damage motor vehicles cause to Roads, the environment and lives.

Other comments? (attach additional pages if needed): would like to see

greater attention ^{on} given toward bicycle safety & other issues outside Portland beyond "anecdotal evidence" as ~~list~~ mentioned on P2-6 of the plan. The increased population is putting an adverse strain on the rural road system.

To present oral testimony, hand your form to staff at the sign-in table with any supporting material you wish to have in the public record. Keep the color copy for your reference.

PARTIAL TRANSCRIPT OF METRO COUNCIL MINUTES NOVEMBER 15, 2007
PUBLIC HEARING PORTION FOR 2035 REGIONAL TRANSPORTATION PLAN UPDATE

Council President Bragdon opened a public hearing on Resolution No. 07-3831.

Jim Edelson, and Sister Pat Negle, Oregon Interfaith Power and Light, 2836 SE 19th Portland OR 97202 provided their testimony for the record.

Councilor Liberty asked if the members of the coalition had a chance to look at the list of projects. Mr. Edelson said some members had looked at them but they had not seen an analysis of the projects and impacts of green house emissions.

Don Baach, SW Trails Hillsdale Neighborhood, 6495 SW Burlingame Place Portland OR 97239 provided his testimony for the record and summarized his remarks.

Councilor Liberty asked Mr. Baach to talk about the Ilet structure. Mr. Baach responded to his request and talked about the severe impacts when the project began.

Peter Decrescenzo, 6516 SW 33rd Place Portland OR 97239 said he was one of those million people who had moved to Portland. They had just bought a house. He supported the work of the Hillsdale Neighborhood Association. They had moved up from San Francisco area. They researched their move for several years. They studied neighborhoods that had town centers with good bike and transit access. They settled on Multnomah Village because it met those requirements. He then talked about missing sidewalks in this area. If one chose to walk or bike, a common feature of the southwest area was there weren't a lot of sidewalks. He was supportive of sustainability. Pedestrian access should be first.

Karen Frost, Westside Transportation Alliance, 12725 SW Millikan Way #300 Beaverton OR 97005 provided her testimony for the record.

Tamara DeRidder, Sullivan Gulch Corridor Trail, 1707 NE 52nd Ave Portland OR 97213 said she was a long term resident. She was in support of adding back the Sullivan Gulch Corridor Trail to the constrained Regional Transportation Plan. She said this trail was I-84. It would connect three different centers. It would reduce the increase in green house gases. It complied with the RTP goals. It provided activity for bicycle travel off street. They had worked with City of Portland Parks to finish their master plan. They were hoping to be added back into the constrained RTP.

Kay Durtschi, Multnomah Neighborhood and Metro Technical Advisory Committee, 2230 SW Caldwell, Portland OR 97219 deferred her comments to allow Marianne Fitzgerald to testify. She then encouraged Councilors to come to the area and get acquainted with her area. She talked about the Barbur Boulevard issues and the viaduct by Multnomah. It needed to be finished. It was the one and only north south connector from the top of the hill to I-5. They needed to improve pedestrian and bicycle access. She also said that if anything happened on I-5, traffic used Barbur, which created huge congestion. It was a major connector, which needed pedestrian and bike access. She urged a corridor study for this area.

Marianne Fitzgerald, Southwest Neighborhoods Inc 7688 SW Capital Hwy Portland OR 97213 provided her testimony for the record.

Councilor Liberty asked about the South Portland improvements project. He had received four letters on this project. He asked what Councilors should know about this project. Ms. Fitzgerald talked about the earmark of the project. She said Naito Parkway worked well for cars but was awful for pedestrians.

MJ Coe, Sullivan Gulch Corridor Trail Committee, 43 NE Meikle Place Portland OR 97213 thanked Metro for the Metropolitan Transportation Improvement Program (MTIP) process. The Trail had been omitted from the RTP financially constrained list. He was here to ask that it be put back on the list. They didn't understand how the list was developed. Timing for their project was critical. Through the MTIP process they would be allocated funds for the master plan. Their committee had asked the City of Portland Parks Department to advance funding and jumpstart the master planning process. It was possible that the master planning could be done by the time the MTIP money would be released. They were asking that Portland Department of Transportation reconsider their decision and recommend that the trail be added back.

Curt Schneider 7232 N Kellogg Street Portland OR 97203 did not testify.

Jon Putman, 1216 NW 25th Portland OR 97210 said he was here to present a proposal to help with elderly and disabled transportation. A copy of his testimony was included in the record.

Councilor Liberty asked for clarification on his proposal. Mr. Putman said Council needed the support of the largest minority in the region, the elderly and disabled. They needed a person to focus on this area and some funding to support this group. Councilor Burkholder liked the idea of a program proposal. Could he see this on the land use side? Mr. Putman said he managed small public transit systems. He noted that Councilor Burkholder's comments about contiguous places were important. Metro needed to look at the next cities over.

Bill Barber, Central Northeast Neighborhood Inc 4415 87th Portland OR 97220 provided his testimony for the record.

Councilor Burkholder asked about corridor studies in Sandy Blvd and 82nd Blvd. Mr. Barbur acknowledged the need.

Jan Seclinna, 11505 NW St. Helens Rd Portland OR 97231 did not testify but provided written testimony for the record.

Mara Gross, Coalition for a Livable Future (CLF), 310 SW 4th Portland OR said she was here representing CLF. They had submitted written comments. The needs of people and not the needs of vehicles should be the primary focus of the RTP. Walking and biking should be focused on. She urged protecting the investments we had already made such as public transportation, rail, bike and pedestrians. Through the RTP Metro had recognized the most needy population.

Mary Kyle McCurdy, 1000 Friends of Oregon, provided her testimony for the record indicating she would email her testimony to the Clerk of the Council.

Amanda Fritz, Coalition for a Livable Future, 4106 SW Vacuna Portland OR 97219 provided her testimony for the record.

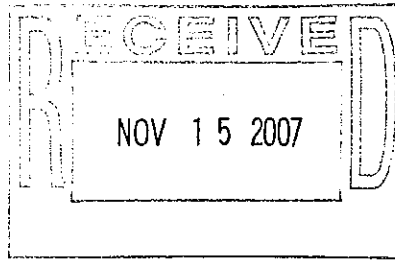
Ian Slingerland, Community Alliance of Tenants, 2710 NE 14th Portland OR 97203 provided his testimony for the record.

Council President Bragdon asked Ms. Gross about the projects and if they were contrary to some of the objectives. Ms. Gross said they had looked at many of the sections of the plan and appreciated the approach that Metro had taken. She could not tell if the projects were consistent with the criteria. Councilor Liberty said they had been following the development of the policy section and asked if the projects side was clear. Mr. Slingerland said he had not. Ms. Fritz said she felt it was rushed. Ms. McCurdy said much had come out about what the contribution of transportation made on green house gas emissions. They were recommending looking at this now. Metro had a lot of that data here. It was hard to evaluate green house gases and the specific projects. Councilor Liberty said Metro had a lot of that data. Councilor Collette said she had been involved in working on the project list but wasn't as well versed on the policy part of the process when she was a city councilor. She felt they needed to make a tighter connection between the values that were expressed and the projects.

Robert Hamilton, Hillsdale Neighborhood Association, 7110 SW Burlingame Ave Portland OR 97219 urged bike and pedestrian inclusion of his southwest area. He said they were prepared to offer that there was a great deal of interest in trails and sidewalks. One of the things they will do would be to promote the use of trails and sidewalks. They would also help build those trails.

Brad Perkins Sullivan Gulch Corridor Trail Committee, 1722 NE Schuyler, Portland OR 97212 did not testify.

Council President Bragdon closed the public hearing.



Jan Secunda
10505 NW St Helens Rd
Portland, OR 97231
11-14-7

Regional Transportation Plan-2035

Interesting.

I believe that the condition of the planet requires that whereas all of us need to be fully educated about the Environment, all public officials should be *required* to be well educated in the Environmental Sciences. Further, I believe that the accelerated ruination of the natural environment requires that all decision makers must keep current on the subject. Obviously, fulfilling this basic need is far from a reality. Here are three simple questions that everyone should be able to answer in an instant - but especially should policy makers be fully able to do so.

1 a) Do the oceans normally rise, and if so, how much per year? (No, we are not talking about the tides but hold that thought). 1 b) How much above normal, if any, are they now?

2) Has the temperature of the oceans increased recently, if so, how much?

3a) One year ago this month at the World Summit on Global Warming the preeminent scientists of the entire world agreed that we had (X) time to return our greenhouse gas emissions to pre-1992 conditions. What amount of time was that? 3 b) How much time do we have now?

Now please ask yourself whether or not the correct answers to these three simple questions could have any bearing on RTP-2035.

In these times, although the overarching determinant for any planning (transportation included) is the condition of the Earth, nowhere in the document is the fact of global warming and climate change adequately addressed. While speaking with a staff member I was directed to the mention of CO2 in the document. This is like someone pointing out where the towels are located on the Titanic after it has hit the iceberg.

Listen, we must wean ourselves away from the placebo that we Portlanders are so very very avant-garde in the environmental arts and get down to actually trying to catch up with the rest of the world on the correct response to global warming/climate change before it is too late. RTP-2035 is already obsolete. It does not address the true needs of the future because it fails to acknowledge the true conditions of the present.

If, in fact, Metro had enlisted the help of community members then the RTP-2035 document could have been relevant. In our community, the community members were *not* included. What has been happening in our community is that people who live outside our community but have a financial interest in maintaining the vicious cycle of money, pollution, enablers usually maneuver themselves into the position of speaking for us. Believe me, environmental protection, much less

mitigation and clean-up, does not enter into the equation. So if there was participation then the wrong people were the participants. Therefore, the plan is a failure. Overall, the plan is a failure, and if that statement merely puts you on the defensive instead of being instructive or at least challenging then you need to grow up. Our childhood days are over even for the children of this planet. Those of us who are elders or who hold traditional "elder" positions need to look to mitigating the awful condition of the world we've created through our collective negligence. RTP-2035 is a "business as usual plan" and our situation requires better of us. Surely you know that?

The answer to the questions

Yes, interestingly, the oceans normally rise an inch a year and so does the land. We had been naturally maintaining a very delicate balance. The oceans have risen at least twice that amount recently which has caused the loss of islets and has compromised islands and has caused sea water to infiltrate and ruin fresh water/ ground water causing crop failure and loss of potable/ drinking water.

Yes, the temperature of the ocean waters has increased by 1.4 degrees F (.8 C.)

One year ago this month (Nov) we were given five years to cut down on greenhouse gasses before irreversible damage occurred. How much time do we have now? No, it is not four years because just four months after the five year information was given out (by March), the rate of degradation accelerated to such an extent that we had only three years, not five. This means that at best we would have had two years and four months as of this date. However, since then our condition has worsened.

The bearing that the above information has on RTP- 2035

The Willamette and Columbia will be impacted by rising ocean waters. For instance, the highly polluted riverbanks will be dumping more toxins into the river once they are under water, especially during high tide. Portland is the third worst polluted city per capita in the nation so we need to concentrate on preventing that pollution being carried into our water. The aquatic life in our rivers will be negatively affected by both the pollution and the warmer temperatures. The greenhouse gasses are not only CO₂. For instance, methane has increased as much as has CO₂ and it stays in the atmosphere longer than CO₂ and is just as harmful or more harmful. Therefore, we cannot pretend that cutting our carbon dioxide emissions is a cure all. And our timeline ...well, we just don't have that much time.

Yes, there are viable alternatives to failing and the members of our community who have researched the situation would appreciate the opportunity to share our findings on the subject. I beg you to delay presenting the RTP-2035 plan until a reality-based plan has been developed.

p.s. there are many environmental questions/answers that apply. Those three were neither more relevant nor more important than many other issues. We must intelligently address the environmental issues.

pps It occurred to me belatedly that I had assumed that you would draw certain conclusions from the answers to those questions. In case I was wrong on that may I mention a few considerations:

Higher water levels would (will) also impact the river outfalls, back up stormwater and sewer drains. It could inundate streets and railways. It could have an effect on the bridges. A higher water level could undercut roadways, fill tunnels, etc.

The need to mitigate the higher water temperatures will require reopening streams that are now in culverts so we will need more bridges.

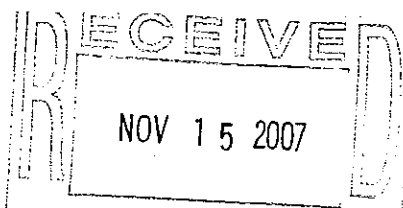
Pollution along the riverbanks needs to come out as soon as possible while it is still above the waterline. That will effect shipping and waterside industries now and in the future.

We need to use more "greenstreet" practices to stop pollution getting into the rivers because there will already be increasing amounts of pollution just from the rising waters.

Air quality: forget the feds. If we only come up to their standards we'll all suffer. Here's a snapshot of benzene: mental retardation; infertility; cancer; death due to heart failure, not because of a defective heart but rather because of benzene brain damage which causes the brain to fail to keep the heart beating. Lots of etceteras on benzene.

This is just a tiny peek at the issues.

Jan Seander
ted@stephouse.net



My name is Ian Slingerland. I am the Executive Director of the Community Alliance of Tenants. We are a grassroots, tenant-membership renters rights organization. We do a combination of education and community organizing around the issues that impact our low-income tenant membership. We are a member organization of the Coalition for a Livable Future because we recognize that creating equitable communities cannot happen if we address the issues, systems and places that shape lives in isolation.

I appreciate the opportunity to provide comment on Metro's Regional Transportation plan.

To start I want to share some about the key issues being faced by our membership.

First, as documented by Metro's own Regional Affordable Housing Strategy there is drastic shortage of affordable housing throughout the region. As a result low-income people must make devastating choices between paying for housing and the cost of other basic necessities like food, and health care. Increased transportation costs further drain family's resources and limit access to services and opportunity.

Second, increased housing costs and changes in the available rental stock in some communities have resulted in significant displacement of low-income people. We are witnessing dramatic shifts in poverty throughout the region. As people move throughout the region in search of stable, affordable housing, the transportation options available to them have important implications for their ability to stay connected to education, employment, services and communities of support. It is my experience that access to good public transportation options is an important factor for renters making decisions about where to live. I have seen numerous examples of tenants sacrificing housing quality and enduring substandard housing conditions in order to keep housing close to light rail, public transit hubs or good bus lines.

The availability of affordable housing choices for different types of households is a key feature of a livable community. The location of housing in relation to jobs, shopping, and other services significantly impacts quality of life. Transportation is key to making the connection between affordability and livability.

The region's long-range plan, the 2040 Growth Concept, identifies providing a range of housing choices for people of all incomes and household types as a matter of regional concern and a key component of the region's livability. ~~Housing located near jobs, services and transit has the potential to improve the region's quality of life by reducing traffic, commute times and air pollution.~~ *the issue of affordable housing must be addressed through the range of metros planning activities*

The RTP's focus on equity is an important step for our Region. In particular I am excited by Objective 3.2, (Equitable Access and Barrier Free Transportation) and Objectives 8.1 (Environmental Justice) and 8.2. (Coordinated Human Services and Transportation Needs) *Goal 3*

Under the goal for equitable access, some flexibility in the public transportation system is important so that we can respond to shifting public transit needs as the places where low-income people live shift throughout the region.

Under Goal 8 Action 8.2.8 ~~now~~ reads "Incorporate elderly and disabled housing into mixed use developments that includes public facilities . . ." There should be corollary action that includes housing for low-income *this is great, and*

families in developments that incorporate public facilities ^{and} ~~that~~ provide access to increased economic and employment opportunity.

Finally, we believe that more action is required to support affordable housing preservation and production as part of Goal 1 (to Foster Vibrant Communities and Efficient Urban Form.) Too often current efforts that target investment at town centers to create a compact urban form, fail to address the impact on housing costs these efforts have. Significant public investment in neighborhoods too often results in increased rents and displacement for low-income people. Low-income people are pushed out and further removed from improved transportation options. They face increased commutes and less access to services and opportunity.

Thanks

RECEIVED
NOV 15 2007

My name is Don Baack, I founded and chair the SWTrails Group in SW Portland, and I am the President of the Hillsdale Neighborhood Association. I have served on a large number of city organized transportation and planning committees, most recently the City of Portland TSDC task force. I am speaking today on behalf of the Hillsdale Neighborhood Association, and with regards to the Red Electric, for the SWTrails Group.

Summary: We need to move or retain the following projects in the financially constrained part of the plan:

- 1. Bike and Ped improvements along Barbur Blvd,**
- 2. Bike and Ped Improvements along Capitol Highway and**
- 3. Moving the Red Electric Forward.**

We should pay for these changes by reducing the spending in the North Macadam development areas and

- 1. Removing the Garden Home Road Project #10191 from the financially constrained list.**
- 2. Remove the Hamilton Project, #10226 from the financially constrained list.**
- 3. Remove the South Portland Improvements from the study list.**

SW Background information:

Southwest Portland is an area of about 36 square miles, or 23000 acres. We have about 65,000-70,000 residents. It does not include the Central City nor the South Waterfront and North Macadam areas.

SW Portland today:

None of the major regional arterials in southwest Portland are completely up to City of Portland and Metro's bicycle and pedestrian standards their entire length, not one. 46% of our SW the arterials streets do not have sidewalks (22 miles), representing 45% of the entire City of Portland inventory of arterials without sidewalks. This is why we must focus on our most important arterials with these scarce dollars.

We have few streets with continuous bike routes and to date no bike boulevards.

Today I want to focus on the three most important issues for SW Portland moving the following projects into the financially constrained list.

- 1. Bike and Ped improvements along Barbur Blvd,**
- 2. Bike and Ped Improvements along Capitol Highway and**
- 3. Moving the Red Electric Forward.**

Barbur Blvd and Capitol Highway:

The most glaring omission from the financially constrained list are the key arterials in SW Portland, the Barbur Blvd. projects and the Capitol Highway Projects. These two arterials become the default I 5 freeway whenever anything happens on I 5. Extensive community time and effort was devoted to planning and obtaining Portland City Council approval of the Capitol Highway Plan in 1996, and Barbur Streetscape Plan in 1999. Neither has been funded to complete the job, in spite of promises from City Hall and from ODOT.

In addition, no where in the RTP is any mention of the cost of bringing several bridges along Barbur up to standards to safely accommodate bicycles and pedestrians. This is inexcusable.

Describe Barbur Blvd

Barbur Blvd. is a major regional arterial and regional transit street connecting the western suburbs and wine country to downtown Portland, yet there are significant gaps in the pedestrian and bicycle system. Barbur is an old railroad line with a sustained grade of about 3% and therefore is a very desirable bicycle route. Barbur has seen a significant increase in the number of bicycle riders over the past 10 years.

Multi-modal improvements (transit, bike and pedestrian) are urgently needed along this corridor in order to encourage use of alternative modes and improve safety. Numerous high-density and commercial

developments are being built along this corridor, and more are planned in the next 28 years. There are several dangerous gaps in sidewalks and the bicycle lanes along Barbur, particularly on the Newberry and Vermont bridge structures, and bridges over Multnomah Blvd and I-5. The bicycle and pedestrian improvements to the Barbur bridges are not included in the RTP plan, a fatal flaw! Project #10283 would construct improvements for transit, bikes and pedestrians between SW 3rd and SW Terwilliger. Project #10285 adds a number of multi-modal improvements between SW Terwilliger and SW 65th and links two town centers with downtown Portland.

Describe Capitol Highway

In the early 1990's the SW Community came together to plan the SW Capitol Highway Improvements and labeled it the most important project for our part of the City of Portland. We need to finish to plan approved in 1996. Projects #10272, 10273, 10282 and #10189 should be included in the financially constrained list.

Describe Red Electric Trail Speaking for the SWTrails Group Here:

The Red Electric Trail-Fanno Creek Greenway Project #10354 is a high priority multi-use trail that will provide safer east-west travel for bicyclists and pedestrians, and must remain on the financially constrained list. We fully expect elements of this to be constructed sooner rather than later as the Barbur bridges are rebuilt and a small project at the west end of Hillsdale is completed. That will open up 3.5 miles of a great bike route from the new Gibbs Pedestrian Bridge to west of SW 30th in SW Portland. Metro is in the process of acquiring key rights of way to finish to job beyond that point. Make sure the Red Electric is in the financially constrained section of the plan.

How to pay for the things we are asking be included:

We recommend the Garden Home Road Project #10191 be deleted from the financially constrained list. This project has experienced mission creep from a project costing under \$1 million to a \$12 million dollar project. This project is oversized for neighborhood and regional needs. Currently this road is a narrow, winding 30-mph road for which neighbors have advocated improvement. Taking \$12 million of scarce

dollars to develop this country road into a three-lane arterial is ridiculous, excessive and not in keeping with our southwest Portland priorities.

We further recommend the Hamilton Project, #10226 be dropped from the financially constrained list, not because it is not important, but it is of lower importance to greater SW than are the main arterials which often carry the entire I5 traffic.

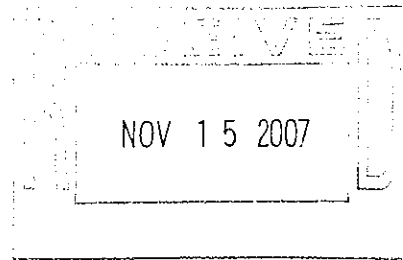
Finally, we do not support the funding of the South Portland Improvements (project #10235) for the following reasons:

The move to convert Naito Parkway to a two lane street limits the capacity of traffic flow into and out of downtown Portland from the south and west. Many people from greater SW use Naito Parkway to access NE Portland via the Steel Bridge. The proposed changes will constrict the flow of traffic out of the downtown in the event of an emergency. It will add unnecessary time, pollution and congestion for vehicles coming from the east side of the Ross Island Bridge heading west and south, and for those going to the east side over that bridge. We could support this proposal if it included a provision for non peak parking in the 3rd and 4th lanes of Naito Blvd and a direct connection to and from the Ross Island Bridge from Naito Parkway to replace the spaghetti on the west end of the bridge. We support reducing the speed limit, and we support installing additional traffic signals at key pedestrian crossings.

Metro RTP Public Input

November 15, 2007

Jon Putman
1216 NW 25th Avenue
Portland, Oregon 97210
503-224-2243



Greeting/Opening

Good Afternoon,

I am here today to make a request on behalf of the elders and people with disabilities. You create policy and plan for this region and there is a whole in the RTP that must be addressed.

We request that Metro create a system plan for Elderly and Disabled Transportation and that funding be included in the RTP as soon as possible to develop appropriate policy and planning for this very large, growing and important population. There needs to be staffing at the Metro level and planning dollars to assess the economic impact of this population on the region. Not just the money spent on the trips themselves but the actual economic impact of this demographic group traveling, spending money at retail, medical, shopping, etc.

Elderly and Disabled Transportation is much more than what is described in the current draft of the RTP. The RTP is a policy document and Goal 8 Ensure Equity section on page 3-18 is not sufficient policy to guide the elderly and disabled transportation system through 2035.

Current System- what we know

Did you know in this 3 county region every year Community Transit Systems, Tri-Met, Ride Connection, Senior Centers, non- profit organizations, and taxi's are providing 2.4 million rides to seniors and people with disabilities, these systems are traveling on our regional road system- over 12 million miles at a cost of 34 million dollars. *

These are just the trips we track and there are many more trips not being counted because they may not receive federal or state funds.

E& D transportation is much more than LIFT and much more than just purchasing LIFT vehicles as outlined in the current RTP draft.

Elderly & Disabled Plan

The E&D Plan created by Tri-Met was just the beginning and obviously did not translate into this RTP as policy and projects. That needs to be fixed. Just one example if you go

to page 3-30 the Regional Transit System – Table 3.14 and notice paratransit has no colored dots which says to me that no one sees the true relationship of paratransit to the 2040 growth concept and the land use components. I would ask what is the difference between a commuter traveling on MAX and stopping at the local store, cleaners, etc. making a trip in the region or a Senior riding on a paratransit vehicle going to the store or the doctor. They are all making trips during peak or non-peak hours and having an impact on the overall system and I would suggest the E& D population has a more significant impact than many of the other “systems” you have outlined in the RTP.

We are the largest minority in the region!

Approach this as a SYSTEM

E&D is a system and need to be approached as a system just like the Systems outlined in the RTP for Transit, Pedestrians, Bikes, TDM, etc.

This population is expected to double and soon it could be “your” transportation system and I think you might want the region to be planning it a little more thoughtfully than as a side note to Tri-Met’s fixed route system.

What are the Trips- where are people going?

There are 10 major hospitals in the tri-county region not to mention the 1000’s of clinics, doctor’s offices, and dialysis centers. There are 27,000 people living in long term care according to Dept of Human Services and we could assume there are 1000’s more in assisted living, foster care homes that may not be receiving state or federal assistance.

If Metro would take a lead in planning E&D transportation it wouldn’t be to difficult to determine where all the elderly and disabled customers live and **where they go and when they go**. We know many of their trips are to medical facilities. At a bare minimum there needs to be a system that serves the hospitals, nursing homes and popular destinations for elderly and disabled.

Infrastructure

The list of projects included in Table 6 appears to only include two projects related to elderly and disabled transit. I recognize Tri-Met, SMART transit projects such as frequent bus etc help elders and people with disabilities who live near or have access to fixed route and are able to use fixed route but that is the tip of the iceberg. The only items listed for elderly and disabled transportation are on page 18 of 20 project # 11016 Lift vehicle replacement 36 buses and page 19 of 20 project 11105 SMART dial-a-ride and fixed route service continuation.

There is a need for additional infrastructure some of which is included in the pedestrian plan – because obviously sidewalks and removing barriers to access to transit are helpful in serving the needs but there is more that.

There is a need for infrastructure and that is more than purchasing buses for Tri-Met and Ride Connection. Many facilities don't even build loading and unloading areas for taxi's vans, LIFT buses

Hospitals, Nursing Homes need to build their facilities near transit lines

There need to be standards for door to door and for-hire transportation infrastructure

**NW Power Plan – Correlation
Congestion/ VMT Reduction/CO2/ Pollution Etc.**

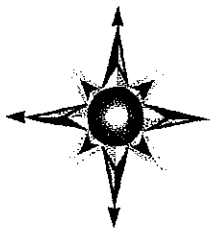
CLOSING

In Closing I want to reiterate my request

I request that Metro create a system plan for Elderly and Disabled Transportation and don't leave this to Tri-Met it is broader than Tri-Met and needs the policy direction that Metro can provide. A minimum of \$500,000 needs to be included in the RTP as soon as possible to develop appropriate policy and planning for this very large, growing and important population. There needs to be staffing at the Metro level and planning dollars to assess the economic impact of this population on the region.

*Tri-Met E& D Report – August

#'s are based on monthly averages for community transit systems, Ride Connection and LIFT #'s for Tri-Met



COALITION FOR A LIVABLE FUTURE

310 SW FOURTH AVENUE, SUITE 612 • PORTLAND, OR 97204
PHONE: 503.294.2889 • FAX: 503.225.0333 • WWW.CLFUTURE.ORG

NOV 15 2007

October 15, 2007

Dear President Bragdon and Metro Council:

Thank you for the opportunity to comment on the draft 2035 Regional Transportation Plan (RTP), and for the many steps forward this plan is taking. This RTP, more than previous Portland Metro area plans, recognizes the connections between transportation and land use, health, housing, equity, and the environment. This holistic approach to transportation planning, if used to determine transportation investments, will help shift the balance toward a more sustainable transportation system and a healthier, more prosperous region.

Background on the Coalition for a Livable Future

The Coalition for a Livable Future (CLF) is an organization that connects issues, organizations and individuals to ensure a healthy and sustainable Portland region. We work to integrate the built and natural environments to protect our quality of life, while ensuring that nobody gets left behind because we believe that all residents in our region deserve equal access to our exceptional quality of life.

Issue Areas

Equity

People living in poverty, low-income people, and people of color are increasingly moving to outlying areas. These areas frequently have more incomplete street networks and fewer transportation options. Land use patterns in these underserved communities often mean longer commute times to get from housing to employment, making these communities more reliant on a transportation system that does not serve their needs.

Through this RTP, Metro has demonstrated an awareness of the need to ensure an equitable transportation system that provides transportation choices for our most vulnerable and disadvantaged populations. It was an important step forward to create a goal of ensuring equity and to define equity in terms of disparately impacted communities. This goal appropriately prioritizes new investments where they are needed most from a regional, system-wide perspective.

It is difficult to define disadvantaged populations in order to target investments, and we appreciate that you have attempted to do so by targeting environmental justice target areas. One of the big challenges with the use of environmental justice target areas (or

environmental justice communities, the term we prefer) is that a small population of poor people within a Census Block Group that is disproportionately burdened by a transportation project will be overlooked. In addition, people of color are frequently undercounted in the Census, limiting the effectiveness of the Census Block Group as a tool. Investments should target disadvantaged populations wherever they occur, whether or not they meet the threshold stated in the RTP. CLF will continue to work with Metro to refine definitions and performance measures to address these limitations.

Global Warming and the Environment

Global Warming

Recognizing the region's leadership in sustainability and the importance of stemming global climate change, the RTP should require a sustainable transportation system designed to meet carbon reduction goals. We were encouraged to find that the draft RTP acknowledges transportation is a significant source of climate changing greenhouse gas emissions, and that it recognizes climate change as a "serious and growing threat to Oregon's economy, natural resources, forests, rivers, agricultural lands, and coastline." We were also pleased that Metro staff has modeled carbon mono/dioxide emissions in the greater Portland airshed to the year 2035 and is currently conducting an analysis of that data.

In response to comments already submitted, staff has added a greenhouse gas performance measure and reference to the greenhouse reduction targets in House Bill 3543. Thank you for this addition. However, there are opportunities to further strengthen the way the RTP addresses climate change. While there is sufficient attention given to describing the problem, specific performance measures and actions related to greenhouse gasses should be included.

Furthermore, in order to meet the state goal and curb the increase of climate changing emissions, every transportation investment must be considered with an eye toward reducing carbon emissions.

Green Streets and Pervious Areas

Tualatin Riverkeepers has provided you with important comments regarding the expansion of green streets and decreasing impervious areas. CLF supports these recommendations, and hopes that future transportation investments can reverse the growth of impervious area in order to restore flows and water quality to our urban streams.

Health

With the introduction of a Goal to Enhance Human Health, this RTP has taken the important step of acknowledging the impact of transportation on the health and livability of individuals and communities. While a transportation system focused solely on vehicle

travel has negative impacts on health, a well designed transportation system minimizes pollution and its impacts, and increases physical activity by providing safe access to pedestrian, bicycle, and mass transit transportation options.

The Community Health Partnership and Kaiser Permanente have provided more detailed comments on the inclusion of human health measures in the RTP. CLF supports these comments.

Housing

Metro's Housing Choice Task Force, after nearly year of study, made a number of recommendations to improve housing access and choice. The top recommendation was to "Integrate housing supply concerns, and specifically affordable housing, into all policy making and funding allocations." The 2040 Growth Concept identifies providing a range of housing choices for people of all incomes and household types as a matter of regional concern and a key component of the region's livability.

Sufficient affordable housing gives people options of where to live. When people can choose where they can live, a number of good things happen: they can be closer to work, resulting in diminished commute time, less pollution and reduced traffic congestion. The RTP does not adequately address this connection, and we will work with Metro staff to incorporate affordable housing concepts.

Project Selection

Connection between Draft RTP and Project Selection and Development

In order for the RTP to be effective as a plan to "direct transportation planning and project development activities... and guide the public and private expenditure of federal, state, regional and local revenue," the relationship between the plan and how transportation investments are chosen must be elucidated. At this point it is unclear how the RTP, including its Goals and Objectives, will be considered when making funding decisions or developing the list of future projects.

CLF is disappointed that the project selection process has not been open and transparent. It is unclear how the federally constrained list of projects in the draft RTP was chosen. Each project was self-rated by the recommending jurisdiction based on six criteria, and Metro narrowed the list of projects to match anticipated financial constraints. There appears to be no independent rating, and even the self-ratings do not reflect the Goals in the draft RTP. This process is woefully inadequate.

In order for the projects to reflect our common goals as reflected in the RTP, the project selection process should be clear. There should be meaningful performance measures that provide the information needed to assess the impacts of transportation on our region, and the performance measures should be used to drive transportation investments.

Investment Priorities

The Portland Metro region is known nationally for its green land use and transportation planning approach. In part, thanks to this planning approach, our exceptional quality of life is a key economic engine. We are emerging as a national leader in sustainability movement, which is turning into an important aspect of our region's economic future.

To adequately meet the goals set out in the RTP, the region should prioritize the optimization and maintenance of existing infrastructure and building multimodal transportation systems over building new roads. In the past, smaller projects have frequently been overlooked in favor of large-scale road projects. Smaller projects, taken together, can frequently have a considerable impact on mobility, reliability and safety. These projects are often environmentally sustainable projects that promote active living at a much lower cost than road expansions, effectively utilizing public funds. To this end, we encourage the funding of bicycle boulevards and off-street multi-use trails, improved pedestrian access, public transportation, and rail lines.

Again, thank you for the opportunity to comment on the RTP. If you have any questions about our comments, please do not hesitate to contact us.

Sincerely,

Ron Carley
Co-Director
Coalition for a Livable Future

Mara Gross
Policy Director
Coalition for a Livable Future

Attachment: Draft RTP Language Change Recommendations

DRAFT RTP LANGUAGE CHANGE RECOMMENDATIONS
From the Coalition for a Livable Future
Suggested language in blue, explanations highlighted in yellow

(Page iv)

2. A systems approach that emphasizes completing gaps in the regional transportation network and protecting regional mobility corridors to address safety and congestion deficiencies. The plan views the transportation system as an integrated and interconnected whole that supports land use and all modes of travel for people and goods movement. This approach relies on a broader, multimodal definition of transportation need, recognizing that the region's ability to physically expand right-of-way to increase capacity is limited by fiscal, environmental and land use constraints. This approach responds in part to recent policy direction from the federal and state levels to better link system management with planning for the region's transportation system, a growing body of research demonstrating that road capacity increases are not a sustainable solution to congestion, and direction from the residents of the region to provide a balanced transportation system that expands transportation choices for everyone. Reliability of the system, particularly for commuting and freight, is emphasized and will be evaluated and monitored through an integrated multi-modal mobility corridor strategy. Completing gaps in pedestrian, bicycle and transit systems is also a critical part of this strategy.

This approach requires more aggressive management of the transportation system and consideration of strategies such as value pricing to better manage capacity and peak use on the thoroughways in the region. To date, this tool has not been applied in the Portland metropolitan region despite successful application of this tool in other parts of the U.S. and internationally. Value pricing may generate revenues to help with needed transportation investments, however, more work is needed to gain public support for this tool.

"3. A new focus on fiscal stewardship to preserve our existing transportation assets and achieve the best return on public investments. Government must be a responsible steward of public . . ."

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2.3.8.5 Environmental Restoration and Protection

Environmental restoration and preservation are important to people in this region. Recent public opinion research asked 600 residents of the region to rate issues they believe should be important for transportation planners to consider. Reducing air pollution topped the list, with protecting fish habitat not far behind.

Transportation affects regional air quality, water quality, wildlife habitat, and noise in addition to the larger issue of global climate change. Currently, transportation accounts for an estimated 38 percent of the state's carbon dioxide emissions, with vehicle emissions predicted to increase by 33 percent by 2025 because of increased driving.

Emissions from vehicle exhaust introduce particulates, irritants and toxins to the air; road runoff contributes to erosion and introduces oil and other chemicals into streams and groundwater. Roads can interrupt wildlife corridors and fish passageways. Although roads cover only about one percent of the country's land, they affect a disproportionate 15 to 20 percent of adjacent habitat.⁴⁶

Regarding air quality, the region has met some goals and fallen short of others. Regional air quality has met the Environmental Protection Agency's air quality standards for six pollutants, sufficient to achieve "maintenance" status. However, levels of toxic emissions near downtown Portland—most notably benzene—have been measured at more than 8.5 times the federal standard.

Transportation activities are the second largest source of greenhouse gas emissions in Oregon. [Include estimates for greenhouse gas emissions to 2035 and Metro's airshed analysis mentioned in Chapter 4 (pg. 4-20) here.]

2.5 Where We Go From Here

- **Affordable housing and transportation are inextricably linked.** Sufficient affordable housing gives people options of where to live, allowing them to be closer to work, resulting in diminished commute time, less pollution and reduced traffic congestion.

Table 3.2
2040 Implementation Infrastructure Investment Needs

Stage of Development	Developed Areas	Developing Areas	Undeveloped Areas
	Built-out areas with most new housing and jobs accommodated through infill, redevelopment and brownfields development.	Redevelopable and developable areas, with most new housing and jobs being accommodated through infill, redevelopment, and greenfield development.	More recent additions to the urban growth boundary, with most new housing and jobs accommodated through greenfield development.
Infrastructure Investment Needs	<ul style="list-style-type: none"> • Operations, maintenance and preservation of existing transportation assets. • Managing the existing transportation system to optimize performance for all modes of travel. • Leveraging infill, redevelopment and use of brownfields. • Addressing bottlenecks and improving system connectivity and the quality of non-SOV modes to address bottlenecks, barriers and safety deficiencies. • Completing local street connections needed to complement the arterial street system. 	<ul style="list-style-type: none"> • Operations, maintenance and preservation of existing transportation assets. • Preserving right-of-way for future transportation system. • Managing the existing transportation system to optimize performance for all modes of travel. • Providing a multi-modal urban transportation system. • Focusing on bottlenecks and improving system connectivity and the quality of non-SOV modes to address bottlenecks, barriers and safety deficiencies. • Completing local street connections needed to complement the arterial system. 	<ul style="list-style-type: none"> • Operations, maintenance and preservation of existing transportation assets. • Preserving right-of-way for future transportation system. • Providing a multi-modal urban transportation system. • Managing new transportation system investments to optimize performance for all modes of travel. • Focusing on bottlenecks and improving system connectivity to address barriers and safety deficiencies. • Completing local street connections needed to complement the arterial street system.

Table 3.3
Regional Transportation Plan Goals

Our Vision for the System	<p>Goal 1: Foster Vibrant Communities and Efficient Urban Form Land use and transportation decisions are linked to promote an efficient and compact urban form that fosters vibrant communities; optimizes public investments; and supports jobs, schools, shopping, services, recreational opportunities and housing proximity.</p> <p>Goal 2: Sustain Economic Competitiveness and Prosperity Multi-modal transportation infrastructure and services support the region's well-being and a diverse, innovative, sustainable and growing regional and state economy through the reliable and efficient movement of people, freight, goods, services and information within the region and to destinations outside the region.</p> <p>Goal 3: Expand Transportation Choices Multi-modal transportation infrastructure and services provide all residents of the region with affordable and equitable options for accessing housing, jobs, services, shopping, educational, cultural and recreational opportunities, and facilitate competitive choices for goods movement for all businesses in the region.</p> <p>Goal 4: Emphasize Effective and Efficient Management of the Transportation System Multi-modal transportation infrastructure and services are well-managed and optimized to improve travel conditions and operations, and maximize the multi-modal capacity and operating performance of existing and future transportation infrastructure and services.</p> <p>Goal 5: Enhance Safety and Security Multi-modal transportation infrastructure and services are safe and secure for the public and goods movement.</p> <p>Goal 6: Promote Environmental Stewardship Promote responsible stewardship of the region's natural, community, and cultural resources during planning, design, construction and management of multi-modal transportation infrastructure and services.</p> <p>Goal 7: Enhance Human Health Multi-modal transportation infrastructure and services enhance quality of human health by providing safe and convenient options that support active living and physical activity, and minimize transportation-related pollution that negatively impacts human health.</p> <p>Goal 8: Ensure Equity Regional transportation planning and investment decisions ensure the benefits and impacts of investments are equitably distributed. <i>(moved from "How We Get There" to "Our Vision for the System")</i> <i>Reason for Change: Equity is not simply a means to achieving a good transportation system; it is a feature of a good system, so should be included in "Our Vision for the System" rather than "How We Get There."</i></p>
	<p>Goal 9: Ensure Sustainability Regional transportation planning and investment decisions promote responsible fiscal, social and environmental stewardship by maximizing the return on public investments in infrastructure and placing the highest priority on investments that reinforce Region 2040 and achieve multiple goals.</p> <p>Goal 10: Deliver Accountability The region's government, business, institutional and community leaders work together in an open and transparent manner so the public experiences an integrated, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers.</p>
How We Get There	

TABLE 3.4 GOAL 1— FOSTER VIBRANT COMMUNITIES AND EFFICIENT URBAN FORM

Goal Statement	Objectives
<p>Goal 1: Foster Vibrant Communities and Efficient Urban Form</p> <p>Land use and transportation infrastructure decisions are linked to promote an efficient and compact urban form that fosters vibrant communities; optimizes public investments; and supports active transportation options, jobs, schools, shopping, services, recreational opportunities and housing proximity.</p>	<p>Objective 1.1 Compact Urban Form and Design - Leverage Region 2040 land uses to reinforce growth in, and multi-modal access to 2040 Target Areas.</p> <p><u>Potential Actions:</u></p> <ul style="list-style-type: none"> 1.1.1. Place a priority on multi-modal transportation investments that address a system gap or deficiency to reinforce growth in and improve access to or within the primary 2040 target areas. 1.1.2. Coordinate land use and transportation decisions to ensure the identified function, design and capacity of transportation facilities are consistent with applicable regional system concepts and support adjacent land use patterns. 1.1.3. Locate housing, jobs, schools, parks and other destinations within ½ mile of each other. 1.1.4. Support the development of tools aimed at reducing vehicle miles traveled per person, including transit-oriented development, car sharing, location efficient mortgage. 1.1.5. Create incentives for development projects in 2040 target areas and promote transit-supportive design and infrastructure in 2040 target areas and along designated transit corridors. 1.1.6. Provide landscaping, pedestrian-scale lighting, benches and shelters and other infrastructure to serve pedestrians and transit users in 2040 centers, station communities and main streets and designated corridors. 1.1.7. Work with the private development community to coordinate transportation spending and land development investment decisions for projects in 2040 target areas. 1.1.8. Minimize large new transportation infrastructure intrusions in and between currently well-connected neighborhoods.
	<p>Objective 1.2 Parking Management – Minimize the amount of land dedicated to vehicle parking.</p> <p><u>Potential Actions:</u></p> <ul style="list-style-type: none"> 1.2.1. Place a priority on investments that reduce the need for land dedicated to vehicle parking. 1.2.2. Promote the use of shared parking for commercial and retail land uses. 1.2.3. Establish maximum parking ratios for off-street parking spaces. 1.2.4. Manage and optimize the efficient use of public and commercial parking in 2040 target areas.

TABLE 3.5 GOAL 2— SUSTAIN ECONOMIC COMPETITIVENESS AND PROSPERITY

Goal Statement	Objectives
<p>Goal 2: Sustain Economic Competitiveness and Prosperity</p> <p>Multi-modal transportation infrastructure and services support the region's well-being</p>	<p>Objective 2.1 Reliable and Efficient Travel and Market Area Access - Provide for reliable and efficient multi-modal local, regional, interstate and intrastate travel and market area access through a seamless and well-connected system of thoroughways, arterial streets, freight services, transit services and bicycle and pedestrian facilities, consistent with Regional System Concepts.</p> <p><u>Potential Actions:</u></p> <ul style="list-style-type: none"> 2.1.1. Place a priority on investments that address multi-modal system gaps to improve reliability and access (1) from labor markets and trade areas to the primary 2040 Target Area; or (2) to work, shopping, school and

TABLE 3.5 GOAL 2— SUSTAIN ECONOMIC COMPETITIVENESS AND PROSPERITY

Goal Statement	Objectives
<p>and a diverse, innovative, sustainable and growing regional and state economy through the reliable and efficient movement of people, freight, goods, services and information within the region and to destinations outside the region.</p>	<p><i>recreation within the 2040 Target Area. Reason for Change: The first Potential Action focuses on moving freight into the region from without, without acknowledging the economic importance of local travel, such as within a neighborhood.</i></p> <ul style="list-style-type: none"> 2.1.2. <i>Provide a network of limited-access throughways to primarily serve interstate, intercity and inter-regional people and goods movement, consistent with Regional Streets and Throughways System Map.</i> 2.1.3. <i>Provide a network of arterial streets at one-mile spacing, with regional transit service on most regional arterial streets, consistent with Regional Streets and Throughways System Map.</i> 2.1.4. <i>Provide an interconnected multi-modal freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services and connects freight transportation corridors to the region's freight intermodal facilities and industrial sanctuaries, consistent with the Regional Freight System Map.</i> 2.1.5. <i>Provide a network of high capacity transit service that connects the Central City, Regional Centers and passenger intermodal facilities, consistent with Regional Transit System Map.</i> 2.1.6. <i>Provide a complementary network of community bus and streetcar service connections that serve 2040 Target Areas and provide access to regional transit on arterial streets and the regional high capacity transit network, consistent with Regional Transit System Map. Reason for Change: Action not consistent with The Regional Transit System Concept on page 3-29, which shows both High Capacity Transit and Regional Transit on Arterial Streets.</i> 2.1.7. <i>Provide a network of local and collector street systems to reduce dependence on regional arterial streets and throughways for local circulation, consistent with Local Street System Concept.</i> 2.1.8. <i>Provide a continuous network of safe, convenient and attractive bikeways and pedestrian facilities on all arterial streets and improve access to transit facilities, consistent with Regional Bike and Pedestrian Systems Maps.</i> 2.1.9. <i>Provide a continuous network of regional multi-use trails that connect priority 2040 land uses, on-street bikeways, pedestrian and transit facilities, consistent with the Regional Greenspaces Master Plan.</i> 2.1.10. <i>Assist jurisdictions in developing local strategies that provide adequate freight loading and parking strategies in the central city, regional centers, town centers and main streets.</i> 2.1.11. <i>Develop measures that address the economic value of freight and goods movement, 2040 centers and other priority land uses and bike tourism and other recreational uses.</i> <p>Objective 2.2 Regional Passenger Connectivity – Ensure reliable and efficient connections between passenger intermodal facilities and destinations in, beyond and through the region to improve non-auto access to and from outside the region and promote the region's function as a gateway for tourism.</p> <p><u>Potential Action:</u></p> <ul style="list-style-type: none"> 2.2.1. <i>Place a priority on investments that benefit or connect two or more passenger modes.</i> 2.2.2. <i>Identify possible passenger rail service corridors to neighboring cities, such as the Milwaukie-Lake Oswego-Tualatin-Sherwood-McMinnville service or an extension of Westside Commuter Rail to Salem.</i>
	<p>Objective 2.3 Regional Mobility -Maintain sufficient total person-trip and freight capacity among the various modes operating in the Regional Mobility Corridors to allow reasonable and reliable travel times through those corridors.</p> <p><u>Potential Actions:</u></p> <ul style="list-style-type: none"> 2.3.1. <i>Place a priority on investments that implement the CMP by addressing a gap or deficiency, or implement TSMO strategies on an arterial within a regional mobility corridor.</i> 2.3.2. <i>Implement a regional congestion management program, including coordinated regional bus service, traffic operations improvements, transit, ridesharing, telecommuting incentives, and pricing strategies.</i> 2.3.3. <i>Consider a full range of options for meeting this objective, including different modal options, and policies for making more efficient use of existing capacity as well as small and larger scale multi-modal capacity investments.</i> 2.3.4. <i>Develop interchange area management plans (IAMPs) for all throughway access points that are approved by state, regional and local agencies.</i>

TABLE 3.5 GOAL 2— SUSTAIN ECONOMIC COMPETITIVENESS AND PROSPERITY

Goal Statement	Objectives
	<p>2.3.5. <i>Establish performance goals and benchmarks for mobility corridors and 2040 centers reflecting regional policy to increase proportional travel by transit, high-occupancy vehicle, and non-motorized travel modes to achieve reduced dependence on single-occupant vehicle travel</i></p> <p>2.3.6. <i>Monitor performance of the regional transportation system in subareas and along regional mobility corridors throughout the region consistent with the CMP.</i></p> <p>Objective 2.4 Freight Reliability –Maintain a reasonable and reliable travel time and access between freight intermodal facilities and destinations in, within and through the region to promote the region's function as a gateway for commerce, consistent with the Regional Freight System Map.</p> <p><u>Potential Actions:</u></p> <p>2.4.1. <i>Place a priority on transportation investments that maintain travel time reliability on the regional freight system and provide freight access to industrial areas and freight intermodal facilities.</i></p> <p>2.4.2. <i>Consider the movement of freight when conducting transportation studies.</i></p> <p>2.4.3. <i>Identify regional freight routes that ensure direct and convenient access from industrial and employment areas to the thruway network.</i></p> <p>2.4.4. <i>Identify and correct existing safety deficiencies on regional freight routes relating to:</i></p> <ul style="list-style-type: none"> • <i>roadway geometry and traffic controls,</i> • <i>bridges and overpasses,</i> • <i>at-grade railroad crossings,</i> • <i>truck infiltration in neighborhoods,</i> • <i>congestion on interchanges and hill climbs</i> <p>2.4.5. <i>Consider improvements that are dedicated to freight travel only.</i></p> <p>2.4.6. <i>Work with the private transportation industry, Oregon Economic Development Department, Portland Development Commission, Port of Portland and others to identify and realize investment opportunities that enhance freight mobility and support the state and regional economy.</i></p> <p>2.4.7. <i>Expand development and use of TSMO strategies that increase person-trip capacity on congested freight corridors, including traveler information tools and other management strategies to increase system reliability.</i></p> <p>Objective 2.5 – Job Retention and Creation – Foster the growth of new businesses and retain those that are already located in the region.</p> <p><u>Potential Action:</u></p> <p>2.5.1. <i>Place a priority on transportation investments that support state and local government efforts to attract new industries to Oregon or that keeps and encourages expansion of existing industries.</i></p>

TABLE 3.9 GOAL 6—PROMOTE ENVIRONMENTAL STEWARDSHIP

Goal Statement	Objectives
<p>Goal 6: Promote Environmental Stewardship</p> <p>Promote responsible stewardship of the region's natural, community, and cultural resources during planning, design, construction and management of multi-modal transportation infrastructure and services.</p>	<p>Objective 6.1 Natural Environment – Avoid or minimize undesirable impacts on fish and wildlife habitat conservation areas, wildlife corridors, significant flora and open spaces.</p> <p><u>Potential Actions:</u></p> <p>6.1.1. <i>Place a priority on investments that improve fish or wildlife habitat or remove a blockage or barrier limiting fish or wildlife passage in a habitat conservation area and/or wildlife corridor.</i></p> <p>6.1.2. <i>Consider protecting the natural environment in all aspects of the transportation planning process to reduce the environmental impacts associated with transportation system design, construction and maintenance activities.</i></p> <p>6.1.3. <i>Locate new transportation and related utility projects to avoid fragmentation and degradation of components of regionally significant parks, habitat,</i></p>

TABLE 3.9 GOAL 6—PROMOTE ENVIRONMENTAL STEWARDSHIP

Goal Statement	Objectives
	<p><i>wildlife corridors, natural areas, open spaces, trails and greenways.</i></p> <p>6.1.4. Implement a coordinated strategy to remove or retrofit culverts on the regional transportation system that block or restrict fish passage.</p> <p>6.1.5. Incorporate green street designs and green development practices into community design and infrastructure plans.</p> <p>6.1.6. Support the implementation of Green Streets practices through pilot projects and funding incentives.</p> <p>6.1.7. Design transportation facilities with consideration for wildlife movement where wildlife corridors cannot be avoided.</p>
	<p>Objective 6.2 Clean Air – Reduce transportation-related vehicle emissions to improve air quality so that as growth occurs, the view of the Cascades and the Coast Range from within the region are maintained and greenhouse gas emissions are reduced.</p> <p><u>Potential Actions:</u></p> <p>6.2.1. Place a priority on investments that reduce transportation-related vehicle emissions.</p> <p>6.2.2. Encourage use of all low- or zero-emission modes of travel (e.g., transit, telecommuting, zero-emissions vehicles, carpooling, vanpooling, bicycles and walking).</p> <p>6.2.3. Work with the state to include and implement strategies for planning and managing air quality in the regional airshed in the State Implementation Plan (SIP) for the Portland-Vancouver air quality maintenance areas (AQMA) as required by the federal Clean Air Act Amendments.</p> <p>6.2.4. Ensure timely implementation and adequate funding for transportation control measures, as identified in the SIP.</p> <p>6.2.5. Monitor air quality, greenhouse gas emissions and air toxics within the regional airshed.</p> <p>6.2.6. Develop a comprehensive plan to reduce transportation-related greenhouse gas emissions to meet state goals.</p>
	<p>Objective 6.3 Water Quality and Quantity – Protect the region's water quality and quantity.</p> <p><u>Potential Actions:</u></p> <p>6.3.1. Place a priority on investments that reduce impervious surface coverage and stormwater run-off.</p> <p>6.3.2. Incorporate green street designs and green development practices into community design and infrastructure plans.</p>
	<p>Objective 6.4 Energy and Land Consumption - Reduce transportation-related energy and land consumption and the region's dependence on unstable energy sources.</p> <p><u>Potential Actions:</u></p> <p>6.4.1. Place a priority on investments that increase efficiency of the transportation network (e.g., reduce idling and corresponding fuel consumption) or supports efficient trip-making decisions in the region.</p> <p>6.4.2. Promote and implement strategies to increase use of alternative energy vehicles and non-SOV travel modes.</p> <p>6.4.3. Encourage transportation investments that discourage large new low-density housing development.</p>

TABLE 3.11 GOAL 8—ENSURE EQUITY

Goal Statement	Objectives
<p>Goal 8: Ensure Equity</p> <p>Regional transportation planning and investment decisions ensure the benefits and impacts of investments are equitably</p>	<p>Objective 8.1 Environmental Justice – Ensure benefits and impacts of investments are equitably distributed.</p> <p><u>Potential Actions:</u></p> <p>8.1.1. Place a priority on investments that benefit environmental justice target areas communities, address past transportation equity issues or remove barriers to accessing the transportation system.</p>

TABLE 3.11 GOAL 8—ENSURE EQUITY

Goal Statement	Objectives
distributed.	<p>8.1.2. Evaluate benefits and impacts of recommended investments on environmental justice target areas communities.</p> <p>8.1.3. When a major disparity exists, expand modify a project to include commensurate benefits for those significantly burdened by project.</p> <p>Objective 8.2 Coordinated Human Services Transportation Needs - Ensure investments in the transportation system provide a full range of affordable options for people with low-income, elders and people with disabilities consistent with the Tri-County Coordinated Human Services Transportation Plan (CHSTP).</p> <p><u>Potential Actions:</u></p> <p>Place a priority on investments that remove barriers to benefit special access needs.</p> <p>8.2.1. Place a priority on investments that provide an appropriate level, a range of high quality and range of transportation options to serve special access needs of individuals in this region, including people with low-income, children, elders and people with disabilities.</p> <p>8.2.2. Encourage new and existing development to create and enhance pedestrian facilities near low income, elderly and disabled developments, including sidewalks, crosswalks, audible signals, etc. and provide incentives for the future pedestrian orientation in areas serving low income, elderly and disabled individuals.</p> <p>8.2.3. Periodically update the Tri-County Coordinated Human Services Transportation Plan.</p> <p>8.2.4. Encourage the location of elderly and disabled facilities in areas with existing transportation services and pedestrian amenities.</p> <p>8.2.5. Continue to work with TriMet, SMART, private non-profit providers, social services staff, and local jurisdictions to provide a customer information system that improves community familiarity with, access to and understanding of the elderly and disabled transportation network.</p> <p>8.2.6. Employ technology to create a seamless, coordinated and single point of entry system for the user's ease that maximizes efficiency of operation, planning and administrative functions.</p> <p>8.2.7. Incorporate low income, elderly and disabled housing into mixed use developments that includes public facilities such as senior centers, libraries and other public services as well as commercial and retail services such as stores, medical offices and other retail services.</p> <p>8.2.8. Provide for audible signals, curb cut tactile strips and appropriately timed signalized crosswalks at major retail centers or near bus stops for arterial street, high volume neighborhood circulators or other arterial streets near elderly or disabled facilities or in neighborhoods with significant elderly or disabled populations.</p> <p>8.2.9. Coordinate transit services and expand outreach programs to encourage and support fixed-route ridership by people with low-income, children, elders and people with disabilities.</p> <p>8.2.10. Improve the accountability of the special needs transportation network by enhancing customer input and feedback opportunities.</p> <p>8.2.11. Work with nonprofit and for profit affordable housing developers to encourage the location of public transportation near affordable housing.</p>

TABLE 3.12 GOAL 9: FISCAL STEWARDSHIP

Reason for Change: We very much appreciate the increased emphasis on sustainability as encapsulated in Goal 2 (Economy), Goal 6 (Environment) and Goal 8 (Equity), and to a lesser extent in other goals. However, based on the Objectives and Actions, is really about Fiscal Stewardship (or Efficient Use of Public Funds), rather than sustainability. The title should be changed to reflect this concept so as not to confuse the idea of sustainability (it should also be changed in bullet 3 on Page iv of the Executive Summary).

Goal Statement	Objectives
<p>Goal 9: Fiscal Stewardship</p> <p>Regional transportation planning and investment decisions promote responsible fiscal, social and environmental stewardship by maximizing the return on public investments in infrastructure and placing the highest priority on investments that reinforce Region 2040 and achieve multiple goals.</p>	<p>Objective 9.1 Asset Management– Provide for the continuing preservation and maintenance needs of transportation facilities and services as needed to maintain their useful life and eliminate maintenance backlogs.</p> <p><u>Potential Actions:</u></p> <ul style="list-style-type: none"> 9.1.1. <i>Place a priority on investments that cost-effectively maintain and preserve existing transportation infrastructure and services.</i> 9.1.2. <i>Develop cost-effective operation, maintenance and preservation strategies to extend life of existing roads, bridges, railroad crossings, public transportation facilities, and other transportation equipment and assets.</i> 9.1.3. <i>Focus on extending the life of existing transportation infrastructure if this is more cost-effective than expanding or building new facilities.</i> 9.1.4. <i>Develop methods to consider cost-effectiveness, least-cost solutions and life-cycle cost of facilities in the evaluation process.</i> <p>Objective 9.2 Maximize Return on Public Investment - Make transportation investment decisions that use public resources effectively and efficiently, using performance-based planning.</p> <p><u>Potential Actions:</u></p> <ul style="list-style-type: none"> 9.2.1. <i>Place the highest priority on cost-effective investments that achieve multiple objectives and those investments that make the greatest contribution to the region's overall well-being.</i> 9.2.2. <i>Update the Metropolitan Transportation Improvement Program (MTIP) policies and procedures to implement the policy direction of the RTP.</i> 9.2.3. <i>Ensure that land use decisions protect public investments in infrastructure and encourage compact development patterns to reduce transportation infrastructure costs of serving development.</i> 9.2.4. <i>Implement access management and other strategies to preserve the function of transportation facilities.</i> 9.2.5. <i>Develop agreements between transit service providers and local jurisdictions on the provision of transit service and the build-out of priority 2040 land-use areas and related street infrastructure.</i> 9.2.6. <i>Develop measures to evaluate the contribution of transportation investments and management strategies to the economic competitiveness of the region and the state.</i> 9.2.7. <i>Identify, protect, and/or acquire future right-of-way as early as possible to minimize negative impacts on communities and the natural environment.</i>

TABLE 3.13 GOAL 10—DELIVER ACCOUNTABILITY

Goal Statement	Objectives
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<p>Goal 10: Deliver Accountability</p> <p>The region's government, business, institutional and community leaders work together in an open and transparent manner, encourage public involvement, and provide meaningful opportunities for public input in transportation decisions. Public and private stakeholders coordinate their efforts, so the public experiences an integrated, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers.</p>	<p>Objective 10.1 Meaningful Input Opportunities - Provide meaningful input opportunities for interested and affected stakeholders, including people who have traditionally been underrepresented, resource agencies, business, institutional and community stakeholders, and local, regional and state jurisdictions that own and operate the region's transportation system in plan development and review.</p> <p><u>Potential Actions:</u></p> <ul style="list-style-type: none"> 10.1.1. <i>Develop a detailed public involvement work plan consistent with the regional public involvement policy for each transportation plan, program or project that includes timelines, key decision points and opportunities for meaningful input throughout the decision-making process consistent with Metro's adopted public involvement policy for transportation planning.</i> 10.1.2. <i>Ensure that all materials created for the public are easily understood and reasonable opportunities for public input is provided through a variety of methods.</i> 10.1.3. <i>Create a record of formal public input on draft transportation plans and ensure input is fully responded to in a way that can provide direct feedback to submitters and the decision-makers.</i> 10.1.4. <i>Ensure that stakeholder groups are equitably represented on advisory panels.</i> 10.1.5. <i>Ensure transparency in decision-making by making all major decisions on the basis of substantiated findings that are grounded in meaningful involvement of the public.</i> 10.1.6. <i>Monitor and report transportation system investment and performance to the public.</i> <p>Objective 10.2 Stable and Innovative Funding – Stabilize existing transportation revenue while securing new and innovative long-term sources of funding adequate to build, operate and maintain the regional transportation system for all modes of travel at the federal, state, regional and local level.</p> <p><u>Potential Actions:</u></p> <ul style="list-style-type: none"> 10.2.1. <i>Place a priority on investments that leverage other investment from governments or private business.</i> 10.2.2. <i>Develop innovative public and private partnerships to advance long-term Region 2040 vision and establish appropriate revenue sources and financing mechanisms.</i> 10.2.3. <i>Develop regional finance strategy and seek opportunities at the state and federal levels to secure adequate and stable funding.</i> 10.2.4. <i>Define roles and responsibilities for financing different components of the regional transportation system.</i> 10.2.5. <i>Develop broad public support for needed investments in transportation infrastructure and resources for continuing operations, maintenance and preservation of transportation facilities.</i> <p>Objective 10.3 Coordination and Cooperation - Ensure representation in regional transportation decision-making is equitable from among all affected jurisdictions and stakeholders and improve coordination and cooperation among the public and private owners and operators the region's transportation system so the system can function in a coordinated manner and better provide for state and regional transportation needs.</p> <p><u>Potential Actions:</u></p> <ul style="list-style-type: none"> 10.3.1. <i>Place a priority on investments that increase coordination and cooperation of transportation providers.</i> 10.3.2. <i>Expand on current system and demand management coordination efforts at regional level.</i> 10.3.3. <i>Explore possibility of a regional approach for managing and operating bridges of regional significance.</i> 10.3.4. <i>Develop a regionally accepted document that clearly defines which agency is primarily responsible and principally accountable for planning, funding and managing different components of the transportation system. Different governments will be responsible for different components.</i>
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4.3.8 Environmental Justice Analysis

As an entity utilizing federal funds, Metro is responsible to successfully integrate environmental justice standards into its transportation program and planning activities. Any program or activity receiving federal financial assistance cannot discriminate against people based on race, color, national origin, age, sex, disability, religion or income status. The RTP Investment Pool projects were intersected with identified Environmental Justice Target Areas (2000 census block groups with two or more socioeconomically sensitive populations). Communities (a census block group that has a concentration of people living in poverty, low-income people, people of color, elderly, children, people with disabilities, and other populations protected by Title VI and related nondiscrimination statutes). For more details see Appendices.

PERFORMANCE MEASURES

<ul style="list-style-type: none">• <i>Goal 3: Expand Transportation Choices</i>• <i>Multi-modal transportation infrastructure and services provide all residents of the region with affordable and equitable options for accessing housing, jobs, services, shopping, educational, cultural and recreational opportunities, and facilitate competitive choices for goods movement for all businesses in the region.</i>	<ul style="list-style-type: none">• <i>Modal share of walking, biking, transit and shared ride by 2040 land use.</i>• <i>Difference between travel time contours for 2040 target areas by mode.</i>• <i>Percent of homes within 30 minutes travel time of employment by auto and transit during peak periods.</i>• <i>Percent of jobs within 30 minutes of travel time to workforce by auto and transit during peak periods.</i>• <i>Percent of homes within 30 minutes' travel time of employment, broken down by mode.</i>• <i>Percent of homes and parks within one-quarter mile of regional multi-use trail system.</i>• <i>Percent of homes and parks within one-half mile access (via neighborhood streets) to bikeways.</i>• <i>Percent of seniors and people with disabilities within one-quarter mile of regional transit service via continuous sidewalks/protected crosswalks.</i>• <i>Percent of environmental justice target area community households within one-quarter mile of regional transit service.</i>• <i>Percent of homes and jobs within one-quarter mile of regional and community transit service.</i>• <i>Percent of homes and jobs within one-half mile of high capacity transit service.</i>• <i>Percent of household income (by quintile) spent on transportation.</i>• <i>Percent of arterial network with intersections with ADA-compliant ramps, adequate and unobstructed sidewalks and transit stops that are accessible.</i>
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<ul style="list-style-type: none"> • Goal 5: Enhance Safety and Security • Multi-modal transportation infrastructure and services are safe and secure for the public and goods movement. 	<ul style="list-style-type: none"> • <i>Per capita crashes, serious injuries and fatalities by mode.</i> • <i>Per capita crashes, serious injuries and fatalities by census block group.</i> • <i>Percent and number of Safety Priority Index System (SPIS) locations addressed in past five years.</i> • <i>Number of reoccurring SPIS intersections and segments from year-to-year as identified in ODOT Highway Safety Action Plan.</i> • <i>Number of crashes, serious injuries and fatalities in identified safety corridors by mode.</i> • <i>Number of crashes, serious injuries and fatalities involving bicyclists and pedestrians within one-quarter to one-half mile of a school. Overall VMT.</i> • <i>Regional spending on imported energy.</i> • <i>Regional gasoline consumption.</i> • <i>Modal share of non-SOV travel modes.</i> • <i>Measure of personal safety.</i>
<ul style="list-style-type: none"> • Goal 6: Promote Environmental Stewardship • Promote responsible stewardship of the region's natural, community, and cultural resources during planning, design, construction and management of multi-modal transportation infrastructure and services. 	<ul style="list-style-type: none"> • Acres of environmentally-sensitive land impacted by new transportation infrastructure. • Number and percent of culverts on regional road system that inhibit fish passage. • Acres of riparian and wildlife corridors impacted by new transportation infrastructure. • Percent of street system with street trees that provide canopy for interception of precipitation. • Percent of street system with infiltration capacity. • Runoff volume measurements. • Tons per year of carbon/green house gas emissions. • Calculate estimates of greenhouse gas emissions of potential transportation investments.

<p>Goal 8: Ensure Equity</p> <ul style="list-style-type: none"> • <i>Regional transportation planning and investment decisions ensure the benefits and impacts of investments are equitably distributed.</i> 	<ul style="list-style-type: none"> • Distribution of transportation investments by environmental justice target area community. • Distribution of transportation investments by mode (transit, pedestrian, bicycle, road expansion, etc.) and dollar amount by environmental justice communities. • Smog, particulate and air toxic pollutant concentrations by census block group and cross-referenced with EJ communities. • Demographic profile of planned transportation project users/beneficiaries, including income, race, age, and household location as compared to demographic profile of community where the investment is being made. • Rates of asthma and air-quality related health incidents by census block group and cross-referenced with EJ communities and EJ population distribution. • Obesity rates and rates of diseases associated with low levels of physical activity by Census block group and cross-referenced with EJ communities and EJ population distribution. • Participation rates of EJ target community members in transportation decision-making. • Community facilities & basic services assessment within ¼ mile radius of transit stops in EJ communities and EJ populations.
<p>Goal 10: Deliver Accountability</p> <p>The region's government, business, institutional and community leaders work together in an open and transparent manner so the public experiences an integrated, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers.</p>	<ul style="list-style-type: none"> • <i>Inclusiveness of planning process and opportunities for involvement.</i> • <i>Diversity of social and economic backgrounds among meeting attendees.</i> • <i>Percent of population in cities and unincorporated area represented on JPACT and MPAC.</i> • <i>Percent of regional roadways connected to central operations center and ODOT operations center.</i> • Distribution of transportation investments by environmental justice target area community.

(Page 3-28)

Local Streets

Local streets primary provide direct access to adjacent land uses. While local streets are not intended to serve through traffic for motor vehicles, the aggregate effect of local street system design affects arterial and collector system effectiveness. When local travel is restricted by a lack of connecting routes, local trips are forced onto the arterial and/or collector street networks. Strategies should retain the neighborhood character and livability along these local routes. Chapter 7 requires local street spacing of no more than 530 feet in new residential and mixed-use areas, and cul-de-sacs are limited to 200 feet in length to distribute vehicle movements and provide direct bicycle and pedestrian routes. Local streets usually carry fewer than 1,000 vehicles per day, with volumes varying by jurisdiction. Vehicle Speeds on local streets are relatively low, which makes them good candidates for bicyclists and walkers traveling within and between centers.

GLOSSARY

(page G-4)

~~**Environmental justice target areas**—U.S. Census block groups that include two or more socioeconomically sensitive populations with a population density greater than 2.5 times the regional average in 2000. This includes minorities, seniors, and people with disabilities, low income, or who do not speak English.~~

Replacement definition of EJ Community (Formerly EJ Target Area)

An EJ community is a census block group that has a concentration of people living in poverty, low-income people, people of color, elderly, children, people with disabilities, and other populations protected by Title VI and related nondiscrimination statutes.

“Concentration” shall be defined as having a population density in a Census Block Group of any of the groups listed above greater than the regional percentage based on the most recent actual census bureau data within the ¼ mile corridor of the proposed new transportation facility (except for freeways) and within the 1-mile corridor of any freeway-related project.

Reason for change: Former definition set threshold for inclusion very high, possibly high enough to eliminate all but one community in the region.

New Glossary Definitions:

Active transportation: Forms of transportation that promote active living, including walking, biking, and public transportation.

Environmental Justice Populations: people living in poverty, low-income people as determined annually by the U.S. Department of Health and Human Services Low-Income Index, people of color, elderly, children, people with disabilities, and other populations protected by Title VI and related nondiscrimination statutes living within the ¼ mile corridor of the proposed new transportation facility (except for freeways) and within the 1-mile corridor of any freeway-related project.

Reason for addition: Recommended Performance Measures use this term. EJ populations are not always large enough to be recognized as an EJ Community, but the impacts on these communities should nonetheless be measured and considered.



Southwest Neighborhoods, Inc.

7688 SW Capitol Highway, Portland, OR 97219 (503) 823-4592

November 15, 2007

NOV 15 2007

Metro Council and Joint Policy Advisory Committee on Transportation
Metro Regional Center
600 NE Grand Ave.
Portland, OR 97232

Re: 2035 Regional Transportation Plan Federal Component

Southwest Neighborhoods Inc. (SWNI) is a nonprofit coalition that provides services to promote citizen participation and crime prevention. SWNI represents 17 neighborhood associations and three business associations in the southwest quadrant of the City of Portland. We distinguish the SWNI coalition area from downtown Portland and the South Waterfront district since our coalition needs are distinct from those of downtown Portland and South Waterfront. The draft financially constrained Regional Transportation Plan (RTP) contains numerous projects that benefit the South Waterfront development (approximately \$385 million in transportation improvements) compared to projects costing \$67 million in the rest of the SWNI area.

Our coalition's geographic area includes:

- One major throughway (I-5)
- Three major regional arterials (Barbur Blvd./99W, Beaverton-Hillsdale Highway/10, Macadam Avenue/43)
- Three regional transit system routes (Barbur Blvd./99W, Beaverton-Hillsdale Highway/10, Macadam Avenue/43)
- Two collectors of regional significance (Terwilliger Blvd., Boones Ferry Rd.)
- Two regional boulevards and streets (Capitol Highway, Multnomah Blvd.)

In our coalition area, 46% of the arterials streets do not have sidewalks (22 miles), representing 45% of the entire City of Portland inventory of arterials without sidewalks. In fact, none of the major regional arterials, regional transit system routes or other regional arterials listed above has a complete pedestrian or bicycle network, and some of these regional arterials have significant gaps in the pedestrian and bicycle system. Our location in the West Hills poses challenges due to steep terrain and numerous creeks flowing through our area.

We have reviewed the draft 2035 Regional Transportation Plan and offer the following comments.

1. Are the proposed goals the right ones?

We do not have comments on the proposed RTP goals. Those that particularly resonate in Southwest Portland include those fostering vibrant communities and efficient urban form (Goal 1), expanding transportation choices (Goal 3), and promoting environmental stewardship (Goal 6).

2. Are the proposed investments the right ones? If not, what would you change?

- a. Type 1 Major Corridor Refinements for Barbur Blvd/Interstate-5 (page 7-39) is missing from the plan. We recommend adding Project #10283 and #10285 to the

financially constrained plan to complete the Barbur Streetscape Plan promised several years ago.

Barbur Blvd. is a major regional arterial and regional transit street connecting the suburbs to downtown Portland, yet there are significant gaps in the pedestrian and bicycle system. Multi-modal improvements (transit, bike and pedestrian) are urgently needed along this corridor in order to encourage use of alternative modes and improve safety. Numerous high-density and commercial developments are being built along this corridor, and more are planned in the next 28 years. Barbur is an old railroad grade and is a relatively desirable bicycle route, with a significant increase in the number of bicycle riders in the last 10 years. There are several dangerous gaps in the bicycle lanes along Barbur, particularly on the bridges over I-5, Multnomah Blvd, Vermont and Newberry. Project #10283 would construct improvements for transit, bikes and pedestrians between SW 3rd and SW Terwilliger. Project #10285 adds a number of multi-modal improvements between SW Terwilliger and SW 65th and links two town centers with downtown Portland.

- b. We also recommend eliminating or redesigning the Highway 99W Project #10770 because it would add vehicle capacity and increase trips through our coalition area without enhancing access to alternative modes along the corridor. The project is inconsistent with the needs described in the RTP (page 7-46) as it adds several additional vehicle lanes without addressing growth-related problems along the corridor.
- c. Missing from the investment pool is a corridor study of Barbur Blvd/Interstate 5, and whether high-capacity transit would be appropriate for this corridor. These two studies are needed to address regional growth over the next 28 years and were included in earlier drafts of the RTP.
- d. Capitol Highway Project #10189 is a high priority for multi-modal improvements in Southwest Portland and must remain on the financially constrained list. This project urgently needs to be constructed to enable neighbors to walk to Multnomah Village and West Portland, and is also on the City of Portland Transportation System Development Charge Project List #90026.
- e. Several other Capitol Highway projects (projects #10272, 10273, 10282) in the investment pool are also high priority projects in our coalition area that complete gaps and should be added to the financially constrained list. They were in the 2004 Financially Constrained Regional Transportation Plan and meet the 2040 and RTP goals, but somehow got dropped from the list.
- f. The Red Electric Trail-Fanno Creek Greenway Project #10354 is a high priority multi-use trail that will provide safer east-west travel for bicyclists and pedestrians, and must remain on the financially constrained list.
- g. The Garden Home Road Project #10191 is oversized for neighborhood and regional needs. There is no need for a third lane of traffic on this neighborhood collector street, as through-traffic is handled by nearby Multnomah Boulevard, a designated Regional Boulevard, and the extra lane could result in removal of many trees that

are highly valued in the community. However, Garden Home road is desperately in need of pedestrian and bicycle improvements. It is also in critical need of traffic control at the intersection of Garden Home Road, Multnomah Blvd. and 69th Avenue (as called for in Metro's 2003 Fanno Creek Greenway Action Plan, under "Gap 7" of the Implementation Measures, the City of Portland Transportation System Development Charge Project List #90033, and 2000 RTP project #1211). Garden Home Road, from 67th to 71st Avenues, and from 45th to Capitol Highway, needs sidewalks. But Garden Home Road from 45th to 67th would be better served by bicycle lanes and a pedestrian trail rather than sidewalks. We therefore recommend downsizing the project by removing the third lane of traffic, and converting some sidewalks to a single paved (e.g. permeable asphalt) pedestrian trail, while maintaining the rest of the project's proposals.

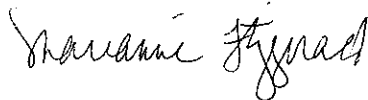
- h. The SW Stephenson Improvement Project #10227 is another high priority project in SW Portland and the intersection improvement needs to be constructed well before the projected timeline of 2026-2035. Several people have died at the intersection of SW Stephenson and Boones Ferry Road in the last year alone, and it is our understanding that this intersection will be improved in the near future (Portland TSDC Project #90062).
- i. The Hamilton Street Project #10226 is a high-priority project that is being studied for Halo Local Improvement District (LID) improvements, and is on the Portland TSDC Project List #90034. Neighbors have been advocating for safer pedestrian and bicycle access to schools, parks, and commercial centers along or near this corridor for many years.
- j. South Portland Improvements (Project #10235) are needed to improve multi-modal transportation access in South Portland and should be put on the financially constrained list. This previously, frequently promised project was in both the 2000 and 2004 RTP, advances many 2040 and RTP goals, and has some initial funding available.
- k. The Taylors Ferry Road Extension (Project #10545) should not be built if the financially constrained list does not also include improvements to the rest of Taylors Ferry Road (Project #10282, 10284) consistent with the Taylors Ferry Road Plan. Project #10545 would provide connectivity in Washington County without considering the impact of additional regional traffic in our community on an arterial that lacks shoulders, sidewalks, and bike paths.

We recognize that we are recommending several additions to the Financially Constrained Project List. To balance these, we suggest that other projects be downsized or placed in the investment pool list. The SWNI coalition area has many critical needs to improve access to transit and enhance the pedestrian and bicycle network. We are currently participating in the City of Portland Halo LID pilot project to address some of these needs locally, and have participated in Commissioner Sam Adams' "Safe, Sound and Green Streets" project. We do not have specific comments regarding "How should future transportation dollars be raised?" but do recognize the need to raise additional dollars to address critical transportation needs, especially those that enhance alternative modes and address the RTP goals. Our comments are intended to meet RTP goals in Southwest Portland, and there are some very large projects that could be modestly

downsized (such as the Streetcar, South Waterfront, or other projects within the region) that may not have as many benefits to the regional transportation system as the ones we recommend above.

Finally, we emphasize that Metro and the City of Portland need to involve local neighborhoods in selecting and designing projects for inclusion in the Regional Transportation Plan and Metropolitan Transportation Improvement Program. These projects need to serve both local needs as well as regional needs, with features and costs appropriate for our communities.

Sincerely,

A handwritten signature in black ink, appearing to read "Marianne Fitzgerald". The signature is fluid and cursive, with the first name "Marianne" written in a larger, more prominent script than the last name "Fitzgerald".

Marianne Fitzgerald
Transportation Committee Chair
Southwest Neighborhoods, Inc.



NOV 15 2007

November 15, 2007

Metro Council
Metro Regional Government
600 NE Grand Avenue
Portland, OR 97232

Dear Metro Council,

It is my pleasure to comment on the 2035 Regional Transportation Plan, Federal Component, for the Westside Transportation Alliance. We are the transportation management association in Washington County.

The WTA does not lay concrete and asphalt, yet we and other organizations working with the Regional Travel Options group expand the capacity of our current road system by shifting car trips to transit, walking, biking, ridesharing and telework. With declining funding sources, declining energy resources, increasing growth and increasing global warming, it just makes good sense to invest in the least cost and most beneficial solution to moving individuals around the region while making way for business deliveries and freight movement.

We are pleased to see auto trip reduction outcomes woven into every one of the RTP Goals expressed in words such as vibrant communities; prosperity, transportation choices; efficient management of the system; safety, environmental stewardship; health; equity; and sustainability. We TMAs and members of Regional Travel Options are poised to develop bold incentive programs to complement the region's physical investments in transit, street connectivity, and biking and walking connections.

Please accept these two suggestions as we all drill down to the details in the next phases of the RTP:

1) Successful trip reduction programs depend on responsive employers whether the carrot or the stick comes from regulation or from vocal employees, customers and investors. To further validate their importance, I suggest bringing employers into the early stages of the transportation study process of a new development project. Instead of assuming that adjacent streets will have to be widened to five or seven lanes to accommodate increased trips, the transportation study could quantify how many new trips each employer or household would have to reduce in order to avoid the widening. The TMA could be written into the transportation study to orchestrate resources, incentives, trip planning, ridesharing and shuttles thereby enabling employers to meet their goals.

2) Regarding the Performance measures for Goal 2: Sustain Economic Competitiveness and Prosperity - Develop a cost of congestion measure

Along with giving a value to time stuck in traffic, I suggest measuring the cost benefit to all people riding transit, walking and biking. If one can quantify the value of sitting in traffic then one can certainly quantify the value of getting 30 minutes of biking exercise plus 20 minutes of reading the Metro section or the Great American Novel in a typical trip from Southeast Portland, to downtown, to Beaverton Central MAX Station. There are many people who value this kind of commute time and have even written masters theses on MAX.

Thank you for the opportunity to comment on the RTP. I look forward to doing our part to make it a reality in the coming years.

Sincerely,

A handwritten signature in black ink that reads "Karen Frost". The signature is written in a cursive, flowing style.

Karen Frost

Executive Director

Mary Kyle McCurdy
Staff Attorney, 1000 Friends of Oregon

Metro Hearing on RTP
November 15, 2007

Thank you for the opportunity to address you today concerning the Regional Transportation Plan. The RTP has strong Goal statements regarding supporting efficient urban form and mixed use neighborhoods through a transportation system that offers modal choice. Metro has been and will continue to be a leader in doing this.

Today, I want discuss a major issue that impacts every Goal statement in the RTP, but is only lightly mentioned in the RTP – that of greenhouse gas emissions and global climate change. Whether and how Metro and the region deal with this goes to the heart of whether this community continues to be vibrant, economically competitive, equitable, and sustainable – all Goals of the RTP. This challenge is an opportunity for Metro – to provide national leadership on using a linked transportation and land use system to stabilize and then reduce greenhouse gas emissions.

Metro did this with LUTRAQ – through the Region 2040 land use plan, Metro demonstrated, and the nation learned, that land use densities, designs, and locations, and their link to the transportation system, matter. More efficient use of land and transportation choice has resulted in a region that consumes less land, has a high quality of life that continues to attract people and businesses, and means we all drive on average 20% less than other metropolitan areas. Metro can do this again with greenhouse gas emissions reduction.

The 2007 legislature passed HB 3543. This commits the state to **stopping growth** in GHG by 2010, and to **reducing** them by 10% below 1990 levels by 2025, and by 75% by 2050.

Absent changes in current trends, Oregon GHG emissions will grow by more than 60% just during the lifetime of this RTP. To meet the state's goals, we have to start NOW, including in this RTP, and in the New Look.

Transportation emissions are responsible for 38% of the state's total GHG. There certainly is no reason to believe it is any less than that in the Metro region. VMT/per person in the PDX region has stayed stable for the past few years. However, with an increasing population and UGB expansions, it will not necessarily remain that way. And even if we could maintain VMT/person, because of our growing population, increased fuel efficiency and reduced the carbon content of that fuel will **not** result in a stabilization of the growth in GHG alone, much less a reduction..

A number of studies, regionally and nationally, have shown that GHG emissions from transportation can be reduced by at least **one-third** through compact, mixed-use,

pedestrian-friendly communities that provide transportation alternatives to the automobile.

We recommend that Metro take the following actions:

- Incorporate into the RTP's Goals the same GHG reductions as the state's
- Reflect those targets in the RTP performance measures
- Commit the RTP to be "carbon-constrained"- whereby controls on road capacity kick in if other carbon-reducing strategies fail to be implemented
- As a primary action item, model the RTP projects to determine their contribution - or lack thereof - to achieving those GHG reduction targets.
- For those projects that generate significant increases in VMT, adopt offsetting land use actions and investments in transit and other modes that contribute to reducing GHG emissions.

CENTRAL NORTHEAST NEIGHBORS, INC.

4415 NE 87th Ave • Portland, OR 97220-4901
503-823-3156

111507c-05

November 15, 2007

Regional Transportation Plan (RTP) Comments
Metro Planning Department
600 NE Grand Avenue
Portland, OR 97232

RE: Central Northeast Neighbors (CNN) Comments on 2035 RTP Update

On behalf of the Central Northeast Neighbors (CNN) board of directors and the CNN Land Use, Transportation, Open Space and Parks committee, I have reviewed the Draft RTP for policy and project impacts to the CNN geographic area. We are a coalition of eight Portland neighborhoods that include Beaumont-Wilshire, Cully, Hollywood, Madison South, Rose City Park, Roseway, Sunderland and Sumner. The area has a population of over 50,000 and is bordered by NE 42nd Avenue, the Columbia Slough, I-205, and I-84. There is a wide range of ethnic and economic diversity within CNN, and parts of the area have long been underserved in terms of public transportation, pedestrian access, and park and natural area opportunities.

The vision for the regional transportation system plan is admirable, with goals including "foster vibrant communities and efficient urban form, enhance human health, ensure equity, and ensure sustainability." These are goals that are important to CNN, as the coalition area includes a diverse and growing population traveling a street system largely constructed exclusively for automobiles in the early to mid-twentieth century.

The challenge of the RTP is to translate visionary policy language into real world projects at a time when transportation funding is scarce and transportation infrastructure is aging. While CNN recognizes that we are living in a time when transportation needs are many and financial resources are few, we are concerned that a limited amount of funding is devoted to CNN area projects.

The estimated price tag for the financially constrained list of projects is over \$9 billion to fund about 600 projects. Only eight of the projects, valued at about \$32 million, pass through or within the CNN area. These include two north/south bikeways, the Columbia Slough trail project on our north border, and the partially funded Cully green street project. There are also freight oriented projects listed for Cornfoot Street, the NE 82nd/Columbia intersection, and the intersection at NE Alderwood/Columbia/Cully that serve industrial needs to the north of the CNN area. In addition, TriMet proposes adding more service hours to Sandy Boulevard/Line 12.

While the above projects are necessary, the financially constrained list neglects major streets - such as NE 82nd Avenue, NE Sandy Boulevard, and NE Killingsworth Street – that are key components of the transportation system in the CNN area. There are a number of projects, some currently listed as “RTP Investment Pool” projects or Portland Transportation System Plan projects that are critical to CNN and we recommend be added to the “financially constrained list.” These include:

- Sandy Boulevard multimodal improvements from NE 47th to NE 101st Street. This project could include recommendations from the Roseway Vision Plan developed by neighborhood residents in the early 2000s. In addition, Sandy Boulevard has potential as an extension to the Portland streetcar system.
- NE Killingsworth pedestrian district and traffic safety corridor. Neighborhood representatives are currently working with PDOT staff and Commissioner Adam’s office to fund a streetscape plan from Martin Luther King Boulevard to NE 72nd Avenue.
- Hollywood town center pedestrian district and transit oriented development.
- East/west bikeways on NE Skidmore/Prescott and on Klickitat/Siskiyou to compliment the north/south bikeway planned for the NE 50s and NE 70s.
- Sullivan’s Gulch Trail from the East Bank Esplanade to NE 122nd Avenue.
- 82nd Avenue streetscape planning and pedestrian improvements. This would build on current efforts that include the 82nd Avenue Crash Corridor Study, MAX station area planning, and neighborhood interest in sustainable and transit-friendly development at a large vacant parcel east of NE 82nd and Siskiyou. Ultimately, 82nd Avenue requires a comprehensive corridor planning effort to look at both land use and transportation. As with Sandy Boulevard, NE 82nd Avenue has potential as an extension to the Portland streetcar system.

We appreciate the efforts of Metro staff and decision-makers in developing a visionary Regional Transportation Plan, and urge you to add more projects that will serve the Central Northeast Neighbors coalition of neighborhoods. Thank you for the opportunity to comment.

Sincerely,



Bill Barber
Neighborhood Planner
Central Northeast Neighbors, Inc.
4415 NE 87th Avenue
Portland, OR 97220-4901
503-823-2883
www.cnncoalition.org
billb@cnncoalition.org



METRO

Request to Testify

(Please print legibly)

Name: Kay Durlsch Date: _____

Affiliation (if any): _____

Street address: _____

City: _____ State: _____ Zip: _____

Phone: () _____ Race/ethnicity (optional*): _____

Email address: _____

*Metro uses this optional information to evaluate its public outreach.

Subject of testimony (include resolution or ordinance number where appropriate):

*Everyone is talking Carbon Credits Can we use
this avenue for some funding VS increasing gas taxes*

To request electronic notices on topics that may be of interest to you, please visit Metro's News and Subscriptions web page at www.metro-region.org/enews.

PLEASE READ INSTRUCTIONS FOR TESTIFYING ON REVERSE OF THIS CARD



METRO

Today's date: 11-15-07

Comment Form

DRAFT 2035 Regional Transportation Plan (Federal Component)

(Starred items are required for inclusion in the public record. Please print.)

Name:* Michelle Becker

Address:* 6460 SW Burlingame Place

Affiliation _____ Racial/ethnic identity: _____

Email: mreinig@qwest.net

☐ Include me in your list of interested parties. (These lists are not shared with any other organizations or used for any other purpose.)

Are the proposed goals the right ones? If not, what would you change?

No comment

Are the proposed investments the right ones? If not, what would you change?

Project 10171 Burnside/Couch Corridor for \$76 + Million.
No comment

The problems on Burnside could be resolved without a Corridor & streetcar. This is way too expensive and won't necessarily solve

How should future transportation dollars be raised?

the problems; in fact, they will likely shift some accidents from Burnside to Couch - a street with heavy pedestrian volumes. Why is this project being pursued when lower cost, more effective

Other comments? (attach additional pages if needed):

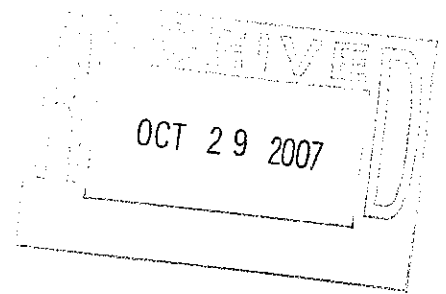
options exist?
Projects 10191 & 10189 Hillsdale: Please focus on main street problems before side streets. Shouldn't we be looking at Barber Blvd?

Project 10235: Do not close ramps to Ross Island Bridge from Barber. You will create out-of-direction travel which serves no purpose.

To present oral testimony, hand your form to staff at the sign-in table with any supporting material you wish to have in the public record. Keep the color copy for your reference.



*Swan Island Business Association
P.O. BOX 4773, Portland, OR 97208*



October 10, 2007

To Whom it May Concern,

Swan Island Business Association endorses a North Portland Greenway Trail from the Eastbank Esplanade to St Johns.

Swan Island businesses and their employees have enjoyed the benefits of a segment of the Greenway Trail on Swan Island since the 70's. It is an important amenity for employees as well as a key link in the area's transportation options.

Extending the Greenway south to the Esplanade and north to St Johns will improve job access to businesses throughout Swan Island and all along the river, and expand recreational opportunities for employees and neighbors in the adjacent communities.

We believe that the Trail must be designed and constructed so as to minimize impacts on businesses...SIBA does not support a Trail segment through the Shipyards!...and urge the City of Portland to move decisively to construct segments where publicly owned right of way and/or public/private partnerships offer once in a lifetime opportunities.

Links to North Portland neighborhoods, such as recent improvements to Going Street and the funded Waud Bluff Trail, make it easier for Swan Islanders to live and play close by to where they work, reducing commuter trips on the area's constrained roadways.

SIBA looks forward to working with Swan Island's many businesses, City and Metro staff, and citizen advocates like npGreenway to see this decades old dream come to fruition.

Sincerely,

Dave Panchot, SIBA President

The I-5 Corridor

**Is replacing the I-5 Interstate Bridges that cross the Columbia River a prudent decision?
Are there other more reasonable alternatives to the CRC Task Force recommendations,
that have greater regional benefits than replacing The I-5 Interstate Bridges.**

By Paul Edgar

The I-5 corridor is a contiguous north/south interstate corridor extending from Mexico to Canada and it cuts through the center of downtown Portland Oregon. Going into and through downtown Portland it has only 2 and 3-lanes of capacity in many areas, with many sharp curves and a much higher than average number of accidents than are found with comparable interstate highways within the State of Oregon. In the I-5 corridor between Portland and Vancouver Washington, there are approximately 135,000 incidents of commuter travel in the combine of the AM and PM peak period rush hours, with a Level of Service (LOS) of "F" for over 7-hours per day in the 2005 time frame. By 2030 it has been estimated that we will experience 14-hours of LOS "F" conditions with a 5 to 6-mile long backups. These projected I-5 corridor conditions will exist with or without a new wide replacement Interstate Bridge. If anything the south bound I-5 corridor conditions will be made worse with more vehicles induced into the corridor with a proposed new I-5 CRC Bridge with double the capacity and lanes.

There are many structural impediments in the I-5 corridor like: the 2-lane section of the I-5 corridor at Delta Park (hopefully soon to be corrected) and the 2-lane east bank sections of the I-5 corridor along the Willamette River. When you combine these sections with the high volume of traffic coming from and going into the I-5/I-84 interchange with conditions found on the Marquam Bridge with its narrow lanes and sharp curves we end up with conditions that create significant safety problems and hazards with choke point impediments that just do not go away.

Many people consider the Marquam Bridge as one of the most poorly designed bridges to handle its high volumes of traffic. The Marquam Bridge has had a history of serious accidents that have resulted in the I-5 Interstate corridor getting closed down and the Federal Government recently categorized the Marquam Bridge as "Functionally Obsolete". Further to the south on the I-5 corridor we compound our problem found with the very dangerous Terwilliger Curves and a very accident-prone section of the corridor. When you combine all of the I-5 corridor problems with its poor safety/crash record, unfixable choke points, lack of adequate capacity to the number of vehicles that use it, with its congestion problems that help create toxic air quality problems most people have come to the conclusion that the I-5 corridor through Portland is BROKEN!

The Right-of-Way (ROW) problems in the I-5 corridor constrain options and opportunities and result in perpetuating inadequate capacity with many narrow lanes and sharp curves. The Bi-State I-5 Transportation and Trade Partnership Study group came to the conclusion and made the recommendation that the I-5 corridor through Portland should not be widened to greater than 3-lanes. However they suggested that something must be done to correct and alleviate the problems that result in a serious lack of freight mobility in the I-5 corridor north into Vancouver. One of the recommendations listed was to look at replacing the Interstate Bridges as part of a regional solution to the problems of ever growing congestion in the I-5 corridor. Politics and special interests took over this I-5 Bi-State Transportation and Trade Partnership Study Group and it became a Christmas tree of possible recommendation to solving the regional problems of this vital interstate corridor.

A Delta Park Widening Task Force and Columbia River Crossing Task Force were formed as by-products of this I-5 Bi-State Transportation and Trade Partnership Study Group. The Delta Park Widening Task Force moved quickly and has now completed its final design and completed its Environment Impact Statement (EIS) with significant Federal and State funding obligation and earmarks in place that ensure that the project will get built.

A Columbia River Crossing (CRC) Task was appointed to determine if it is reasonable and prudent to replace the Interstate Bridges on the I-5 corridor that cross the Columbia River. CRC Task Force have come in with recommendations will probably result in a new wide (6-total lanes in each direction) CRC Bridge replacement project with Bridge Influence Area (BIA) improvements and HC Mass Transit Facilities, that will have a price tag of approximately \$4.5 to \$6-Billion Dollars.

There are many problems associated with this I-5 corridor, CRC Project and BIA improvements. Most are about its limited focus that does not consider addressing the rest of the contiguous I-5 corridor problems with a regional overview as to its effectiveness. It has apparently developed into a targeted solution with an add-in of extending High Capacity Transit into the corridor. The most recent recommendations call for a new High Capacity Light Rail Transit (HCLRT) link into Clark County. The CRC Task Force has not taken steps to determine what regional impacts are of their recommendations both positive and negative as part of the Bi-State regional solutions to problems identified within the Bi-State I-5 Partnership Study Group. Do these new CRC Task Force recommendations solve and eliminate congestion and significant air quality problems found in the I-5 corridor between Portland and Vancouver? Do these new CRC recommendations solve and eliminate the problems associated with congestion that results conditions that will bring freight mobility and our freight dependent economy to its knees? Do these new CRC recommendations look at other options and alternatives outside of the very tight BIA where alternative arterial corridors could result in the possibility of achieving equal to or better results for less money? Has the CRC Task Force looked at identifying all choke points in the I-5 corridor and determined what the net effect would if they were eliminated expressly right before, on and after crossing the bridge?

We have recently come to understand that David Evans, Transportation Consulting Company, have gathered new and more accurate information on the incidents of travel in the I-5 corridor from the Marquam Bridge to Vancouver that seem to point to the fact that the contiguous I-5 corridor is in much worse condition than what was previously known and presented in public testimony. This information was gathered on a contract from the CRC Task Force in the October 2005 time frame and given to the CRC Task Force Staff early after the first of the year 2006 in its raw form. This information was not used and/or presented in the CRC Task Force meeting and public presentations when it could have effected significant decisions associated with how effective any improvements might be with the possible replacement of the Interstate Bridges and improvement within the BIA. There is reason to believe that the CRC Task Force Staff apparently withheld this information in an attempt guide the development of criteria and options that could include or exclude alternatives from consideration. As recently as April 2006 CRC meeting and Open houses the CRC staff was presenting 2-hour LOS "F" conditions on the contiguous sections of the I-5 corridor in and through Portland and this was not true and they knew it. This information about the rest of the contiguous I-5 corridor problems changes the whole picture of how effective any targeted CRC Project and BIA improvement would be in solving the problems identified in the I-5 Bi-State Transportation and Trade Partnership Study recommendations.

There is more than adequate reason to believe that the CRC Task Force Staff withheld information in an attempt to control the flow and timing of information to the CRC Task Force members and public in an effort to present an agenda more favorable to their predetermined point of view and direction that they intend to lead everyone. This has led to the elimination of opportunities for a fair and "Equal Context Sensible Solutions" from evaluation as viable alternatives. This will prevent these viable alternatives and options from being included in the development of an effective "Environmental Impact Statement". To others and me the CRC Task Force Project has not been managed in the best interest of the public and critical decision makers.

It has been confirmed that this singular CRC Project might consume most of all of the next 20-years of our region's Federal Transportation Funding Dollars for highway and transit projects. This makes all of the considerations about the effectiveness of the CRC Project and how it fits into our regional priorities more important. Because of the net effect it will have on funding of all other listed projects, we have a responsibility to place a greater level of scrutiny on the process and all decisions and stated benefits coming from the CRC Task Force Project. This means to me that we must again review the CRC Task Force charter, its deliberation and current results to ensure that it effectively meets the needs of a greater regional perspective with a region wide benefit analysis. Too many other projects and priorities can and will be left out as a result of a project of this magnitude and with its funding earmarks and implications.

For many of us the credibility of the CRC Task Force Staff has always been in question. They have suggested that a high percentage of the vehicles that cross the Columbia River exit the I-5 corridor within the limited scope of the BIA but this is just not the case. The recently published CRC/David Evans, Inc. incidents of travel and vehicle count information now prove otherwise. The BIA is an area in the I-5 corridor from approximately SR-500 in the north to Lombard in the south. It includes areas in the I-5 corridor that are in the process of getting corrected and widened in what is called the Delta Park Project. Benefits derived from this Delta Park Widening Project have nothing to do with any benefits stated as coming from the replacing of the Interstate Bridges. The Delta Park Project is a completely separate project with most all of its funding intact.

Currently 80% to 85% of the approximate 65,000 commuters in the I-5 corridor going north and south do not get on or off of the I-5 corridor in the "Bridge Influence Area" in the AM and PM rush hours in their commute, to and from work. They are part of commuters entering on to SR-14 or SR-500 or further north in the I-5 corridor or from originations that make their entry into I-5 much less important than those entry points. These commuters travel to their places of employment in Oregon all over the map. These commuters have limited opportunities and choices to where High Capacity Transit (HC-Transit) methods are available to where they can get to a pickup point and where they get on and use HC-Transit methods to get to their places of employment. 98% of these commuters would end up relying on a car somewhere in this process of trying to use HC-Transit methods. Any attempted use of HC-Transit methods to get to a place of employment in Oregon at this time and with the projected recommendations coming from the CRC Task Force will result in very long commutes when compared to taking a direct route that can be achieved with a car. Vanpools and buses are much better solutions than HCLRT methods.

To me, most any I-5 corridor fix identified by the CRC Task Force recommendations only solves isolated problems and appears to be more of a special interest effort to advance a limited agenda. To many, their recommendations and suppression of many reasonable regional alternatives have not advanced solutions with enough benefits to justify their acceptance. We must eliminate the problems of inadequate capacity in the I-5 corridor that results in stifling congestion that we know kills people and businesses with unacceptable high levels of toxic emissions and congestion.

The problems, opportunities and regional needs of the I-5 corridor and its stakeholders require balanced infrastructure investments. Anything short of that may not result in enough balanced environmental improvements with the needs of the people, businesses and taxpayers who are looking for a return of investment. If in addition these CRC Project do not result in major gains in Freight Mobility, the economic engine of our region can be brought to a virtual halt. This becomes a major reason for turning back the current CRC Project recommendations. Just putting all of our energy and money into this one CRC Interstate Bridge replacement project, associated HCLRT and BIA improvements and not provide alternatives that will get the people out of their cars and the I-5 corridor is wrong. The focus on these CRC Task Force recommendations, have prevented our region from identifying real transportation solutions of greater regional importance.

We must take steps to reduce vehicular traffic in the I-5 corridor, not increase it. A new 6-lane wide CRC replacement Interstate Bridge, with double the current capacity will induce more traffic into this environment that currently inter-connects to 2 and 3-lanes wide freeways that are networked together in the Portland/Vancouver region. To introduce a new dramatically higher number of vehicles into the I-5 corridor from the Vancouver will result in creating an out of balance condition in the whole Portland freeway grid. It will result in placing greater stress through out this inter-connected grid of local freeways, arterials and City Streets.

We have experienced how problems ripple when a freeway corridor is reduced or shutdown and how we all scramble to find alternatives. We know that most all of our action will result in bringing the flow of people and commerce to an almost dead stop. Most of the 65,000 daily commuters coming from Vancouver have limited choices and options with only two major north/south interstate bridge crossings available to them. Just a little hiccup can bring most people and most all freight mobility, just about everything, to a dead stop. Most people realize that all of the multi-mode methods; PED, Bike, HC-Transit methods including HCLRT cannot solve the problems of the lack of capacity that is a direct result of increases in population and changes where families have moved away from The City of Portland to the suburbs like Vancouver Washington and in Oregon, Clackamas County and the jobs have not followed. Current land use considerations with existing Urban Growth Boundaries have resulted in creating this exodus to the suburbs and transportation planning must now change to compensate for this dramatic change, where people and their jobs are not close together.

Most People know that we have significant Industrial Areas/Zones in north Portland, like the Rivergate Industrial Area including Terminals 2 and 4. We also have major heavy rail switchyards and the Northwest Industrial Area that provide important economic base for employment. Traffic, people and commerce going into and coming out of these industrial areas are vital to our economy with hundreds of thousands of excellent family wage jobs at stake. What happens here is critical to this State, our region and Portland Oregon. It also affects the United States of America, as we are a major gateway port, to the world. This activity also brings great stress on our heavy rail freight mobility capabilities. The economic impact that comes from the integration of our maritime activity, connected to freight terminal, to our rail capabilities, to our trucks, to our businesses and to our people who depend on this economic engine running is amazing. When pieces and parts of it get out of balance or out of sync the system fail as a whole. This cannot exist without all pieces in balance with each other. When our transportation system fails it destroys our ability to compete locally and in an America and in the world as whole today.

So what are my solutions to these problems?

What are the opportunities not being addressed by the CRC Task Force?

First, I believe that we must address the need for alternatives to the I-5 corridor. We have all of our eggs in too few baskets. To me, this is an opportunity to develop a new alternate Westside North Portland Street/BNSF Arterial corridor that creates new capacity that is an alternative Bi-State multi-mode arterial corridor like what is identified in the last Federal Highway Funding Package coming out of congress. This is a perfect fit for the "Corridors of the Future" authorizations in the SAFETEA-LU, which provides for grants to move ahead on opportunities like this.

This would be a new alternate Interstate multi-mode arterial corridor with new bridges with one that crosses the Columbia River, replacing the current less than adequate BNSF RR Bridge with a new multi-mode double deck span. This new alternate interstate arterial corridor would connect Vancouver to Portland and would extend along North Portland Street/BNSF Tracks to the Westside of the Willamette River. It would include new freight specific capabilities and increases in capacity for addressing the needs of environment, freight, commerce and jobs.

On the bottom deck of a new replacement interstate multi-mode RR Bridge that crosses the Columbia River we would find new capability to double heavy rail capacity and provide separate rail facilities for concurrent passenger/commuter rail to operate at the same time with freight rail. This is a very big deal to our regional ports and to Rail Roads and to our regions economies.

Many of us visualize this as an opportunity to extend HCLRT/MAX into Vancouver Washington on this bridge at a lower over-all opportunity cost. We would have space to include it on the same deck with heavy and passenger rail at little or no extra expense, when compared to a CRC Project alternative. By doing this as part of this multi-mode package we extend Light Rail into Clark County without an all inclusive and divisive vote of the people in the State of Washington to approve a new "Bi-State Taxing Authority" whereas a Oregon Based entity (Tri-Met) would probably have majority control and authority to tax Washingtonians. This is a very hard sell in the State of Washington to get approved. It simply get HCLRT/MAX into downtown Vancouver by looping around the EXPO Center on this new multi-mode bridge with stops on Hayden Island and the next stop in downtown Vancouver all run by Tri-Met with its operation funded by passenger fares.

On the upper deck of this new multi-mode interstate bridge there would be at least 2-lanes dedicated for freight specific use. Approximately 1,000 trucks come out of the Port of Vancouver everyday connecting on to the I-5 corridor with a very high majority heading south into and /or through Oregon. This is an example of how a new alternate arterial corridor like this can play a major role in eliminating the need for these trucks to enter into mix of the I-5 corridor. They could flow directly across the Columbia River and eliminate their impacts on congestion and toxic emissions. Each of the major roadways that would intersect with the new North Portland Street alternate multi-mode arterial corridor should find reasonable connections to move freight and passenger vehicles away from the I-5 corridor. Marine Drive, Columbia Blvd, and Lombard are examples of the major intersecting arterials. This new corridor when extended to the Westside of the Willamette River will create reasonable alternatives to where the I-5 corridor, inter-city streets and/or the St. Johns Bridge and the St Johns Town Center would not have to be used for major freight activity. It is not hard to envision that this new alternate multi-mode arterial corridor could achieve a 30% reduction in the I-5 corridor congestion when combined with peak period TDM methods and incentives.

This new alternative multi-mode interstate arterial can be built in a Public/Private Partnership. Entities like; BNSF, Union Pacific RR, Tri-Met, City of Portland, Port of Portland, PDC, ODOT, Multnomah County, Clark County, City of Vancouver, Port of Vancouver, WSDOT, Maritime and River Navigation Interests, Trucking Interests, Portland Business Alliance, Federal New Starts Transit monies, and the Federal Highway Administration. It may or may not include the need for placing tolls to fund the building of this alternative to replacing the Interstate Bridges with a CRC Project. But for most all commuters it would mean that there would not be a need to place tolls on the I-5 bridges and/or the I-205 Bridge to get back and forth across the Columbia River.

Placing regressive TOLLS on the primary north/south I-5 and I-205 corridors will hurt low-income people and will create an environment that will result in negative impacts to the local economy on both sides of the Columbia River. This is more than the use of Transportation Demand Management (TDM) methods it is a very regressive toll, which will be to many nothing more, then an additional Tax.

On the second front we must designate I-205 as our primary north/south freight corridor through Portland. This will permit and facilitate new opportunities to upgrade and expand the I-205 corridor. The I-205 corridor needs to be upgraded and expanded to a minimum of 4-lanes for its full circumference. Currently too much through north/south interstate freight traffic is channeled into and through Portland and this does not have to happen. Any traffic that can be redirected to the I-205 corridor will help relieve the congestion and environmental problems found in the I-5 corridor particularly when we talk about reducing the impact of trucks.

A little know fact is that most all of the bridges and overpasses in the I-205 corridor from Oregon City to Mill Plain in Vancouver are currently to the most part adequate to allow for this expansion of I-205 out to a minimum of 4-lanes in each direction of through traffic. This area of the I-205 corridor would therefore require minimal comparative levels of investment to achieve a dramatic expansion in real capacity. The major needed investments to expand the capacity of the I-205 corridor are at both ends. In the south the I-205 corridor has seen significant improvements between the I-5 and Stafford interchanges on I-205. However, there is still the critical 2-lanes section of the I-205 corridor from Stafford north to Oregon City including a need for a major upgrade of the Oregon City I-205 Abernathy Bridge that needs widening. We are currently experiencing LOS "F" conditions for approximately 5-plus hours per day in this 2-lane section of the I-205 corridor. Upgrades and expansion are also needed in the northern section of the I-205 corridor. In this section we also find 2-lanes of capacity starting at between SR-500 and Paden Parkway Interchange out to where I-205 re-connects back to the I-5 corridor.

There is no way that we could put enough money into the I-5 corridor with its ROW limitations and considerations to bring it up to a level of safety and capacity the can be achieved in the I-205 corridor. With the I-205 corridor we are able to achieve reduced levels of congestion and improved level of safety that just cannot be achieved at any level of investment in the I-5 corridor. We should continue to support the Delta Park Widening project and incremental improvement that eliminate all choke points within the I-5 corridor between Portland and Vancouver. We can eliminate most all of the current congestion and safety problems with the I-5 Interstate Bridges by eliminating all of the on and off ramps to Hayden Island from I-5 corridor and relocate the on and off ramps from SR-14 in Vancouver. When coupled with a 4-lane and sometime 5-lane I-205 corridor and a new Alternate Westside Bi-State Multi-mode Arterial corridor, we can achieve the most prudent use of our limited transportation investment dollars in the long and short term. We can achieve the greatest positive effect on reducing area wide congestion and saving our environment and at the same time achieve the best possible positive impact on our economy.

pauloedgar@qwest.net, 10/31/2007



CITY of BEAVERTON

4755 S.W. Griffith Drive, P.O. Box 4755, Beaverton, OR 97076 TEL: 526-2481V/TDD Fax 526-2571

November 7, 2007

ROB DRAKE
MAYOR

The Honorable David Bragdon
President
Metro Council
Metro
600 NE Grand Avenue
Portland OR 97232-2736

Dear Councilor Bragdon,

Thank you for the opportunity to comment on the Public Review Draft 2035 Regional Transportation Plan (RTP) Federal Component. The hard work to redefine how our region responds to current and future transportation challenges is evident in this federal response to planning requirements.

While we are generally satisfied with the work to date and support finalizing the Federal RTP to meet the deadline, we agree that there are some issues that need further discussion. Our concern remains about the lack of refined performance measures in this RTP. We believe it is important to retain the current level of service standards from the adopted RTP because the projects in Table 6.1 are based on them. Moreover, our local level of service performance standards are based on the regional measures, and the impacts of new development on our system are measured through the required traffic impact analysis against these standards. To omit the RTP level of service standards is inconsistent with local plans and would leave a gap with unknown consequences until new ones are refined and adopted in the State RTP.

In addition, the corridors method of defining deficiencies has yet to be integrated in the RTP. Though corridor analysis is perhaps a more insightful way of viewing congestion and project identification, we have not performed these analyses and do not know how to respond to their outcomes. The iterative process of modeling and measuring outcomes against the new performance measures has yet to be accomplished.

We also feel it is confusing and difficult to separate the conclusions that the RTP draws from the illustrative scenario modeling results and the inclusion of the financially constrained projects in Table 6.1 of this RTP. To date we have only seen the Round 1 model results for the 2005 existing and 2035 illustrative systems. However, the federal RTP is required to be based on the financially constrained Table 6.1 projects, which have yet to be modeled in 2035. Clarifying that the RTP uses the illustrative scenario and that the financially constrained results are yet to be determined with the State RTP update would be more accurate.

Mr. David Bragdon
November 7, 2007
Page Two

Thank you again for considering these comments. We look forward to working with you to address them in order to complete the federal component on time, and then to move forward to tackle the challenges that remain with the update of the State RTP.

Sincerely,

A handwritten signature in black ink, appearing to read "Rob Drake". The signature is fluid and cursive, with a long horizontal stroke at the end.

Rob Drake
Mayor



WASHINGTON COUNTY OREGON

To: Metro Councilors

Date: November 7, 2007

Subject: **Comments on Proposed Federal Regional Transportation Plan**

Thank you for the opportunity to comment on the draft RTP. Our comments are illustrated below, and we hope they are considered by JPACT, MPACT and the Metro Council before moving forward on the Federal RTP.

Primary Comment

Until the performance measures are identified and their impacts understood, we cannot gauge the potential impact of the new RTP, and specifically the Goals and objectives. While we are reasonably satisfied with the project list which seems to include the County's major priorities given the assumed financial constraint, without knowing how the goals and performance measures are to be interpreted and applied, there is no assurance that projects on the list could be built.

In short, the project list seems to take a back seat to the interpretation and application of the new Metro goals and any new performance measures. Moreover, because the performance measures have not been developed, we are uncertain about the value of providing specific comments on the Federal RTP and we are electing to hold in abeyance providing additional specific comments on RTP text until a thorough State RTP is developed and discussed. We want to stress to JPACT that importance of maintaining flexibility to revisit the Goals as part of the State RTP process if necessary.

Additional General Comments

- 1. Support for meeting the Federal RTP deadline:** The County supports a Federal Regional Transportation Plan that meets Federal Requirements, including the necessary adoption deadline.
- 2. Project List Adequacy:** Given the financial constraints, the project list included in the proposed Federal Regional Transportation Plan reflects priority projects for the most part in Washington County.
- 3. Lack of performance measures:** Because the Federal RTP lacks performance measures, it is not possible to understand what the Goals mean, how they will be interpreted, and how the goals fit into the rest of the RTP.

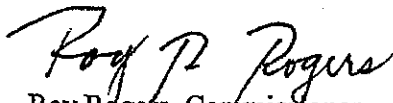
4. Support for the separation of the Federal and State RTP components: The County supported JPACT's and Metro's actions separating out the Federal and State Transportation Plan update processes. The County supported this action because of concern that there was insufficient time available before the Federal RTP deadline with which to thoroughly discuss and understand the potential impact of Metro's proposed new RTP Goals; particularly, since the performance measures had not been identified. We strongly urge Metro to place emphasis on the State RTP process and use it to resolve policy issues.

5. Concern about understanding the potential impacts new RTP Goals without performance measures: The County is concerned that the current Federal Regional Transportation Plan proposal includes Metro's proposed new RTP Goals without having thorough and complete discussions with JPACT members to fully understand the potential impacts of the new Metro goals and the new performance measures. Metro has the option, however, of simply including the existing 2004 RTP goals with the new project list and deferring formal action on the new goals and the new performance measures as part of the Federal RTP to our continued discussions in the State Regional Transportation Plan. We remain concerned that an action on the Federal RTP will overly solidify the goals as being unchangeable as part of the State RTP process. We need to maintain the flexibility to revisit the Goals as part of the State RTP process if necessary.

6. Insufficient time to review the new goals and new staff wording: The 30-day public comment period is simply not adequate to solicit thorough, well-informed responses to these new goals and the rest of the RTP. While Metro continues to work on the Goals and we recognize there have been changes from previous drafts, we urge JPACT, MPACT and the Metro Council to keep options open to revisit the Goals as part of the State RTP. Metro, then, should not interpret the County's lack of comment as acceptance of the draft RTP, and should expect that there will be additional comments on the new goals as the performance measures and projects evolve as part of the State RTP.

Again, thank you for the opportunity to comment,

Sincerely,

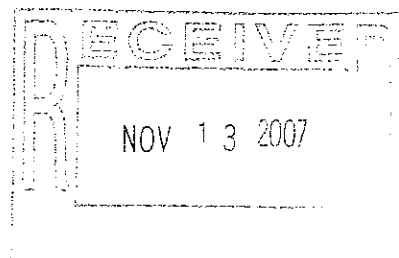


Roy Rogers, Commissioner
Washington County Board of Commissioners



November 9, 2007

David Bragdon, President
Metro
600 NE Grand Ave
Portland OR 97232-2736



Dear David:

On behalf of Kaiser Permanente, we want to congratulate Metro on having the foresight to recognize that transportation has a major impact on the health and livability of individuals and communities, and that you addressed human health in your Regional Transportation Plan!

Three years ago, KP identified a Community Health Initiative focused on Healthy Eating and Active Living as a major priority. We did this in order to address the current epidemic of obesity particularly in children. We believe you are aware that approximately 18% of all children are obese, and the majority of these children will go on to be obese adults. Along with cardiovascular disease and impaired mental health, the rate of type-2 diabetes is accelerating as a consequence of obesity, resulting in a worsening overall quality of life and increasing illness and death especially for the current generation of young people. The CDC now estimates that without improvement in the current trends, young people today will have a shorter life expectancy than their parents.

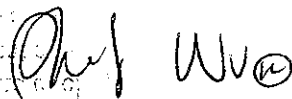
Access to and the consumption of healthy foods and increasing physical activity are the key lifestyle factors of this initiative. One of the many lifestyle factors contributing to the lack of physical activity is our growing dependence on the automobile as the sole source of transportation. We know that transportation systems have major health impacts, and a system that integrates auto, mass transit, walking, and cycling is healthy and contributes to the livability of the community. Evidence supports the concept that a well designed transportation system increases physical activity. Community participation, however, is a vital link in guaranteeing that an integrated transportation plan will have the desired impact. If we can partner with you in this process, please contact either of us.

Kaiser Permanente applauds Metro for addressing health and livability of the Portland metropolitan area in your planning process.

Sincerely,



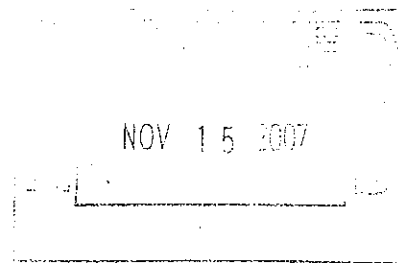
Nancy H. Stevens, Ph.D.
Director, Community Benefit Initiatives
Kaiser Permanente



Philip Wu, MD
Department of Pediatrics
Clinical Pediatric Lead, CMI Weight Management Initiative
Permanente Medical Group

November 9, 2007

David Bragdon
Metro Council President
Metro Regional Center
600 NE Grand Avenue
Portland, OR 97232-2736



Dear President Bragdon:

Thank you for the opportunity to comment on the draft 2035 RTP. We agree that the region presently is experiencing unprecedented transportation system challenges related to growth and limited available funding. Clearly, in order to meet these needs and challenges the region must be more targeted and strategic in its transportation investments.

In keeping with our commitment to continue to be involved in the RTP update, the City of Tigard wishes to inform you of our strong support for the draft RTP and financially constrained project list. We particularly support the projects nominated by the City. The Tigard nominations were part of a consolidated county-wide process that resulted in a list of essential projects. Enclosed are comments on the Tigard Project descriptions that need correction in the final document.

We also wish to express our strong support Metro's community and stakeholder engagement efforts and the emphasis on collaboration with regional partners and key stakeholders to establish regional transportation priorities. The update process followed to date has allowed for significant and meaningful local coordination, and this emphasis is very much appreciated by the City.

Thank you for all the time and energy devoted to this complex and important project.

Sincerely,

A handwritten signature in cursive script that reads "Tom Coffee".

Tom Coffee
Community Development Director

C: Gus Duenas, City Engineer

Enc: City of Tigard Comments on the Draft 2035 RTP



City of Tigard
Comments on the Draft 2035 RTP

Comment No. 1

Table 6.1

Metro Project ID: 10770

Project: Hwy 99W Intersection Improvements

Project Description change requested as follows to be in conformance with the new completed Highway 99W Corridor Improvement and Management Plan:

“Provide increased capacity at priority intersections, including bus queue bypass lanes in some locations, improved sidewalks, priority pedestrian crossings, and an access management plan, while retaining existing 4/5-lane facility from I-5 to Durham Road.”

Comment No. 2

Table 6.1

Metro Project ID: 10764

Project: Durham Road Improvements (Hall Blvd to 99W)

Project Description change requested as follows:

“Widen to 5 lanes with bikeways and sidewalks.”

Metro Council
600 NE Grand Ave
Portland, OR 97232-2736



COMMUNITY
HEALTH
PARTNERSHIP

Oregon's Public Health Institute

November 10, 2007

Dear Metro Councilors,

On behalf of Community Health Partnership, Northwest Health Foundation, Upstream Public Health, American Heart Association, Coalition for a Livable Future and other public health partners, I would like to comment on the Public Draft of the 2035 Regional Transportation Plan: Federal Component. Our goal in providing these comments is to highlight the importance of considering human health outcomes in regional transportation policy, and to provide specific suggestions on health-related goal statements, performance measures, and potential actions.

First I would like to thank the Council and Metro staff for your commitment to this important issue and for including goals and objectives on human health and equity. The debate has ended on whether our transportation and land use systems impact human health—the research from the public health and planning fields clearly shows that how we build our transportation and land use systems has a direct impact on the human health of our residents. I want to commend the Council and Metro staff for your foresight in considering this health impact as you move forward with transportation projects for the next several decades.

In addition, I want to commend the Council for including a goal to ensure equity in regional transportation planning. We know from research in our region from sources such as the Regional Equity Atlas, that the trend is for our most vulnerable residents to be moving to areas that have more incomplete street networks, fewer transportation options, and poorer air quality. What's more, land use patterns in these underserved communities often mean longer commute times to get from housing to employment, which then makes these communities more reliant on a transportation system that isn't serving their needs. There are places in our region that can serve as great examples of coordinated transportation and land uses, but only until we are explicit about our goals for an equitable transportation system will our system's benefits extend to everyone.

Finally, while I applaud that there are human health and equity goals in the framework, I now look to whether these goals and objectives will be considered when developing the list of future projects. Now that the policy framework lays out goals, activities and measures please use them as a measure for selecting projects on the Financially Constrained List. Chronic disease rates related to physical inactivity and poor air quality continue to rise, and every day we learn more about the impact of our community surroundings on our health. **We can't wait until the next RTP update to act—projects being prioritized and funded now must consider health impact.** I appreciate the time Metro staff has already given to working with us on these issues, and I hope Council members will continue to support staff time for this important collaboration.

If you would like to discuss these recommendations further, please feel free to contact me at 503-227-5502, x224, or noelle@communityhealthpartnership.org. Thank you for your consideration of these comments.

Best regards,

A handwritten signature in dark ink, appearing to read "Noelle Dobson".

Noelle Dobson
Project Director, Healthy Eating Active Living
| Community Health Partnership: Oregon's Public Health Institute

Comments included with track changes throughout the documents. Please contact Noelle Dobson with questions or for clarification, Noelle@communityhealthpartnership.org, 503-227-5502, x224.

Table 3.3
Regional Transportation Plan Goals

Our Vision for the System	Goal 1: Foster Vibrant Communities and Efficient Urban Form Land use and transportation decisions are linked to promote an efficient and compact urban form that fosters vibrant, healthy communities; optimizes public investments; and supports jobs, schools, shopping, services, recreational opportunities and housing proximity.
	Goal 2: Sustain Economic Competitiveness and Prosperity Multi-modal transportation infrastructure and services support the region's well-being and a diverse, innovative, sustainable and growing regional and state economy through the reliable and efficient movement of people, freight, goods, services and information within the region and to destinations outside the region.
	Goal 3: Expand Transportation Choices Multi-modal transportation infrastructure and services provide all residents of the region with affordable and equitable options for accessing housing, jobs, services, shopping, educational, cultural and recreational opportunities, and facilitate competitive choices for goods movement for all businesses in the region.
	Goal 4: Emphasize Effective and Efficient Management of the Transportation System Multi-modal transportation infrastructure and services are well-managed and optimized to improve travel conditions and operations, and maximize the multi-modal capacity and operating performance of existing and future transportation infrastructure and services.
	Goal 5: Enhance Safety and Security Multi-modal transportation infrastructure and services are safe and secure for the human health public and goods movement.
	Goal 6: Promote Environmental Stewardship Promote responsible stewardship of the region's natural, community, and cultural resources during planning, design, construction and management of multi-modal transportation infrastructure and services.
	Goal 7: Enhance Human Health Multi-modal transportation infrastructure and services enhance quality of human health by providing safe and convenient options that support active living and physical activity, and minimize transportation-related pollution that negatively impacts human health.
How We Get There	Goal 8: Ensure Equity Regional transportation planning and investment decisions ensure the benefits and impacts of investments are equitably distributed among population demographics and geography.
	Goal 9: Ensure Sustainability Regional transportation planning and investment decisions promote responsible fiscal, social and environmental stewardship by maximizing the return on public investments in infrastructure and placing the highest priority on investments that reinforce Region 2040 and achieve multiple goals.
	Goal 10: Deliver Accountability The region's government, business, institutional and community leaders work together in an open and transparent manner so the public experiences an integrated, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers.

TABLE 3.4 GOAL 1— FOSTER VIBRANT COMMUNITIES AND EFFICIENT URBAN FORM

Goal Statement	Objectives
<p>Goal 1: Foster Vibrant Communities and Efficient Urban Form</p> <p>Land use and transportation infrastructure decisions are linked to promote an efficient and compact urban form that fosters vibrant, <u>healthy</u> communities; optimizes public investments; and supports jobs, schools, shopping, services, recreational opportunities and housing proximity.</p>	<p>Objective 1.1 Compact Urban Form and Design - Leverage Region 2040 land uses to reinforce growth in, and multi-modal access to 2040 Target Areas.</p> <p><u>Potential Actions:</u></p> <ul style="list-style-type: none"> 1.1.1. Place a priority on multi-modal transportation investments that address a system gap or deficiency to reinforce growth in and improve access to or within the primary 2040 target areas. 1.1.2. Coordinate land use and transportation decisions to ensure the identified function, design and capacity of transportation facilities are consistent with applicable regional system concepts and support adjacent land use patterns. 1.1.3. Locate housing, jobs, schools, parks and other destinations within ½ mile of each other. 1.1.4. Support the development of tools aimed at reducing vehicle miles traveled per person, including transit-oriented development, car sharing, location efficient mortgage. 1.1.5. Create incentives for development projects in 2040 target areas and promote transit-supportive design and infrastructure in 2040 target areas and along designated transit corridors. 1.1.6. Provide landscaping, pedestrian-scale lighting, benches and shelters and other infrastructure to serve pedestrians and transit users in 2040 centers, station communities and main streets. 1.1.7. Work with the private development community to coordinate transportation spending and land development investment decisions for projects in 2040 target areas. <p>Objective 1.2 Parking Management – Minimize the amount of land dedicated to vehicle parking.</p> <p><u>Potential Actions:</u></p> <ul style="list-style-type: none"> 1.2.1. Place a priority on investments that reduce the need for land dedicated to vehicle parking. 1.2.2. Promote the use of shared parking for commercial and retail land uses. 1.2.3. Establish maximum parking ratios for off-street parking spaces. 1.2.4. Manage and optimize the efficient use of public and commercial parking in 2040 target areas.

TABLE 3.6 GOAL 3—EXPAND TRANSPORTATION CHOICES

Goal Statement	Objectives
<p>Goal 3: Expand Transportation Choices</p> <p>Multi-modal transportation infrastructure and services provide all residents of the region with affordable and equitable options for accessing housing, jobs, services, shopping, educational, cultural and recreational opportunities, and facilitate competitive choices for goods movement for all businesses in the region.</p>	<p>Objective 3.1 Travel Choices - Make progress toward Non-SOV modal targets for increased walking, bicycling, use of transit and shared ride and reduced reliance on the automobile and drive alone trips.</p> <p><u>Potential Actions:</u></p> <ul style="list-style-type: none"> 3.1.1. Place a priority on investments that complete a system gap to improve bicycle, pedestrian or transit access, and connect two or more modes of travel. 3.1.2. Consider land use and demand management strategies and bicycle, pedestrian and transit needs when conducting transportation studies. 3.1.3. Research user preferences and behavioral responses on bikeways on low and high traffic streets. 3.1.4. Consider bicycle boulevards part of the regional system when arterial right-of-way is constrained or when the regional street system does not meet arterial spacing standards. 3.1.5. Develop travel-demand forecasting for bicycle use and integrate with regional transportation planning efforts. 3.1.6. Coordinate with TriMet and large public and private facilities to improve pedestrian and bicycle access and secure bicycle long and short-term parking at existing and future regional activity centers, light rail stations, transit centers

TABLE 3.6 GOAL 3—EXPAND TRANSPORTATION CHOICES

Goal Statement	Objectives
	<p><i>and park-and-ride lots, educational institutions and employer campuses.</i></p> <p>3.1.7. <i>Form public/private partnerships such as Transportation Management Associations to increase education about transportation choices and support meeting non-SOV targets by land use type.</i></p> <p>3.1.8. <i>Increase development and use of traveler information tools to inform choices.</i></p> <p>3.1.9. <i>Incorporate car sharing into settings where the strategy is likely to reduce net vehicle miles traveled and provide an alternative to private car ownership.</i></p> <p>3.1.10. <i>Identify possible passenger rail service corridors to neighboring cities, such as the Milwaukie-Lake Oswego-Tualatin-Sherwood-McMinnville service or an extension of Westside Commuter Rail to Salem.</i></p> <p>3.1.11. <i>Design and implement a transportation system with street designs necessary to encourage and support non-auto travel.</i></p> <p>3.1.12. <i>Provide transit service that is fast, reliable and has competitive travel times compared to the automobile.</i></p> <p>3.1.13. <i>Coordinate with regional trail planners to encourage role of trails as part of the transportation network.</i></p> <p>Objective 3.2 Equitable Access and Barrier Free Transportation – Provide affordable and equitable access to travel choices and serve the needs of all people and businesses, including people with low income, children, elders and people with disabilities, to connect with jobs, educational, services, recreation, social and cultural activities.</p> <p><u>Potential Actions:</u></p> <p>3.2.1. <i>Place a priority on investments that remove barriers that prevent access to the transportation system for underserved populations.</i></p> <p>3.2.2. <i>Coordinate transportation and land uses to reduce barriers to non-motorized travel by reducing travel lengths from residential to worksites, schools, food and services.</i></p> <p>3.2.2.3.2.3. <i>Provide transit service that is accessible to people with disabilities and provide para-transit to the portions of the region without adequate fixed-route service in compliance with the Americans with Disabilities Act of 1990.</i></p> <p>3.2.3.3.2.4. <i>Provide transit connections between low-income residential areas and employment areas and related social services.</i></p> <p>3.2.4.3.2.5. <i>Provide ADA compliant pedestrian facilities, including ramps on regional facilities.</i></p> <p>3.2.5.3.2.6. <i>Provide for audible signals, curb cut tactile strips and appropriately timed signalized crosswalks at major retail centers, near bus stops on arterial streets, high volume neighborhood circulators or other major arterial streets near elderly or disabled facilities or in neighborhoods with significant elderly or disabled populations.</i></p> <p>3.2.6.3.2.7. <i>Complete gaps in the bicycle and pedestrian networks.</i></p> <p>3.2.7.3.2.8. <i>Provide short and direct pedestrian crossings at transit stops and marked crossings at regional transit stops.</i></p> <p>3.2.8.3.2.9. <i>Provide crossings and continuous sidewalks along both sides of all arterial streets that connect to side streets, adjacent sidewalks, buildings and transit stops.</i></p> <p>3.2.9.3.2.10. <i>Provide innovative, flexible, attractive and cost-effective alternatives to standard fixed route buses, rail and paratransit services to increase available options to elders and people with disabilities.</i></p> <p>3.2.10.3.2.11. <i>Expand outreach and education on how to use multi-modal transportation services.</i></p> <p>Objective 3.3 Shipping Choices – Support an intermodal freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services to facilitate competitive choices for goods movement for all businesses of the region.</p> <p><u>Potential Actions:</u></p> <p>3.3.1. <i>Place a priority on investments that benefit or connect two or more freight modes.</i></p>

TABLE 3.8 GOAL 5—ENHANCE SAFETY AND SECURITY

Goal Statement	Objectives
<p>Goal 5: Enhance Safety and Security</p> <p>Multi-modal transportation infrastructure and services are safe and secure for the publichuman <u>health</u> and for goods movement.</p>	<p>Objective 5.1 Operational Safety - Reduce fatalities, serious injuries and crashes per capita for all modes of travel through investments that address safety-related deficiencies.</p> <p><u>Potential Actions:</u></p> <ul style="list-style-type: none"> 5.1.1. <i>Place a priority on investments that address recurring safety-related deficiencies on an element of the regional mobility corridor system.</i> 5.1.2. <i>Place a priority on completing gaps in the regional bicycle and pedestrian systems.</i> 5.1.3. <i>Promote safety in the design and operation of the transportation system.</i> 5.1.4. <i>Minimize construction-related safety impacts.</i> 5.1.5. <i>Promote safe use of the transportation system by motorists, bicyclists and pedestrians through a public awareness program and safety education programs</i> 5.1.6. <i>Work with local jurisdictions, ODOT and other public agencies to collect and analyze data to identify high-frequency bicycle- and pedestrian-related crash locations and improvements to address safety-related deficiencies in these locations.</i> 5.1.7. <i>Promote transportation infrastructure that supports safe, secure routes for youth to walk and bike to school. <OR> Promote transportation infrastructure that supports safe and secure walking and biking routes for people of all ages and abilities.</i> <p>Objective 5.2 Crime - Reduce vulnerability of the public, goods movement and critical transportation infrastructure to crime.</p> <p><u>Potential Actions:</u></p> <ul style="list-style-type: none"> 5.2.1. <i>Place a priority on investments that increase system monitoring for operations, management and security of the regional mobility corridor system.</i> 5.2.2. <i>Use security cameras and other means for monitoring regional transportation infrastructure and services.</i> <p>Objective 5.3 Terrorism, Natural Disasters and Hazardous Material Incidents - Reduce vulnerability of the public, goods movement and critical transportation infrastructure to acts of terrorism, natural disasters, hazardous material spills or other hazardous incidents.</p> <p><u>Potential Actions:</u></p> <ul style="list-style-type: none"> 5.3.1. <i>Place a priority on investments that increase system monitoring for operations, management and security of the regional mobility corridor system.</i> 5.3.2. <i>Work with local, state and regional agencies to identify critical infrastructure in the region and assess security vulnerabilities and threats.</i> 5.3.3. <i>Work with local, state and regional agencies to create redundancies where applicable in all modes and develop coordinated regional emergency response and evacuation plans.</i> 5.3.4. <i>Use security cameras and other means for monitoring regional transportation infrastructure and services.</i> 5.3.5. <i>Minimize security risks at airports, water ports, rail stations, rest areas, roadways, bikeways, and public transportation facilities</i> 5.3.6. <i>Improve the ability of transportation infrastructure to withstand natural disasters such as floods, earthquakes, land slides and windstorms.</i> 5.3.7. <i>Continue to improve disaster, emergency, and incident response preparedness and recovery.</i>

TABLE 3.10 GOAL 7—ENHANCE HUMAN HEALTH

Goal Statement	Objectives
<p>Goal 7: Enhance Human Health</p> <p>Multi-modal transportation infrastructure and services enhance</p>	<p>Objective 7.1 Active Living – Provide safe and convenient transportation options that support active living and physical activity to meet daily needs and services.</p> <p><u>Potential Actions:</u></p> <ul style="list-style-type: none"> 7.1.1. <i>Place a priority on investments that increase opportunities for <u>active forms of transportation including walking, biking and transit.</u> physical activity.</i>

TABLE 3.10 GOAL 7—ENHANCE HUMAN HEALTH

Goal Statement	Objectives
<p>quality of human health by providing safe and convenient options that support active living and physical activity, and minimize transportation-related pollution that negatively impacts human health.</p>	<p>7.1.2. <i>Locate housing, jobs, schools, parks and other destinations within <u>¼ mile walking distance or 1 mile biking distance</u> of each other when possible.</i></p> <p>7.1.3. <i>Provide a continuous network of safe, convenient and attractive bikeways and pedestrian facilities.</i></p> <p>7.1.4. <i>Remove barriers and reinforce compact development patterns to encourage walking and bicycling to basic services and nearby activities as a way to integrate exercise into daily activity.</i></p> <p>7.1.5. <i>Design and manage the transportation system to minimize pedestrian, bicyclist and vehicular deaths and injuries.</i></p> <p>7.1.6. <i>Coordinate with public health professionals to conduct health impact assessments to judge potential impact of transportation infrastructure on human health.</i></p> <p>7.1.7. <i>Coordinate with regional trail planners to encourage role of trails as part of the transportation network.</i></p> <p>7.1.8. <i>Coordinate with transit providers to provide safe walking routes to transit stops.</i></p> <p>Objective 7.2 Pollution Impacts – Minimize transportation-related pollution impacts on residents in the region to reduce negative health effects.</p> <p><u>Potential Actions:</u></p> <p>7.2.1. <i>Place a priority on investments that reduce or minimize transportation-related pollution.</i></p> <p>7.2.2. <i>Design transportation system to minimize water and noise impacts through pavement techniques, traffic calming and other design features.</i></p> <p>7.2.3. <i>Design transportations systems and implement strategies to encourage use of rail to move regional freight in order to reduce heavy vehicle traffic and the air and noise pollution associated with it.</i></p>

TABLE 3.11 GOAL 8—ENSURE EQUITY

Goal Statement	Objectives
<p>Goal 8: Ensure Equity</p> <p>Regional transportation planning and investment decisions ensure the benefits and impacts of investments are equitably distributed <u>by population demographics and geography</u>.</p>	<p>Objective 8.1 Environmental Justice – Ensure benefits and impacts of investments are equitably distributed <u>by population demographics and geography</u>.</p> <p><u>Potential Actions:</u></p> <ul style="list-style-type: none"> 8.1.1. <i>Place a priority on investments that benefit environmental justice target areas or remove barriers to accessing the transportation system.</i> 8.1.2. <i>Evaluate benefits and impacts of recommended investments on environmental justice target areas.</i> 8.1.3. <i>When a major disparity exists, expand a project to include commensurate benefits for those significantly burdened by project.</i> <p>Objective 8.2 Coordinated Human Services Transportation Needs - Ensure investments in the transportation system provide a full range of affordable options for people with low-income, elders and people with disabilities consistent with the Tri-County Coordinated Human Services Transportation Plan (CHSTP).</p> <p><u>Potential Actions:</u></p> <ul style="list-style-type: none"> 8.2.1. <i>Place a priority on investments that remove barriers to benefit special access needs for people of all ages and abilities.</i> 8.2.2. <i>Provide an appropriate level, quality and range of transportation options to serve special access needs of individuals in this region, including people with low-income, children, elders and people with disabilities.</i> 8.2.3. <i>Periodically update the Tri-County Coordinated Human Services Transportation Plan.</i> 8.2.4. <i>Encourage the location of elderly and disabled facilities in areas with existing transportation services and pedestrian amenities.</i> 8.2.5. <i>Continue to work with TriMet, SMART, private non-profit providers, social services staff, and local jurisdictions to provide a customer information system that improves community familiarity with, access to and understanding of the elderly and disabled transportation network.</i> 8.2.6. <i>Employ technology to create a seamless, coordinated and single point of entry system for the user's ease that maximizes efficiency of operation, planning and administrative functions.</i> 8.2.7. <i>Encourage new and existing development to create and enhance pedestrian facilities near elderly and disabled developments, including sidewalks, crosswalks, audible signals, etc. and provide incentives for the future pedestrian orientation in areas serving elderly and disabled individuals.</i> 8.2.8. <i>Incorporate elderly and disabled housing into mixed use developments that includes public facilities such as senior centers, libraries and other public services as well as commercial and retail services such as stores, medical offices and other retail services.</i> 8.2.9. <i>Provide for audible signals, curb cut tactile strips and appropriately timed signalized crosswalks at major retail centers or near bus stops for arterial street, high volume neighborhood circulators or other arterial streets near elderly or disabled facilities or in neighborhoods with significant elderly or disabled populations.</i> 8.2.10. <i>Coordinate transit services and expand outreach programs to encourage and support fixed-route ridership by people with low-income, children, elders and people with disabilities.</i> 8.2.11. <i>Improve the accountability of the special needs transportation network by enhancing customer input and feedback opportunities.</i>

7.8.3 RTP Performance Measures – System-wide and Regional Mobility Corridors

The 2000 RTP marked the first time the plan included a performance measure other than level-of-service is adopted as regional policy. The plan incorporated 2040 Modal Targets and the Area of Special Concern designation to allow for a broader definition of performance in mixed-use centers and corridors, where transportation solutions solely aimed at relieving congestion are inappropriate for functional, physical, financial or environmental reasons. These two measures represented a first step toward a more broadly defined set of performance measures.

The federal component of the 2035 RTP was unable to resolve how to address increasing demand on our multi-modal transportation system, particularly the *Regional Mobility Corridors* – transportation corridors centered on the region's network of interstate and state highways that include parallel networks of arterial roadways, high capacity and regional transit routes and multi-purpose paths. The network of corridors is intended to move people and freight between different parts of the region and connect the region with the rest of the state and beyond. The first round of technical analysis (which included the RTP investment pool of projects) demonstrated that system-level measures are no longer sufficient to determine whether investments lead to a safe, efficient and reliable transportation system or meet other RTP goals for land use, the economy, human health and the environment.

Performance measures will be defined during the state component of the RTP update in 2008. Table 7.2 provides a list of potential performance measures identified during the federal component of the RTP update. The state component of the RTP update should continue to expand the definition of performance to encompass all modes of travel as they relate to planned land uses and other RTP goals identified in Chapter 3. While level-of-service and other congestion-related measures should be considered as part of a more diverse set of measures, it should be evaluated in a more comprehensive fashion to ensure that transportation solutions identified in future RTP updates represent the best possible approaches to serving the region's travel demand. Development of a performance management process also satisfies benchmarks mandated by the Oregon Transportation Planning Rule (TPR) and federal requirements to establish a performance monitoring system as part of the Congestion Management Process (CMP).

Goal 1: Foster Vibrant Communities and Efficient Urban Form Land use and transportation decisions are linked to promote an efficient and compact urban form that fosters vibrant communities; optimizes public investments; and supports jobs, schools, shopping, services, recreational opportunities and housing proximity.	<ul style="list-style-type: none">• <i>Average trip length.</i>• <i>Total acres of developed land.</i>• <i>Density of uses per acre.</i>• <i>Average commute length.</i>• <i>Vehicle miles traveled (VMT) per person.</i>• <i>Percent of population, jobs and homes attracted to UGB (capture rate).</i>• <i>Percent of surface area devoted to parking in 2040 target areas.</i>• <i>Percent of transportation investments in highest priority land uses (by 2040 land use).</i>• <i>Percent of transportation investments serving high priority land uses (by 2040 land use).</i>• <i>Mode split to determine walking, biking and transit ridership rates.</i>
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<p>Goal 5: Enhance Safety and Security</p> <p>Multi-modal transportation infrastructure and services are safe and secure for the public and goods movement.</p>	<ul style="list-style-type: none"> • <i>Per capita crashes, serious injuries and fatalities by mode.</i> • <i>Percent and number of Safety Priority Index System (SPIS) locations addressed in past five years.</i> • <i>Number of reoccurring SPIS intersections and segments from year-to-year as identified in ODOT Highway Safety Action Plan.</i> • <i>Number of crashes, serious injuries and fatalities in identified safety corridors by mode.</i> • <i>Number of crashes, serious injuries and fatalities involving bicyclists and pedestrians within one-quarter to one-half mile of a school.</i> • <u>Overall VMT.</u> • <i>Regional spending on imported energy.</i> • <i>Regional gasoline consumption.</i> • <i>Modal share of non-SOV travel modes.</i> • <i>Measure of personal safety.</i>
<p>Goal 6: Promote Environmental Stewardship</p> <p>Promote responsible stewardship of the region's natural, community, and cultural resources during planning, design, construction and management of multi-modal transportation infrastructure and services.</p>	<ul style="list-style-type: none"> • <i>Acres of environmentally-sensitive land impacted by new transportation infrastructure.</i> • <i>Number and percent of culverts on regional road system that inhibit fish passage.</i> • <i>Acres of riparian and wildlife corridors impacted by new transportation infrastructure.</i> • <i>Percent of street system with street trees that provide canopy for interception of precipitation.</i> • <i>Percent of street system with infiltration capacity.</i> • <i>Runoff volume measurements.</i> • <i>Tons per year of carbon/green house gas emissions.</i>
<p>Goal 7: Enhance Human Health</p> <p>Multi-modal transportation infrastructure and services enhance quality of human health by providing safe and convenient options that support active living and physical activity, and minimize transportation-related pollution that negatively impacts human health.</p>	<ul style="list-style-type: none"> • <i>Number of non-automotive trips per capita per day. <u>Reword: Number of walking, biking and transit trips per capita per day.</u></i> • <i>Daily vehicle miles traveled per person. (doesn't really tell you anything about health. They could just be driving less because they leave the house less often, have shorter commute lengths, etc)</i> • <i>Pedestrian and bike trips to school.</i> • <i>BTU's consumed per capita for transportation.</i> • <i>Obesity rates and rates of diseases associated with low levels of physical activity (e.g. adult-onset <u>Type II diabetes, heart disease</u>).</i> • <i>Tons per year of smog forming, particulate and air toxics pollutants released.</i> • <i>Rates of asthma or other air-quality-related health incidents <u>outcomes</u>.</i> • <u><i>Length of walking and biking trips.</i></u> • <u><i>Minutes of daily active transportation (walking and biking).</i></u>

<p>Goal 8: Ensure Equity</p> <p>Regional transportation planning and investment decisions ensure the benefits and impacts of investments are equitably distributed.</p>	<ul style="list-style-type: none"> • <i>Distribution of transportation investments by environmental justice target area.</i>
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Chapter 2

State of the Region and Effects on Transportation: Challenges and Opportunities

Our region is growing and changing, shaped by demographic fluctuations, local and global economic conditions, environmental pressures, safety and security issues, cultural trends, and land uses. As the region changes, we need to proactively plan to provide what people need, protect what they value, and invest in what makes our region successful, including providing and maintaining adequate transportation infrastructure, protecting the environment and preserving the quality of life that makes our region unique.

This chapter summarizes a number of key trends and issues affecting travel in the region and expected growth in population, the economy and travel for the year 2035:

- Population and employment growth and demographic changes that affect transportation needs and commuting modes, times and patterns, especially in the suburban parts of the region.
- Decreased travel time reliability from predictable and unpredictable causes of congestion with economic consequences for everyone, but especially business and commerce in the region.
- Need to improve the safety and security of the transportation system and the region's emergency preparedness.
- Opportunities to improve public health through system designs that promote physical and social activity.
- Opportunities to restore and protect the natural environment and foster vibrant and sustainable communities that preserve the region's enviable quality of life.
- Aging infrastructure—roads and bridges—with growing maintenance needs combined with diminished amounts and purchasing power of state and federal revenue sources challenge us to optimize the existing transportation system and develop new, innovative funding strategies.

This chapter is organized as follows:

2.1 Demographic Trends: This section describes demographic trends in the Portland-Vancouver metropolitan region, including expected population growth and changes in the ethnic and cultural diversity of the region.

2.2 Employment and Economic Trends: This section describes employment trends in the Portland-Vancouver metropolitan region and expected growth in employment and the movement of freight and goods.

2.3 Transportation Trends: This section describes how travel behavior has been changing in the region, growth in travel on the region's transportation system, including growth in freight and goods movement and increasing congestion. Safety, security and transportation-related environmental issues are also highlighted.

2.4 Finance Trends: This section summarizes the state of transportation finance in the region, including the region's growing maintenance needs. Chapter 5 includes a more detailed discussion of transportation finance issues facing the region.

2.5 Where We Go From Here: This section summarizes steps needed to move forward to the address these issues.

More information about these trends can be found in a series of background reports in the Appendices or on Metro's website at [www/metro-region.org/rtp](http://www.metro-region.org/rtp).

2.1 Demographic Trends

Demographic trends influence the type, location and amount of demand on transportation facilities and services and pose potential equity considerations. Demographic trends in the greater Portland-Vancouver region have been marked by strong population growth, especially in Washington County and Clark County, an increase in ethnic and cultural diversity throughout the region and shifts in age distribution. Trends also indicate that higher numbers of low-income, culturally diverse populations are moving to areas with higher numbers of transportation system gaps and barriers. This highlights the need for regional transportation planning to strive for equitable distribution of transportation resources by both population and geographic distribution.

The table below shows population growth by county during the fast-growing decade between 1990 and 2000. Growth has slowed since then, but remains robust at about 1.58 percent per year.¹

Table 2.2 shows Metro's growth forecast from 2005 to 2035. As the table shows, the Portland-Vancouver metropolitan region is expected to add approximately 1 million more people in the next 25 years²—the equivalent of adding two cities the size of Portland. A million more people means that more freight, goods and services will travel our waterways, rails, streets and thoroughways. More people will be using the region's transportation system to get to work, school, shopping and other daily activities

The Portland-Vancouver minority population increased 119 percent between 1990 and 2000, growing from 140,000 to 307, 000 in that decade. Hispanic/Latino populations grew the fastest, increasing 181 percent from 1990 to 2000. According to U.S. Census estimates for 2005, the Hispanic/Latino population increased by an additional 36 percent, to 195,000.

Asian Americans comprised the second fastest-growing population in the region, posting an increase of 127 percent during that decade. Between 2000 and 2005, the region gained an additional 28,000 Asian Americans, a 24 percent increase.³ During the 1990s, the Black/African American population grew from about 38,000 to 44,000, a 16 percent increase, then to 56,000 by 2005, an 18 percent increase.⁴

¹ Metro 2000–2030 Regional Forecast http://www.metro-region.org/library_docs/maps_data/2000_2030regionalforecastsept2002.pdf

² Metro 2000–2030 Regional Forecast http://www.metro-region.org/library_docs/maps_data/2000_2030regionalforecastsept2002.pdf

³ Hough, George C and Amy Koski, "Population Outlook for the Portland-Vancouver Metropolitan Region;" Portland State University, 2007

⁴ Ibid.

International migration since the year 2000 accounted for about 30 percent of the population growth in the region. The largest share has come from the former USSR (18 percent) and Mexico (17 percent). Other major countries of origin include Vietnam (8 percent), China (7 percent), India (5 percent), Korea (3 percent), and the Philippines (3 percent). Future population growth due to immigration and migration will depend on national and international conditions that are difficult to predict.

Among the immigrants were highly-educated professionals in high-paying jobs, and a large number of workers with limited education in low-paying jobs. Both immigrant professional families and families with low-income have tended to settle in or move to suburban communities, where housing prices are lower than in the Portland central city. However, in the suburbs and outlying areas transportation choices have been limited. Regional research indicates that the areas with highest percentage of in-migration by low-income, culturally diverse populations are less served by transit, bicycle, and pedestrian facilities than higher income areas. (Cite Regional Equity Atlas if needed.) These factors highlight the need to address transportation equity for populations at all income levels and communities outside the central city. Transit service, bicycle facilities and sidewalks commonly have gaps or may be missing altogether. Participants in a fall 2006 stakeholder workshop that included people who live on the western edge of the Metro urban growth boundary related personal experiences of their families, who must walk five miles or more on roads without sidewalks to reach the nearest transit stop. Participants also mentioned the lack of transit connections to other suburbs, where their jobs may be located.⁵

Age distributions are influenced by birth rates, death rates and migrations. The average age in the greater Portland-Vancouver region has dropped since the 2000 census, reflecting an influx of young adult workers and ethnic populations with high birth rates. The effect of this influx is expected to continue until about 2011, after which the proportion of people over 65 is expected to increase in both the absolute numbers and percentage of the total population.⁶ In 2000, about 10.5 percent of the population in the Portland-Vancouver area was over 65; by 2030, that number is forecasted to be 17 percent.⁷ An aging population requires transportation facilities designed to equitably serve people with a range of physical abilities.

2.3 Travel Trends

Travel behavior—mode choice, commuting patterns, trip length and frequency—is influenced by demographics, land use, transportation costs, transportation access, health factors, the economy, employment locations and job types as well as social and environmental values.

2.3.2 Bicycling

The city of Portland is known for its bicycle culture. Bicycles play an important and growing role in the regional transportation system and the region's economy. While this has traditionally been limited to inner-neighborhoods, interest in bicycling has expanded across the region in recent years, adding to the growing demand for improved bicycle facilities. Bicycle facilities boost economic activity by attracting bicycle-focused businesses and active tourism, and by and providing a venue suitable for large events. A study by the North Carolina Department of Transportation found that the availability of good bicycle facilities played an important role in tourist decisions, and that investments in bicycle facilities yielded an estimated nine-to-one return on investment in tourist dollar.⁸ The bicycle-related

⁵ 2035 Regional Transportation Plan Update Stakeholder Engagement Report, Metropolitan Group, February 2007

⁶ Hough, George C and Amy Koski, "Population Outlook for the Portland-Vancouver Metropolitan Region," Portland State University, 2007

⁷ Portland State University, "Age-Related Shifts in Housing and Transportation Demand", pgs. 6,8.

⁸ *Pathways to Prosperity*, North Carolina Department of Transportation, 5/11/04

industry in Portland is currently valued at \$63 million and includes retail, tours, races, events, distribution and manufacturing, and professional services.⁹

Between 1991 and 2004, the City of Portland invested \$12 million in the city's developed bikeway network, increasing the mileage from 78 to 256.¹⁰ The network includes bike lanes and designated "bike boulevards"—low-traffic city streets suitable for bicycling. Bicycle counts released for 2006 show significant increases in bicycle traffic across the city, with bicycle traffic constituting 10 percent of the total trips across the bridges.¹¹ Counts taken across four central city bridges reported 12,000 daily trips—an 18 percent increase over 2005. Bicycle count data is currently limited to Portland, but anecdotal evidence suggests that bicycle ridership has increased throughout the region. Increases in ridership is due in part to improved bicycle infrastructure, as well as increasing recognition of the health benefits of bicycling.

Bicycle safety has improved with increased ridership. Figure 2.3 compares crash incidents with bicycle traffic increases (based on bridge counts) over a 10-year period. As the figure shows, despite increasing numbers of people bicycling in Portland, the number of bicycle crashes has held constant for a reduced crash rate.¹² However, the increase in bicycling has also brought new riders to the system who may not be aware of safety laws and practices, creating conflicts with motor vehicles and pedestrians. This highlights a need for an improved bicycle safety education strategy in the community that keeps pace with the growth in bicycling.

2.3.3 Walking

Walking is the most widespread and universal form of transportation. Whether an entire trip is done on foot (or using a wheelchair or similar mobility device), people must walk for at least part of every trip, even when the rest of the trip takes place on transit, in a vehicle or on a bicycle. Pedestrian activity is also influenced by increasing knowledge that walking produces significant health benefits. Therefore it is critical that our transportation system supports and encourages pedestrian behavior.

Pedestrian activity indicates vitality in residential, commercial and mixed-use areas. Pedestrian activity thrives where the physical facilities are well connected, safe and attractive—well lit, free of debris and in good repair—and where intersections have crosswalks or signal lights. Audible signals at crosswalks and curb ramps at intersections improve the utility of pedestrian facilities for people with physical challenges.

Many parts of the region have well-connected pedestrian facilities. Based on data collected by TriMet and Metro in 2001, the region had 1,230 miles of potential pedestrian facilities in transit/mixed use corridors and pedestrian districts. However, only 821 miles of those 1,230 potential miles had sidewalks, for a pedestrian system that was only 66% complete.¹³

Although 90 percent of the region's population lives within a half-mile of a bus stop or light rail platform. However, sidewalks connect to only about 69 percent of the stops. TriMet is working with local jurisdictions to improve pedestrian access to transit, to not only support increased ridership, but also to enable more people to use fixed-route transit who would otherwise need door-to-door service.¹⁴

⁹ Alta Planning, *Bicycling-Related Industry Growth in Portland*, 2006.

¹⁰ Birk, Mia and Geller, Roger. *Bridging the Gaps: How the Quality and Quantity of a Connected Bikeway Network Correlates with Increasing Bicycle Use*, 2005, p. 14

¹¹ Portland Office of transportation, *Bicycle Count Report*, 2006.

¹² 2006 City of Portland Bicycle Count Report – Significant Findings & Analysis.

¹³ Metro. *A Profile of the Regional Pedestrian System in the Portland Metropolitan Region*, 2007, pg. 12.

¹⁴ TriMet, *2007 Transit Investment Plan*, p. 10.

Pedestrians will be increasingly affected by the growth in motor vehicle and bicycle traffic on the major street systems. The expected growth in motor vehicles on the system will increase the need for more and better pedestrian facilities and crossings. The expected growth in bicycling will increase the need to educate both cyclists and pedestrians on the safe use of sidewalks, bikeways and shared multi-purposes routes that are designed to serve both cyclists and pedestrians.

2.3.8.2 Community Health and Active Living

Interest in the connection between urban planning and active living grew in the 1990s, an outcome of a growing interest in "smart growth," a movement to integrate land use, transportation and public health planning. Studies since then report positive effects on human health in built environments that encourage walking and biking.¹⁵ In addition, transportation systems impact chronic diseases such as asthma that are related to air quality and vehicle emissions. While the Portland region has long embraced such policies, based on land use and transportation benefits, the introduction of health benefits goals and objectives in transportation planning is a new realm for the region.

~~Although Americans are considered healthier than ever before, we face a trend of rapidly rising rates of chronic disease associated with obesity, being overweight and sedentary lifestyles, conditions that public health officials now describe as epidemic. There is ample evidence that transportation and community design are critical factors in determining whether residents are able to be physically active enough to ensure their health. The region's transportation system is incomplete from the perspective of physical activity.~~

Built environments that promote active living include compact mixed-use developments and street designs that feature well-lit sidewalks and safe cycling facilities.¹⁶ Efforts in the region to promote active living include the City of Portland's Office of Transportation "Safe Routes to School" program and the grant-funded "Active Living by Design" program administered by ~~Portland State University~~ Community Health Partnership: Oregon's Public Health Institute.¹⁷ The Active Living by Design is a multi-disciplinary approach to promoting community health. The program works with both neighborhood projects and policy initiatives ~~selects specific neighborhoods for concerted efforts to promote healthy eating and physical activity in daily living.~~ Metro incorporated active living and improved air quality as ~~a goals~~ for this RTP update, and expects to expand the region's analytical capability to allow for transportation investments to be evaluated for both their land use and public health benefits.

2.5 Where We Go From Here

The Portland metropolitan region is at an important crossroads. Changes to how we plan for and investments in our transportation system are needed to respond to powerful trends and challenges so we can benefit from them and thrive. Many of these issues are not new or unique to transportation planning in this region or in other major cities across the country. However, the Portland metropolitan region has a history of innovation, and these challenges pose an opportunity for the region to continue this tradition and thrive—mainly because we already have such solid, well-integrated transportation and land use systems in place. If we adapt to the new fiscal, social and economic realities and develop a new approach to transportation that is consistent with the tools and aspirations of the 21st Century then our region is positioned to prosper.

¹⁵ LD Frank, PO Engelke - Journal of Planning Literature, The Built Environment and Human Activity Patterns: Exploring the Impacts of Urban Form on Public Health Journal of Planning Literature, Vol. 16, No. 2, 202-218 (2001) DOI: 10.1177/08854120122093339, Sage Publications.

¹⁶ "Four Model Ordinances to help Create Physically Active Communities. <https://www.planning.org/smartgrowthcodes> accessed 9/13/07

¹⁷ Active Living By Design Website (Research Page, viewed on Oct. 5, 2006) www.activelivingbydesign.org.

- **Land use and transportation planning impacts human health.** The design of our communities and transportation infrastructure can contribute to improved air quality and the choices residents of the region have about using active modes of transportation, such as walking, bicycling and transit. Considering the regional transportation system's impact on human health could help prevent chronic disease such as obesity, heart disease, diabetes and asthma that are lung illness and chronic disease-linked to a lack of physical activity and poor air quality.
- **Residents of the region value a transportation system that is safe and that provides regional mobility.** In a recent community survey 66 percent of residents responded it was "very important" to design, build, and operate the transportation system to increase safety. Regional mobility is important because residents value their time and it provides all residents of the region with transportation opportunities and choices, encourages a strong economy and preserves the quality of life.
- **The plan should support and protect existing communities and residential neighborhoods.** Transportation investments help shape a community's design and sense of place, which are shown to impact levels of social cohesion and individual well being. In a recent community survey, 39 percent of residents responded it was "very important" to minimize traffic noise in neighborhoods.

Suggested additions to glossary:

Active Living: Lifestyles characterized by incorporating physical activity into daily routines through activities such as walking or biking for transportation, exercise or pleasure. To achieve health benefits, the goal is to accumulate at least 30 minutes of activity each day.

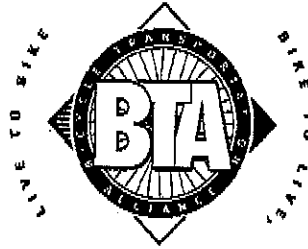
Active transportation: Non-motorized forms of transportation including walking and biking.

Health Impact Assessment: A combination of procedures, methods, and tools by which a policy, program or project may be judged as to its potential effects on the health of a population, and the distribution of these effects within the population.

Chronic disease: An illness that is prolonged, does not resolve spontaneously and is rarely cured completely. Chronic diseases such as heart disease, cancer and diabetes account for seven of every 10 deaths in America. Although chronic diseases are among the most common and costly problems, they are also among the most preventable. Adopting healthy behaviors such as eating nutritious foods, being physically active and avoiding tobacco use can prevent or control these diseases.

Health: A condition of complete physical, mental and emotional well-being, not merely the absence of disease.

Walkable Neighborhood: A place where people live within walking distance to most places they want to visit, whether it is school, work, a grocery store, a park, church, etc.



TO: Metro Council
 FROM: Emily Gardner, Bicycle Transportation Alliance
 RE: RTP Comment

12 November 2007

Starting in 2004, the BTA gathered input from experts on cycling at the programmatic, policy and implementation levels, surveyed over 900 Portland residents, and conducted a series of ground-truthing rides to assess current conditions. Based on that input we developed a plan, the *Blueprint for Better Biking: 40 Ways to Get There*. The North Willamette Greenway Trail is one of the top 40 projects of those identified in our *Blueprint for Better Biking*.

Research indicates that people prefer to ride on low, or no traffic routes, such as the Eastbank Esplanade or the Springwater Trail. The North Willamette Greenway Trail as it is envisioned would provide a similar facility that would be appealing to a wide range of potential users. Portland is known as a top ranked biking city and this trail will continue our city's vision and record of providing bike routes for all levels of riders.

The North Willamette Greenway Trail would connect North Portland to the Lloyd District, Downtown, Swan Island, several major employment centers as well as the Lewis and Clark Discovery Greenway Trail and Marine Drive. In doing so it provides a significant transportation and recreational facility.

For these reasons, the Bicycle Transportation Alliance urges you to include the NP Greenway Trail alignment (#10355) as part of the financially constrained project list in the Regional Transportation Plan update.

The Bicycle Transportation Alliance is a statewide nonprofit that works to create healthy communities by opening minds and roads to bicycling. We represent over 4500 members in Oregon and SW Washington, and have fifteen years of experience in bicycle engineering, planning, education, and advocacy.

Thank you for the opportunity to comment. We look forward to continuing to work with advocates, NP Greenway, City and Metro staff to realize the future trail.

Emily Gardner

Emily Gardner
 Bicycle Transportation Alliance
 Policy Advocate
 1979 SW 5th Ave
 Portland, OR 97207



The Forum for Commercial Real Estate

Oregon Chapter

November 13, 2007

Joint Policy Advisory Committee on Transportation
Metro Regional Center
600 Northeast Grand Avenue
Portland, OR 97232-2736

Re: Federal RTP Public Comments

Dear Chair Burkholder, JPACT Members, and Metro Staff:

The National Association of Industrial and Office Properties appreciates this opportunity to offer our commentary on the federal component of the RTP Update. Our Oregon Chapter represents 120 commercial developers and professionals involved in the commercial real estate industry in the Portland metropolitan area.

Following from our discussions over the course of 2007, we understand that the RTP Update is meant to identify and prioritize the improvements needed to all modes of our regional transportation network over nearly 30 years. As such, it is meant to support Metro's land use vision, as articulated in the 2040 growth plan.

What is evident in JPACT's modeling of a financially constrained system is that the Portland region faces a dramatic shortfall in transportation funding sources. We understand that this is due to diminishing dollars available from federal sources such as the Federal Highway Trust Fund, as well as state funding limitations caused by our outdated gas tax.

Given an expected \$9 billion "constrained" RTP pool through currently-identified funding sources, JPACT's proposed improvements to all transportation modes would suffer. However, section 6.1.3 of the Plan indicates that funding for throughway projects would be the most dramatically reduced, from \$4.56 to \$1.68 billion, a 63% drop. Dollars for streets and bridges would see the next greatest impact, with funding falling off some 41%.

As many throughway projects are to be directed at interstate bottleneck areas, such a reduction in funds would certainly yield many of the negative, economic consequences called out in the recent Cost of Congestion studies. Freight mobility, particularly truck

and commuter mobility on the region's highway system, remains a top priority of our membership.

NAIOP is eager to review the state portion of the RTP Update next year, where additional funding strategies will be developed. We look forward to assisting JPACT in exploring new sources, such as a gas tax increase. Absent additional financial sources, however, we would anticipate that funding priorities may need to shift from broader RTP goals to the more basic, motor vehicle capacity improvement needs on freeways and roads.

We wish you success in your submission of the federal component of the RTP Update and look forward to continuing our dialogue in the months ahead.

Sincerely,



Greg Manning,
Public Affairs Chair
NAIOP-Oregon

cc: Kory Arntson, NAIOP-Oregon President
Jan Robertson, NAIOP-Oregon Vice President
Kelly Ross, NAIOP-Oregon Executive Director
Mike Wells, NAIOP-Oregon Public Affairs Committee Vice Chair
Kate Marx, Director, Public Affairs and Government Relations, Metro



Mayor
David M. Fuller

Council President
Patricia Smith

Councilors
Todd Sturdavant

Mark S. Clark

November 13, 2007

Metro Planning
600 NE Grand Avenue
Portland, OR 97232

Attention: Pat Emmerson

RE: 2035 Regional Transportation Plan

Dear Metro Council:

Economic development in the east metro area is of high importance especially since we have the largest area of industrial lands available in the Portland metro area. Improving the north-south transportation corridors connecting US 26 and I-84 is essential for fostering economic development in the area, as is connecting US 26 and the Sunrise Corridor to neighboring commerce centers.

While the need for these improvements is recognized, the alignment of Regional Mobility Corridor Number 15 in the plan before you gives rise to concern for the impact it would have on the quality of life for Wood Village citizens.

In May of this year, the Cities of Fairview, Gresham, Troutdale and Wood Village joined in a Memorandum of Understanding (MOU) that recommended the north-south improvements from I-84 to US 26 be made first priority for regional improvements. In that MOU they recommended the study include an analysis of 181st, Fairview Parkway, 242nd and 257th from I-84 to an improved interchange at US 26. The MOU stipulates that the analysis of the 242nd route be limited to consideration of the road being constructed below grade from north of Halsey Street to a minimum of ¼ mile south of Glisan. It was the consensus that having 242nd constructed in a manner that would allow traffic to pass below the plane of the existing surface would minimize the visual, audible and environmental impact and therefore be acceptable.

We are dismayed and concerned that the Updated RTP under consideration still shows the North-South connector designated to be built on 242nd prior to the corridor study. We can only conclude Metro planners are either unaware of the MOU or perhaps simply have chosen to ignore the wishes of the East Metro cities. The City of Wood Village fully understands and supports the need for transportation improvements and has shown our

willingness for collaboration as a party to the attached MOU. To enable Wood Village to work cooperatively with Metro and other partners to reach agreement on preferred improvements and jointly advocate for their implementation, we request the RTP be changed to reflect the intent of the MOU.

Respectfully,

A handwritten signature in dark ink, appearing to read 'D. M. Fuller', is written over the printed name.

David M. Fuller
Mayor

cc: Mayor Paul Thalhoffer, Troutdale
Mayor Shane Bemis, Gresham
Mayor Mike Weatherby, Fairview
Ed Abrahamson, Multnomah County
Wood Village City Council

MEMORANDUM OF UNDERSTANDING

WHEREAS, economic development in the east metro area is an important and shared concern of the Cities of Fairview, Gresham, Troutdale, and Wood Village ("Cities"); and

WHEREAS, the Cities believe that improving the north-south transportation corridors connecting US 26 and I-84 is essential for fostering economic development in the area; and

WHEREAS, the Cities believe that improving the east-west transportation corridors connecting US 26 and the Sunrise Corridor to neighboring commerce centers in northern Clackamas County is likewise essential for economic development in the region; and

WHEREAS, the 2005 East Metro Area Advanced Transportation and Telecommunications Assessment Study identified the need for the equivalent of new arterial lanes in the corridor by 2025; and

WHEREAS, the Cities acknowledge the need to reach an agreement on how to solve the corridor issues is necessary; and

WHEREAS, this issue is of regional and statewide significance.

NOW, THEREFORE, the Cities agree that:

1. Metro and/or the Oregon Department of Transportation should embark on a Comprehensive Corridor Study as soon as possible; and
2. The Cities recommend that the study include an analysis of 181st, Fairview Parkway, 242nd and 257th from I-84 to an improved interchange at US 26 with the stipulation that the analysis of the 242nd route be limited to consideration of the road being constructed below grade from north of Halsey Street to a minimum of ¼ mile south of Glisan; and
3. The Cities recommend that north-south improvements from I-84 to US 26 be made the first priority for regional improvements; and
4. The Cities also recommend that the east-west corridor improvements from I-205 to US 26, the Sunrise Corridor, be made the second priority for regional improvements; and
5. Multnomah County should take part and help develop the parameters for this study with representatives of the Cities involved in the study process; and

6. The Cities will work cooperatively with Metro, the Oregon Department of Transportation, and other regional partners to reach agreement on a preferred corridor alternative and jointly advocate for its implementation.

IN WITNESS WHEREOF, the parties have executed this Memorandum of Understanding as of the date of last signature below.



Mayor Mike Weatherby, City of Fairview Date



Mayor Shane Bemis, City of Gresham Date



Mayor Paul Thalhofer, City of Troutdale Date



Mayor David Fuller, City of Wood Village Date

Chair Ted Wheeler, Multnomah County Commission

Revised Version (4-16-2007)

Revised Version (4-26-2007)

Date: 11-14-07
To: METRO Council
From: Steve Larrance P.O. Box 6839 Aloha, Or. 97007 ph. 503-649-3482
Re: 2035 Regional Transportation Plan Federal Component

Please include this memo and five page attachment in the public record for the 2035 Regional Transportation Plan Federal Component process.

After careful review of the Plan I believe it does not address the needs of present and future residents of Washington County and visitors. I have addressed some of the specifics in the attached five pages. When the METRO Charter was written to include regional oversight of Land Use and Transportation I, as a Washington County Commissioner, publicly spoke in many venues in favor of voter approval of the Charter. I believed that it would guarantee consistent application of policies and goals throughout the region. Now I find that the western portion of the region is being treated differently.

Nothing exemplifies this inconsistent provision of the most expensive of urban services to deliver, transportation, better than an examination of the Urban Growth Boundary (UGB) expansion process in Washington County. I am a member of South Hillsboro Community Plan Task Force which has been reviewing a proposal to urbanize 2300 acres of land adjacent to the existing UGB. The South Hillsboro Community would occupy an area directly in the path of the former western Interstate 205 equivalent freeway, sometimes referred to as the Western Bypass. The West I-205 went away for political reasons in the mid 1990's. Nothing replaced it in function. The roadway went away but the through type trips it was to serve still came and now fill the local system. It linked many of the cities and intensive use areas of Washington County to the remainder of the region, the state and the nation. It was the backbone of the 1983 adopted County Land Use and Transportation Plans. I also have the adopted 1960's map which shows the alignment of this facility.

It is essential that a limited access multi modal interstate transportation corridor be included in planning for Washington County. We know enough now to design this new interstate as a truly future facility. One large enough to contain all modes of travel presently utilized or that may be utilized in the future. Much of the necessary right-of-way is just outside the present UGB so the potential to be visionary is there. It could serve as a hard edge for the urban area for many decades to come while answering the questions of how to connect new urban areas to the remainder of the region and how to serve the growing through traffic inundating the neighborhoods in this area. The attached five pages explain how this necessary multi modal facility is in fact the most effective and efficient method to address the multi modal transportation needs of the growing western portion of the region. The RTP proposes both new and remodeled limited access links else where in the region and now is the time to reinstate that necessary function in the west of the region. It is time to serve the entire region equally, to keep the promise of the METRO Charter.

Date: 11-6-07

Re.: S. Hillsboro UGB: Steve Larrance speaking notes to public

Why am I speaking out?

I feel responsible to the people who live here for the Community Plan for Aloha, Reedville and Cooper Mt. because of my leadership role in CPO#6 during the community planning process during the period from 1978 through plan adoption in 1983 and up until my appointment to the Board of County Commissioners (BCC) in 1987 and election in 1989 serving until Jan. 1993, when I declined to run for reelection. The entire Plan for Land Use and Transportation was based on an Interstate I-205 type freeway being built on the westside which would serve the planned land uses in all of western Wa. Co. It would have basically followed the BPA power line through Reedville, right through the center of the proposed South Hillsboro Plan area. That is why the South Hillsboro Community Plan must save this necessary public right of way and the area required for the T.V. Highway interchange which must occur on the South Hillsboro site south of the railroad tracks. The freeway alignment is critical so that this essential facility can continue north through the existing urban area in the least disruptive route.

Is that freeway really necessary?

Yes. It was necessary just to deal with the density and uses in the Wa. Co. community plans and city plans that were adopted in 1983. It was on planning maps from the 1960's and continued to be on the adopted County and Regional Transportation Plans through the mid 1990's. It disappeared for political reasons not sound comprehensive land use and transportation planning reasons. Nothing replaced it. And now it is doubly necessary to deal with the predicted 400,000+ new Wa. Co. residents over the next twenty years and the 110,000 jobs being planned for the north Hillsboro industrial area. Even now the rural and country roads which are near where the freeway was supposed to be built are full even by urban standards with people commuting to work or driving service vehicles from one western Wa. Co community to another. The freeway was delayed but the vehicle trips showed up regardless.

Wouldn't it be too expensive to build a freeway?

No, it is the least cost alternative. Some of the funding should come from the Federal Government for an interstate freeway. It would also mean that some existing county and state roads would have less traffic on them so they would last longer. Building the freeway would return the rural roads to the rural users and allow the urban road system to be neighborhood friendly sized. A system without a freeway would be more expensive to build. A freeway less system would need to accommodate both long distance through trips and the more localized on trips on each surface arterial. Without proper freeway spacing we are headed toward a system of super sized surface arterials consisting of seven or nine lanes plus double turn lanes at the giant intersections. This would necessitate the prohibitively expensive and disruptive process of buying the adjacent buildings along the entire length of the widening project and tearing them down to make way for the wide asphalt roadways. Paying for the many arterial expansion projects necessary to serve a future Wa. Co. would cost

page 2

much more than building modern multi modal limited access freeway corridors at the correct spacing from other freeways. In the case of this freeway much of the necessary right of way is outside the present UGB so it would be less disruptive and expensive to build before more development is allowed in the correct path.

Don't freeways make more smog?

Freeways create less smog than traveling the same distance at a less efficient speed and stopping and waiting at traffic signals periodically during the trip. As you know, any engine is most efficient when moving at a constant speed. All fuels that are used to power a vehicle are maximized when stops are minimized and speed is set at an optimum constant. Freeways are designed to provide the opportunity for non stop vehicle operation at a constant optimal speed. Any system that relies on giant surface arterials intersecting at stop lights with other giant roads creates slow moving stop and go situations that in turn waste fuel, create smog and noise within neighborhoods and waste people's time. Think about how much better fuel mileage is achieved, and therefore less toxic air emissions are created, when a vehicle moves continuously at 55 mph. People who want to save our planet, our money and our personal time should support correctly spaced multi modal freeways.

Wouldn't a freeway divide our neighborhoods?

Freeways because of their limited access nature don't need to intersect with every roadway or driveway. So they can be lowered below the surrounding area or raised above it so that local streets and sidewalks can pass over or under them. In our region I-405 in southwest and northwest Portland is an example of a limited access freeway that is below in some locations and above in other locations the local system. If you have been in that neighborhood you know that the local system functions as if the freeway wasn't even there. On the other hand, surface arterials of seven and nine lanes would divide our neighborhoods. The only location where they could be crossed by car, bike or ped would be at very wide intersections spaced every so often. These wide cross walks are not safe or easy for most people to walk across.

Can't mass transit serve all the trips created by and traveling through the South Hillsboro area?

Mass transit and other alternative modes of travel could serve some of the trips created in and traveling through the South Hillsboro area if there was a limited access public right of way created in the location where the trips are now occurring. Express buses or other mass transit vehicles could be routed onto this new right of way. Remember only 6% of trips in the Portland region are now are on mass transit. Even by creating more mass transit opportunities through out the region we will be lucky if that total increases to 12% in twenty years. That express route for mass transit, bike and pedestrians should be contained within the West I-205 freeway corridor to create a truly multi modal westside facility.

The West I-205 is a north/south facility only, how could it help east/west capacity problems?

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Many people are using the existing arterial system in our area, such as Farmington Road, T.V. Highway, Baseline and Cornell Roads and Hwy. 26 to go east or west until they get to a freeway such as Hwy. 217 or a road such as 209th, 185th or Murray to go south or north. By having properly spaced freeways, about every seven miles considering our required density, an east/west facility is actually required to carry vehicles for fewer miles to reach the limited access north/south freeway which has the added capacity. We can in essence "free up" some of the capacity of the existing arterial system. It means less money spent to enlarge many of the arterials.

I thought that the Portland Region doesn't support freeways?

They don't, on the West side of the Region. The near West side (I-405) and the East side of Portland (I-5, I-84, I-205) have an interstate freeway system that we all agreed to support, fund and build. When it came time for our portion of the interstate freeway ring around the region to be funded and built suddenly freeways were deemed bad. That came after I was no longer on the BCC. The east side continues to rely on their modern limited access facilities, freeways and other limited access connectors, to carry the through traffic. And the old existing surface arterial network built in the 1950's (Fremont, Burnside, Sandy, Hawthorn, Powell and so on south) provides for the more local trips that maintain their high neighborhood livability. So what I'm saying is that we are being expected to accept something different than the modern system that serves Portland. And they would not accept the system we are being forced to accept. I don't see any Regional or Portland politicians running on a platform of closing down I-84 or I-205 or I-405. Not even for a day to see what happens. In fact I-5 is being enlarged and a portion of it on the east bank of the Willamette may be relocated, all before we get our West side solution. If our West I-205 had been built through Wa. Co. and continued over the Columbia River to reconnect to I-5 in Vancouver during this last twelve years since it was removed from planning maps, we wouldn't need to expand I-5 through Portland and rebuild that bridge across the Columbia. All studies done to show that no need existed for the West I-205 have been filled with inaccurate assumptions so that any computer modeling would show a bias for expanding the I-5 route. The people of Wa.Co. deserve an independent analysis of freeway needs on the West side and we need leaders who are willing to stand up for our future. High density and no access means lower livability and lower property values. Some times I wonder if portions of Wa.Co. are being "groomed" as Portland's new slum.

Getting back to the proposed South Hillsboro Community Plan, what is not to like besides the lack of a freeway running through it?

I question why we even looking at this area to urbanize next. It certainly is not the least expensive to integrate into the city. It is not very close to the jobs base near Hwy. 26. Why then here? It appears to me that we are not using the Land Use tools for planning that we have evolved over the last thirty years. Instead the city is looking for guidance from a group of consultants hired for the most part by two out of state developers who want to develop their property now. Instead of asking where is the most efficient location to meet the perceived housing need, the developers land is

page 4

being offered up and criteria and facts are being manipulated to make a silk purse out of a pig's ear.

It is not a complete community where people have an opportunity to live and work. Not very many of the several hundred jobs which might be created on site are family wage earner type jobs. It is a bedroom community. The City of Hillsboro has stated that more apartments and homes are necessary to provide housing for the jobs rich industrial area near Hwy. 26. But if you look at the project staff analysis to determine which direction the vehicle trips are driving that are leaving and coming to the site in the PM peak two hour period, only 28% are going north across T.V. Highway while 37% are going east across 209th Ave.. So only a quarter of these apartments and houses are really going to serve the jobs area in the north. Probably because the jobs area is four miles from the closest edge of the South Hillsboro area. North Bethany is closer to the jobs than South Hillsboro. With all this big talk about balancing jobs and housing throughout the region I have never read any scientific analysis proving that people will most likely choose their place of residence based upon where they work and then either change residences to follow a new job location within the region or change jobs to be near a new more desirable housing opportunity. And what about the other wage earner or two in the household? Whose job do they live near? So far no politician has proposed that we must all live within "X" miles of where we work. Or should I say former politician.

The public is being misled that only a portion of the South Hillsboro area being discussed will be urbanized soon so only a portion of the impacts are being discussed and taken in account. About five hundred acres in the south west portion along River Road is being called future urban. The truth is all of the South Hillsboro area will most likely be taken into the Urban Growth Boundary (UGB) sooner rather than later because it is one of the only areas being offered up by a city to meet this perceived demand for housing created by the predicted 400,000 new residents coming to Wa. Co. over the next twenty years. At our Task Force meeting Oct. 29th owners of 84 acres of the "future urban area" asked to be included and were told that they can probably be accepted.

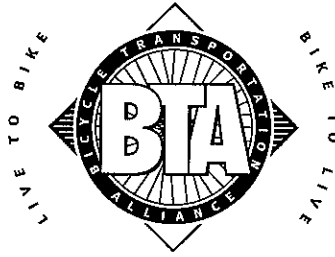
Project staff has estimated that the South Hillsboro plan area will incur about \$200,000,000 in transportation costs for on site and off site impacts. They have not said how much of that is for on site and how much for off site. Nor have they said exactly what off site roadway reconstruction would be necessary, so it is hard to critique their numbers. Seven years ago, when a very similar, but somewhat smaller version of the South Hillsboro was being proposed I did an analysis of the costs to mitigate the off site impacts to the existing road system using costs that Wa.Co. had incurred in building their MSTIP widening projects. My estimate was close to \$200,000,000 seven years ago. This South Hillsboro proposal is larger and costs for land and pavement have increased dramatically so \$400,000,000 is probably closer to the correct amount for off site impact mitigation alone. Another project staff analysis says only \$28,000,000 in Traffic Impact Fees (TIF) will be received by the city from the

page 5

developers of the site for all transportation costs, including those on site so it appears that not only will there be money needed for off site but also for on site transportation infrastructure costs.

Also project staff refers to estimates of total tax received by the city from the site area after build out will be \$65,000,000 every ten years. That means that if the city should choose to spend all the tax money they receive from the site paying off a loan to finance transportation expenses it would take about 30 years to pay off their predicted shortfall or twice that long if I am closer to the real costs. So in other words they don't have a plan to pay for mitigating road impacts caused by a decision to grow in this location at this time except to charge all present and future residents of Hillsboro. I assume that most residents of Hillsboro would rather have the city grow in an area where expenses would be less so that their taxes could be spent on improvements that are already necessary in other portions of the existing city. Maybe somewhere near their house or where they must drive.

An alternatives sites analysis is required for a UGB amendment. I do not see any comparison in the South Hillsboro information. In order for the city, county, and regional decision makers to reach an informed decision regarding where it is most efficient to grow, the South Hillsboro area needs to be compared to property in the north near the jobs and Hwy. 26 where the Oregon Dept. of Transportation (ODOT) has a formal commitment to make capacity improvements. The area between Shute Road and Jackson School Road overpasses and between Meek Road and Hwy. 26 would be a good area for comparison. If developed with apartments similar to those located west of Tanasbourne this area could meet the housing needs of Hillsboro for the next ten years and instead of costing hundreds of millions in excess of TIF revenues it could actually be a money maker for the city. After building the short roads necessary to access the adjacent freeway and the adjacent jobs the excess site generated TIF money could be used elsewhere in the city. The next task would be to generate political consensus, to go along with the existing public consensus, that the time for the West I-205 multi modal freeway corridor has come. Leaders must step forward to present the technical evidence that an independent analysis of Wa. Co. freeway needs will surely provide. It will be our turn to build the interstate transportation corridor which will support the world class industry and business that the cities of Wa. Co. envision for their future. And the corridor will support new complete communities along the west edge of our urban area such as the greater South Hillsboro area. The question of how to provide transportation access, the most expensive of all urban services for UGB expansions in Wa. Co., will be solved for the next fifty or more years by completion of the western portion of the interstate freeway ring around the Portland region. The areas now being reviewed for inclusion within the UGB, South Hillsboro, Bethany and Bull Mt. are all on or very near the long standing alignment and would all benefit from the completion of the West Interstate all modes transportation corridor.



TO: Metro Council
FROM: Scott Bricker, Executive Director
DATE: November 14, 2007
RE: **Bicycle-related comments on the Federal Regional Transportation Plan**

The Bicycle Transportation Alliance (BTA) applauds Metro's efforts to create a new vision for the region's transportation system. We support a system's completion model; we believe that this model would help prioritize scarce resources to effectively improve urban mobility by connecting and completing the current system. The BTA also applauds Metro's focus on creating a system of "complete streets" that would serve people traveling using any mode.

More specific to bicycling however, the BTA believes that the federal Regional Transportation Plan (RTP) does not provide an adequate *vision* for increasing bicycling in the region. In our perspective, Metro is responsible for providing direction towards innovative and effective regional transportation planning trends, methods and strategies that would increase efficiencies and create policies to support the 2040 Growth Concept by implementing a multi-modal transportation system. The draft 2035 RTP does not adequately take into account new research and trends that are important to significantly increasing bicycling mode split, and such, the RTP requires a significant revision in the area of bicycling in order to be a true blueprint to our region and the nation in advancing non-motorized transportation.

Trends in Bicycle Planning

Bicycle planning is quickly evolving. Such as capacity increasing strategies are quickly shifting from adding new lanes to increasing optimization, bicycle planning needs to be reengineered to serve the mass public. The BTA has recognized that early (as of 1990s) methods of providing bicycling facilities are not adequate to a vast majority of the population.

In 2004 the BTA embarked on a series of data-collection efforts to seek a clearer understanding of the current behaviors, concerns, and solutions to better serve existing cyclists; perhaps more importantly we sought out solutions on how to increase the total number of people bicycling. We collected both primary and secondary data that has led to a new direction. We clearly found that **automobile speeds and volumes are the primary concern of current bicyclists and an insurmountable obstacle for the 75% of the population who are potential cyclists.** Planning for cycling should stress comfort and convenience, rather than the more traditional time or directness models.

The majority of the population will not bicycle on a major traffic street even with a bicycle lane. Strategies that have been recently identified the City of Portland included creating a dense network of low-traffic bicycle boulevards and providing off-street multiuse trails; the RTP also identifies regional trails. Portland is also considering the use of European style cycle-tracks – grade separated bicycle facilities located along major traffic corridors.

Aligning the RTP to Current Trends

Reducing the total number of trips and congestion on the arterial and highway system is an important goal of the RTP. The large majority of urban trips are short, less than five miles, or even two miles. These are the distances at which the bicycle is a truly effective transportation option. And in this regard, the bicycle can be an effective tool to providing urban and regional mobility to serve regional and town centers from within a certain expected distance.

Strategizing for Bicycles as a Regional Travel Mode

In order to accommodate bicycling as an important trip-type for both the long and short-range regional trips, Metro should conduct an analysis (as part of the State RTP) that classifies the regional bicycle network in two ways:

RECOMMENDATION

- *Intra-regional routes* that would be a backbone system (similar to an urban freeway) comprised mostly of off-street trails and then bike lanes on regional boulevards. These routes would also be the inter-center routes, connecting one center to the next.
- *Intra-center routes* that target specific centers and create a three-mile bicycle travel shed within which a more complex set of routes would serve the center. These routes are imperative to increasing total bicycle mode share, therefore reducing total auto demand on the regional roadway system, and should be eligible for regional transportation funding.

This strategy is clearly consistent many RTP goals, including Potential Action 1.1.1 and with Objective 3.1 that specifically calls for “modal targets.”

RECOMMENDATION

- Amend Figure 3-8, Regional Mobility Corridor Concept, to include a multiuse path as a way to implement that intra-regional bicycle routes. Examples where is already planned and implemented include I-84 and I-205.
- Link the Local Street Network Concept, and Figure 3.9, to bicycle and pedestrian travel. Identify a policy to require connections to main streets, town and regional centers. Specifically, amend the final sentence on 3.28 to say “While local streets are not intended to serve through traffic for motor vehicles, the local street network is a primary network of moving bicycle and pedestrian traffic and should be integrated in the regional planning strategy to increase access to designated centers by non-motorized travelers. Metro’s local street connectivity model encourages communities to develop a connected network of local streets such as they will provide a high-level of access, comfort, and convenience for bicyclists and walkers travel to and among centers.”

- As a demonstration of how Metro's strategy does not align with current bicycle planning methods, review the Regional Bicycle System map inset, which shows routes that the City is not actively pursuing as priority bicycle routes, including MLK and Grand Avenues, and 11th and 12th Avenues.

Implementing Priority Routes for Bicycles

Bicycle Boulevards

In order to implement a set of lower traffic alternatives for bicyclists that serve regional goals, Metro should look more clearly at implementing a network of Bicycle Boulevards and off-street trails that best serve these needs.

RECOMMENDATION

- Goal 3.1.4 should include the development of a ½ mile grid network of low-traffic routes prioritized for non-auto travel.
- An added potential action should direct Metro to analyze a three-mile radius from centers and work with local jurisdictions to develop cognizant bicycle and pedestrian networks that use a variety of facility types.

Other Innovations to Serve Bicyclists Needs

RECOMMENDATION

- Amend Potential Action 2.1.8 or add an new action that would direct Metro to develop a standard and to test retrofitting arterial streets with separated cycle-tracks

Other Comments

Text and Statistics Update

RECOMMENDATION

- Input the text "Bicycles are cost-effective and a low-cost travel mode that provide access to all age groups and income types. Bicycle activity boosts economic competitiveness because more bicycles can be driven and stored in a smaller location, decreasing the total cost of parking."
- More up-to-date statistics are available for bicycle counts cited on pages 2-6 and 2-7, including 2006 data for Figure 2-3.



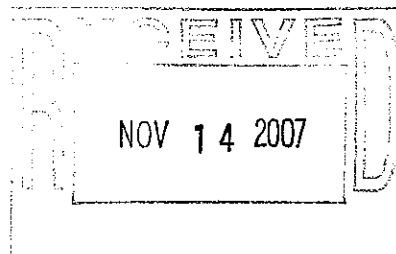
South Portland Neighborhood Association

Representing the Lair Hill, South Waterfront, Corbett, Terwilliger, John's Landing,
and Fulton communities

P.O. Box 69567
Portland, OR 97239

November 7, 2007

Honorable Rex Burkholder
Metro Council
600 NE Grand Avenue
Portland, OR 97232



Dear Councilor Burkholder:

We regret you were not able to be at the Thursday, November 1st hearing on the RTP Update. The South Portland neighborhood appreciated the opportunity to discuss with your colleagues a project we believe has significant transportation benefits for the region as well as our neighborhood. You particularly would understand the benefits of this project, given your strong advocacy for biking, transit, and other alternative transportation modes. Anyone driving the convoluted routes through South Portland has experienced the unnecessary congestion and confusing turns. The nonsensical way Naito Parkway and the Ross Island Bridge ramps carve our neighborhood into three inaccessible islands creates even greater impediments to transit use, biking, or walking. This urban historical neighborhood, which development in recent years has "infilled" extensively, would be a multi-modal nirvana if not for these barriers.

After long study a solution was identified: the South Portland Improvements, project # 10235 in the new draft RTP (inexplicably relegated to the "investment pool"). These recommendations of the South Portland Circulation Study were adopted by Portland City Council in 2001 and since then have been in every RTP. The improvements were again promised in 2004 as mitigation for impacts of the OHSU tram. (We understand, of course, that this commitment was made by Portland, not Metro.)

We were shocked that PDOT did not insist the project go on the "financially constrained" list in the new RTP. We can only surmise this happened because it didn't have a strong advocate at the PDOT staff level where the negotiating with Metro took place. We have recently discussed the project with PDOT staff and they appear willing to review its status. Key to this reevaluation will be viewing the project not only in transportation terms but also as building community. The reclaimed right-of-way "creates" about six city blocks of new developable land, a place for several hundred affordable homes. With the dramatic change this would bring to South Portland, new residents and old would have access to numerous transit options, could walk or bike to work downtown, or shop at local

businesses.

We are enclosing a copy of the Executive Summary. Please take a few brief minutes to look it over. We're sure you'll agree these improvements support a number of the RTP's goals and objectives: vibrant communities, compact urban form, alternative transportation options, environmental and individual health. Realizing transportation resources are scarce, we're not asking for a funding commitment. We only ask that this project be placed where it can compete for funding on the merits, measured by its performance in advancing the regional goals and objectives. Please do what you can to at least retain this project in the RTP.

Sincerely,



Ken Love,
President, South Portland N.A.



Jim Gardner,
Metro Councilor, 1985-1995



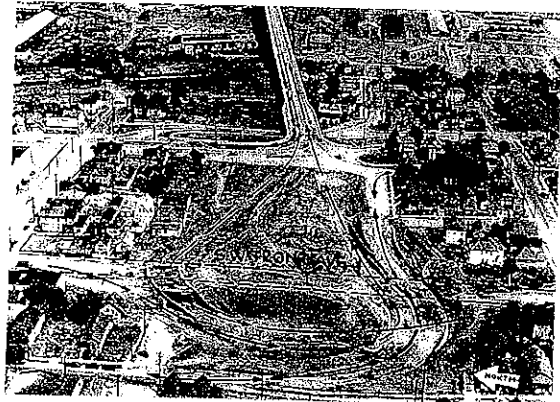
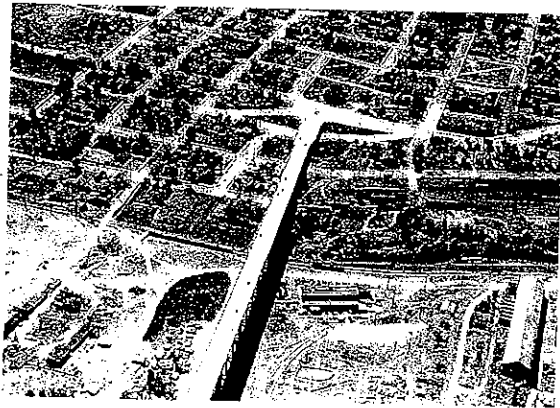
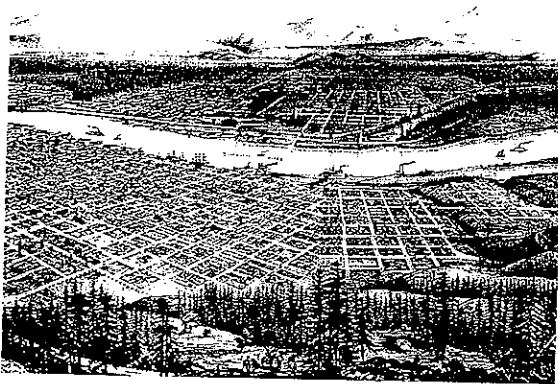
John Perry, FAIA
Architect

enclosure

Adopted unanimously by
Portland City Council,
August 1, 2001

SOUTH PORTLAND CIRCULATION STUDY

Report and Recommendations



June 2001
CITY OF PORTLAND
OFFICE OF TRANSPORTATION

Prepared by
CITY OF PORTLAND
OFFICE OF TRANSPORTATION
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The contents of this document do not necessarily reflect the views or the policies of the State of Oregon.

Photos on front cover clockwise from top left:

South Portland Circa, 1881. Oregon Historical Society, #OrHi5505

SW First Avenue (Naito Parkway) at Caruthers St. looking south, 1920's. Oregon Historical Society, #OrHi17144

West end of the Ross Island Bridge, early 1930's. Oregon Historical Society, #OrHi52595

Ross Island Bridge ramps under construction, 1947. Oregon Historical Society, #OrHi100197

I. PREFACE

The South Portland Circulation Study recommendations provide a long-term vision to guide transportation improvements that will reconnect the Lair Hill neighborhood and surrounding area as shown on the study area boundary map in Figure 2.

The Plan's primary objective is to separate regional from local traffic by removing the Ross Island Bridgehead ramps. This can be achieved by streamlining the connection between the Bridge and its connections to the I-5 and the I-405 freeways as well as changing the character of SW Naito Parkway to fit better with the surrounding neighborhood.

II. RECOMMENDATIONS OF THE JOINT CITIZEN AND TECHNICAL ADVISORY COMMITTEE

Adopt Alternative 5A, as shown in Figure 1, as the transportation concept plan for further study and refinement. Direct the Office of Transportation (PDOT) to proceed with preliminary engineering, as funds become available.

Alternative 5A would change Naito Parkway into a roadway with one lane of traffic in each direction and parallel on-street parking on each side. It would reconnect, wherever feasible, the east-west streets where they intersect Naito Parkway. Under this concept, Naito Parkway would resemble the current streets within the Corbett/Lair Hill Neighborhood and it would operate as a neighborhood collector street.

During the preliminary engineering phase, PDOT shall address the following unresolved issues:

1. Whether there is a need to remove on-street parking on Naito Parkway in the peak hours/peak direction of traffic flow to accommodate an additional lane of traffic.
2. The specific cross section design of Naito Parkway.
3. The design of Naito Parkway at the intersection of east-west streets.
4. The design of the reconfigured Ross Island Bridge ramps.
5. The design of the intersection of Naito Parkway and Kelly Way to determine if the existing grade separated intersection can successfully operate and provide a better gateway as an at-grade intersection.
6. Provisions for north-south bicycle traffic through the neighborhood.
7. The need to mitigate any regional traffic impacts in the Corbett/Terwilliger/Lair Hill (CTLH) Neighborhood due to these recommended changes to Naito Parkway.

III. WHY RECOMMEND ALTERNATIVE 5A?

This alternative comes closest to meeting the adopted general objectives of the study:

1. Reunite the Lair Hill community by reconnecting the east-west street grid across Naito Parkway.
2. Provide a sense of community by turning former rights-of-way currently used as bridge ramps and travel lanes into developable land for private investment in housing and commercial uses.
3. Take non-local, regional traffic out of the heart of the Lair Hill Neighborhood by providing improved connections between the Ross Island Bridge, I-405, I-5, and Downtown.

4. Respect the historic character of the Lair Hill neighborhood by encouraging development that is in keeping with the urban design motif of the neighborhood.
5. Increase opportunities for multi-modal travel including access to the Willamette River.

IV. BACKGROUND

1. **Neighborhood History.** The Corbett and Lair Hill neighborhoods are remnants of what was once Portland's oldest and strongest ethnic community – South Portland. Today these two neighborhoods have some of the best examples of turn-of-the-century architecture, and the neighborhood recently became a National Historic District.
2. **Harbor Drive.** In 1943 the State constructed Harbor Drive along the downtown waterfront as a part of the interstate highway system which extended across the Steel Bridge, then north along Interstate Avenue to the Columbia River and Vancouver. This project included widening the roadway currently called Naito Parkway as it went through South Portland. Later changes in 1950 and 1970 enhanced connections between the Ross Island Bridge and Naito Parkway, further dividing the CTLH Neighborhood and routing regional traffic into an established urban neighborhood.
3. **1978 Plan.** In the mid 1970s the Portland Bureau of Planning undertook a study of South Portland and its traffic conditions. The plan, which recommended closing Front Avenue (Naito Parkway) to all vehicular traffic, did not receive City Council approval. However, the Council reassured the CTLH Neighborhood Association that the city would reconsider the plan

pending improvements to the interchange of I-5 and SW Terwilliger Blvd. The improved 1-5/Terwilliger interchange opened in 1992. Since this 1978 plan, CTLH's goals have been to downsize SW Naito Parkway and to reunite the Corbett and Lair Hill sides of the neighborhood.

4. **Current Plan.** In August 1992 the Corbett/Terwilliger/Lair Hill Neighborhood Association testified before City Council and requested that Council initiate a new, updated South Portland Circulation Study. The Council ultimately approved this request, and in April 1997, the TAC/CAC held its first meeting with PDOT and its team of consultants.

V. EXISTING TRANSPORTATION PROBLEMS

From a motorist's perspective, Naito Parkway and its ramped connections to the Ross Island Bridge look and feel like a freeway interchange. Grade changes and curves are smooth and gradual. There are no impediments to speed. But the neighborhood perspective is quite different. There are only a few spots along the length of Naito Parkway where local users can get on or off the system. Barricades at Naito Parkway prevent local east-west streets from crossing.

The effect is to divide the study area into three small neighborhoods. The current system of roads does not connect the South Portland neighborhood; rather it acts as a barrier. There is only one direct connection for vehicles and pedestrians between Lair Hill and Corbett, an underpass at SW Grover. There are no direct vehicular connections between the parcel containing the Northwest Naturopathic College and its neighborhoods to the west and south.

VI. THE PLANNING PROCESS

PDOT formed a joint Technical Advisory Committee (TAC) and Citizen Advisory Committee (CAC). This Committee has guided the study throughout its life. They helped develop the study objectives, the evaluation criteria, and the alternative plans. The TAC/CAC hosted two open houses during the course of the study. Finally, the Advisory Committee adopted the recommendations in this report.

The TAC/CAC used a consensus-building approach rather than voting to make decisions. Majority viewpoint, compromise and adherence to study objectives formed the basis for their actions.

VII. ALTERNATIVES STUDIED

The TAC/CAC developed five transportation alternatives to represent a broad range of options. After one open house and review of the technical analysis, the TAC/CAC narrowed the choice to the three alternatives listed below. The recommended Alternative, 5A, was crafted from these three alternatives, additional technical analysis and an additional open house presentation to the community.

The three alternatives seriously considered were: (see *Figures 16, 17, and 18*)

Alternative 2: Naito Parkway as an Urban Arterial Street.

Alternative 4: Naito Parkway as a Limited Access Boulevard.

Alternative 5A: Naito Parkway as a Local Street.

VIII. RELATED PROJECTS

There are a number of regional system projects that are related to the long-term vision of this study but are not prerequisites for the recommended improvements cited above. These regional connections will significantly improve South Portland's access, circulation and environment by removing the heavy through traffic volumes destined for I-5, I-405, the Ross Island Bridge and Macadam Avenue from neighborhood local streets and shifting them to new regional highway connections. The regional system connections identified by this study and the Oregon Department of Transportation (ODOT) in their I-405 Reconnaissance Study include:

1. Direct ramp connections from the Ross Island Bridge to northbound I-405.
2. Direct ramp connections from southbound I-405 to the Ross Island Bridge.
3. Direct ramp linkages between I-405 and Macadam Avenue.

IX. ADMINISTRATIVE RECOMMENDATIONS:

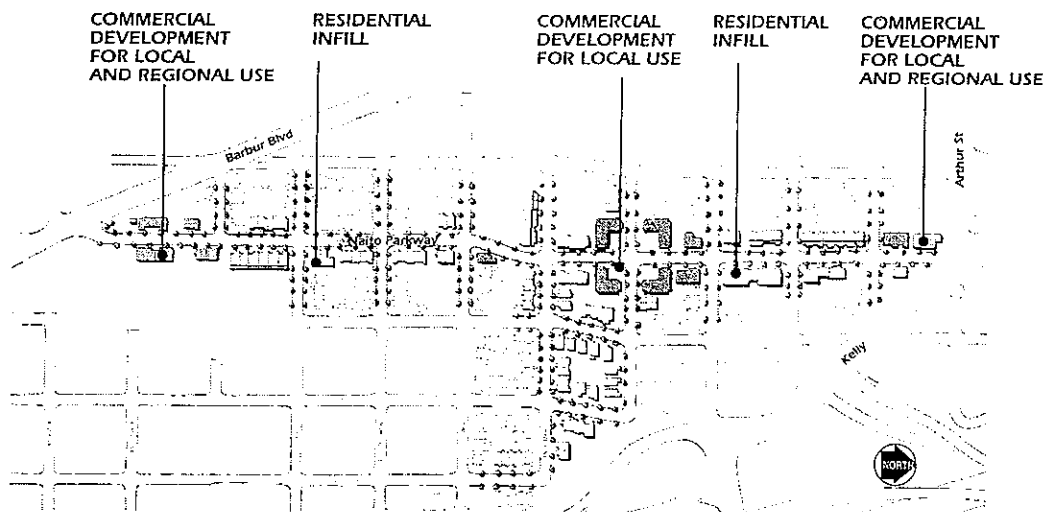
1. Continue to work with the Oregon Department of Transportation (ODOT) to further develop, analyze and evaluate regional connections that will significantly improve South Portland's access, circulation and environment. This can be accomplished by removing regional traffic currently directed through the Lair Hill neighborhood and redirecting it to new or improved regional ramp connections to I-5, I-405, and the Ross Island Bridge.
2. Continue to work with Tri-Met to design a Transportation Demand Management (TDM) program.

3. Continue to work with Metro and ODOT to program and fund all elements of the study's conceptual design for local and regional facilities.
4. Continue to work with the Portland Development Commission (PDC) to attain the study's land use and urban design objectives including increasing the opportunities for further housing, community centered retail and

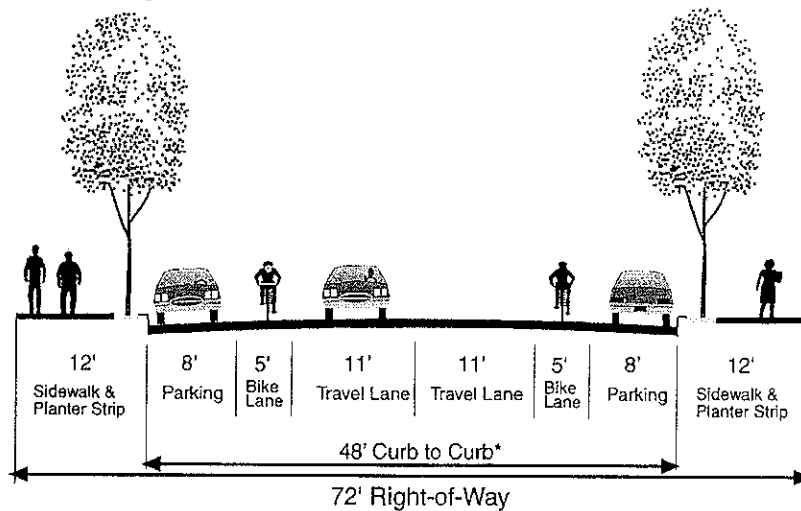
commercial development along Naito Parkway and at the west end of the Ross Island Bridge in the area currently occupied with the bridge ramps.

5. Define a specific monitoring and evaluation program to determine locations for future traffic calming within the Lair Hill neighborhood to protect against cut through traffic.

ILLUSTRATIVE PLAN by StastnyBrun, Architects



PROTOTYPICAL CROSS SECTION



* Curb to curb cross section depends on need for on street parking or turn lanes.



HILLSDALE

Neighborhood Association

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Metro Council and Joint Policy Advisory Committee on Transportation
Metro Regional Center
600 NE Grand Ave.
Portland, OR 97232

November 14, 2007

Re: 2035 Regional Transportation Plan Federal Component

We, the Hillsdale Neighborhood Association, have reviewed the draft 2035 Regional Transportation Plan (RTP) and offer the following comments.

1. Are the proposed goals the right ones?

We do not have comments on the proposed RTP goals. Those that particularly resonate in Southwest Portland include those fostering vibrant communities and efficient urban form (Goal 1), expanding transportation choices (Goal 3), and promoting environmental stewardship (Goal 6). For Hillsdale, these goals translate to mean "safer places for pedestrians and bicyclists as well as automotive traffic".

2. Are the proposed investments the right ones? If not, what would you change?

The most glaring omission from the financially constrained list are the key arterials in SW Portland, the Barbur Blvd. projects and the Capitol Highway Projects.

- a. Type 1 Major Corridor Refinements for Barbur Blvd/Interstate-5 (page 7-39) is missing from the plan. We recommend adding Project #10283 and #10285 to the financially constrained plan to complete the Barbur Streetscape Plan developed in partnership with ODOT Region 1 and promised by a city and state several years ago.

Barbur Blvd. is a major regional arterial and regional transit street connecting the western suburbs and wine country to downtown Portland, yet there are significant gaps in the pedestrian and bicycle system. Barbur is an old railroad line with a sustained grade of about 3% and therefore is a very desirable bicycle route which has seen a significant increase in the number of bicycle riders over the past 10 years.

Multi-modal improvements (transit, bike and pedestrian) are urgently needed along this corridor in order to encourage use of alternative modes and improve safety. Numerous high-density and commercial developments are being built along this corridor, and more are planned in the next 28 years. There are several dangerous gaps in sidewalks and the bicycle lanes along Barbur, particularly on the Newberry and Vermont bridge structures,

There are some projects that could be downsized (such as the Streetcar projects, South Waterfront projects, or other projects within the region) that may not have as many benefits to the regional transportation system as the ones we recommend above.

Finally, the City of Portland needs to involve local neighborhoods in selecting and designing projects for inclusion in the Regional Transportation Plan and Metropolitan Transportation Improvement Program before the Portland's list is cast in stone and forwarded to Metro. Historically neighborhood input into the project lists PDOT put forward for regional funding was achieved via the "Neighborhood Needs" program. The Portland "Neighborhood Needs" program has not been utilized by PDOT for well over six years. PDOT instead has chosen to put forward projects that have not received an appropriate level of local neighborhood review. It is for this reason that our neighborhood and many others feel left out of this process and are communicating our disagreement with the proposed RTP project listings at this time.

Sincerely,

Don Baack, President

SW Background information:

Southwest Portland is an area of about 36 square miles, or 23000 acres. It does not include the Central City nor the South Waterfront and North Macadam areas.

SW Portland has:

- **One** major throughway (I-5)
- **Three** major regional arterials (Barbur Blvd./99W, Beaverton-Hillsdale Highway/10, Macadam Avenue/43)
- **Three** regional transit system routes (Barbur Blvd./99W, Beaverton-Hillsdale Highway/10, Macadam Avenue/43)
- **Two** collectors of regional significance (Terwilliger Blvd., Boones Ferry Rd.)
- **Two** regional boulevards and streets (Capitol Highway, Multnomah Blvd.)
- **Zero** existing continuous multi-use off-street regional trails

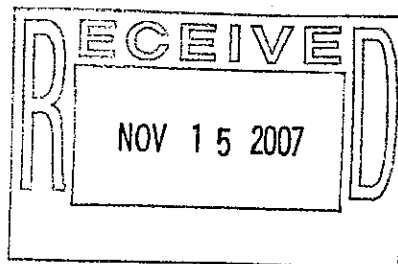
None of the major regional arterials in southwest Portland are completely up to City of Portland and Metro's bicycle and pedestrian standards their entire length, not one. 46% of our SW the arterials streets do not have sidewalks (22 miles), representing 45% of the entire City of Portland inventory of arterials without sidewalks. This is why we must focus on our most important arterials with these scarce dollars.

ASHCREEK NEIGHBORHOOD ASSOCIATION

November 15, 2007



ASHCREEK



Ashcreek Neighborhood Association
7688 SW Capitol Highway
Portland, OR 97219

Metro Council and Joint Policy Advisory Committee on Transportation
Metro Regional Center
600 NE Grand Ave.
Portland, OR 97232

Re: 2035 Regional Transportation Plan Federal Component

The Ashcreek Neighborhood Association in SW Portland passed a motion at our November meeting last night to submit the following comments on the regional transportation plan. Projects in our neighborhood or impacting are neighborhood are the Garden Home Rd (#10191) and the Taylors Ferry Rd Extension (#10545) projects.

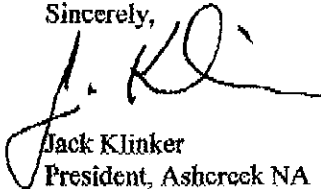
The Garden Home Rd Project #10191 is grossly oversized for our neighborhood and provides no regional needs. This is currently a 2 lane, winding 30-mph road for which neighbors have advocated improvement. Our focus for many decades has been to improve the intersection of Garden Home Rd and Multnomah Blvd in Garden Home. The \$12 million budget to develop this country road into a three-lane arterial is excessively expensive and not appropriate for the Ashcreek and other nearby neighborhoods. Did you mean for this design to apply to Multnomah Blvd, which is designated as a Regional Boulevard? The project must be redesigned to focus on the intersection improvements at Garden Home Rd and Multnomah Blvd. (2000 RTP project #1211), and pedestrian improvements from Garden Home to Multnomah Village. We want to add pedestrian and bicycle paths. We do NOT want the third traffic lane. Also there is a parallel street, Dolph, which is 1 block south of Garden Home Rd. This street is only partially developed with many sections of un-improved ROW. Dolph is an ideal candidate to provide the pedestrian and bicycle route from Garden Home to Multnomah Village. Also the current plan would result in removal of many trees that are highly valued in the community.

The Taylors Ferry Rd Extension (Project #10545) should not be built if the financially constrained list does not also include improvements to the rest of Taylors Ferry Rd as outlined in the Taylors Ferry Rd Vision Plan. The neighborhood developed the Taylors Ferry Rd Vision Plan several years ago. This plan was adopted by the Portland City Council. It asks for a

connection of SW 80th to Barbur Blvd, instead of connecting Oleson Rd to Taylors. It also asks for traffic calming at SW 55th and a stop at SW 62nd and Taylors. The plan also identifies SW Brugger (and Florence), a partially developed street with many sections of un-improved ROW 1 block north of Taylors, as the location for pedestrian and bicycle improvements. The current project #10545 would provide connectivity in Washington County without considering the impact of additional regional traffic on an arterial that lacks shoulders, sidewalks, and bike lanes.

Finally we emphasize that Metro and the City of Portland need to involve local neighborhoods in selecting and designing projects for inclusion in the Regional Transportation Plan and Metropolitan Transportation Improvement Program. These projects need to serve both local needs as well as regional needs, with features and costs appropriate for our communities.

Sincerely,



Jack Klinker
President, Ashcreek NA

8700 SW 54th Ave.
Portland, OR 97219

jklinker@ease.com

(503)246 7872



PORTLAND FREIGHT COMMITTEE

November 15, 2007

Metro Council
600 NE Grand Avenue
Portland, OR 97232

Dear Councilors:

The purpose of this letter is to provide recommendations on the *2035 Federally Constrained Regional Transportation Plan*. Members of the Portland Freight Committee (PFC) served on the Regional Freight Task Force in developing the RTP update. Studies show that the Portland region is more dependent on freight movement than most other U.S. cities. Our region's ability to maintain its competitive edge in the global economy is dependent on making sound investments in our transportation infrastructure. Since the RTP establishes the policy direction for making strategic transportation investments, the PFC recommends the following:

1. The RTP update needs to be amended to prioritize transportation corridors that are critical to the movement of freight. Funding projects that solve congestion problems and reduce bottlenecks within these corridors need to be given priority instead of spreading our limited transportation dollars too thinly among the region.
2. The goal of maintaining our economic competitiveness must be given more weight compared to the other goals in the RTP if we are to position ourselves competitively with other regions. Weighing all of the RTP goals equally does not reflect the primary importance of improving our transportation system to support our economic prosperity.

In closing, we encourage Metro to adopt a plan that will, in fact, stimulate the economy and enhance the region's overall prosperity and well-being. We thank you for the opportunity to participate in the Regional Transportation Plan update.

Sincerely,

Ann L. Gardner, Chair
Portland Freight Committee

cc: Commissioner Sam Adams
Director Susan D. Keil, PDOT Director

TO: Kim Ellis, Tom Kloster, Andy Cotugno
FROM: Robert Liberty
RE: Draft Regional Transportation Plan
DATE: November 15, 2007
COPY: Metro Councilors

This draft of the Regional Transportation Plan has developed and improved a great deal since its earlier versions. It contains a many valuable ideas, policies and information (especially Chapter 4) and reflects a great deal of work by you and others, for which I thank you.

I understand that many important and challenging issues will need to be addressed in the context of the update of the state-required regional transportation plan. However, this memo contains my proposed changes to the current draft. I have offered specific amendments whenever possible.

Chapter 1: Context

The Document Needs a “Global Context” and “Northwest Context”

The RTP contains Federal, State and Regional context sections – but no global context and no context for the Northwest.

The global context includes increased global economic integration and competition, (including competition between metropolitan areas and the specialization of national and metropolitan economies and labor forces), global climate change, rising fuel costs and increasing environmental problems.

Given the prominence of these topics in the national discussion it would make sense to include at least these two items

I would also be interested to know what an Arctic Ocean that is ice free during part of the year might do to, or for, the Port of Portland.

The Northwest context should include discussion of trade and freight relationships with eastern Oregon and Washington and with the cities of Cascadia, from Eugene to Vancouver, BC. Under this heading would be the prospect of relocation of various kinds of truck freight facilities, increased inter-city commuting, impacts and opportunities created by higher speed passenger rail, cooperation between regional ports and airports and regional economic and social trends affecting transportation.

Chapter 3: Transportation Vision

- **Goal 1: Foster Vibrant Communities and Efficient Urban Form**

Proposed Amendment to Objective 1.1: “Compact Urban Form and Design” ~~“Leverage Region 2040 land uses~~ *Give priority to transportation investments that to reinforce growth in, and multi-modal access to 2040 Target Areas and ensure that development in 2040 Target Areas are consistent with and support the transportation investments.”*

Comment: The current wording is confusing in that it refers to “leveraging land uses” to reinforce growth in 2040 Target Areas” instead of leveraging transportation investments to reinforce growth in the target areas. “Land uses” in the 2040 growth areas, in turn, should reflect and support the transportation investments made to support them, which is the subject of potential Action 1.1.2.

- **Goal 8: Ensure Equity**

Goal 8 is “Ensure Equity”: “Regional transportation planning and investment decisions ensure the benefits and impacts of investments are equitably distributed.”

Proposed amendment: “Regional transportation planning, *programs* and investment decisions ensure the benefits and *adverse* impacts of investments *and programs* are equitably distributed *between different parts of the region and between neighborhoods with different incomes, races and ethnicities.*”

Comment: “Equity” is commonly used in the transportation planning context as fairness and justice to lower income and minority groups. It is a recognition that past practices here and in other regions resulted in imposing heavy costs on low income neighborhoods which were home to racial and ethnic minorities in order to serve higher income commuters, and to make investments in, and that benefited, higher income communities.

It is reflected in the federal context in explicit commitments to environmental justice and a transportation planning process that “seeks out and considers the needs of those traditionally under-served by existing transportation systems,” (quoting from Figure 1.2 “Summary of Federal Requirements and Planning Factors.”) It is also reflected in the “Potential Actions” that refer to “environmental justice target areas.”

There has been a tendency to shy away from addressing the real issues by transforming “equity” into some vaguer references to helping everyone or providing other kinds of fairness including fairness in the distribution of funds between different units of government. For example, in the principles section, “equity” is described as “responsibility of the plan to the people of the region,” which seems to completely diffuse the issues of fairness and justice.”

The proposed amendment would make it clear what kind of “equity” we are intending to achieve.

On a related subject, the “Potential Actions” under this goal do not define the kinds of benefits and adverse impacts that we need to consider. It would be helpful if somewhere in the text it should be made clear that these include not just benefits of access and adverse environmental impacts but also direct and indirect land value impacts (increased and decreased), and job access.

- **Goal 9: “Ensure Sustainability”**

Proposed Amendment: Rewrite Goal to be “*Ensure the Best Return on Taxpayer Funded Investments & Programs*”

Comment:

The Council has spent time discussing the importance of investing only in those projects that demonstrate a good return on investment, using the triple bottom line of economy, environment and equity. (We have also used the term cost-benefit analysis in our discussions.) Some of us have been frustrated by the absence of a common, and objective, system for evaluating and comparing the various costs and benefits of various proposed projects.

The need for this kind of analysis is especially acute given the prospect of diminishing federal and state transportation funds.

This idea is referred to in the text of Goal 9 “Ensure Sustainability.” It is given its clearest expression in Potential Actions 9.1.1 and 9.2.1. Potential Action 9.1.1 states: “Place the highest priority on cost-effective investments that achieve multiple objectives and those investments that make the greatest contribution to the region’s overall well-being.”

I think most people think of “sustainability” in terms of environmental sustainability not, “maximizing return on public investments.” We need to communicate directly to the taxpayers that we intend to be rigorous in analyzing proposed projects and funding only those that give us the best returns as measured against the full range of our objectives, including but not limited to congestion relief.

Proposed Amendment to Potential Action 9.1.4: ~~Develop methods to consider~~ *Adopt standardized measures* of cost-effectiveness, least cost solutions and life-cycle cost of facilities *and programs addressing the regional transportation goals to be used in the project development, project evaluation and making choices between projects and programs in the evaluation process.*

Proposed Amendment to Potential Action 9.2.6: Develop *standardized* measures to evaluate the contribution of transportation investments and management strategies to achieving the regional transportation goals ~~to the economic competitiveness of the region and the state.~~

Comment: In order to implement the goal of investing only in the best projects, we need a standard method for evaluating proposed projects and programs. These measures will also inform project development because they can be incorporated into project purpose statements. The evaluation must be tied to the full range of regional transportation goals.

Federal Constrained Transportation Project List

As one of the persons testifying on the RTP remarked, the list of projects and Chapters 1, 2 and 3 seem to have been written by different authors or belong in different documents. I agree.

Although I understand that some of the tensions between the goals and the projects will be addressed, and I hope resolved, in the analysis conducted as part of the update of the State RTP, nonetheless the project list is an integral part of this document. It seems necessary and fair to other participants that I state my position both now and again in the discussion of the state RTP regarding the financially constrained project list.

Projects in District 6 I Propose for Addition to the Federal Constrained List

There is a discussion underway regarding how to distinguish between “regional” and “local” transportation projects and improvements. There are multiple and complex relationships between the small and local transportation movements and facilities that make it hard, if not impossible, to make such a distinction based only on the size of the facility.

For example, the absence of a strong network of collector streets within a larger arterial grid results in local traffic being funneled onto freeways. (This relationship is discussed in the RTP on page 7-17.) Another example is the relationship between the network of collector streets, sidewalks and urban design of neighborhood services near transit stops and the effectiveness of a regional light rail system.

Given our effort to integrate land use and transportation planning, “regional” projects should include key investments that strengthen designated regional centers, which are targeted for new jobs and growth. Transportation investments that facilitate the focusing of jobs and growth need to be considered as regionally significant.

In the next round of analysis, both the transportation scenarios and MetroScope land use scenarios should provide much useful information about which transportation investments achieve the highest performance in implementing the 2040 Growth Concept, investments that address Regional Transportation Plan Goals 1, 2, 3, and aspects of Goals 4 and 7.

Until that analysis is completed I am identifying some projects in my Council District that are not on the constrained list but seem like strong contenders for inclusion in a federally constrained list of transportation improvements.

Gateway Regional Center Projects 10326, 10327, 10328 \$13.4 million

Gateway Regional Center is proposed to be identified as an Area of special Concern, “a major crossroads of transportation that is impacted by through traffic that is not destined for the regional center [as] such and which presents barriers to local circulation.”

Metro’s recently completed investment scenarios research indicated the potential for strong jobs growth in the Gateway Regional center, because of its central location and its existing freeway and light rail investments and proximity to PDX.

Improvements that increase the “neighborhood score” for Gateway could dramatically increase the number of housing units that locate there, adding thousands of housing units, equal to all the housing units approved between 1998 and 2007, in the 24,000 acres of UGB expansions since 1997.

Three Gateway Regional Center improvements are not included in the federal constrained project list would contribute to implementation of the 2040 Growth Concept. They are a package of improvements to the street network that have been identified as crucial for significant new developments. They should also contribute to achieving the regional Non-SOV modal targets identified in Table 3.17.

Increased Transportation System Management Program Investments & Land Use Investments \$156 Million

I would like the Council and JPACT to consider transportation system management programs, like regional transportation options, intelligent transportation systems and accident and incident response, to a whole new scale.

Currently the Regional Travel Options, Project 11054, is listed on the constrained list at \$74 million over the next 27 years and “Regional ITS/TSMO”, project 11104, is listed as \$40 million. For purposes of analysis in the next round, I believe these program investments should be considered and analyzed as annual investments in the \$10 million per year range, combined.

This would make the totals \$135 million in each category, a total increase of \$156 million, counterbalanced by the \$150.5 million I propose for removal from the constrained list.

Projects I Will Review for Discussion and Possible Addition to the Constrained List During the State RTP Update

I am not yet prepared to make a firm proposal regarding some other projects in District 6 at the Federal RTP stage, because I wish to consult with my constituents and staff more about these projects.

However I am identifying a set of projects that I will be re-examining for their merit as potential additions to the constrained project list in the context of the update of the State RTP, should analysis confirm their potential for significantly advancing the 2040 Growth Concept in centers, corridors and main street target areas.

- South Portland Improvements Project 10235 (especially redesign of west end interchange for Ross Island Bridge)
- SW Barbur Projects #10283 and #10285 (which can be coordinated with investments addressing the congestion problems identified on page 7-39.)
- Capitol Highway Projects #10272, 10273, 10282 and #10189
- Division Street Improvements #10193
- Foster Road Improvements #10438

Public safety projects.

Southeast Portland contains a disproportionate share of streets and intersections where pedestrians and cyclists have been injured or killed. Projects that I would like to examine to determine whether they merit reconsideration as regionally significant investments compared to all other safety improvement projects in the region, include:

- Powell Boulevard Project #10184
- Powell Boulevard Project #101274

Projects I Propose for Removal from the Federal Constrained List

As a policy matter, it seems inappropriate to include funding for construction, right of way acquisition or preliminary engineering of projects when very different alternatives, including a no build option, are still under study by an advisory committee and which have not received final approval by various governments.

Our policy should be that projects still being developed cannot receive the implied endorsement for funding because it undermines the integrity of the study and approval process.

This is a different situation from a project, the basic content of which has been studied, the alternatives narrowed and which has received some prior government approvals, but which is undergoing some kind of refinement study.

Projects on the list in this category are:

Project 10866 Columbia River Crossing	\$50 million (Oregon share) for preliminary engineering
---------------------------------------	---

The Columbia River Task Force has not even made a recommendation to the relevant governments between the three or four alternatives being studied. (See draft RTP page 7-33.)

Project 10870 I-5/99W Connector

\$100.5 million for Phase I. "Conduct study, complete environment design work and NEPA for I-5 to OR-99W and acquire ROW

Funding to complete a study makes sense but funding to acquire right of way does not make sense when a choice among the alternative has not been made and it is not clear what right of way or how much would be acquired has been decided. (See page 7-43 of the draft RTP.)

Parts of the Sunrise Highway may fall into this category as well.



Home of the Tualatin River National Wildlife Refuge

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Lee Weislogel

City Manager
Ross Schultz

Sherwood

2006

All-America City Finalist

November 15, 2007

Attn: Pam Emmerson
Metro Planning
600 NE Grand Avenue
Portland, OR 97232

Re: CITY OF SHERWOOD 2035 RTP COMMENTS

Dear Ms. Emmerson,

Thank you for the opportunity to comment on the draft 2035 RTP. Sherwood's 2005 TSP identifies several projects that have been included in that list and we look forward to working with Metro and our regional partners to address transportation improvements of regional and local significance. The City of Sherwood has briefly reviewed the draft and generally supports the document and the projects included on the "Financially Constrained" list. We have identified, however, the following recommended changes:


1. Page 6-7 (map of proposed financially constrained projects): Sherwood's project 10674 (Oregon Tonquin Roundabout), 10677 (Adams Ave North), 10702 (2040 Corridor), and 10703 are not labeled on the map. Intersection projects also do not show up on the map (i.e. 10674).
2. Page 3-45 (Map of Regional System Design) –
 - a. the map shows 99W at the north end of Sherwood as a Highway and then there is a large gap before it picks up as a Regional Street in Tualatin. It is unclear why the design classification through Sherwood would not be similar to that of Tualatin and Tigard as it is serving employment areas, corridors, 2040 centers, etc.
 - b. Sherwood's future community streets do not show up on this map as dashed lines (i.e. Adams Ave North).
3. Page 4-10: Sherwood is not labeled on the system map
4. Page 7-46 – Discussion indicates that no capacity projects are proposed on 99W south of Greenburg, however the RTP project lists indicates RTP project number 10770 would widen 99W to 7 lanes through to Beef Bend.

In addition to the recommended changes/corrections the City has a general comment/concern about the timing of this update. Sherwood is in the process of developing the Brookman Road concept plan and initial traffic modeling indicates that, even at a no-build scenario, Pacific Highway may need to be widened to 7 lanes to accommodate anticipated traffic. While this is not in the current

Sherwood TSP, it is anticipated that in implementing the Brookman Road concept plan, amendments to the TSP would be necessary. The City would like confirmation on how to "reserve" the right to make anticipated near term adjustments to the RTP to reflect necessary changes identified through the concept planning process.

Thank you for your consideration of our initial comments.

Sincerely,

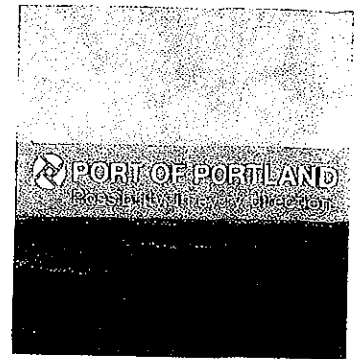
A handwritten signature in black ink, appearing to read 'Julia Hajduk', written in a cursive style.

Julia Hajduk
Planning Manager

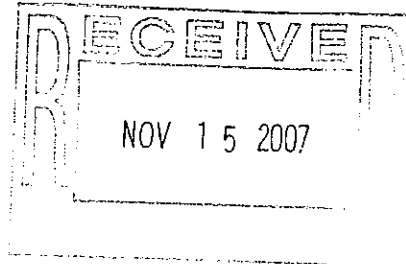
CC: Tom Pessemier, City Engineer
Jason Waters, Engineering Department



Mission: To enhance the region's economy and quality of life by providing efficient cargo and air passenger access to national and global markets.



November 15, 2007



David Bragdon, President
Metro Council
600 NE Grand Ave.
Portland, Oregon 97232

Dear David,

The Port of Portland appreciates the opportunity to comment on the Federal portion of the 2035 Region Transportation Plan (RTP). From our vantage point, the health of our regional and state economy is very much dependent upon the efficiency and effectiveness of our transportation system. Our comments are centered on this perspective.

- The market access afforded by our transportation network directly affects the viability of the businesses that rely on those facilities. The RTP update should provide the framework to help with public awareness on the essential role that investments in the transportation system play in our ability to compete in the global market place and serve our economic growth. For that reason, the RTP must be explicit on the point of importance of investment in the transportation system to support our economic competitiveness.
- Given the importance of raising awareness of transportation funding needs, the RTP could help by articulating a clear vision. As it currently stands, the document has too many goals, some in conflict with others. We suggest that the RTP should identify the first five goals as primary goals that serve as the vision. The remaining goals 6-10 should fall into the category of "how we do business."
- A set of smaller "administrative" changes is attached.

We support the development of a plan that encourages regional investment to stimulate the economy and enhance the region's overall prosperity and well-being.

Sincerely,

Tom Imeson
Public Affairs Director

Attachment

cc: Joint Policy Advisory Committee on Transportation



Port of Portland Proposed Administrative Changes to the October 15, 2007 Public Review Draft 2035 Regional Transportation Plan – Federal Component

1. Project 10288, Nominating Agency: Remove "ODOT".
2. Project 10334, Project/Program Name: Change to "11th/13th, NE (at Columbia Bl): Crossing Elimination", Description: Change to "If feasible, eliminate the at-grade crossing and improve alternate roadway access."
3. Project 10343, Description: Change to "New four-lane bridge between Marine Drive to Hayden Island."
4. Project 10364: Project/Program Name: Change to "PDX Light Rail Station/Track Realignment".
5. Project 10378, Project/Program Name: Change to "T-6 Internal Overcrossing".
6. Project 11092, Timeline: Change to "2008-2017".



Oregon

Theodore R. Kulongoski, Governor

Department of Environmental Quality

811 SW Sixth Avenue
Portland, OR 97204-1390
503-229-5696
TTY: 503-229-6993

November 15, 2007

Metro Council and Joint Policy
Advisory Committee on Transportation
Metro Regional Center
600 NE Grand Ave.
Portland, OR 97232

Re: 2035 Regional Transportation Plan (RTP) Federal Component

The "New Look" at the Regional transportation Plan (RTP) is an excellent opportunity to integrate land use planning and transportation planning in the region and allow us to plan for a more sustainable transportation future. Department of Environmental Quality supports the goals and objectives in the draft 2035 RTP, as they will help us achieve Oregon's environmental goals, including Oregon's greenhouse gas emission reduction goals.

DEQ's main comment on the plan is for clarification regarding how Metro will use its draft performance measures (Chapter 7) to track progress toward meeting goals and objectives (Chapter 3). For example, Goal 6, Potential Action 6.2.5 is to "monitor air quality, greenhouse gas emissions and air toxics within the regional airshed", and a potential performance measure for Goal 6 is to track tons per year of carbon/greenhouse gas emissions. The RTP's description of the demonstration of air quality conformity (Section 7.1.2) says it will be limited to carbon monoxide and ozone precursor emissions (consistent with previous agreements with DEQ). The public may be interested in a broader air quality analysis with the RTP, and DEQ recommends that the performance measures include greenhouse gas emissions. We recommend the draft RTP describe the process for selecting performance measures, and how they will be measured against a baseline and tracked over time.

We understand the time constraints involved in adopting the federal component of the RTP, but would like more information about how the financially constrained project list will meet RTP goals. Chapter 4 analyzes the investment pool set of projects but not the financially constrained list of projects that are proposed for adoption December 13. We understand that that analysis will be done next year with the state component of the RTP, and hope we will have a chance to refine the plan (per staff's response to comment #31 in the November 5 memo to JPACT) including the financially constrained project list to have a better understanding of how the adopted projects meet plan goals.

Thank you for the opportunity to participate in the development of the 2035 Regional Transportation Plan.

Sincerely,

Dick Pedersen
Deputy Director

Post-it [®] Fax Note		7671	Date 11-15-07	# of pages 1
To Kim Ellis		From		
Co./Dept. Metro		Co. DEQ		
Phone #		Phone # (503) 229-5579		
Fax # (503) 747-1911		Fax #		

TOTAL P.01



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November 15, 2007

Kim Ellis
Senior Transportation Planner
Metro
600 Northeast Grand Ave.
Portland 97232

Dear Ms. Ellis:

Thank you for the opportunity to comment on the Public Review Draft of the 2035 Regional Transportation Plan. Our comments focus on two issues: corridor studies and the deferral of the refinement of goals, objectives and performance measures to later processes.

N/S Corridor Study

The N/S Corridor Study repeatedly has been identified as a top priority for the region. The mayors of the four East County cities (Fairview, Gresham, Troutdale and Wood Village) adopted a Memorandum of Understanding dated May 11, 2007 that recognized the critical importance of improving north-south transportation. A copy of that resolution is attached. The Memorandum of Understanding stated in part that "Metro and/or the Oregon Department of Transportation should embark on a Comprehensive Corridor Study as soon as possible." The City of Damascus also has adopted a resolution supporting the study and implementation of north/south transportation improvements.

The corridor study also was identified as one of the top three East County regional project priorities at an April 30, 2007 Metro workshop. This workshop has been identified by Metro as part of the foundation of the RTP process.

There are three separate issues. First, who should sponsor and fund the N/S Corridor Study, second, where should the intent to carry forward the Study be memorialized, and third, whether the N/S Corridor Study should be classified as a "Type 1 Major Corridor Refinement Study" or "Type 2 Minor Corridor Refinement Study" in the text of the RTP.

Who Should Conduct the N/S Corridor Study

A lead entity is important so that the project does not "fall between the cracks" between the two entities. Metro may be more appropriate as a lead entity than ODOT because while the study will address a "connection" between two state facilities, the connection may be made via local facilities and should include a high capacity transit component.

Where the N/S Corridor Study Should be Memorialized

We have heard from ODOT staff that the RTP Financially Constrained list is not the appropriate place to show a commitment to Corridor Studies, if funds other than "modernization" funds are to be used. Also, it is not clear whether Metro's potential funding sources for corridor studies would be federal funds that should be shown in the financially constrained system. It is our understanding that relevant federal regulations require the RTP to address responsibilities for corridor studies—and we suggest that those responsibilities should include funding and timing. Accordingly, we recommend that the RTP clearly state the relative responsibilities of Metro and/or ODOT for the N/S Corridor Study, including funding and timing.

Classification of the Study and text in the RTP

Metro has incorporated into the review draft "whole cloth" the text of Chapter 6 from the 2004 RTP, and asked for local entities to provide "mark ups" to the text. This Chapter included discussion of the region's proposed Refinement Plans, including the "Interstate-84 to US 26 Connector", which was identified as a Minor Corridor Refinement." The Powell Boulevard/Foster Road Phase 2 Study also was included as a "Major Corridor Refinement."

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We are proposing that the Interstate-84 to US-26 Connector Study be upgraded to a Major Corridor Refinement Study for reasons including the failure of 242nd/Hogan in the Round 1 modeling, even when all planned improvements for 242nd are incorporated. The addition of Springwater and Damascus in the UGB has heightened the need for the link. Please find attached specific recommended language.

Deferral of Issues Including Policies and Objectives to "State RTP"

In several instances, the Draft RTP defers addressing issues until the development of "the state component of the RTP update in 2008." This deferral is contained in areas including the "Organizational Structure for Regional Policy" (see figure 3.3). The Organizational Structure as proposed on Figure 3.3 consists of goals, and two tools to achieve the goals: "measurable objectives" and "potential actions."

By comparison, the 2004 RTP contained "policies" to realize goals. Also, the 2004 RTP stated that these policies were included in order to comply with federal law (see introduction, page v). Also, federal law requires Metro to conform its RTP to existing land use goals, policies and objectives. Specifically, the requirements for the contents of an RTP are listed in 23 CFR Section 433.322. These requirements include a requirement that the RTP:

"Reflect, to the extent that they exist, consideration of: the area's comprehensive long-range land use plan and metropolitan development objectives; national, State, and local housing goals and strategies, community development and employment plans and strategies, and environmental resource plans; local, State, and national goals and objectives such as linking low income households with employment opportunities; and the area's overall social, economic, environmental, and energy conservation goals and objectives."

The current draft of the RTP should include goals and objectives that specifically target the unique transportation needs of areas that recently have been brought within the UGB. Critical transportation projects that provide access to these areas and are necessary to support efficient land development consistent with the 2040 Growth Concept and locally adopted plans are disadvantaged in contrast to projects located within existing centers—even though the need for the former projects is acute.

We suggest that the RTP consider a new category of "Emerging Corridor," and provide objectives and actions that acknowledge their importance in developing future centers on an equal footing with projects intended to serve existing centers. This concept could be included under Goal 1, Foster Vibrant Communities and Efficient Urban Form; Objective 1.1 Compact Urban Form and Design: Leverage Region 2040 land uses to reinforce growth in, and multimodal access to 2040 Target Areas" (Draft RTP, page 3-8).

We recommend an additional potential action under Objective 1.1 of Goal 1: Revisit the 2040 Growth Concept as defined in the Regional Framework Plan and make any necessary amendments to that Plan to facilitate development of areas recently brought within the UGB.

A proposed new component of the Growth Concept would be "Emerging Corridor." An emerging corridor could be defined as follows:

An emerging corridor facilitates access to one or more centers in a UGB expansion area but lacks basic urban facilities such as sidewalks, bicycle lanes, or capacity for transit service that will accommodate efficient urban development and implementation of an adopted Plan. An emerging corridor has land use designations in place that will permit increased densities and a range of urban land uses. An emerging corridor may extend more than one mile from the nearest center; however, some portion of the corridor must be located within one mile of a center.¹

We believe that such an action will aid Metro in complying with the requirements of its Code to establish and routinely update performance measures to monitor the success of its Urban Growth Boundary Functional Plan (see Metro Code Section 3.07).

¹ By comparison, the definition of "Corridors" in the Regional Framework Plan is as follows: "Corridors are not as dense as centers, but are located along good quality transit lines. They provide a place for increased densities and feature a high-quality pedestrian environment and convenient access to transit. Typical developments along corridors include rowhouses, duplexes, and one- to three-story office and retail buildings. While some corridors may be continuous, narrow bands of higher intensity development along arterial roads, others may be more nodal, that is, a series of smaller centers at major intersections or other locations along the arterial that have high quality pedestrian environments, good connections to adjacent neighborhoods and good transit service. As long as increased densities and a range of uses are allowed and encouraged along the corridor, many different development patterns-nodal or linear-may meet the corridor objective" (April 2005 Regional Framework Plan, page 4).

The 2004 RTP indicated that both financial planning **and policies** were included to meet federal requirements.² By contrast, the current Draft RTP states that financial planning is required for federal compliance—and deletes the reference to policies. Compare 2004 RTP page v. Introduction, 2004 RTP, to Draft 2035 RTP, page 1-3.

Thank you for the opportunity to comment. We look forward to working with you on these issues as the draft progresses.

Sincerely,



Ron Papsdorf
Transportation Planning Manager

enclosures

² The 2004 RTP stated in the section on federal context: "The policies and financial analysis in Chapters 3 and 4 for the preferred system of policies and facility improvements are for federal, not state, transportation planning requirements" (2004 RTP p. v). The Draft 2035 RTP states in the same section: "The financial planning and analysis in Chapter 5 is for federal, not state, transportation planning requirements" (2035 Draft p. 1-3).

MEMORANDUM OF UNDERSTANDING

WHEREAS, economic development in the east metro area is an important and shared concern of the Cities of Fairview, Gresham, Troutdale, and Wood Village ("Cities"); and

WHEREAS, the Cities believe that improving the north-south transportation corridors connecting US 26 and I-84 is essential for fostering economic development in the area; and

WHEREAS, the Cities believe that improving the east-west transportation corridors connecting US 26 and the Sunrise Corridor to neighboring commerce centers in northern Clackamas County is likewise essential for economic development in the region; and

WHEREAS, the 2005 East Metro Area Advanced Transportation and Telecommunications Assessment Study identified the need for the equivalent of new arterial lanes in the corridor by 2025; and

WHEREAS, the Cities acknowledge the need to reach an agreement on how to solve the corridor issues is necessary; and


WHEREAS, this issue is of regional and statewide significance,

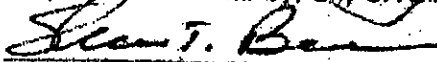
NOW, THEREFORE, the Cities agree that:

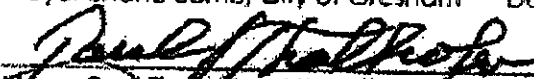
1. Metro and/or the Oregon Department of Transportation should embark on a Comprehensive Corridor Study as soon as possible; and
2. The Cities recommend that the study include an analysis of 181st, Fairview Parkway, 242nd and 257th from I-84 to an improved interchange at US 26 with the stipulation that the analysis of the 242nd route be limited to consideration of the road being constructed below grade from north of Halsey Street to a minimum of ¼ mile south of Gilsan; and
3. The Cities recommend that north-south improvements from I-84 to US 26 be made the first priority for regional improvements; and
4. The Cities also recommend that the east-west corridor improvements from I-205 to US 26, the Sunrise Corridor, be made the second priority for regional improvements; and
5. Multnomah County should take part and help develop the parameters for this study with representatives of the Cities involved in the study process; and

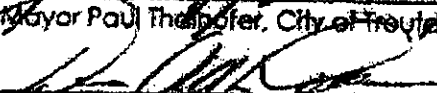
6. The Cities will work cooperatively with Metro, the Oregon Department of Transportation, and other regional partners to reach agreement on a preferred corridor alternative and jointly advocate for its implementation.

IN WITNESS WHEREOF, the parties have executed this Memorandum of Understanding as of the date of last signature below.


Mayor Mike Weatherby, City of Fairview Date

 3/14/07
Mayor Shane Bemis, City of Gresham Date

 5/9/07
Mayor Paul Thompson, City of Troutdale Date


Mayor David Fuller, City of Wood Village Date

Chair Ted Wheeler, Multnomah County Commission

Revised Version (4-16-2007)

Revised Version (4-26-2007)



Oregon

Theodore R. Kulongoski, Governor

November 15, 2007

Department of Transportation

Region 1

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Portland, OR 97209-4019

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Metro Council
600 NE Grand Ave
Portland, Or 97232

File Code:

Subject: ODOT Comments on Public Review Draft 2035 RTP – Federal Component.

Thank you for the opportunity to comment on the Public Review Draft 2035 RTP – Federal Component. The Oregon Department of Transportation has made initial comments at the TPAC, MTAC and JPACT meetings this month, and offers these more complete comments for consideration by the Metro Council as well as JPACT and MPAC.

ODOT appreciates the amount of work that has gone into the document to date, and understands the urgency of completing the Federal Component of the RTP in a timely fashion.

Below we have outlined several of our key concerns regarding the Public Review Draft 2035 RTP – Federal Component.

1. Development of the RTP and the revision process.

The Policy chapter has undergone significant revisions, reorganization and rewording since JPACT accepted a draft provisional policy chapter for continuing to develop the RTP. ODOT, TPAC and JPACT were not consulted about potential revisions to the number of goals, wording of goals or revisions to the priority statements prior to release of the revised policy chapter for public comment. When the revised document was posted on-line it was, and remains, difficult to understand the numerous changes and revisions, and the resulting potential implications to the regional transportation system. ODOT staff developed a strike-out version for comparison, but explanations for many of the changes are still not well understood. The comment log provided after publication of the October 15 document does not adequately explain the reasons behind many of the changes. We now understand from the November 8th JPACT discussion that many of the changes were Council and/or staff-initiated.

2. Need for a clear understanding of priorities and the impact implementing those priorities will have on the regional transportation system.

One of the purposes and required elements of the Federal RTP is to establish criteria and a process for *prioritizing* implementation of the RTP. Given the inadequacy of existing financial resources to maintain, operate, and expand the transportation system, it is crucial to make a clear statement of priorities.

The October 15 draft expanded the list of priorities to 29, from 7 in the March 1 draft. It will be difficult to prioritize improvements if the 29 priorities are all weighted equally. Several of the priority statements seem to overlap, such as Potential Actions 3.1.1 and 5.1.2 (both dealing with gaps in the pedestrian and bicycle system). Overlapping priorities may provide an opportunity for consolidation to reduce the number of priorities, but an outstanding issue for JPACT discussion should be the relative weighting of priorities to address system needs within our financial circumstances.

Further, it is unclear how 29 priorities will be used to prioritize investments in the "State TSP" or in the next round of the Metropolitan Transportation Improvement Program (MTIP). Will the State RTP provide an opportunity to evaluate and revise the goals and priority statements adopted as part of the federal RTP?

3. Economic Competitiveness has been downgraded as a priority.

The March 1 document made a clear statement that the region's highest priority is those investments that make the greatest contribution to the region's economic competitiveness: Investment Objective 8.2 (Maximize the Return on Public Investment) stated "Place the highest priority on cost effective investments that achieve multiple goals and those investments that make the greatest contribution to the region's economic competitiveness". This statement has now been amended to Potential Action 9.2.1 "Place the highest priority on cost-effective investments that achieve multiple objectives and those investments that make the greatest contribution to the region's overall well-being". Economic competitiveness as expressed under Goal 2 is not as strong, being only 5 priority statements out of 29.

The March 1 language was specifically amended by a vote of TPAC based on recommendations from the Freight Task Force Policy Subcommittee. At its November 9 meeting, the Regional Freight Task Force and Portland Freight Committee expressed their strong objections to the change in policy language. Metro should respond to this comment by ODOT at JPACT, and most recently, the Freight Task Force's comment, that the revisions to this element are not acceptable.

The Oregon Transportation Commission has made it clear that economic competitiveness is a priority, both in the OTP, at OTC workshops discussing the draft RTP, at meetings between Transportation Commissioners and Metro Councilors. In the February 28 letter from Chairman Foster he stated that "The Cost of Congestion Study for the Portland-Metro region identified that congestion on the State system has reached an unacceptable level. Businesses outside and inside the Portland-Metro region cannot move their freight through, around, or out of the region in an efficient manner with a resulting significant adverse impact on the Oregon economy. Automobile trips through the region have been severely impacted. Further deterioration of the State system is not acceptable." ODOT would like to see economic competitiveness of the region listed as a stronger priority in the plan.

4. Defining Deficiencies in Regional Mobility.

Potential Action 2.3.1 under Regional Mobility Objective 2.3 (previously Objective 4.2) places priority “on investments that implement the CMP by addressing a gap or deficiency, or implement TSMO strategies within a Regional Mobility Corridor”.

“Deficiency” could be defined more comprehensively. As is anticipated in the section 7.6.3, and elsewhere in this draft RTP, there may be instances where TSMO and TDM strategies, alternative modes, and bringing all freeways up to 6 through lanes and arterials up to 4 through lanes with transit, bike lanes and sidewalks, will not be sufficient and there is a need to add additional capacity. The definition of “deficiency” in the Glossary of the October 15 draft RTP should recognize this possibility. We request that the definition of “deficiency” incorporate a reference to the deficiency thresholds in the regional motor vehicle performance measures. As stated in the February 28, 2007 letter from OTC Chairman Stuart Foster to the Metro Council, deficiencies or needs on the State system will continue to be defined by the OTC though the OTP, OHP, and Oregon Highway Design Manual (OHDM) mobility and design standards.

ODOT applauds Metro for proposing to reinstate the 2004 RTP motor vehicle performance measures and non-SOV modal targets in the federal RTP, while the region continues to refine performance measures. As the Commissioner’s letter went on to say, “In addition to seeking expanded revenue sources, we want to work with you to develop innovative tools to address congestion on the State system and elsewhere in the region. Any new tools, however, must provide demonstrable results in reducing congestion on the impacted segments of the state system if we are going to be able to support them.”

5. Remedying Deficiencies in Regional Mobility.

Priority regional mobility investments should be clearly defined in the RTP. Referring to an obscure document like the CMP Roadmap that has not gone through public review and has no legal standing is not sufficient. Placing the “CMP Roadmap” in the Appendix for reference is not a substitute for policy. Section 6.6.3 of the 2000 and 2004 RTP about CMP process requirements must be analyzed for consistency with the CMP Roadmap and revised as necessary. It is not clear from the Glossary which of these (the Roadmap or the process requirements in section 7.6.3) constitute the actual “Congestion Management Program”. From the discussion at TPAC it appears that many are confused about what the CMP means and where to find it. Rather than cross-referencing the CMP Roadmap, we suggest policy language be used to expressly define the issue.

6. Value Pricing.

ODOT is not comfortable with an RTP assumption that value pricing is always feasible or preferable. Doing so presumes that value priced proposals are always both the most cost effective alternative and publicly acceptable, neither of which can be assumed at this time. Much has been learned about road pricing since Metro's Traffic Relief Options Study. Working Paper 9, which is proposed as the methodology to evaluate pricing proposals is dated and should not be used as the guiding methodology for the next 27 years. ODOT is undertaking a series of research studies intended to develop a more comprehensive and theoretically sound basis for evaluating tolling projects. The Department appreciates the potential uses of road pricing and intends to examine it over a variety of applications. Currently however, we feel it is unwise to assume either positive results or public acceptance. Accordingly, we propose new language for Objective 4.3: "Consider value pricing as an option and determine its feasibility consistent with State policy". We also propose replacing the Potential Actions with the following:

4.3.1 Develop a set of potential policy objectives and tolling applications for public review.

4.3.2 Identify several potential pricing applications for analysis of anticipated costs and benefits to the region's economy and land use objectives consistent with state policies and procedures.

7. System Performance Analysis.

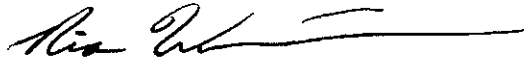
We are pleased that Metro is proposing to add pm peak V/C ratios to table 4. 10 and to include the 2005 and 2035 no build emme 2 plots, preferably for both mid-day and pm peak.

However, the RTP Round 1 System Analysis in chapter 4 does not yet report on system performance or provide information on the performance measures that TPAC and JPACT were expecting to see based on your June 28, 2007 memo. Some of the measures we are particularly interested in seeing include travel times for select links, travel time contours for industrial areas and inter-modal facilities, V/C and delay for main roadway routes on the regional freight network at mid-day, as well as V/C for all mobility corridors during the pm peak. The Regional Freight Task Force has expressed an interest in identifying "hot spots" and looking to our regional project list of financially constrained projects to identify they are being adequately addressed. We understand that these measures and analyses are still being developed. In the meantime, ODOT would like to suggest that copies of the emme 2 modeling results be incorporated into chapter 4, along with additional narrative analysis by corridor and by bottlenecks or "hot spots".

In Conclusion.

We are pleased that Metro staff is proposing to address some of our previously expressed concerns, however, ODOT remains concerned about the federal RTP as described above. The "new" Public Review Draft raised more questions for us than it answered. As we continue to discuss the revised draft and staff has an opportunity to respond to the items listed above, we remain committed to working with you and all our regional partners to finish this Federal Component of the RTP in the time allotted. We also look forward to reviewing the system performance measures currently under development and to having a more comprehensive discussion about the many transportation challenges this region faces as part of the State RTP update in the coming months.

In addition, we are providing editorial comments and suggestions prepared by both Region 1 and Salem TDD staff in an appendix attached to this letter.



Rian Windsheimer
Transportation Policy and Development Manager
ODOT Region 1

Attachment