

**PUBLIC REVIEW DRAFT**  
**METRO 2035 Regional Transportation Plan**  
**ODOT Region 1 and TDD Comments**  
**November 15, 2007**

**General Comment**

**Definitions:** there are terms in the document that are not defined or their Glossary definitions could be improved. Many of these will become clearer when performance measures are defined. Examples include: reliability; 2040 target areas (a definition and a reference in the Glossary to where it is defined in the text would help); the region's well-being (Goal 2 and Potential Action 9.2.1); sufficient total person-trip and freight capacity (Objective 2.3); priority 2040 land uses (Potential Action 2.1.9); reasonable and reliable travel times (Objective 2.3); performance-based planning (Objective 9.2).

**Specific Comments (in addition to those raised in cover letter)**

Overview

**Page ii, last paragraph** - The Metro RTP needs to be consistent with the state TSP, not just the OTP, as is referenced here. The state TSP is comprised of the OTP and state multimodal, modal, topic and transportation facility plans. The same comment applies on page 1-7.

Chapter 1

**Page 1-7, section 1-3, second paragraph:** Please clarify the statement "the Illustrative system will draw from the 2035 RTP Investment Pool" to indicate that the Illustrative System will not exclusively draw from the 2035 RTP Investment Pool, but that additional Illustrative projects may be added. The so-called "200% project list" or 2035 RTP Investment Pool clearly does not represent all needs. For example, all projects in the Pool had to come from adopted TSPs or facility plans; jurisdictions may identify additional needs based on the new system concepts and performance measures that were not reflected in their adopted TSPs.

Chapter 2

Historical data is not presented for a consistent time period. In most cases data is reported for the period from 1990 to 2000. It is also reported for various data for the past 30 years, for years since 2000, for 1990 to 2005, and for 1991 to 2002, for example. Some of these data are related to projections for the period from 2005 to 2035. A consistent historical time series should be used with all data and this time series should be comparable to the projection time horizon. Otherwise the data may produce a skewed view of trends.

Chapter 3

**Page 3-9, Goal 2, Potential Action 2.1.9:** refers to "priority 2040 land uses". It is not clear whether this refers to Primary or Secondary land uses or both, or something else.

**Page 3-10, Goal 2, Potential Action 2.3.4:** it is not clear whether the phrase “that are approved by state, regional, and local agencies” refers to IAMPs or to “access points”. Also, there were additional Potential Actions in the March 1 draft that have been deleted in the October 15 draft, i.e. “use access management and site design standards for interchange areas to preserve traffic efficiency and function, while ensuring safety for all modes of travel. The standards should include guidelines for pedestrian and bicycle access, access restrictions, gateway treatments at interchanges, use of medians, landscaping minimums, and other design considerations. “, and “use interchange zoning (as a base zone and/or overlay zone) to regulate the type of development that may take place at an interchange or along arterials connecting to the interchange.” Rather than adding these back as potential actions, we would suggest adding the concepts represented in these former potential actions to the definition of Interchange Area Management Plans in the Glossary.

**Page 3-10, Goal 2, Objective 2.4:** the objective is awkwardly worded. Maybe the sentence should read “Maintain reasonable and reliable travel time and access through the region as well as between freight intermodal facilities and destinations within and outside the region, to promote....”

**Page 3-10, Goal 2, Potential Action 2.4.4:** the fourth bullet refers to safety deficiencies relating to “congestion on interchanges and hill climbs”. This should be expanded to include safety deficiencies on throughway mainlines associated with interchanges, such as braided ramps, merge lanes, backups on the freeway due to congestion on the arterial network, etc.

**Page 3-10, Goal 2, Potential Action 2.4.7:** this action is listed under Objective 2.4 Freight Reliability, yet refers to “person-trip capacity”. Shouldn’t the reference in this case be to freight or goods movement capacity?

**Page 3-11, Goal 3, Potential Action 3.1.4:** bicycle boulevards may also be appropriate where arterial speeds and/or volumes are too high for bicyclist comfort and safety – not only where ROW is constrained or arterial spacing is excessive.

**Page 3-11, Goal 3, Potential Action 3.2.8:** it is not clear whether the phrase “that connect to side streets....” refers to “crossings” or “sidewalks”.

**Page 3-12, Goal 3, Objective 3.3:** is the objective an intermodal system or a multimodal system? Since this is about Shipping Choices, multimodal would seem to be the term to use, or maybe both.

**Page 3-13, Goal 4, Objective 4.1 System Management:** ODOT would like to see more emphasis on access management of Throughways as well as Arterials, for example by adding “access management” to Potential Action 4.1.7. We would like to see an additional Potential Action, to revise the Throughway, Street, and Boulevard design concepts to strengthen the policy guidance on appropriate access management approaches for each street design type. Such an Action would be consistent with and reinforce Potential Action 9.2.4.

**Page 3-15, Goal 5, Objective 5.3:** Since hazardous materials incidents are very common incidents disrupting transportation they should be given more attention. The Actions should say something about response to these incidents to clear them and to protect the public and

environment from the spilled materials. Also, please add “trails” to the list of facilities at which to minimize security risks in Potential Action 5.3.5.

**Page 3-16, Goal 6, Potential Action 6.1.2:** This language is not consistent with state and federal law. Proposed language: “Consider avoiding, minimizing, or mitigating negative environmental impacts associated with transportation system and facility design, construction, and maintenance activities, in accordance with federal and state law.

**Page 3-18, Goal 8, Objective 8.1, Potential Actions 8.1.1 and 8.1.2)** Environmental justice requirements relate to people, not “target areas”. The actions should be reworded to reflect that.

**Page 3-19, Goal 9, Potential Action 9.1.1:** It is not sufficient to manage assets to protect the physical infrastructure. Assets need to be managed to protect the functional characteristics of the infrastructure as well.

**Page 3-21, Section 3.4** ODOT objects to the statement that “These idealized system concepts form the basis for identifying system needs...”. At least with regard to the state system, current and future system performance based on OHP mobility standards will be weighed along with gaps in an idealized system for identifying needs or deficiencies.

**Page 3-24, Throughways –** ODOT is concerned about the text stating “The Oregon Highway Plan identifies three gaps to the region’s throughway system that are needed to improve access from the Portland metropolitan region to the rest of the state and destinations beyond. These gaps are: a connection from I-5 to 99W, a connection from I-205 to US 26, and a connection from I-84 to US 26.” While these needs were indeed identified by ODOT in the 1991 OHP as part of the Access Oregon Highway (AOH) Policy, the current OHP does not include a reference to these specific needs. These three gaps in the throughway system have been clearly identified in the 2000 and 2004 RTPs, which would be a more accurate reference.

**Page 3-35, Regional Freight System,** third paragraph, first sentence: the freight system connects our region not only to markets (demand), but also to suppliers.

**Page 3-39, Regional Bike and Pedestrian Systems –** States “Oregon State statutes, administrative rules and the Oregon Transportation Plan establish that pedestrian and bicycle facilities are required on all collector and higher classification arterial streets when those roads are constructed or reconstructed.” This requirement is not found in the Oregon Transportation Plan. The Oregon Bicycle and Pedestrian Plan includes references to applicable state and federal statutes and the Transportation Planning Rule.

**Page 3-48 and 3-49, System Management Strategies –** should include reference to access management.

**Page 3-49, Traveler Information Programs –** Should also mention Tripcheck.com website as a source for traveler information and freeway speeds in the Portland.

**Page 3-50, Value Pricing –** The Executive Summary notes with regard to value pricing on Page iv that “more work is needed to gain public support for this tool.” A similar statement should be included on Page 3-50, which identifies value pricing strategies as a demand management strategy under the transportation systems management and operations (TSMO) concept.

## Chapter 4

**Page 4-3, Table 4-1** – The text for footnote 2 is missing from the page.

**Page 4-12, Motor Vehicle Performance, Table 4.5 (2035 RTP Round 1 - Motor Vehicle System Performance)**

- The table refers to various v/c values for several of the measures. This is technically incorrect since the numbers come from the travel demand model. Models do not produce volume to capacity ratios. They produce ratios of travel demand to capacity. (For example, models can produce ratios greater than 1, an impossibility for a V/C ratio.) More detailed traffic engineering analysis is required to produce volume to capacity ratios.
- Representing vehicle hours of delay in percentage terms does not make sense. What does it mean?

**Page 4-16, Table 4.10 (2035 RTP Round 1 Motor Vehicle Volumes)**

- The Mobility Corridors do not match the Mobility Corridors that were identified at the April 30 workshop.
- The data is reported with more precision than the accuracy of the data supports. The model used to predict traffic volumes cannot possibly predict single vehicle accuracy.
- As mentioned in the cover letter, it would be helpful to see v/c ratios in table 4.10. The table shows increasing traffic volumes, but doesn't show corresponding system capacity making it difficult to assess congestion levels of the facilities. In addition, including the 2005 and 2035 Financially Constrained V/C plot maps here will present a clearer picture of system performance or lack thereof.

**Pages 4-18 and 4-19, Summary of Key Findings from Round 1 System Analysis, Section 4.2.5 2nd Paragraph, 2nd Sentence** says: "However, despite significant investments assumed in the region's throughway, transit and arterial street systems, the region appears to lose ground on congestion and system reliability in key mobility corridors." It is not clear how a conclusion on system reliability could be made since no system reliability measures are reported.

## Chapter 5

**Page 5-2, last bullet, Safety funds** seems to refer to a replaced safety program. HEP is now called Highway Safety Improvement Program (HSIP), and there are other programs as well.

**Page 5-3, Federal Forest Receipts section:** it may be worth mentioning that this traditional source of revenue can no longer be assumed to be available in the future.

**Page 5-4, Figure 5-1:** different types of taxes are included in this one graph, and it is unclear how they are measured.

**Page 5-7, Table 5-1, 2<sup>nd</sup> to last row, share of highway trust fund:** most of this is used for OM&P, it is therefore misleading to include it in the mod table without a footnote or explanation. Table

5-1, last row: We believe it is misleading to include utility fees in modernization pools. Utility fees are only used for OM&P. Sentence below the table: please clarify that the \$9,070 million is for modernization alone.

**Page 5-8, Table 5-3:** the number for 5309 New Starts/Small Starts funds should be higher. Our analysis shows it to be \$ 852.5m. This excludes "Rail Modernization" formula funds (this is a separate passenger rail rehabilitation program also under Section 5309).

**Page 5-11, Section 5.3.1 number 3:** "\$15 Vehicle Registration Fee" should be replaced by "assumed revenue". Section 5.3.1, fourth bullet: "(2003\$)" should be removed. This was calculated in nominal dollars, not year-specific dollars.

**Page 5-13, Section 5.3.3, fourth paragraph:** first sentence should be "The initial estimates of Region 1 (rather than Statewide) Bridge Fund totals for local bridges..."

**Page 5-14 Section 5.4.2, first paragraph:** "Scenario 3" of the OTP, should be Scenario 2.

## Chapter 7

**Page 7-1, last bullet -** There is a reference to ODOT's 6-year STIP, which should be 4 years.

**Page 7-6, 7-12, 7-13, 7-27, 7-30, boxed text:** several reviewers have had trouble understanding which sections of chapter 7 were updated, and which ones are the old text from chapter 6 of the 2004 RTP. It would have been helpful, in addition to the boxes, to include a statement on page 7-1 to clarify that the bulk of chapter 7 is old, with the exception of section 7.8. Is section 7.5 new as well? There is no box on page 7-25 saying otherwise.

**Page 7-49 –** Notes that "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 regions travel demands." As stated clearly in the February 28 letter from Stuart Foster, the OTC is not comfortable in moving away from the mobility standards set forth in the OHP at this time. The Commission may be willing to consider other measures to supplement existing ones, subject to the provisions of Action 1F3 of the OHP.



Sam  
Adams  
Commissioner

November 15, 2007

Susan D.  
Keil  
Director

The Metro Council  
600 NE Grand Avenue  
Portland OR 97323

Don  
Gardner  
Engineering &  
Development

### **City of Portland Comments on the 2035 Federally Constrained Regional Transportation Plan**

Dear Councilors:

Lavinia  
Gordon  
System  
Management

Thank you for the opportunity to comment on the *2035 Federally Constrained Regional Transportation Plan*. Our comments represent the City of Portland's position and are a collaboration between the Bureau of Planning and the Portland Office of Transportation.

Suzanne  
Kahn &  
Eric  
Peterson  
Maintenance

#### **A Regional System to Support 2040**

We support a multi-modal, regional transportation system, not just an amalgam of constituent projects. The transportation system plan is the mobility component of the *Region 2040 Growth Concept*. Our regional system needs to be designed, operated, and maintained as a whole. We are not there yet.

John  
Rist  
Business  
Services

The *Regional Transportation System Plan* is a work in progress with many important decisions deferred to the 2008 state component. However, we recognize the federal component must be completed in 2007 to maintain regional eligibility for federal transportation funding. A concern is the expected allocation of transportation funds in the spring of 2008, while the policy framework that is supposed to guide these allocations still under review. The following are more specific comments.

Paul  
Smith  
Planning

#### **A New Mobility Standard**

We agree with Oregon Department of Transportation that any transportation plan requires a mobility standard. Since we have no replacement for Level of Service, we reluctantly accept a short continuation of the last-adopted 2004 standard.

A new mobility standard should be multi-modal, and allow for occasional levels of vehicle congestion, provided mobility is preserved in alternate modes and parallel transportation corridors. Once a regional mobility standard is set, we can identify gaps and deficiencies within the existing system. The new standard should also include performance measures for transit service, and other tools that balance mobility, livability, reduction of vehicle miles traveled, and support compact urban form.

#### **More Projects That Meet Policy**

If we had a better mobility standard and a region-wide inventory of system gaps and deficiencies it would be easier to identify priority projects. But for now, it remains unclear how regional policies influenced project selection for the constrained list.

Jurisdictions and agencies continue to rate their own project proposals against regional policies. While this method may provide consistency of ratings within a jurisdiction, no provision is made to assure consistency of ratings among jurisdictions. Some higher rated projects were not included on the constrained list, while some lower rated projects were. While we are sure there are many good reasons for this, probably involving the timeliness and cost of particular projects, no such explanations are included within the draft transportation plan or its supporting documents.

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1120 S.W. 5th Avenue, Suite 800 • Portland, Oregon 97204-1914 • 503-823-5185  
FAX 503-823-7576 or 503-823-7371 • TDD 503-823-6868 • [www.portlandtransportation.org](http://www.portlandtransportation.org)

Our conclusion is that the draft plan includes too much policy-like language. Projects that build on 2040 and projects needed to meet the mobility standard should be the priority. Safety for all modes is also an issue that should be elevated to a top-level regional policy.

### **State, Regional, and Local Roles**

We are concurred about the definition of what is a state, regional, or local facility and it warrants further discussion particularly with regard to state highways. Jurisdictions are not consistent in spending local money on Oregon Department of Transportation facilities.

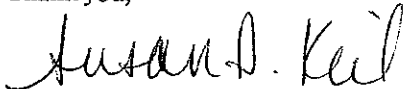
Bridges are a vital component of the regional transportation system, supporting mobility and our facilitating economic vitality. The role of bridges should have a higher-level policy discussion in the *Regional Transportation Plan*.

We applaud Metro's work with its regional jurisdictions, but impacts to the regional transportation do not stop at the Columbia River. Additional coordination with Clark County and the City of Vancouver is important to ensure the best transportation system for our region.

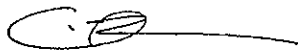
We look forward to working with Metro and our regional partners on these and other issues in state Regional Transportation System Plan.

City staff will submit under separate cover a number of technical comments and minor amendments.

Thank you,



Susan D. Keil, Director  
Office of Transportation



Gil Kelley, Director  
Bureau of Planning



# PORTLAND PARKS & RECREATION

Healthy Parks, Healthy Portland

## MEMORANDUM

Date: November 14, 2007  
To: Courtney Duke, PDOT  
CC: Nancy Gronowski, PP&R  
From: Gregg S. Everhart  
Re: *2035 Regional Transportation Plan* – October 15, 2007 Public Review Draft

Please let Metro know the following:

Proposed 2035 RTP Financially constrained system, page 5 of 20 matrix – project 10206 – project name was cut off, should read “Marine Dr bike lanes & off-street...[rest looks fine]

Ditto, page 7 of 20 – project #10353 – Delta Park Trail – this project is not shown on the map, nor in the Trail Projects in Draft RTP Financially Constrained list that was presented at recent Regional Trails meeting. It could be removed from the matrix, if the maps are changed to reflect the Delta Park trail line as part of the Columbia Slough Trail system. I provided the estimated costs for Delta Park Trail, Peninsula Canal Trail and Cross-Levee Trail (which are all individually named on Regional Trails Map of Greenspaces Masterplan) for Metro to incorporate into the Columbia Slough Trail.

Map fixes. John Mermin acknowledged errors on the map presented at the Regional Trails meeting and asked for additional corrections. I have done so on tracing paper using a convention:

RED = remove this

GREEN = add this

BLUE = explanation or comment.

Please note that we also hope that the Figures 4.3, 4.4, and 4.5 and bicycle and pedestrian system maps following page 3-40 can get updates.

PP&R and our many trail advocates appreciate that many of the trail projects requested did make the financially constrained list. Although we are not suggesting changes at this late date, please note that we are concerned that significant regional trails such as Sullivan’s Gulch did not make the list, unlike Mt Scott Creek Trail and Scouter’s Mt Trail. All three have trail planning studies funded but not completed. We also hope that implementation of the N Portland Willamette Greenway and Willamette Shoreline could be added when their studies are complete.

**Strategy, Finance and Business Development**  
1120 SW 5th Ave., Suite 1302  
Portland, OR 97204  
Tel: (503) 823-PLAY Fax: (503) 823-6007

Zari Santner, Director  
[www.PortlandParks.org](http://www.PortlandParks.org)



Bicycle Specific Comments  
From Roger Geller, Bicycle Coordinator  
City of Portland/Office of Transportation

***Please consider these during discussion of state RTP.***

### **Comments on Draft RTP Bicycle Sections/Policies**

What occurred to me in reading the RTP policies and description about the regional bicycle system, is that this regional document and the work underway on the City of Portland Bicycle Master Plan are similarly sound expressions of the region's desire to promote bicycle transportation. However, what is noteworthy are the fundamental differences in approach belied by the two documents. From the bubble that is Portland, thinking about how to encourage increased bicycling is changing dramatically. Our existing bicycle master plan, like most bicycle plans developed in the US, employs the strategy of providing for cyclists on arterial streets. This is a good concept in that arterial streets should be the most useful streets for everyone. Where this falls down is in the provision of facilities. We have neither the designs, nor the real-estate to implement better designs, nor the funding to develop those designs that would make arterial street bikeway accessible to the average citizen, and not just those who self-identify as "cyclists."

My comments are divided into two parts. First are general comments based on a developing philosophy of bicycling. Second are more specific comments about the draft RTP.

#### **General Comments**

It's true that arterial streets are often the best connections to town centers, particularly as they run into the town centers. I understood your description of "best connection" to be just that: the best physical connection, as local streets may not provide the same level of access to town and regional centers as do arterial streets. But, when approaching the town centers there may be parallel streets that serve as better connections. This is because arterial streets are likely not the best connection for cyclists in terms of the comfort level of facilities and the street. This is a fundamental difference between the direction being suggested in the RTP and that being developed by the City of Portland.

The RTP posits that regional streets—primarily arterial streets—form the basis for the regional bikeway system. Portland is beginning to understand that these major streets are of limited value in making bicycling accessible to the public at large. One thing we're learning from research into what goes into creating the best bicycle- and pedestrian-friendly cities in Europe is that for cyclists the systems must be comfortable. Comfort is related to, but different from safety. Bicycle lanes on arterial streets are going to be comfortable for only a small fraction of the region's residents.

We can understand this by considering the intrinsic differences between bicyclists and pedestrians. Because of the nature of an arterial street bicycling there will be inherently less comfortable than walking on a curb-separated sidewalk. So, while sidewalks on arterials may be safe and comfortable (if not necessarily attractive) for all users, street-level bicycle lanes will not be. Contrast the experience of a child walking and bicycling on an arterial street. We expect them to be able to comfortably walk there on a sidewalk but

we have a difficult time imagining them riding down that same street on a 5-foot bike lane. In fact, in many cases we have a difficult time imagining their parents riding on that bike lane. Creating a regional bikeway system that allows a preponderance of facilities on only the highest level of roadways will necessarily limit the effectiveness of that system to only the hardest of cyclists. A question Metro needs to answer is: who are the intended users of the regional system?

Regional transportation planning works well when the vehicles being considered are private automobiles, freight, and transit. But, regional travel is not the focus of bicycle and pedestrian transportation systems. Most bicycle and pedestrian trips are short. Most bicycle travel is localized (3 miles or less) and is reliant on a cohesive network that is comfortable, safe, attractive, and direct and connects residential areas to the destinations to which people want to go. Fortunately, most everyday trips by people in the region are 3 miles or less, making the bicycle an option—if we can create attractive, comfortable bikeways. Arterial streets with standard width bicycle lanes are not going to be perceived as comfortable and safe to most people.

Now, let's flip the coin. Bicycle lanes, or some type of bicycle facility on arterial streets is an important element of bikeway systems. People will and do use them, and the more people we can attract to bicycling, the safer the overall system will become and the arterial street facilities will become more comfortable to more people. However, to make the bicycle a more useful and widespread means of daily transportation—to make bicycling more attractive to more people—we first need to develop facilities that are comfortable. If we cannot do that on arterial streets—and I suggest that we currently cannot—then we need to be able to create comfortable facilities on parallel routes.

Metro's policies and network directly influences how federal transportation dollars coming into the region are spent on bicycle facilities. The current policies direct the majority of improvements to retrofitting arterial streets with bicycle lanes. Why should we do that if that is not the type of facility that is going to promote widespread cycling? If 5' bike lanes on arterials are not going to work, then Metro can proceed in one of two ways: either develop a design for a new type of facility that will be comfortable on arterial streets, or allow for the development of the types of facilities off arterials that will be more comfortable to more people.

For these reasons I think it is misdirected to structure the RTP bicycle network such that the regional system "typically correspond[s] to the arterial street network...." This type of network serves mostly the higher-skilled, longer-distance cyclist and does not adequately take into account either the nature of most bicycle trips (short and local), or the typical user (more "interested but concerned" versus "enthused and confident" or "strong and fearless"). This then begs the question of what Metro wishes to achieve through its bicycle transportation programs and policies. Is it Metro's goal to help attract as many people as possible to bicycling throughout the region? Or is it simply to ensure the provision of facilities on those streets identified as being "regional" in nature? Because As the MPO for the region, and as manager of federal transportation dollars, how Metro sees its role and purpose in relation to supporting bicycle transportation will greatly affect what types of facilities are built in the region, and thus how successful we as a region will be at replacing automobile trips with bicycle trips.

My suggestion for the RTP is to identify a halo around town and regional centers with a radius equal to a reasonable trip distance for bicycle (3 miles). The goal would be to serve

trips to the center within that halo by making funding available to the jurisdiction to develop as cohesive, comfortable, safe, direct, and attractive a bikeway network as possible given the best possible bikeways tools available. We need to divorce the idea of limiting the provision of bikeways to the streets that have up until now proven to be the most inhospitable to cyclists, to the idea of increasing bicycling.

### **Specific Comments**

The statement that “regional streets provide the primary network for bicycle travel in the region” is very soon going to be out-of-date as the individual jurisdictions in the region focus more on providing facilities that are comfortable for use by the average family.

Since you identify the exceptions to the provision of bikeways, I recommend fully describing the nature of those exceptions. My concern is that planners/project managers, faced with a difficult project, might identify your statement in the 2<sup>nd</sup> paragraph of this section as sufficient for not providing an otherwise required bikeway. My suggestion: include as a footnote or endnote a more complete description of the state’s interpretation of what is “excessively disproportionate,” “unsafe,” etc. and what would then be required of a jurisdiction when they do not provide the facility on the constructed or reconstructed roadway. You can find ODOT’s interpretation of this section of the bicycle bill in ODOT’s Bicycle and Pedestrian Plan.

Under “Pedestrian Travel” you discuss distances (“walking for short distances is an attractive option...”). A parallel discussion about appropriate distances and about the localized nature of most bicycle trips is also needed.

### **Potential Actions**

3.1.3. Great idea.

3.1.4. Add to the list of potential reasons for considering bicycle boulevards: “...or when comfortable, safe, attractive facilities cannot be created.

Add: 3.1.13: Research successful elements of bicycle-friendly cities around the world.

5.1.1. Also a good idea. Too often we assume that the 5’ bike lane is the end-all/be-all.

5.1.6. Amend as follows: “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 conditions and improvements to address safety-related deficiencies in these locations and under these conditions. [Bicycle crashes are not focused enough to identify high-crash locations. However, we can identify the types of conditions that typically result in crashes and look for ways to improve those conditions.]

Goal 7: Multi-modal transportation infrastructure and services enhance quality of human health by providing safe, comfortable and convenient options...

Objective 7.1 Active Living – Provide safe, comfortable, attractive, and convenient transportation options...

7.1.2. Locate housing, jobs, schools, parks and other destinations within walking and convenient bicycling distance of each other when possible.

Add a goal:

***Enhance comfort of users of the bicycle system.***

Emphasize design that allows for side-by-side travel and conditions that allow cyclists of different speeds to pass one another.

Emphasize separation from the motor vehicle system while maintaining maximum proximity to main streets.

Focus on intersections (where overwhelming majority of crashes occur).

Focus on maintenance to allow for smooth riding conditions.



Sam  
Adams  
Commissioner

Susan D.  
Keil  
Director

Don  
Gardner  
Engineering &  
Development

Lavinia  
Gordon  
System  
Management

Suzanne  
Kahn &  
Eric  
Peterson  
Maintenance

John  
Rist  
Business  
Services

Paul  
Smith  
Planning

**VIA EMAIL**

November 15, 2007

To: Kim Ellis, Transportation Planner  
Tom Kloster, Transportation Planner  
Metro

From: Courtney Duke, AICP  
Portland Office of Transportation  
[courtney.duke@pdxtrans.org](mailto:courtney.duke@pdxtrans.org)  
503/823-7265

RE: Technical Changes and Comments on 2035 Federal Regional Transportation Plan

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This memo represents Bureau of Planning and Office of Transportation comments. Please let me know if you have any questions.

Comments and changes specific to trails are attached separately and a hard copy of map corrections will be forwarded.

Comments specifically related to bicycle policies are attached separately. The comments should be considered during discussion of the state RTP in 2008.

Please note it was difficult to review the document against the 2004 RTP and the draft from May 2007 without the track changes function.

**General Comments/Questions**

Is the definition of a project consistent across jurisdictions? What does it mean to be in a TSP? Identified on a project list? Inferred in policy? Identified in a Modal Plan? This should be defined and consistent across the region.

RTP Functional System Maps should be updated to reflect recent Portland TSP changes and council actions. City staff will continue to work with Metro staff to ensure accuracy of the maps either for this RTP or defer this work to the state RTP.

The City of Portland supports identifying mitigation measures for projects located in ACAs.

**Project Number 10235: South Portland Improvements**

There have been comments to include Project Number 10235: South Portland Improvements in the financially constrained list. This project did not meet the additional criteria that the City of Portland used to create the financially constrained list. The following criteria were used to identify projects for the federally constrained list.

- Projects in Transportation System Plan (TSP) that were also on the Regional Transportation Plan (RTP)
- Projects in current Office of Transportation Capital Improvement Plan (CIP)
- Projects that received or requested MTIP funds

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- Projects that received or requested state Transportation Enhancement (TE) funds
- Projects that received or requested state ODOT Grant Funds
- Projects identified in the Final Systems Development Charge (SDC) project list
- Included in a Modal Plan
- Projects identified in completed TSP studies

### **City of Portland Projects on the Financially Constrained List**

#### **10192: Division Street Streetscape and Reconstruction**

Please make changes to this project as outlined:

- The last column in Table 6.1 should be amended to identify the “2040 Land Use” designation for project 10192 as “Main Street.”
- “2040 Land Use” Main Street.
- Rating for “Goal 1” In Column “AJ” should be changed from “low” to “medium.” Southeast Division Street is a minor arterial. The heading for “Goal 5” in Column “AJ” should also be changed from “low” to “medium.”

#### **Project 10191: Garden Home Road (Capitol Highway – Multnomah)**

Divide into two projects, make changes to descriptions, then delete Project 1:

~~Project 1: Reconstruct road with drainage, bike lanes, sidewalks and curbs.~~

~~Cost: \$10,973,967~~

Project 2: Improve and signalize the intersection at SW Garden Home and SW Multnomah boulevard.

Cost: \$1,931,033

Reason: City staff inadvertently combined a Systems Development Charge project (intersection improvements) with the Garden Home roadway improvements. The Garden Home project as a stand-alone project does not meet the additional City of Portland criteria outlined above. Revised project descriptions will be included in the City of Portland’s TSP.

#### **10343: West Hayden Crossing**

Change cost to \$99,258,000

Reason: Updated cost estimates.

City Staff working on the Bureau of Planning’s *River Plan* express support for the following projects:

10174: Going, N (Interstate - Greeley ITS)

10178: Going St. Bridge, N: Seismic retrofit

10375: Cathedral Park Quiet Zone

11044: Regional Trail Master Plans, specifically North Portland Greenway Trail, Steel Bridge to St. Johns Bridge

11092: Ramsey Rail Yard

Possible secondary access route to Swan Island.

### **City of Portland Projects on the Illustrative (State) Project List**

Combine the following TSP projects into one project to more clearly define property access needs in the NW Industrial District resulting from the anticipated closure of the BNSF Railroad crossing at NW Balboa Avenue:

**TSP #60022 (FMP S38): St. Helens Rd. (US 30) NW, (in Willbridge area) Traffic Improvements:** Install center turn lane to NW Front to improve safety and property access.  
Cost: \$300,000.

**TSP #60018: (FMP S39): St. Helens Rd. (US 30) NW (at Saltzman & Balboa) Intersection Realignment:** Realign intersections to correct two offset intersections.  
Cost: \$600,000.

#### **Proposed TSP Project Description**

**St Helens Rd (US 30) NW, (in vicinity of NW Balboa) Connectivity Improvements:** Provide an alternative crossing of the BNSF Railroad to improve connectivity and safety between US 30 and the industrial properties served by NW Front Avenue in the Willbridge area of the NW Industrial District.  
Cost: \$16,474,000

Reason: In August 2007, the City of Portland selected W&H Pacific to conduct a feasibility study<sup>1</sup> to develop alternative access options from US 30 between NW Balboa Avenue and NW Front Avenue based on the possible closure of the BNSF Railroad Crossing and NW Balboa Avenue. In October 2007, the Project Management Team selected three options for further evaluation:

- Alternative 1: Street Extension of NW Front Ave. north through Siltronic property, with connection to the NW Front Ave. (North) /USD 30 intersection - \$9,034,800.
- Alternative 2: Street Extension of NW Front Ave. north through Siltronic property, with new US 30 intersection south of NW Front Ave (North) across from secondary access to the Rivergate Vehicle Storage site - \$7,950,500.
- Alternative 4: Interchange at US 30/NW Balboa Ave. intersection - \$16,474,000

Redefine the following TSP project based on an updated project scope and cost estimate:

**TSP #20065 (FMP B12): Interstate, N, Bridge at Larrabee: Bridge Rehabilitation:** Rehabilitate Interstate overcrossing of Larrabee to remove weight restriction.  
Cost: \$1.2 Million.

#### **Proposed TSP Project Description**

**N. Interstate Ave. Ramp (BR #153):** Replacement of the existing N. Interstate to Larrabee flyover ramp with a new structure.  
Cost: \$14,677,225

Reason: On October 2007, this project was identified as a deficient bridge in the Safe Sound and Green Streets funding proposal. Based on an updated analysis and cost estimate by the PDOT

bridge engineering section, the project scope was redefined from a rehabilitation project to a complete bridge replacement. The updated project cost for a bridge replacement is \$14,677,225.

### **Region 2040 Growth Concept Design Types**

Every project area within one or more Region 2040 Growth Concept design types. The following Portland Projects have no type identified in Table 6.1:

10181

10192

10196

10198 and 10199

10219 through 10232

10334

It could change to “several” or “neighborhood”.

### **Proposed Policy Changes**

3.1.4. **Add** to the list of potential reasons for considering bicycle boulevards: “...or when comfortable, safe, attractive facilities cannot be created.

**Add:** 3.1.13: Research successful elements of bicycle-friendly cities around the world.

5.1.6. **Amend** as follows: “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 conditions and improvements to address safety-related deficiencies in these locations and under these conditions. [Bicycle crashes are not focused enough to identify high-crash locations. However, we can identify the types of conditions that typically result in crashes and look for ways to improve those conditions.]

Goal 7: Multi-modal transportation infrastructure and services enhance quality of human health by providing safe, comfortable and convenient options...

Objective 7.1 Active Living – Provide safe, comfortable, attractive, and convenient transportation options...

7.1.2. Locate housing, jobs, schools, parks and other destinations within walking and convenient bicycling distance of each other when possible.

### **Other**

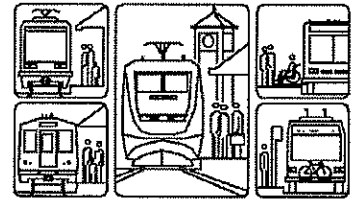
Beaverton did not assign design types for projects 10654 through 10672.

TriMet did not identify 2040 land use categories for projects.



# Association of Oregon Rail and Transit Advocates

AORTA • P. O. Box 2772 • Portland, Oregon 97208-2772  
Also known as OreARP • Oregon Association of Railway Passengers  
Phone & Fax: 503-241-7185 • OregonRail@aol.com • www.aortarail.org



## MEMORANDUM

To: **Metro Council**  
From: **Fred Nussbaum, Strategic Planner**  
Date: **November 15, 2007** *FND*  
Re: **AORTA's Formal Comments on the 10/15/07 Draft of the 2035 RTP**

At the November 1, 2007 Council hearing I presented informal testimony on behalf of **AORTA** regarding the most recent draft of the **2035 RTP**, promising to follow up with more detailed formal testimony. This memorandum and the attached documents constitute that more formal testimony and they supersede all other documents we submitted regarding the 10/15/07 draft.

### General Comments

**AORTA** commends the more outcomes based approach attempted in this update of the RTP as being the right direction for this planning document.

We definitely believe that Chapter 3, specifically 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.

We especially appreciate the following changes from or re-affirmations of components of the 3/29/07 draft:

1. The improved organization of the Goals and Objectives section, which makes it much more manageable to read and use.
2. Establishing the first action as the priority action item under each Objective and which is specifically geared toward helping prioritization of projects.
3. Sticking with the concept of providing viable choices for travel under Goal 3 (and elsewhere).
4. Strengthening the public participation considerations under Goal 10.
5. Adding quality of life issues throughout the Goals and Objectives.

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. We recognize that such a refinement will probably need to occur during the development of the state component over the next year. However, we would like to go on record with our request that the final RTP include:

1. A commitment to developing a Regional Rapid Transit network, using MAX, Commuter Rail and possibly Bus Rapid Transit, which would connect all Regional Centers and cover all the Regional Mobility Corridors. Emphasis would not only be on high capacity and frequency, but also speed.

2. The addition of a Key Destinations land use designation to complement the 2040 Target Land Uses. Examples of Key Destinations are the Zoo, major performing art centers and sports facilities, large educational institutions, etc. and these are also deserving of high quality transit service.
3. The transit network concept needs to be more multi-destinational in orientation and local transit needs to run more frequently.

We join our partners at the Coalition for a Livable Future (CLF) in applauding that this draft of the RTP:

1. Separates Environmental Stewardship and Human Health into separate goals and that Human Health includes a broad range of transportation related health issues.
2. Pulls out the issue of Equity as a goal and broadens the considerations under that issue.
3. Eliminates the redundant goal of Reliable Movement of People and Goods (whose objectives are covered under Economic Competitiveness and Prosperity).

We appreciate staff's diligence in, not only, responding to input from various quarters, but tracking those comments and providing detailed feedback on staff's response.

### **Proposed Language Changes**

We have specific suggestions for language changes in Chapter 3, which are addressed in the two attached documents:

**2035Chapter3-071015RTP-AORTAAmds.doc** – Chapter 3 text with our strikeouts and adds.

**AORTACommentsOn071015DrftRTP.doc** – Comments and clarifications of our proposed changes.

### **Proposed Financially Constrained Project List**

In general, we appreciate the priority given to transit, rail, pedestrian and bicycle projects in this list. However, we are deeply concerned about the following projects that we believe don't belong on this list:

Project ID	Nominating Agency	Description	Cost
10875	ODOT	OR 217: Braid OR 217 ramps between Beaverton-Hillsdale Hwy. and Allen Blvd. in both directions.	\$79,600,000
10846	Hillsboro	TV Hwy – Expand to 7 lanes with bike/sidewalks.	\$42,000,000
10873	ODOT	US 26W: Widen highway to 6 lanes	\$36,119,034
10596	Washington Co.	Scholls Ferry Rd. – Widen to seven lanes with bike lanes and sidewalks.	\$19,749,000
10894	ODOT	Sunrise Hwy. Phase 1 PE: I-205 to SE 122nd Ave	\$15,000,000
10872	ODOT	Add lane: SB I-205 to SB I-5 interchange ramp and extend acceleration lane and add auxiliary lane on SB I-5 to Stafford Road.	\$9,700,000
10835	Hillsboro	185th Ave. – Widen to 7 lanes.	\$4,896,000
<b>Total:</b>			<b>\$207,064,034</b>

We believe that most of the key self-ratings of these seven projects are in error and that they do not meet the 3/1/07 RTP Goals and Objectives, let alone the more recent 10/15/07 Goals

and Objectives. Adding general freeway capacity does not foster compact land use patterns. Widening an arterial to seven lanes should be a clear sign that there are insufficient alternative transportation options and/or a serious deficiency in street connectivity. Compact land use and transit, bicycle and pedestrian travel are significantly discouraged by such massive road facilities.

Removing these ill-conceived projects off the list would allow several important projects, which have been passed over, to be added to the list:

Project ID		Description	Cost
10231	Portland	Renovate Union Station to meet seismic and functional requirements.	\$30,000,000
10900	TriMet, P&W RR / Washington County	Washington County Commuter Rail improvements – Beaverton to Wilsonville service upgrade (frequency and times of day). Will require capital improvements including DMUs.	\$167,610,000
10902*	TriMet	Extension of MAX Yellow line to Hayden Island <i>This is reflects part of the full Project 10902, which would have continued to Vancouver.</i>	\$80,000,000

The renovation of Union Station is exceedingly important, given the age of the building, its historic significance, its importance as an intercity passenger terminal on a growing intercity passenger rail system and the decades of deferred maintenance it has suffered. Both the expansion of the Washington County Commuter Rail service and the extension of MAX to Hayden Island will have significant impacts on diverting trips off of adjacent highways and arterials.

Thank you for this opportunity to comment. We look forward to being part of the dialog that will develop the state component of the RTP.

**AORTA's Detailed Comments on Chapter 3 of 10/15/07 Draft of 2035 RTP**  
*For referenced wording changes, please refer to annotations in 2035Chapter3071015RTP-AORTAAmds.doc*

- I. p. 3-5 Table 3.2 – **2040 Implementation Infrastructure Investment Needs**
  - A. Order of bullets is important to establish priority actions.
  - B. Especially in the Developed and Developing areas, “Providing a multi-modal urban transportation system” is too vague, since the quality of the modal options is very important, not just the existence of some options. We suggest more definitive language.
  - C. Separate addressing of bottlenecks from improving system connectivity. These are treated separately in other parts of the document, with priority given to connectivity issues, since addressing bottlenecks usually involves increasing capacity.
  - D. Move bottleneck language to bottom of list to be consistent with I.B above.
  - E. Indicate that completing local street connections also has a multimodal purpose.
- II. p. 3-7, Table 3-3 – RTP Goals:
  - A. Need to reword summary of Goal 9. (See XI.A and XI.B below)
  - B. Need to include Public Involvement in the summary of Goal 10.
- III. p. 3.8, Goal 1
  - A. Priority Action 1.1.1 – change word order for clarity. Improving multi-modal access, not just access, is important, while system deficiencies does not need a multi-modal qualifier.
  - B. Priority Action 1.1.2 – Excellent!
- IV. p. 3-9, Goal 2
  - A. Priority Action 2.1.1 – the focus should be on multi-modal travel reliability and access between businesses in primary 2040 target areas and appropriate labor markets and trade areas. The latter two land uses don't really interact with other land uses within those target areas. We think Employment Areas should be included, if not all secondary target areas. (see III.A above regarding placement of “multi-modal”). This is in keeping with the 3/1/07 draft. We also prefer that prior draft's use of “suppliers” and “customers”, rather than “trade areas,” which is not defined.
  - B. Priority Action 2.2.1 – Given the language in Objective 2.2, it seems that there should be a focus on intercity public transportation and connections between it and other passenger modes.
  - C. Priority Action 2.3.1 – This needs to be more multi-modal. It's not only about arterials, but all modes within a regional mobility corridor (defined as a travelshed).
  - D. Objective 2.5 – change to address Sustainable Economy Development and Livability per suggested language. This eliminates the duplication in the staff draft and allows inclusion of other related actions.

V. p. 3-11, Goal 3

- A. Objective 3.1. "Make progress toward" seems a copout. We should be achieving targets.
- B. Priority Action 3.1.1 – use the same basic language as used elsewhere.
- C. Priority Action 3.2.1 – clarify that barriers to access refers to all modes.

VI. p. 3-13, Goal 4

- A. Priority Action 4.1.1 – Change word order to improve clarity.
- B. Priority Action 4.1.2 – Change word order to improve clarity.

VII.p. 3-15, Goal 5

- A. Priority Actions 5.1.1 and 5.1.2 – Combine to create a single priority action item, consistent with the structure used in other goals.

VIII.p. 3-16, Goal 6

- A. Priority Action 6.1.1 – Excellent, proactive statement.

IX. p. 3-17, Goal 7

- A. Priority Action 7.1.1 – Clarify that the focus is not only promotion of opportunities for physical activity for its own sake, but as part of daily travel.

X. p. 3-18, Goal 8

- A. Action 8.1.2 – While it is appropriate for Priority Action 8.1.1 to focus on environmental justice target areas, the rest of the actions should not be so restricted.

XI. p. 3-19, Goal 9

- A. Rename goal to "ENSURE FISCAL RESPONSIBILITY" to be more consistent with the objectives.
- B. Change goal description to be more consistent with the objectives.
- C. Add new Action 9.2.8 to address the conservation of transportation funds for transportation purposes. Example: Several streetcar projects have been proposed as a way to leverage desirable land use patterns. Such projects would produce not only transportation benefits, but urban renewal and economic benefits. The recognition that federal, state and local funding sources are quite limited and prudent fiscal stewardship dictate that a significant portion of the funding for such projects should come from on-transportation sources.
- D. Add new Objective 9.3, which would contain the language and actions contained in Objective 10.2. Stable and Innovative Funding is more appropriate under Goal 9 than Goal 10.

XII.3-20, Goal 10

- A. Goal Description – Change to include public involvement topic addressed in objectives.
- B. Objective 10.2 – move under Goal 9 (see XI.D above).

Chapter 3

# Transportation Vision: A Blueprint for the Future

Table 3.2 summarizes infrastructure investment needs for each stage of 2040 implementation.

**Table 3.2**  
**2040 Implementation Infrastructure Investment Needs**

Stage of Development	Developed Areas	Developing Areas	Undeveloped Areas
Infrastructure Investment Needs	<ul style="list-style-type: none"> <li>• Operations, maintenance and preservation of existing transportation assets.</li> <li>• Managing the existing transportation system to optimize performance for all modes of travel.</li> <li>• Leveraging infill, redevelopment and use of brownfields.</li> <li>◦ <u>Improving the quality of transit and non-vehicular travel.</u></li> <li>• Addressing bottlenecks and</li> <li>◦ Improving system connectivity to address barriers and safety deficiencies.</li> <li>• Completing local street connections needed to complement the arterial street system.</li> <li>◦ <u>Addressing bottlenecks</u></li> </ul>	<ul style="list-style-type: none"> <li>• Operations, maintenance and preservation of existing transportation assets.</li> <li>• Preserving right-of-way for future transportation system.</li> <li>• Managing the existing transportation system to optimize performance for all modes of travel.</li> <li>• Providing a multi-modal urban transportation system <u>by improving the quality of transit and non-vehicular travel.</u></li> <li>• Focusing on bottlenecks and</li> <li>◦ Improving system connectivity to address barriers and safety deficiencies.</li> <li>• Completing local street connections needed to complement the arterial system <u>and provide pedestrian and bicycle access to the regional transportation system.</u></li> <li>◦ <u>Addressing bottlenecks</u></li> </ul>	<ul style="list-style-type: none"> <li>• Operations, maintenance and preservation of existing transportation assets.</li> <li>• Preserving right-of-way for future transportation system.</li> <li>• <u>Providing a multi-modal urban transportation system.</u></li> <li>• Managing new transportation system investments to optimize performance for all modes of travel.</li> <li>• <u>Providing a multi-modal urban transportation system.</u></li> <li>• Focusing on bottlenecks and</li> <li>◦ Improving system connectivity to address barriers and safety deficiencies.</li> <li>• Completing local street connections needed to complement the arterial street system <u>and provide pedestrian and bicycle access to the regional transportation system.</u></li> <li>◦ <u>Addressing bottlenecks</u></li> </ul>

### 3.3 GOALS, OBJECTIVES AND ACTIONS

**Table 3.3  
 Regional Transportation Plan Goals**

<b>Our Vision for the System</b>	<p><b>Goal 1: Foster Vibrant Communities and Efficient Urban Form</b>                  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><b>Goal 2: Sustain Economic Competitiveness and Prosperity</b>                  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><b>Goal 3: Expand Transportation Choices</b>                  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><b>Goal 4: Emphasize Effective and Efficient Management of the Transportation System</b>                  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><b>Goal 5: Enhance Safety and Security</b>                  Multi-modal transportation infrastructure and services are safe and secure for the public and goods movement.</p>
	<p><b>Goal 6: Promote Environmental Stewardship</b>                  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><b>Goal 7: Enhance Human Health</b>                  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>
<b>How We Get There</b>	<p><b>Goal 8: Ensure Equity</b>                  Regional transportation planning and investment decisions ensure the benefits and impacts of investments are equitably distributed.</p>
	<p><b>Goal 9: Ensure Sustainability/Fiscal Responsibility</b>                  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. <u>Regional transportation planning and investment decisions maximize the return on public investments in infrastructure, preserving past investments for the future, emphasizing management strategies and prioritizing investments that reinforce Region 2040 and achieve multiple goals.</u></p>
	<p><b>Goal 10: Deliver Accountability</b>                  The region's government, business, institutional and community leaders work together in an open and transparent manner so the public is fully involved and has ownership in transportation decisions and experiences an integrated, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers.</p>



<b>TABLE 3.4 GOAL 1— FOSTER VIBRANT COMMUNITIES AND EFFICIENT URBAN FORM</b>	
<b>Goal Statement</b>	<b>Objectives</b>
<p><b>Goal 1: Foster Vibrant Communities and Efficient Urban Form</b></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 jobs, schools, shopping, services, recreational opportunities and housing proximity.</p>	<p><b>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.</b></p> <p><u>Potential Actions:</u></p> <ul style="list-style-type: none"> <li>1.1.1. <i>Place a priority on multi-modal transportation investments that address a system gap or deficiency to reinforce growth in and improve multi-modal access to or within the primary 2040 target areas.</i></li> <li>1.1.2. <i>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.</i></li> <li>1.1.3. <i>Locate housing, jobs, schools, parks and other destinations within ½ mile of each other.</i></li> <li>1.1.4. <i>Support the development of tools aimed at reducing vehicle miles traveled per person, including transit-oriented development, car sharing, location efficient mortgage.</i></li> <li>1.1.5. <i>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.</i></li> <li>1.1.6. <i>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.</i></li> <li>1.1.7. <i>Work with the private development community to coordinate transportation spending and land development investment decisions for projects in 2040 target areas.</i></li> </ul>
	<p><b>Objective 1.2 Parking Management – Minimize the amount of land dedicated to vehicle parking.</b></p> <p><u>Potential Actions:</u></p> <ul style="list-style-type: none"> <li>1.2.1. <i>Place a priority on investments that reduce the need for land dedicated to vehicle parking.</i></li> <li>1.2.2. <i>Promote the use of shared parking for commercial and retail land uses.</i></li> <li>1.2.3. <i>Establish maximum parking ratios for off-street parking spaces.</i></li> <li>1.2.4. <i>Manage and optimize the efficient use of public and commercial parking in 2040 target areas.</i></li> </ul>

**TABLE 3.5 GOAL 2— SUSTAIN ECONOMIC COMPETITIVENESS AND PROSPERITY**

Goal Statement	Objectives
<p><b>Goal 2: Sustain Economic Competitiveness and Prosperity</b></p> <p>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><b>Objective 2.1 Reliable and Efficient Travel and Market Area Access</b> - 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 throughways, arterial streets, freight services, transit services and bicycle and pedestrian facilities, consistent with Regional System Concepts.</p> <p><u>Potential Actions:</u></p> <p>2.1.1. Place a priority on investments that address multi-modal-system gaps to improve reliability and multi-modal access from labor markets and trade areas to <u>businesses in the primary 2040 Target Areas and Employment areas</u>.</p> <p>2.1.2. 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.</p> <p>2.1.3. 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.</p> <p>2.1.4. 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.</p> <p>2.1.5. 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.</p> <p>2.1.6. Provide a complementary network of community bus and streetcar service connections that serve 2040 Target Areas and provide access to the regional high capacity transit network, consistent with Regional Transit System Map.</p> <p>2.1.7. 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.</p> <p>2.1.8. 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.</p> <p>2.1.9. 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.</p> <p>2.1.10. 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.</p> <p>2.1.11. 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.</p> <p><b>Objective 2.2 Regional Passenger Connectivity</b> – Ensure reliable and efficient connections between passenger intermodal facilities and destinations in, <u>and beyond</u> 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> <p>2.2.1. Place a priority on investments that benefit <u>intercity public transportation</u> or connect two or more <u>such transportation with other passenger modes</u>.</p> <p>2.2.2. 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.</p>

**TABLE 3.5 GOAL 2— SUSTAIN ECONOMIC COMPETITIVENESS AND PROSPERITY**

Goal Statement	Objectives
	<p><b>Objective 2.3 Regional Mobility</b> -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> <p>2.3.1. Place a priority on investments that implement the CMP by addressing a modal gap or deficiency, or implement TSMO strategies on an arterial within a regional mobility corridor.</p> <p>2.3.2. Implement a regional congestion management program, including coordinated regional bus service, traffic operations improvements, transit, ridesharing, telecommuting incentives, and pricing strategies.</p> <p>2.3.3. 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.</p> <p>2.3.4. Develop interchange area management plans (IAMPs) for all throughway access points that are approved by state, regional and local agencies.</p> <p>2.3.5. 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</p> <p>2.3.6. Monitor performance of the regional transportation system in subareas and along regional mobility corridors throughout the region consistent with the CMP.</p>
	<p><b>Objective 2.4 Freight Reliability</b> –Maintain a reasonable and reliable travel times and access between freight intermodal facilities and destinations in, within and through beyond 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. 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.</p> <p>2.4.2. Consider the movement of freight when conducting transportation studies.</p> <p>2.4.3. Identify regional freight routes that ensure direct and convenient access from industrial and employment areas to the throughway network.</p> <p>2.4.4. Identify and correct existing safety deficiencies on regional freight routes relating to:</p> <ul style="list-style-type: none"> <li>• roadway geometry and traffic controls,</li> <li>• bridges and overpasses,</li> <li>• at-grade railroad crossings,</li> <li>• truck infiltration in neighborhoods,</li> <li>• congestion on interchanges and hill climbs</li> </ul> <p>2.4.5. Consider improvements that are dedicated to freight travel only.</p> <p>2.4.6. 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.</p> <p>2.4.7. 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.</p>
	<p><b>Objective 2.5 – Job Retention and Creation Sustainable Economy and Livability</b> – Foster the growth of Encourage retention and creation of new businesses and jobs retain those that are already located in the region, especially within sustainable industries, and use transportation investments to protect regional livability, one of our region’s prime economic assets.</p> <p><u>Potential Action:</u></p> <p>2.5.1. Place a priority on transportation investments that support state and local government efforts to attract new industries/business to Oregon or that keeps and encourages expansion of existing industries/businesses.</p> <p>2.5.2. Support retention and creation of family wage jobs.</p> <p>2.5.3. Support the retention and creation of sustainable businesses.</p> <p>2.5.4. Support the retention of agriculture within and adjacent to the region.</p>

**TABLE 3.6 GOAL 3—EXPAND TRANSPORTATION CHOICES**

Goal Statement	Objectives
<p><b>Goal 3: Expand Transportation Choices</b></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><b>Objective 3.1 Travel Choices</b> - Make progress toward <u>Achieve</u> 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> <p>3.1.1. <i>Place a priority on investments that complete <u>address a system gap or deficiency</u> to improve bicycle, pedestrian or transit access, and connect two or more modes of travel.</i></p> <p>3.1.2. <i>Consider land use and demand management strategies and bicycle, pedestrian and transit needs when conducting transportation studies.</i></p> <p>3.1.3. <i>Research user preferences and behavioral responses on bikeways on low and high traffic streets.</i></p> <p>3.1.4. <i>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.</i></p> <p>3.1.5. <i>Develop travel-demand forecasting for bicycle use and integrate with regional transportation planning efforts.</i></p> <p>3.1.6. <i>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 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>

**TABLE 3.6 GOAL 3—EXPAND TRANSPORTATION CHOICES**

Goal Statement	Objectives
	<p><b>Objective 3.2 Equitable Access and Barrier Free Transportation</b> - 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 all modes of the transportation system.</i></p> <p>3.2.2. <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. <i>Provide transit connections between low-income residential areas and employment areas and related social services.</i></p> <p>3.2.4. <i>Provide ADA compliant pedestrian facilities, including ramps on regional facilities.</i></p> <p>3.2.5. <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. <i>Complete gaps in the bicycle and pedestrian networks.</i></p> <p>3.2.7. <i>Provide short and direct pedestrian crossings at transit stops and marked crossings at regional transit stops.</i></p> <p>3.2.8. <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. <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. <i>Expand outreach and education on how to use multi-modal transportation services.</i></p> <p><b>Objective 3.3 Shipping Choices</b> – 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 3.7 GOAL 4—EMPHASIZE EFFECTIVE AND EFFICIENT MANAGEMENT OF THE TRANSPORTATION SYSTEM**

Goal Statement	Objectives
<p><b>Goal 4: Emphasize Effective and Efficient Management of the Transportation System</b></p> <p>Multi-modal transportation infrastructure and services are well-managed and optimized to improve travel conditions and operations, and maximize the total person-trip capacity and operating performance of existing and future transportation infrastructure and services.</p>	<p><b>Objective 4.1 System Management</b> – Implement strategies that optimize the regional transportation system to enhance mobility, reliability and safety, consistent with the Transportation System Management and Operations Concept.</p> <p><u>Potential Actions:</u></p> <p>4.1.1. <i>Place a priority on investments that use the Transportation System Management and Operations (TSMO) Concept to improve mobility, reliability and safety on an element of the regional mobility corridor system, consistent with the Transportation System Management and Operations (TSMO) Concept.</i></p> <p>4.1.2. <i>Integrate TSMO strategies in transportation studies.</i></p> <p>4.1.3. <i>Partner with PSU, ODOT, TriMet and SMART to implement a regional advanced traffic management system (ATMS) program to monitor 100 percent of the region’s urban freeways and on-ramps, regional mobility corridor arterial streets and regional transit routes through use of automated data collection systems.</i></p> <p>4.1.4. <i>Deploy technologically advanced systems to monitor and manage traffic, and to control and coordinate traffic control devices, such as traffic signals, including providing priority to transit vehicles where appropriate.</i></p> <p>4.1.5. <i>Partner with ORTEC to conduct research and evaluate effectiveness of pilot TSMO projects and programs to increase awareness of and support for activities such as ramp metering, signalization improvements and transit priority treatments to maximize efficiency of the current system.</i></p> <p>4.1.6. <i>Limit access to and minimize urban development pressure on rural land uses and resource lands by maintaining appropriate levels of access to support rural activities, while discouraging urban traffic.</i></p> <p>4.1.7. <i>Manage the existing transportation system to protect throughway, street and transit capacity, optimize operating efficiency, enhance safety and manage congestion through the application of Intelligent Transportation Systems (ITS), incident response, high-occupancy vehicle lanes, and other system management and demand management strategies.</i></p> <p>4.1.8. <i>Implement a congestion management program (CMP) and develop regional mobility corridor strategy plans as a primary tool of the CMP to identify and implement mobility solutions such as operational and small-scale physical improvements and demand management strategies for designated regional mobility corridors with long-term level-of-service deficiencies.</i></p> <p><b>Objective 4.2 Demand Management</b> – Implement services, incentives, supportive infrastructure and increase awareness of travel options to reduce drive alone trips and protect reliability, consistent with Transportation System Management and Operations Concept.</p> <p><u>Potential Actions:</u></p> <p>4.2.1. <i>Place a priority on investments that use the Demand Management Concept to increase awareness of travel options include by means of services, incentives, and supportive infrastructure to increase awareness of travel options, consistent the Demand-Management Concept.</i></p> <p>4.2.2. <i>Promote private and public sector programs and services that encourage employees to use non-SOV modes or change commuting patterns, such as telecommuting, flexible work hours and/or compressed work weeks.</i></p> <p>4.2.3. <i>Launch public-private partnerships in 2040 centers and corridors to encourage residents, employees and others to use non-SOV modes to foster increased economic activity in these areas.</i></p> <p>4.2.4. <i>Continue rideshare tools and incentives from areas or at hours of the day under-served by transit.</i></p> <p>4.2.5. <i>Consider vanpool strategy to incubate new transit service.</i></p> <p>4.2.6. <i>Further study of market-based strategies, such as parking pricing, employer-based parking-cash outs and restructuring parking rates.</i></p> <p>4.2.7. <i>Support ridesharing programs, park-and-ride programs, telecommuting programs, and transit benefit programs to increase peak-period travel options and reduce the rate of growth of vehicle miles traveled.</i></p>

**TABLE 3.7 GOAL 4—EMPHASIZE EFFECTIVE AND EFFICIENT MANAGEMENT OF THE TRANSPORTATION SYSTEM**

Goal Statement	Objectives
	<p><b>Objective 4.3 Value Pricing</b> - Consider value pricing as a feasible option when major, new throughway capacity is being added to the regional throughway system, using the criteria used in Working Paper 9 of the Traffic Relief Options study.</p> <p><u>Potential Actions:</u></p> <p>4.3.1. <i>Place a priority on investments that include value pricing.</i></p> <p>4.3.2. <i>Identify a specific project for which value pricing is appropriate to serve as a pilot, demonstration project.</i></p> <p>4.3.3. <i>Pursue Value Pricing Pilot Program funds from FHWA for development of detailed implementation plans and/or administration of pilot projects.</i></p>

**TABLE 3.8 GOAL 5—ENHANCE SAFETY AND SECURITY**

Goal Statement	Objectives
<p><b>Goal 5: Enhance Safety and Security</b></p> <p>Multi-modal transportation infrastructure and services are safe and secure for the public and for goods movement.</p>	<p><b>Objective 5.1 Operational Safety</b> - 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> <p>5.1.1. Place a priority on investments that address recurring safety-related deficiencies on an element of the regional mobility corridor system- and on completing gaps in the regional bicycle and pedestrian systems.</p> <p>5.1.2. Place a priority on completing gaps in the regional bicycle and pedestrian systems.</p> <p>5.1.3.5.1.2. Promote safety in the design and operation of the transportation system.</p> <p>5.1.4.5.1.3. Minimize construction-related safety impacts.</p> <p>5.1.5.5.1.4. Promote safe use of the transportation system by motorists, bicyclists and pedestrians through a public awareness program and safety education programs</p> <p>5.1.6.5.1.5. 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.</p>
	<p><b>Objective 5.2 Crime</b> - Reduce vulnerability of the public, goods movement and critical transportation infrastructure to crime.</p> <p><u>Potential Actions:</u></p> <p>5.2.1. Place a priority on investments that increase system monitoring for operations, management and security of the regional mobility corridor system.</p> <p>5.2.2. Use security cameras and other means for monitoring regional transportation infrastructure and services.</p>
	<p><b>Objective 5.3 Terrorism, Natural Disasters and Hazardous Material Incidents</b> - 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> <p>5.3.1. Place a priority on investments that increase system monitoring for operations, management and security of the regional mobility corridor system.</p> <p>5.3.2. Work with local, state and regional agencies to identify critical infrastructure in the region and assess security vulnerabilities and threats.</p> <p>5.3.3. Work with local, state and regional agencies to create redundancies where applicable in all modes and develop coordinated regional emergency response and evacuation plans.</p> <p>5.3.4. Use security cameras and other means for monitoring regional transportation infrastructure and services.</p> <p>5.3.5. Minimize security risks at airports, water ports, rail stations, rest areas, roadways, bikeways, and public transportation facilities</p> <p>5.3.6. Improve the ability of transportation infrastructure to withstand natural disasters such as floods, earthquakes, land slides and windstorms.</p> <p>5.3.7. Continue to improve disaster, emergency, and incident response preparedness and recovery.</p>



**TABLE 3.9 GOAL 6—PROMOTE ENVIRONMENTAL STEWARDSHIP**

Goal Statement	Objectives
<p><b>Goal 6: Promote Environmental Stewardship</b></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><b>Objective 6.1 Natural Environment</b> – 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, wildlife corridors, natural areas, open spaces, trails and greenways.</i></p> <p>6.1.4. <i>Implement a coordinated strategy to remove or retrofit culverts on the regional transportation system that block or restrict fish passage.</i></p> <p>6.1.5. <i>Incorporate green street designs and green development practices into community design and infrastructure plans.</i></p> <p>6.1.6. <i>Support the implementation of Green Streets practices through pilot projects and funding incentives.</i></p> <p>6.1.7. <i>Design transportation facilities with consideration for wildlife movement where wildlife corridors cannot be avoided.</i></p>
	<p><b>Objective 6.2 Clean Air</b> – 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. <i>Place a priority on investments that reduce transportation-related vehicle emissions.</i></p> <p>6.2.2. <i>Encourage use of all low- or zero-emission modes of travel (e.g., transit, telecommuting, zero-emissions vehicles, carpooling, vanpooling, bicycles and walking).</i></p> <p>6.2.3. <i>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.</i></p> <p>6.2.4. <i>Ensure timely implementation and adequate funding for transportation control measures, as identified in the SIP.</i></p> <p>6.2.5. <i>Monitor air quality, greenhouse gas emissions and air toxics within the regional airshed.</i></p>
	<p><b>Objective 6.3 Water Quality and Quantity</b> – Protect the region’s water quality and quantity.</p> <p><u>Potential Actions:</u></p> <p>6.3.1. <i>Place a priority on investments that reduce impervious surface coverage and stormwater run-off.</i></p> <p>6.3.2. <i>Incorporate green street designs and green development practices into community design and infrastructure plans.</i></p>
	<p><b>Objective 6.4 Energy and Land Consumption</b> - 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. <i>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.</i></p> <p>6.4.2. <i>Promote and implement strategies to increase use of alternative energy vehicles and non-SOV travel modes.</i></p>

<b>TABLE 3.10 GOAL 7—ENHANCE HUMAN HEALTH</b>	
<b>Goal Statement</b>	<b>Objectives</b>
<p><b>Goal 7: Enhance Human Health</b></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>	<p><b>Objective 7.1 Active Living</b> – Provide safe and convenient transportation options that support active living and physical activity to meet daily needs and <u>access</u> services.</p> <p><u>Potential Actions:</u></p> <p>7.1.1. <i>Place a priority on investments that increase opportunities for physical activity, both as an end in itself in the course of traveling to meet daily needs and accessing services.</i></p> <p>7.1.2. <i>Locate housing, jobs, schools, parks and other destinations within walking distance 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><b>Objective 7.2 Pollution Impacts</b> – 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 transportation 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><b>Goal 8: Ensure Equity</b></p> <p>Regional transportation planning and investment decisions ensure the benefits and impacts of investments are equitably distributed.</p>	<p><b>Objective 8.1 Environmental Justice</b> – Ensure benefits and impacts of investments are equitably distributed.</p> <p><u>Potential Actions:</u></p> <p>8.1.1. <i>Place a priority on investments that benefit environmental justice target areas or remove barriers to accessing the transportation system.</i></p> <p>8.1.2. <i>Evaluate benefits and impacts on all areas affected by of recommended investments, especially on for environmental justice target areas.</i></p> <p>8.1.3. <i>When a major disparity exists, expand a project to include commensurate benefits for those significantly burdened by project.</i></p> <p><b>Objective 8.2 Coordinated Human Services Transportation Needs</b> - 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>8.2.1. <i>Place a priority on investments that remove barriers to benefit special access needs.</i></p> <p>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></p> <p>8.2.3. <i>Periodically update the Tri-County Coordinated Human Services Transportation Plan.</i></p> <p>8.2.4. <i>Encourage the location of elderly and disabled facilities in areas with existing transportation services and pedestrian amenities.</i></p> <p>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></p> <p>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></p> <p>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></p> <p>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></p> <p>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></p> <p>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></p> <p>8.2.11. <i>Improve the accountability of the special needs transportation network by enhancing customer input and feedback opportunities.</i></p>

**TABLE 3.12 GOAL 9: ENSURE SUSTAINABILITY/FISCAL RESPONSIBILITY**

Goal Statement	Objectives
<p><b>Goal 9: Ensure Sustainability Fiscal Responsibility</b></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: <u>Regional transportation planning and investment decisions maximize the return on public investments in infrastructure, preserving past investments for the future, emphasizing management strategies and prioritizing investments that reinforce Region 2040 and achieve multiple goals.</u></p>	<p><b>Objective 9.1 Asset Management</b>– 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> <p>9.1.1. <u>Place a priority on investments that cost-effectively maintain and preserve existing transportation infrastructure and services.</u></p> <p>9.1.2. <u>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.</u></p> <p>9.1.3. <u>Focus on extending the life of existing transportation infrastructure if this is more cost-effective than expanding or building new facilities.</u></p> <p>9.1.4. <u>Develop methods to consider cost-effectiveness, least-cost solutions and life-cycle cost of facilities in the evaluation process.</u></p> <p><b>Objective 9.2 Maximize Return on Public Investment</b> - Make transportation investment decisions that use public resources effectively and efficiently, using performance-based planning.</p> <p><u>Potential Actions:</u></p> <p>9.2.1. <u>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.</u></p> <p>9.2.2. <u>Update the Metropolitan Transportation Improvement Program (MTIP) policies and procedures to implement the policy direction of the RTP.</u></p> <p>9.2.3. <u>Ensure that land use decisions protect public investments in infrastructure and encourage compact development patterns to reduce transportation infrastructure costs of serving development.</u></p> <p>9.2.4. <u>Implement access management and other strategies to preserve the function of transportation facilities.</u></p> <p>9.2.5. <u>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.</u></p> <p>9.2.6. <u>Develop measures to evaluate the contribution of transportation investments and management strategies to the economic competitiveness of the region and the state.</u></p> <p>9.2.7. <u>Identify, protect, and/or acquire future right-of-way as early as possible to minimize negative impacts on communities and the natural environment.</u></p> <p>9.2.8. <u>Assure that expenditures of transportation resources for projects that also have non-transportation objectives produce clear transportation benefits commensurate with the level of investment.</u></p> <p><b>Objective 9.3 Stable and Innovative Funding</b> – <u>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.</u></p> <p><u>Potential Actions:</u></p> <p>9.3.1. <u>Place a priority on investments that leverage other investment from governments or private business.</u></p> <p>9.3.2. <u>Develop innovative public and private partnerships to advance long-term Region 2040 vision and establish appropriate revenue sources and financing mechanisms.</u></p> <p>9.3.3. <u>Develop regional finance strategy and seek opportunities at the state and federal levels to secure adequate and stable funding.</u></p> <p>9.3.4. <u>Define roles and responsibilities for financing different components of the regional transportation system.</u></p> <p>9.3.5. <u>Develop broad public support for needed investments in transportation infrastructure and resources for continuing operations, maintenance and preservation of transportation facilities.</u></p>

**TABLE 3.13 GOAL 10—DELIVER ACCOUNTABILITY**

Goal Statement	Objectives
<p><b>Goal 10: Deliver Accountability</b></p> <p>The region's government, business, institutional and community leaders work together in an open and transparent manner so the public is <u>fully involved and has ownership in transportation decisions and</u> experiences an integrated, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers.</p>	<p><b>Objective 10.1 Meaningful Input Opportunities</b> - 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> <p>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></p> <p>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></p> <p>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></p> <p>10.1.4. <i>Ensure that stakeholder groups are equitably represented on advisory panels.</i></p> <p>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></p> <p>10.1.6. <i>Monitor and report transportation system investment and performance to the public.</i></p> <p><b>Objective 10.2 Stable and Innovative Funding</b>— 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> <p>10.2.1. <i>Place a priority on investments that leverage other investment from governments or private business.</i></p> <p>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></p> <p>10.2.3. <i>Develop regional finance strategy and seek opportunities at the state and federal levels to secure adequate and stable funding.</i></p> <p>10.2.4. <i>Define roles and responsibilities for financing different components of the regional transportation system.</i></p> <p>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> <p><b>Objective 10.3 Coordination and Cooperation</b> - 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> <p>10.3.1. <i>Place a priority on investments that increase coordination and cooperation of transportation providers.</i></p> <p>10.3.2. <i>Expand on current system and demand management coordination efforts at regional level.</i></p> <p>10.3.3. <i>Explore possibility of a regional approach for managing and operating bridges of regional significance.</i></p> <p>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></p>



## CITY OF GRESHAM

Department of Environmental Services  
1333 N.W. Eastman Parkway  
Gresham, OR 97030-3813  
(503) 618-2525  
TTY (Hearing/Speech Impaired) - (503) 661-3942  
FAX (503) 661-5927  
[www.ci.gresham.or.us/des](http://www.ci.gresham.or.us/des)

November 15, 2007

David S. Rouse  
Director

Transportation &  
Development Services  
John Dorst  
Deputy Director

Office of Community  
Relations  
Tam Driscoll  
Manager

Parks & Recreation  
Division  
Robb Courtney  
Manager

Watershed Management  
Division  
Steve Fancher  
Manager

Wastewater Services  
Division  
Guy Graham  
Manager

Water Division  
Brian Stahl  
Manager

Recycling & Solid Waste  
Program  
Matt Korot  
Manager

Kim Ellis  
Senior Transportation Planner  
Metro  
600 Northeast Grand Ave.  
Portland OR 97232

Dear Ms. Ellis:

Thank you for the opportunity to comment on the Public Review Draft of the 2035 Regional Transportation Plan. This letter contains our technical comments on Table 6.1. We also are providing separate letter on policy issues and other language in the Draft RTP.

The following comments relate to Table 6.1.

**RTP #10069: East Buttes Powerline Trail:** The nominating agency is listed as North Clackamas PRD. No facility owner/operator is listed. Please change both fields to Gresham, since only Gresham is carrying forth a portion of the project at this time. Please change the description to: "Build portion of trail within Gresham City Limits."

**RTP#10420: Palmquist Rd. Improvements:** please change description from "widens to five lanes" to : "Improves to five lane collector standards, intersection improvements."

**RTP #10431: Highland/190<sup>th</sup> Rd. Widening:** The start point should be "200' south of SW 11<sup>th</sup> (not at the intersection of Powell of Highland).

**RTP 10443 and 10446:** The project/Program names for each of these is shown as "Improvement." (Possibly we are not seeing text that is "wrapped?") Please change 10445 to be: "181<sup>st</sup> Ave. Intersection Improvement (181<sup>st</sup>/Glisan) and RTP 10446 to be "181<sup>st</sup> Ave. Intersection Improvement (181<sup>st</sup>/Burnside)."

**RTP #10449: 201<sup>st</sup>: Halsey to Sandy:** please change description to "Improve to collector standards, signalize 201/Sandy."

**RTP #10455:** Please change Project/Project name to be: "Rockwood TC Ped and Ped to Max: 188<sup>th</sup> LR Stations and Ped to Max."

**RTP 10465: 172<sup>nd</sup> Improvements:** Please change project end location from "Butler" to "Foster."

**RTP #10472: Eastman at Division** Please delete the words "Add SB RT lane and" from the Description.

**RTP #10477 through 10488:**

It is difficult to follow the references to as yet named streets in Springwater, which are identified at this time by number. We would like to modify the names to minimize confusion. Please insert the phrase "Springwater Road Section" in front of any facility that is identified by number. For example, in RTP #10477, the Project/Project name would be "Springwater Road Section 4" instead of just "4."

RTP #10500: 257<sup>th</sup> (Kane) at Stark, and Stark: Kane to Troutdale Road." Please delete this project.

RTP #10501: Please change project/Project name from: Barnes Rd.: Powell Valley to city limits: only Powell Valley to Orient" to: "Barnes Rd.: Powell Valley to City Limits: only Orient to So. City limits."

RTP #10534: Cheldelin: 172<sup>nd</sup> to 190<sup>th</sup>": Description now reads "172<sup>nd</sup>, 182<sup>nd</sup>, Foster." Please change to: "Improve existing road to minor arterial standards, signalize Cheldelin at 172<sup>nd</sup>, 182<sup>nd</sup>, Foster." (Possibly we are not seeing wrapped text?)

RTP #10536: Clatsop: Improvements. Description now reads "162<sup>nd</sup>." Please change to :Improve Clatsop to minor arterial standards and signalize Clatsop @ 162<sup>nd</sup>."

RTP #10542: Foster Rd. Improvements: Description now reads: "Improve Jenne to minor arterial standards." Please change to: "Improve Foster to Minor Arterial (Parkway) standards, 2 lanes, with turn pockets whether appropriate."

RTP# 10543: 172<sup>nd</sup>: Cheldelin south to Pleasant Valley Boundary: Description now refers to Foster Rd., please delete and replace with "Improve 172<sup>nd</sup> Ave to major arterial standards."

RTP #10864: New interchange on US 26 to serve industrial area: the abbreviated description (less than all columns are included for "readability") means that Gresham's involvement does not show in the Table. Is it possible to add a reference to Gresham's involvement in this project ? For instance, perhaps under the estimated cost there could be a parenthetical after the cost of \$29,500,000 "(including \$5,000,000 Gresham share.)" Otherwise, it looks like ODOT is funding all of the project, and this could lead to confusion when the list is compared to other funding list that show ODOT's share as \$25,000,000.

RTP #11100: This is a companion project to 11074, suggest that the project/program name be changed from "Road to 190<sup>th</sup>" to: "East Buttes Loop Trail: From Rodlun Rd. to 190<sup>th</sup>").

RTP #11052, #11046, RTP #11047, RTP #11048, RTP #11050, RTP #11051: Please add information on these six projects. Details on all six were submitted to Josh Naramore in a revised spreadsheet on July 6, 2007. I will email the spreadsheet to you, Josh and John Mermin for your reference.

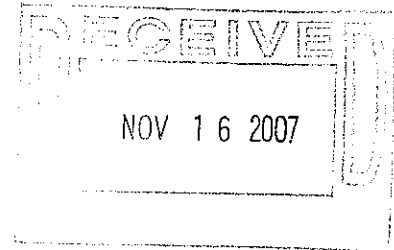
Please let me know if you have any questions or comments.

Sincerely,

Kate Dreyfus

Cc: Josh Naramore  
John Mermin

November 14, 2007



Council President David Bragdon  
Councilor Carl Hosticka, District 3  
Metro  
2035 Regional Transportation Plan Comments  
600 NE Grand Ave.  
Portland, OR 97232-2736

**RE: Comments on the 2035 Regional Transportation Plan Update**

Dear Council President Bragdon and Councilor Hosticka:

The Wilsonville Chamber of Commerce supports projects proposed by nominating agencies the City of Wilsonville and SMART (South Metro Area Regional Transportation) agency outlined in the draft 2035 Regional Transportation Plan Update.

Specifically, these projects include Metro Project IDs 10092, 10130, 10131, 10132, 10133, 10134, 10153, 10154, 10155, 10852, 10853 and 10854 by the City of Wilsonville and Metro Project IDs 11105, 11106, 11107, 11108, 11109, 11110, 11111, 11112 and 11113 by SMART.

Businesses located in the City of Wilsonville are highly dependent on well-functioning transportation and transit systems for the efficient movement of freight and commuting workers. Major traded-sector employers in Wilsonville include high-tech manufacturers such as Xerox Office Group, Mentor Graphics, FLIR Systems and wholesale distributors such as SYSCO Food Services of Portland, Rite Aid Distribution, Nike West Coast Distribution, OrePac Building Products and several dozen additional firms.

Major priorities for funding include Projects 10154 and 10155 in the amount of \$23 million that pertain to increasing the traffic-handling capacity of the I-5/Wilsonville Road interchange, which is a project that was identified as a top priority in the Oregon Department of Transportation's November 2002 Freeway Access Study. The I-5/Wilsonville Road interchange has surpassed maximum traffic-handling capacity, requiring the City to issue a 'public facilities strategy' that places a moratorium on new developments that produce additional traffic through the interchange. Wilsonville has at least 170 acres of prime, vacant industrial and commercial property in the vicinity that cannot be developed until these improvements are completed. Thus, businesses that generate auto trips in the area will be unable to build or expand without improvements to this interchange. Additionally, the resulting congestion is impacting businesses through lost time and productivity due to delay in the movement of freight and commuting workers.

The I-5/Wilsonville Road interchange is the second most active freight-transportation corridor in the Portland metro area. The interchange serves many large and small industrial and commercial companies, including Chamber members such as Coca-Cola Bottling, OrePac Building Products, Rite Aid Distribution, Nike West Coast Distribution, Albertsons, ProGrass, Wilsonville Concrete and eventually Fred Meyer stores.

The leverage of other funds in this project is significant and local support is outstanding. The City of Wilsonville has already made substantial investments in to the interchange, including \$3.5 million for Phase 1 of the improvements and previously in 1995 a \$3.7 million upgrade for the interchange. The city has also recently invested \$7.3 million to improve Wilsonville Road to the west of the interchange in order to increase capacity and relieve congestion. The project will improve the operation of both I-5 and



Wilsonville Road and incorporates several safety, capacity expansion, and pedestrian/bicycling elements that will maximize the benefits of this investment over the long term.

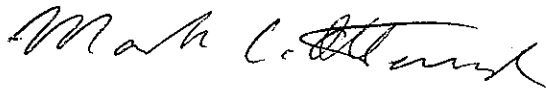
Additionally, Projects 10131 Tooze Rd. Improvements; 10130 Kinsman Rd. Extension from Barber St. to Boeckman Rd.; 10853, Kinsman Rd Extension from Ridder Rd to Day St.; 10153 Barber St. Extension from Kinsman Rd. to Villebois Village; and 10132 Boeckman Rd./I-5 Overcrossing Improvements that total \$38.5 million are crucial to improve access and connectivity with many rapidly growing, high-wage industrial firms located along 95<sup>th</sup> Avenue, future developments in the Coffee Creek industrial area of North Wilsonville and with the Villebois urban village, which is the largest contiguous residential area under development in the entire Portland metro region.

The Chamber generally supports SMART transit services that provide efficient methods of moving commuting workers to and from high-wage industrial employers and other businesses in Wilsonville, where 90% of the 15,000-person workforce resides outside of Wilsonville. Additionally, removing single-occupancy vehicles from the highways frees up capacity for the movement of freight via trucks. We do wonder, however, if there is a typo or mistake in listing Project 11105, Current Fixed Route and Dial-a-Ride Services, at \$228.7 million.

Founded in 1973, the Wilsonville Chamber of Commerce is a business association composed of 380 companies that employ over 10,000 area residents.

Thank you for your time and consideration.

Sincerely,



Mark C. Ottenad  
Executive Director

npGREENWAY

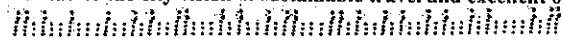


Vision Supporter:  
*Sundre*  
*2615 SE Market St.*  
*Portland, OR*  
*97214*

David Bragdon  
Metro Council President  
600 NE Grand Avenue  
Portland, OR 97232

OCT 15 2007

npGREENWAY's vision: safe transportation & quality recreation for all residents.  
...connecting N. Portland to the city vision of sustainable travel and excellent outdoor recreation



**npGREENWAY**

**"I support the npGREENWAY Vision, a trail system providing access to and along the Willamette River from the Steel Bridge to the St. Johns Bridge."**

**Here is Why:**  
*Extend Esplanade*  
*Trail to North Portland*

Sincerely, *Margaret Sundre*  
OVERLOOK

OPTIONAL: I may also be contacted by phone ( ) or email ( )

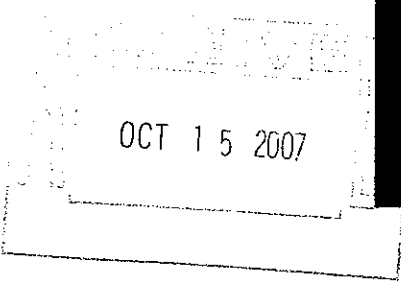
**npGREENWAY**

PORTLAND OR 972



Chanel O'Neill  
Vision Supporter:  
3347 NE 20<sup>th</sup>  
Portland OR  
97212

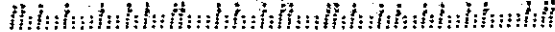
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David Bragdon  
Metro Council President  
600 NE Grand Avenue  
Portland, OR 97232

npGREENWAY's vision: safe transportation & quality recreation for all residents.  
...connecting N. Portland to the city vision of sustainable travel and excellent outdoor recreation

04  
04



**"I support the npGREENWAY Vision, a trail system providing access to and along the Willamette River from the Steel Bridge to the St. Johns Bridge."**

**Here is Why:**  
 We. My kids go to school down town + we ride in TriMet. We bike to + from + would love a safer route from Steel Bridge to St. Johns Bridge.

Sincerely, Chanel O'Neill

**npGREENWAY**

OPTIONAL: I may also be contacted by phone ( ) or email (c.foneill@yahoo.com).

npGREENWAY

PORTLAND OR 972

2007 PM 1 T



Vision Supporter:

T. Djupedal  
8540 N Bruce Av  
Portland OR 97203

OCT 15 2007

David Bragdon  
Metro Council President  
600 NE Grand Avenue  
Portland, OR 97232

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Ch.  
Ch.

**"I support the npGREENWAY Vision, a trail system providing access to and along the Willamette River from the Steel Bridge to the St. Johns Bridge."**

**npGREENWAY**

*Here is Why:*  
 Bike rides and hikes  
 with my family

Sincerely, *Tanja Djupedal*

OPTIONAL: I may also be contacted by phone ( ) or email ( *tanjadjupedal@comcast.net* ).

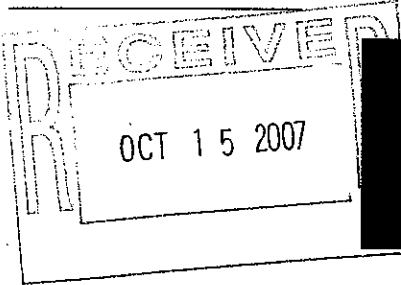
npGREENWAY

PORTLAND OR 972

2007 PM 3 L



Vision Supporter:



David Bragdon  
Metro Council President  
600 NE Grand Avenue  
Portland, OR 97232

npGREENWAY's vision: safe transportation & quality recreation for all residents.  
...connecting N. Portland to the city vision of sustainable travel and excellent outdoor recreation

**npGREENWAY**

**"I support the npGREENWAY Vision, a trail system providing access to and along the Willamette River from the Steel Bridge to the St. Johns Bridge."**

UNIVERSITY OF PORTLAND      WOULD ELKIN TRAIL access route      KENTON

**Here is Why:**  
 Beautifies our City!  
 Safer for cyclists!  
 Great for exercise!

Sincerely, *Brian McNamara*

OPTIONAL: I may also be contacted by phone ( ) or email ( *brian-mcnamara@v-scopp.com* )

npGREENWAY

PORTLAND OR 972

OCT 15 2007 PM 5 T



Vision Supporter:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

RECEIVED  
OCT 15 2007

David Bragdon  
Metro Council President  
400 NE Grand Avenue  
Portland, OR 97232

npGREENWAY's vision: safe transportation & quality recreation for all residents.  
...connecting N. Portland to the city vision of sustainable travel and excellent outdoor recreation

**npGREENWAY**

**"I support the npGREENWAY Vision, a trail system providing access to and along the Willamette River from the Steel Bridge to the St. Johns Bridge."**

*Here is Why:*  
The more people who are outdoors the more appreciation & support there will be for sustainability

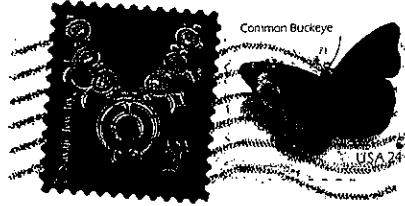
Sincerely, *Jaune Tardif*

OPTIONAL: I may also be contacted by phone ( ) or email ( )

npGREENWAY

LAND OR 972

2007 PM 7 T



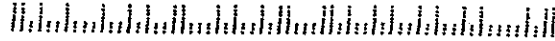
Vision Supporter:  
Jonathan Leiss  
4523 SE 72nd Ave  
Portland, OR 97206

David Bragdon  
Metro Council President  
600 NE Grand Avenue  
Portland, OR 97232

SEP 19 2007

npGREENWAY's vision: safe transportation & quality recreation for all residents.  
...connecting N. Portland to the city vision of sustainable travel and excellent outdoor recreation

72733



**"I support the npGREENWAY Vision, a trail system providing access to and along the Willamette River from the Steel Bridge to the St. Johns Bridge."**

UNIVERSITY OF PORTLAND KENTON

**Here is Why:**

- 1) This is a crucial missing link in the green space network.
- 2) Such a trail would be an important addition to those who commute to work by bike.

Sincerely, Jonathan Leiss

OPTIONAL: I may also be contacted by phone (971-404-5916) or email: (jonathanleiss@gmail.com).

npGREENWAY

npGREENWAY PORTLAND OR 972



Vision Supporter:  
11723 SW 47th Ave  
Portland, OR 97219

RECEIVED  
OCT 15 2007

David Bragdon  
Metro Council President  
600 NE Grand Avenue  
Portland, OR 97232

npGREENWAY's vision: safe transportation & quality recreation for all residents.  
...connecting N. Portland to the city vision of sustainable travel and excellent outdoor recreation

443  
473

**npGREENWAY**

**"I support the npGREENWAY Vision, a trail system providing access to and along the Willamette River from the Steel Bridge to the St. Johns Bridge."**

UNIVERSITY OF PORTLAND      WOODBURN TRAIL access route      KENTON

*Here is Why:*  
Really? It's not obvious?  
In a bicycle friendly city like Portland, the more bike trails, the better.  
Please don't stop here - go all the way to Sanvitz Island.  
Sincerely, *Donna Hipbert*  
(DONA HIPBERT)

OPTIONAL: I may also be contacted by phone ( ) or email ( ).



**npGREENWAY**

LAND OR 972



OCT 15 2007 PM 8 L

Vision Supporter:

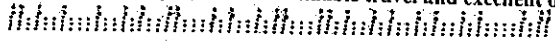
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RECEIVED  
OCT 15 2007

David Bragdon  
Metro Council President  
600 NE Grand Avenue  
Portland, OR 97232

npGREENWAY's vision: safe transportation & quality recreation for all residents.  
...connecting N. Portland to the city vision of sustainable travel and excellent outdoor recreation.

ch.



**npGREENWAY**

**"I support the npGREENWAY Vision, a trail system providing access to and along the Willamette River from the Steel Bridge to the St. Johns Bridge."**

*Here is Why:*  
North Portland needs  
green/clean  
recreation  
Please help!

Sincerely, *Chris*

OPTIONAL: I may also be contacted by phone ( ) or email ( *Chris@npgreenway.org* )

npGREENWAY

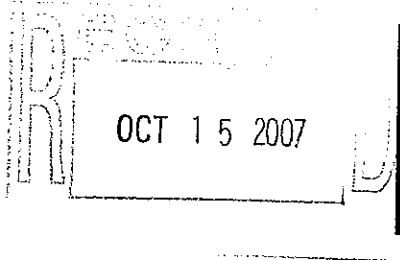
AND OR 972

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Vision Supporter:

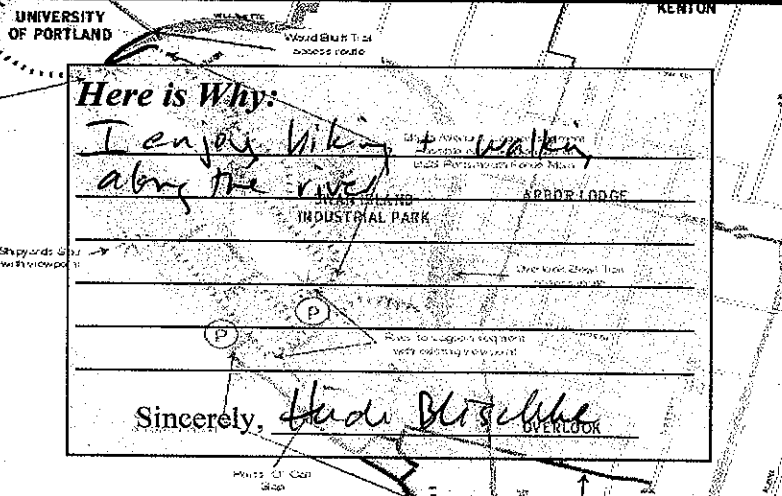
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David Bragdon  
Metro Council President  
600 NE Grand Avenue  
Portland, OR 97232

npGREENWAY's vision: safe transportation & quality recreation for all residents.  
...connecting N. Portland to the city vision of sustainable travel and excellent outdoor recreation

"I support the npGREENWAY Vision, a trail system providing access to and along the Willamette River from the Steel Bridge to the St. Johns Bridge."



Here is Why:

I enjoy hiking  
along the river  
and walking

Sincerely, Heidi Blischke

npGREENWAY

OPTIONAL: I may also be contacted by phone ( ) or email ( ).

npGREENWAY

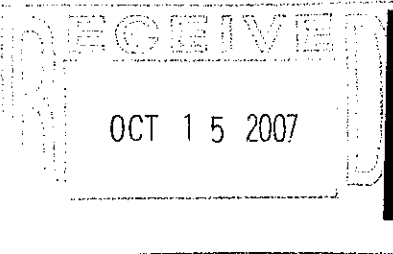
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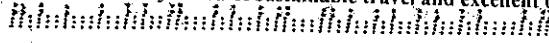
Vision Supporter:

Blank lines for address and return information.



David Bragdon  
Metro Council President  
600 NE Grand Avenue  
Portland, OR 97232

npGREENWAY's vision: safe transportation & quality recreation for all residents.  
...connecting N. Portland to the city vision of sustainable travel and excellent outdoor recreat.



UK: UK:

**"I support the npGREENWAY Vision, a trail system providing access to and along the Willamette River from the Steel Bridge to the St. Johns Bridge."**

**Here is Why:**  
 Safe Transportation  
 Full environmental  
 benefits

Sincerely, *Marcus Davala*

**npGREENWAY**

OPTIONAL: I may also be contacted by phone ( ) or email ( ).

npGREENWAY

PORTLAND OR 972

OCT 15 2007 PM 3 L



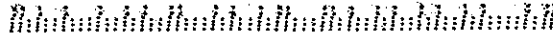
Vision Supporter:

BRAD HIPPERT  
11723 SW 47th Ave  
PORTLAND, OR 97219

David Bragdon  
Metro Council President  
600 NE Grand Avenue  
Portland, OR 97232

OCT 15 2007

npGREENWAY's vision: safe transportation & quality recreation for all residents.  
...connecting N. Portland to the city vision of sustainable travel and excellent outdoor recreation



U.S.

"I support the npGREENWAY Vision, a trail system providing access to and along the Willamette River from the Steel Bridge to the St. Johns Bridge."

UNIVERSITY OF PORTLAND      WILAMETTE      KENILTON

Wood Burr Trail  
Gardens Loop

Here is Why:

SAFE ACCESS TO DOWNTOWN POX  
& VICE VERSA

INDUSTRIAL PARK      ST. JOHN'S BRIDGE

Overlook

Sincerely, *Brad Hipert*

WILAMETTE      OVERLOOK

Map of Loop

npGREENWAY

OPTIONAL: I may also be contacted by phone ( ) or email ( )

npGREENWAY

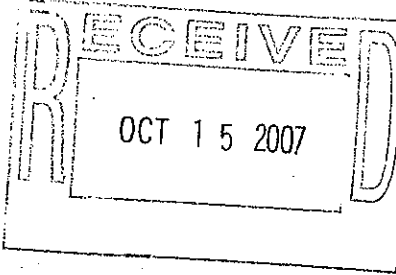
PORTLAND, OR 972

2007 PM 1 T



Vision Supporter:

Frohnmaier  
1231 NE MLK Jr Blvd  
Portland OR 97232



David Bragdon  
Metro Council President  
600 NE Grand Avenue  
Portland, OR 97232

npGREENWAY's vision: safe transportation & quality recreation for all residents...connecting N. Portland to the city vision of sustainable travel and excellent outdoor recreation

**npGREENWAY**

"I support the npGREENWAY Vision, a trail system providing access to and along the Willamette River from the Steel Bridge to the St. Johns Bridge."

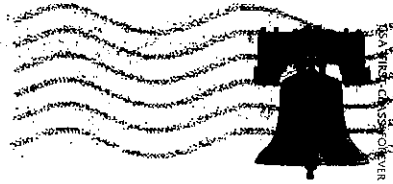
**Here is Why:**  
Establishing a bike route into N. Portland is what makes Portland great.

Sincerely, *Cham Frohnmaier*

OPTIONAL: I may also be contacted by phone ( ) or email ( ).

**npGREENWAY**

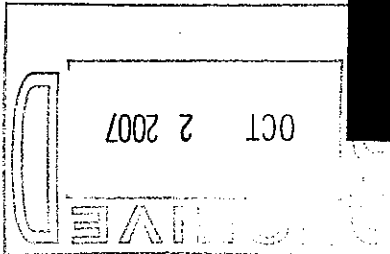
PORTLAND, OR 972  
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Vision Supporter:

**Ms. Nanci E. Luna Jimenez**  
2453 N Humboldt St  
Portland, OR 97217

**David Bragdon**  
Metro Council President  
600 NE Grand Avenue  
Portland, OR 97232



npGREENWAY's vision: safe transportation & quality recreation for all residents.  
...connecting N. Portland to the city vision of sustainable travel and excellent outdoor recreation

**"I support the npGREENWAY Vision, a trail system providing access to and along the Willamette River from the Steel Bridge to the St. Johns Bridge."**

**npGREENWAY**

*Here is Why:*  
I would happily bike much more often for recreational & commuter purposes if I didn't have to compete w/ such traffic on Greengarden. We need more dedicated bike & ped. in N. P. & to connect us to downtown, especially.

Sincerely, *David Bragdon*

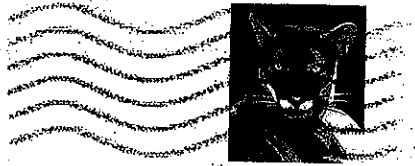
OPTIONAL: I may also be contacted by phone (503.281.5574) or email ( ).

npGREENWAY

PORTLAND, OR 97203

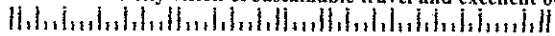
25 OCT 2007 PM 5 T

Mr Charles Morley  
8533 N Bristol Ave  
Portland, OR 97203



David Bragdon  
Metro Council President  
600 NE Grand Avenue  
Portland, OR 97232

npGREENWAY's vision: safe transportation & quality recreation for all residents.  
...connecting N. Portland to the city vision of sustainable travel and excellent outdoor recreation



"I support the npGREENWAY Vision, a trail system providing access to and along the Willamette River from the Steel Bridge to the St. Johns Bridge."

UNIVERSITY OF PORTLAND      WILLAMETTE      KENTON  
Wood Butte Trail  
SOLDES ROUTE

Here is Why:

Riding bikes with my family is very important to me. However, it is hard to find places where ~~that~~ my family can ride safely. My son is road safe, my daughter is 4 and not ready for the roads. NP Greenway vision would ~~mean~~ provide my family with a safe place to ride, without having to hop in the car first.

Sincerely, Keola Morley LOOK

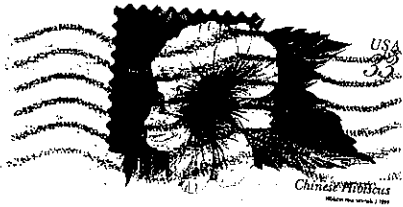
npGREENWAY

OPTIONAL: I may also be contacted by phone ( ) or email ( )

npGREENWAY

PORTLAND OR 972

OCT 2 2007 PM 7 L



OCT 2 2007

David Bragdon  
Metro Council President  
600 NE Grand Avenue  
Portland, OR 97232

npGREENWAY's vision: safe transportation & quality recreation for all residents.  
...connecting N. Portland to the city vision of sustainable travel and excellent outdoor recreation

**npGREENWAY**

"I support the npGREENWAY Vision, a trail system providing access to and along the Willamette River from the Steel Bridge to the St. Johns Bridge."

Here is Why:  
*It's a great way to connect N. PDX to downtown.*

Sincerely, *David Bragdon*

OPTIONAL: I may also be contacted by phone ( ) or email ( ).



**From:** "Lee Hodges" <lee-portland@comcast.net>  
**To:** <rtp@metro.dst.or.us>  
**Date:** 10/24/2007 2:42 PM  
**Subject:** Comments on Transportation Issues

I'll be brief because I doubt anyone much cares about individual perspectives. But I want to be on the record about this.

1. Light-rail was and is a mistake. It's a nice to have feature that is too expensive and terribly inefficient. The same funds invested in roads would have served the region far better. Light-rail is horribly slow and very inefficient when one needs to accomplish things off the light-rail tracks (which is the vast majority of the time). Stop spending money on light-rail and it's variants. I've little doubt that forty years from now light-rail will be abandoned, just as street-cars were in the fifties. People will again wonder "what were they thinking".

2. Stop putting off major highway improvements. 217 needs to be fixed now with additional lanes. There is no other alternative that makes sense and the longer you wait the more you'll use the excuse that it's too expensive. Cars are not going away and, as they become more fuel-efficient, their use will increase ever more. Add the necessary roads. Stop talking about it and get it done.

3. Bikes do NOT belong on roads with autos. They are unsafe for both motorists and bikers. Bikers follow no rules and are extremely dangerous to drive around because they are so unpredictable. Bikers are killing themselves by sucking in exhaust fumes. It makes as much sense to ride a bike on a road with cars as it does to funnel exhaust fumes into a gym. Because motorists always slow down when encountering bikes, the net effect is to increase the time cars are on the road, so bikes cause pollution and congestion. Bikes should be licensed and taxed for bike lane construction separate from roadways. The 1% of highway construction dollars for bike lanes is unbelievably wasteful and stupid.

I have lived in the Portland area all my life. People in our government are fond of saying what a great national reputation we have. No offense, but that is only true among planners. And locals like me find our transportation investments terribly unwise and ineffective.

Thanks for considering my perspective.

Lee Hodges  
Hillsboro OR

**Paulette Copperstone - Minor Revision**

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**From:** "Saberian, Massoud" <msaberian@ci.oswego.or.us>  
**To:** <ellisk@metro.dst.or.us>  
**Date:** 10/24/2007 4:25 PM  
**Subject:** Minor Revision  
**CC:** "Weinman, Ron" <ronw@co.clackamas.or.us>, "John Mermin" <Merminj@metro.dst.or.us>

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Hi Kim,

As I mentioned yesterday, somehow the following item was altered from the time I submitted as a project till it was included in the Draft 2035 RTP. In Table 6.1 labeled "Page 2 of 20", there are two Lake Oswego Projects. The one with Project ID 10088 the limits of the project and the description needs to be revised as follow:

10088 . . . Lower Boones Ferry Road **Widening – (+5-) Madrona St. Portland–Kruse Way –**  
~~Improves Bike/Ped Connections within this corridor~~ **Widen for Bike Lanes/Turn Lanes.**

Feel free to contact me for any clarifications.

**Massoud Saberian, P.E., PTOE**

*Principal Traffic Engineer*  
 City of Lake Oswego Engineering  
 P.O. Box 369  
 Lake Oswego, OR 97034  
 Tel. 503.635.0274  
 Fax. 503.635.0269  
 msaberian@ci.oswego.or.us

For more information about the City, please visit [www.ci.oswego.or.us](http://www.ci.oswego.or.us)

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**PUBLIC RECORDS LAW DISCLOSURE**

This e-mail is a public record of the City of Lake Oswego and is subject to public disclosure unless exempt from disclosure under Oregon Public Records Law. This email is subject to the State Retention Schedule.

**Paulette Copperstone - comments on regional transportation plan**

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**From:** "Don MacGillivray" <dmacgillivray@portlandimpact.org>  
**To:** <rtp@metro.dst.or.us>  
**Date:** 10/25/2007 11:43 AM  
**Subject:** comments on regional transportation plan

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I just want to make a brief appeal of a significant increase in transit transportation opportunities. In particular the bus service need significant expansion. It is the most flexible system and seems to be ignored relative to light rail and trolley systems. If service was expanded and times between buses lessened ridership would increase. Also, with the emphasis on increasing housing densities transportation systems other than the automobile need to be expanded to avoid increasing congestion in the inner city of Portland and similar areas. I am sure some increase in bus service is planned but it needs to be increased far beyond the normal increase of recent years. I am also pretty sure that there would need to be additional revenue sources, but this is not part of what I want to address.

Thanks,

Don MacGillivray  
503-234-6354  
2339 SE Yamhill, 97214

From: "Brian Wegener" <brian@tualatinriverkeepers.org>  
To: <rtp@metro.dst.or.us>, "David Bragdon" <bragdond@metro.dst.or.us>, <harringtonk@metro.dst.or.us>, "Metro Councilor Carl Hosticka" <hostickac@metro.dst.or.us>  
CC: <jlabbe@urbanfauna.org>, "Ramsay Weit" <polwonks@comcast.net>, <shadycreek@verizon.net>, <monica@tualatinriverkeepers.org>, <collin@clfuture.org>, <teresa@oeonline.com>  
Date: Thursday - November 1, 2007 3:09 PM  
Subject: Comments on RTP

Dear President Bragdon and Metro Council:

Thank you for the opportunity to comment on the draft Regional Transportation Plan (RTP). Tualatin Riverkeepers appreciates very much Metro's holistic approach to transportation planning, including the economic, environmental and social impacts in the RTP. Five year ago Metro published the Green Streets manual. Last April, the City of Portland passed a green streets policy that funds future projects. Here in Washington County, we have yet to see many examples of green streets on the ground. It is our hope that this RTP can reverse the growth of impervious area in the Tualatin Basin and beyond in order to restore flows and water quality to our urban streams

Clean Water Services estimated in 2001 that 28% of land within the Urban Growth Boundary of the Tualatin Basin was impervious area. Of this impervious area 54.5% is dedicated to car habitat (streets, driveways, parking lots) and the remainder being other human habitat (buildings and sidewalks). Growth of impervious area is continuing and having a negative impact on our streams and the biological communities that they support. Studies by the University of Washington (Horner et al) <<http://www.stormwaterauthority.org/assets/090PLImpervious.pdf>> indicate that impacts biological communities of streams are detectable when impervious area of the watershed reaches 5-8%.

Throughout the RTP are desirable references to "green streets" and "minimizing effective impervious area", but it is unclear whether this plan will result in continued growth of impervious area. Thanks in large part to Portland's commitment to reducing runoff, and Metro's green street manual five years ago and livable street publication a decade ago, green street techniques and materials are readily available for both retrofit and new transportation projects. To ensure that this regional plan does not accommodate or encourage growth in impervious area and the continuing decline in our fresh water resources due to urban runoff, this RTP should explicitly state performance criteria that mandate reduction in effective impervious area.

Specific Recommendations Regarding Objectives in Chapter 3 section 3.3.

**Existing Language:**

Objective 6.1 Natural Environment - Avoid or minimize undesirable impacts on fish and wildlife habitat conservation areas, wildlife corridors, significant flora and open spaces.

**Comment:**

The language used "avoid or minimize impacts" does not guarantee that conditions for fish and wildlife will improve. In order to reverse the decline of fish and wildlife habitat we need to improve existing conditions and reduce the impact of the transportation system on fish and wildlife habitat conservation areas, wildlife corridors, significant flora and open spaces.

Objective 6.2 clearly states the objective of "reducing" transportation related vehicle emissions. A reduction in transportation related runoff, water pollution is also in order through reduction of impervious area and should be included in this objective.

Tualatin Riverkeepers is very concerned that two proposed transportation projects, the widening of Hwy 217 and the I-5 to 99W connector will have severe negative impacts to significant habitat areas. For much of its length, Hwy 217 follows Fanno Creek and is bordered by numerous wetlands. Likewise, the I-5 to 99W connector could impact significant wetlands and the Tualatin River National Wildlife Refuge.

**Existing Language:**

Objective 6.3 Water Quality and Quantity - Protect the region's water quality and quantity.

**Comment:**

The term "protect" implies that water quality is already in an acceptable state. Hundreds of miles of urban streams within Metro's jurisdiction do not meet state water quality standards for designated beneficial uses. We recommend instead the language: "Restore the regions water quality and natural stream flows."

**Existing Language:**

Objective 7.2 Pollution Impacts - Minimize transportation-related pollution impacts on residents in the region to reduce negative health effects.

Comment:

Does the term "minimize" assure the level of transportation-related pollution impacts will actually be reduced from current levels? Impervious area should be reduced to address both pollution impacts and hydrological impacts. Objective 6.2 clearly states the objective of "reducing" transportation related vehicle emissions. A reduction in transportation related runoff, water pollution and impervious area is also in order and should be included in this objective.

Thank you for the opportunity to comment on this RTP. We look forward to continuing work with you on restoring our streams and natural areas by reversing the growth in impervious area.

Sincerely,

Brian Wegener  
Watershed Watch Coordinator  
Tualatin Riverkeepers  
12360 SW Main St -Suite 100  
Tigard, OR 97223  
office: (503)620-7507 cell: (503)936-7612  
Website: <<http://www.tualatinriverkeepers.org>>  
[www.tualatinriverkeepers.org](http://www.tualatinriverkeepers.org)

<[http://www.tualatinriverkeepers.org/fall\\_fest\\_artists.html](http://www.tualatinriverkeepers.org/fall_fest_artists.html)> Join us for  
Fall Fest

Sunday November 4, 2007

1:00 pm - 4:00 pm

Tualatin Senior Center

Nature Inspired Art

Northwest Wines

Tickets \$20

503-620-7507

Nobody knows the trouble you've seen. Report problems with our online trouble <[http://www.tualatinriverkeepers.org/trouble\\_ticket.html](http://www.tualatinriverkeepers.org/trouble_ticket.html)> ticket and agency contact <[http://www.tualatinriverkeepers.org/agency\\_contacts.html](http://www.tualatinriverkeepers.org/agency_contacts.html)> list.

IMPERVIOUS <<http://www.stormwaterauthority.org/assets/090PLImpervious.pdf>>  
COVER, AQUATIC COMMUNITY HEALTH,

AND STORMWATER BMPs: IS THERE A RELATIONSHIP?

Richard R. Horner, Christopher W. May, Eric H. Livingston and John Maxted

**Paulette Copperstone - RTP comment**

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**From:** "Michelle Schilz" <schilzm@ohsu.edu>  
**To:** <rtp@metro-region.org>  
**Date:** 11/4/2007 1:08 AM  
**Subject:** RTP comment

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Dear Sir or Madam:

I am emailing you in support of the North Portland Greenway Trail. As a resident of North Portland, I would like to see more bike trails in our area, especially routes that connect different parts of the city. Bicycling is important to me, and bicycling safety is also important to me--a dedicated trail would be safer than on-street biking. Also, I think that more bicycling choices would improve liveability in our area of town, and attract more of the biking public.

Sincerely,

Michelle Schilz  
7640 N Omaha Ave  
Portland, Oregon 97217



## Paulette Copperstone - Fwd: RTP comments

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**From:** Regional Transportation Plan rtp  
**To:** Ellis, Kim  
**Date:** 11/5/2007 5:02 PM  
**Subject:** Fwd: RTP comments  
**CC:** Copperstone, Paulette  
**Attachments:** RTP comments

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Kim, Tom, et.al.

Here are some general and specific comments on the draft RTP.

Generally, Chapter Three is well done...I could almost have written it..., but Chapter Four appears to take the wish list of various jurisdictions as given, without subjecting those projects to the Chapter Three criteria. i.e. there appears to be (and this was confirmed by Council the other day) a significant dis-connect between theory and practice. Even the Financially Constrained project list has over 60% for roads, when transit, bike and walk networks are far from complete. This leaves the argument for more funds on rocky ground; \$9 billion should be plenty in my view.

The other point I made last week was the failure to mesh Metro's RTP with SW WA's RTC planning effort. Ironically, the most serious gap in the regional arterial network is across the Columbia River. Somehow, somewhere the plans, visions, funding of the entire metro area need to be fused together. Maybe this should be required before any federal funds flow to the CRC project.

re the CRC, perhaps Metro should propose a bi-state consortium...city, county, transit agency, DOT...to build an arterial bridge with lightrail, funded with tolls. Metro (and the RTC) should be leading this, not the DOTs which are only interested in massive freeway projects.

Here are some particular comments, questions:

page 1-6...this is the first I have ever heard of a CMP Congestion Management Process...seems like the RTO subcommittee would have some input on this; was I asleep when this was presented?

1-12...I assume the Freight Plan is available on line; I've come to be a great skeptic of this faction of the community; it appears that more roads for commuters is now DOA, so road advocates have shifted to the need to move freight to justify more dollars for roads.

2-4...Employment and Economic Trends. Breaking out traded sector is a good start, but the analysis needs to go deeper. Neither Nike nor adidas ship many shoes out of Portland. How much value is really shipped out of the Port of Portland? Most tonnage is wheat and minerals; we are an insignificant container port; imported goods are not "traded sector" items. I've come to believe that when it comes to the Port... "the emperor has no clothes," and that with the exception of PDX, the Port's role in our economy is primarily as a landlord, not as a maritime enterprise. One last thought...it is important to remember that much of the goods move by truck are local distribution, UPS, beer distributors, etc., who will try to be efficient as they can in the system we provide them. They are not likely to leave this market due to congestion!

2-10...When I was on the I-5 TF, consultants told me I was out to lunch when I claimed to have heard that 50% of congestion can be attributed to incidents. So I am gratified to see that figure now accepted as a given. The other piece of data that I recall from that exercise is that during peak hours, 90% of vehicles on I-5 are private vehicles...many SOVs; freight represents about 10%. This suggests a great opportunity, if indeed, freight is critical; shift the percentages to 20% freight & 80% SOVs and you have double the volume of freight. That said, most shippers know to stay off I-5 in the peaks.

re freeway capacity, I think some of the best data was the Oregonian's report on congestion over a 24 period on the freeway network; I think the data is from PSU, but it shows that it is for relatively short times in rather limited locations.

Figure 2.8 I think it would be helpful to show what and when work as occurred on the Willamette River bridges....Marquam, St Johns, Burnside, Ross Island, Broadway and Hawthorne have all seen considerable invested in recent years. Your presentation suggests that nothing has been done since the year of construction.

page 2-18...glad to see the word "partially" in there; moving lumber and paper is no longer the center of our regional economy, though its still a big piece. Quality of life and the talent pool it attracts may be more critical than the movement of any commodity. We need more data. What's Joe Cortright say.

Enough for now.

Lenny Anderson, Swan Island TMA & NE Portland

**Paulette Copperstone - Comments on RTP**

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**From:** "Jim Galloway" <JGALLOWAY@ci.troutdale.or.us>  
**To:** <rtp@metro-region.org>  
**Date:** 11/8/2007 4:23 PM  
**Subject:** Comments on RTP  
**CC:** "Ed Abrahamson" <ed.abrahamson@co.multnomah.or.us>

---

The following comments are submitted regarding the Public Review Draft of the 2035 Regional Transportation Plan Federal Component dated October 15, 2007. All comments pertain to Table 6.1, "Proposed 2035 RTP Financially Constrained System".

- 1) Page 8 of 20, Metro Project ID 10382: The "Project/Program Name" appears to be missing. In that column are words that seem to be part of the project's "Description".
- 2) Page 8 of 20, Metro Project ID 10385: The "Project End Location" and the "Description" are incomplete.
- 3) Page 17 of 20, Metro Project ID 10863: The "Project/Program Name" is incomplete.
- 4) Page 17 of 20, Metro Project ID 10871: The "Project/Program Name" is incomplete.

(The last three items may simply be the result of failure to set the height of the row to a sufficient size so that all text is visible.)

Jim Galloway  
Public Works Director  
City of Troutdale  
(503) 674-7239  
[www.troutdale.info](http://www.troutdale.info)

**From:** Lake McTighe  
**To:** Council  
**CC:** Copperstone, Paulette  
**Date:** 11/14/2007 6:04 PM  
**Subject:** RTP comments for metro council  
**Attachments:** Lake McTighe1.vcf

Councilors,

Please see the forwarded citizen comment on the RTP.

---

Lake Strongheart McTighe  
 Council President Policy Coordinator  
 Metro Council  
 600 NE Grand Ave.  
 (503)797-1560  
 fax (503)797-1793  
 mctighel@metro.dst.or.us  
 www.metro-region.org

>>> "Ewer Gregory" <[gpewer@comcast.net](mailto:gpewer@comcast.net)> 11/14/2007 1:44 PM >>>  
 These comments are intended for the Metro Council:

I would like to express my support for Project 10184: A bike path from Foster Road at Powell to 90th, and Project 10305: A bikeway along Holgate from 52nd to I-205. I have heard that these projects have not been funded yet, and would like the Metro Council to reconsider. I am a resident of the Foster Powell neighborhood, and since moving there in April of 2007 I have witnessed two serious collisions between cyclists and motorists. These two streets are currently completely unsafe for bicycle traffic, and designated pathways would go a long way towards helping protect cyclists who chose to ride along these streets, myself included.

It seems that there plenty of available bike lanes in the neighborhoods to the north of Foster Powell, and as a result motorists have learned to drive in a manner that demonstrates an awareness that cyclists are present. When motorists reach my neighborhood, they know it is not biker friendly and tend to drive through at much higher speeds. This makes biking on streets like Foster and Holgate even more dangerous. We need these biker friendly improvements now! Not in five or ten years. Thank you for your consideration.

Sincerely,  
 Gregory Ewer  
 3550 SE 68th Ave. B  
 Portland, OR 97206

**From:** Terry & Willy Moore <moorewt@spiritone.com>  
**To:** <rtp@metro-region.org>  
**Date:** 11/15/2007 12:46 PM  
**Subject:** Comments on RTP

Ladies and Gentlemen:

I just tried to submit an on-line comment on the draft 2035 RTP draft, and when I submitted by comment instead got an invitation to design a survey from the "Survey Monkey" people...hmmmmmm.

So, here's my comment --

The \$12 million project listed on Table 6.1, page 5 of 20 (project #10191) as one of the highest priority projects to be funded in the region through 2035 must be modified to fit both the neighborhoods through which this street -- SW Garden Home Road -- passes, and environmental resources the listed project would negatively affect.

This project should be included in the 2035 RTP only if it is "right-sized" to ONLY add sidewalks and bike lanes and new landscaping. Garden Home Road is a residential street for its entire length, with one very short section between 69th and 76th which is the location of a small, neighborhood commercial node. The street is an important transit street, and thus needs sidewalks to support greater transit use. The street DOES NOT need widening to 3 lanes for faster motor vehicle travel. And, the region does not need to spend \$12 million to make this a very functional street for all transportation modes.

Terry S.H. Moore  
8440 SW Godwin Court  
Garden Home, Oregon 97223

## Paulette Copperstone - RTP 2035 PUBLIC TESTIMONY from NoClackCitizens Assoc (CPO)

**From:** Pat Russell <flanagan112@hotmail.com>  
**To:** <rtp@metro.dst.or.us>  
**Date:** 11/15/2007 2:35 PM  
**Subject:** RTP 2035 PUBLIC TESTIMONY from NoClackCitizens Assoc (CPO)  
**CC:** "Carlotta Collette, Milw CC" <carlottacollette@comcast.net>, "Rex (METRO)Burkholder" <burkholderr@metro.dst.or.us>, "Barbara (CPO) Kemper" <barbkemper@yahoo.com>, "DICK (CPO) JONES" <bulldogjones@comcast.net>, "Elaine (CPO) Maxie" <pandemaxey@comcast.net>, "Katherine (CPO Chair) Kehoe" <kat2kami@yahoo.com>, "Kay (NCCA) Hooper" <kay.hooper@wealthbridge.com>, "Martha (CPO) Waldemar" <mellowmartha@aol.com>, "Patricia (CPO) Holloway, Southgate" <patriciaholloway@comcast.net>, "Rick (CPO) Hall, Clackamas" <no55mph@comcast.net>, "Susan (CPO) Shawn" <sbshawn@comcast.net>, "Thelma (CPO) Haggemiller" <thelma.haggemiller@msn.com>, "Thomas J. (NCCA)Carothers" <thomasjcar@msn.com>, "Tim & Claire (NCCA) Harman" <cdharman2003@yahoo.com>, "John (NCCA) Hilley" <hilmae@spiritone.com>, "AnnaMarie (NCCA) Davault" <davaulta@hasson.com>, "Cyndi Lewis (NCCA)Wolfram" <cyndi\_lewis@comcast.net>, County Commissioners <bcc@co.clackamas.or.us>, "Lynn (BCC) Peterson" <lynnpet@co.clackamas.or.us>

Dear Metro Council,

Please accept this public testimony regarding the proposed Regional Transportation Plan 2035, and in particular the "FINANCIALLY CONSTRAINED PROJECTS LIST".

The North Clackamas Citizens Association (NCCA)--a county recognized Community Planning Organization (CPO) within an area of about 7,000 residents, businesses and property owners, generally west of I-205, north of Gladstone and south of Harmony Road (southwest of the Clackamas Town Center) --at its regularly scheduled meeting of Tuesday, November 13, 2007 held at the Oregon Institute of Technology campus on Harmony Road met and included discussion of the above topic and adopted the following motion:

"

**Moved by Cyndi Lewis-Wolfram, seconded by Tom Carothers, unanimously adopted that the NCCA authorize the President to convey a letter to the Metro Council expressing concern that the Regional Transportation Plan 2035 "Financially Constrained Project List" does not adequately address the priorities within the NCCA area by not addressing improvements to the Milwaukie Expressway, Strawberry Lane, sidewalks near schools and parks, a salmon recovery strategy for the Kellogg-Mt. Scott Watershed, and environmental impacts from the Sunrise Corridor System and that said needs be included in said list, addressing the needs of the existing infrastructure in the community before taking on more effort on the fringes of the Urban Growth Boundary.**

Brief Explanations:

1. During the Group's discussion the street intersections along the Expressway with Rusk Road, Webster Road and Johnson Road are having capacity problems and don't have protected left and right turn movements. Each intersection is a bit different, operationally, but each has its particular problem that needs a solution today. The Milwaukie Expressway is neither a freeway or a Community Arterial/Expressway. But its strategic function needs to be resolved quickly in the next few years and put on the same priority as a freeway east to Damascus.

2. Access to and from the Clackamas Industrial Sanctuary (east side of I-205, mostly) to and from I-205 is not adequately served due to under-improved interchanges at Lawnfield/Expressway, the Clackamas Highway and Gladstone exit. Although the "ultimate" unfunded freeway fix is on the RTP 2035 "Financially Constrained Project List" there is a serious lack of connectivity, especially a direct truck link from Lawnfield/82nd Drive to the Clackamas Highway, around

122nd Avenue. The lack of a direct northerly surface street route to the Lawnfield/82nd Drive intersection (and r/r overcross) forces all the traffic to choke points on the Clackamas Highway and its intersection with 82nd Drive. West of this intersection, traffic is having difficulty accessing the SB ramp onto the I-205 because it has to mix with neighborhood local trips. The neighborhood is being impacted with delay to one of its daily shopping, business and employment corridors (82nd Drive). Regardless of whether the Sunrise Freeway is promoted, the local access constraints to I-205 need immediate study and redress. The I-205 Freeway needs better signage to direct truckers and business into park and spread out the entry to use all three interchanges. Clackamas County Commissioner, Lynn Peterson, has introduced a concept of phased improvements if the entire "Sunrise Corridor System" cannot be realized. Those ideas are worth pursuit, regardless of future growth projections and justification for a freeway.

3. STRAWBERRY LANE OVER the I-205 and at SE 82nd Drive. The freeway crossing is not wide enough for pedestrians and bicycles and ODOT chose to do nothing (over the neighborhood's objections) when it raised the bridge structure but chose not to provide a ped and bike. The rationale was its okay with them (state agency) if people have to walk a mile out of there way to get to their neighborhood on the other side of the freeway. When the Clackamas Highway is bunched up, neighbors can choose to use Strawberry Lane to get across the Freeway for shopping, business and employment, but face delayed left turn movements at the unsignalized by busy 82nd Drive. A signal has already been warranted at this location, but remains unfunded.

4. To further the goals of the RTP and Region 2040 concepts, sidewalks are an important priority to reduce car trips, especially for school and park access by children and adults. Although our neighborhood is predominantly lower density (principal lot size being between 7,500 and 10,000 sq. ft.), we are lacking needed sidewalk connectivity (completing the gaps) for childrens' safety within 1/4th mile of the elementary and middle schools and our neighborhood parks on our busier through streets, such as Webster Road, Thiessen, Johnson Road, Clackamas Road, Roots Road, Jennings Road, Lake Road, Harmony Road, Strawberry Lane and in certain places along Rusk Road and Aldercrest Road (perhaps between Rusk and Thiessen, as an example)--and shopping/business/employment along 82nd Drive. We are part of the County's "Essential Pedestrian Network" but with no serious funding commitment.

5. Our Kellogg Creek-Mt. Scott Creek and Watershed is listed on the NOAA-NMFS ESA 4(d) Rule designation for Salmon Recovery. Our little watershed (about the size of the Tryon Creek Watershed) has been impacted over the years by the key urban growth of the county, including the county's premier regional center, industrial parks, urban neighborhoods (including much of the Happy Valley and Sunnyside Road community)--literally the guts of most of the county's growth, spawned by I-205 and the Milwaukie Expressway. There's one big problem with all the millions of dollars expended by our county and city governments and special districts in the watershed (and there are many, including regional, state and federal responsible agencies involved in the permitting over the years).

The fish's front door to the watershed has been permanently locked. Sometime ago when US 99E (McLoughlin Blvd) was constructed, a box culvert was constructed over the creek in such a manner that it created a dam and a lake. This dam and lake prevent migrating salmon from entering the creek in downtown Milwaukie at the convergence with the Willamette River. This estuary also experiences flood and tidal influence of the Willamette River and historically provided a protected habitat for other salmon and fish during storm events. This creek corridor has also served many wildlife from the Willamette River to Happy Valley and Damascus along the creeks, Mt. Talbert, and the bluffs, now on Metro's map of significant greenway, trail, wildlife corridors.

It seems that all the attention is given to poor Johnson Creek and the Clackamas River on either side of the Kellogg Watershed. And yet our watershed, with an unlocked door, would exhibit an even more dynamic and healthier habitat for the fish and wildlife that historically used it. We need Metro to facilitate the collection of about \$15 million to unlock the door by raising McLoughlin. Now, there is a serious consideration to extend PDX-Milwaukie Light Rail across this same opening to serve part of th Oak Grove community.

How much impact should we allow before we say enough is enough and take up a collection among over 20 public agencies to help remedy a problem that all are responsible to CPR (Conserve Protect and Rehabilitate) for Salmon's sake. How about Metro setting aside an incentive matching program starting with \$500,000 to \$1 million of the \$15 million local agency program for the region. We are looking for a sponsor and are willing to start passing the donation cup around the governmental agencies, asking for matching contributions. Therefore, we are indebted to the city of Milwaukie and others for assuring this door unlocking project got on the "financially constrained project list". However, that step needs a budget and authorization within the next two years. The US Corps of Engineers and city are working on the final study and preliminary engineering through an MTIP grants. We want to maintain the momentum and just need to know who is willing to partner with the effort during the next few budget cycles.

Thank you for listening and hope you will reconsider our concerns and put them on your priority list.

Pat Russell  
President-Secretary  
North Clackamas Citizens Association,  
A county-recognized Community Planning Organization (CPO)  
16358 SE Hearthwood Drive  
Clackamas, OR 97015  
(503) 656-9681  
Email: flanagan112@hotmail.com



**Paulette Copperstone - Additional Comments About the Federal Component of RTP-2035**

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**From:** "Robert Behnke" <robertbehnke07@comcast.net>  
**To:** <rtp@metro-region.org>  
**Date:** 11/15/2007 2:39 PM  
**Subject:** Additional Comments About the Federal Component of RTP-2035  
**Attachments:** MoreTestimonyAboutRTP.doc; TestimonyAboutRTP.doc; YourRegionWiMAX.doc

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Attachment I contains additional comments about RTP-2035.

Attachments II and III contain my original comments about RTP-2035, so you have them in electronic form.

Please call if you have any questions.

Robert Behnke  
503-754-6013

# **Additional Comments About Regional Transportation Plan (RTP)-2035**

By Robert Behnke, Information Technology (IT) and Intelligent Transportation Systems (ITS) Consultant

## **Abstract**

In the current version of RTP-2035, Metro uses statistics like a drunk uses a lamppost -- “less for illumination than to support an unsteady position”. This document is not only intellectually dishonest, it is a blatant propagandea piece for a “Big-Box” (e.g. bus and rail) transit-intensive strategy that has not worked very well for most residents of the region or taxpayers between 1980 and now. More importantly, this strategy cannot work very well for either these residents or taxpayers between now and 2035. The Metro Council and/or federal agencies should require that Metro staff revise RTP-2035 – particularly Chapter 2 -- so that the information it contains it is more complete and more relevant. If these revisions are not made and the current version of RTP-2035 is approved, it will badly shortchange most residents in the region and taxpayers at all levels of government.

## **Background**

These comments complement and supplement those I made at a Public Hearing on RTP-2035 in Hillsboro on November 8, 2007. Attachments I and II are the handouts that I presented to the Metro Council members in attendance at that time. The following four (4) statements are from Tri-Met Board of Director’s Resolution 97-01-06, which was passed on January 22, 1997, in support of a major planning effort “in preparing a strategy for transit expansion (in the region) over the next 10 years”:

1. *“If Tri-Met doesn’t improve and diversify its suburban transit service, it will fail as a regional agency. And if suburban transit service is not improved, the communities in which many of us (live,) work and do business will suffer greatly”.*
2. *“Transit service in the suburbs needs attention now. About 70% of future growth will be in the suburbs.... At the same time, travel within the suburbs is the largest and fastest growing segment of (our) travel market”.*
3. *“The suburbs need different transit service, not simply more transit... Getting there is going to require new models for providing transit service, public and private partnerships and additional funding”.*
4. *“In parts of the region, a private provider might be a more responsive and cost-effective way to provide service”.*

Since there is little difference in the population or job densities of many of the low-density neighborhoods or communities in the region that are within the City of Portland’s boundaries and many of the neighborhoods or communities that are outside of these boundaries (e.g. Portland’s Garden Home community and Beaverton’s West Slope neighborhood), the term “suburbs” in the above statements should include any community or neighborhood -- anywhere in the region -- in which most residents live in single-family houses.

## **Discussion**

If the four above statements by Tri-Met and its Board of Directors are correct -- and prominent transportation researchers believe they are -- Metro is taking our region in the wrong direction in RTP-2035, which makes little or no mention about diversifying transit services in suburban areas – where most of the region’s residents (and most Americans) live and work -- between now and 2035.

Metro also claims that we will need to spend billions of dollars more than we are now spending to implement RTP-2035, even though this plan will not reduce traffic congestion from current levels. In fact, Metro admits that even if RTP-2035 is fully implemented, traffic congestion in the region will be considerably worse than it is today. Metro’s Big-Box transit approach -- advocated in both RTP-2000 and RTP-2035 differs considerably

from that recommended by the late Melvin Webber, Professor Emeritus of City and Regional Planning at UC-Berkeley and other prominent transportation researchers. To paraphrase Professor Webber:

*The Portland-area's major transportation problems are not caused by a shortage of transportation resources. You have enough transit vehicles and enough cars to transport everyone in the region at the same time without even using the backseats of the cars. Furthermore, you have enough roadways to do this without traffic congestion. Portland's problem is that it doesn't manage its existing transportation resources very well. Portland and other U.S. towns, cities and counties should be looking for a way to better utilize the inventory of empty seats in private vehicles (including taxis) that are constantly moving around on their roadways to reduce traffic congestion, gasoline consumption, air pollution, parking and mobility problems at a cost-effective manner.*

Metro has used 1990 rather than 1980 in RTP-2035 to show trends This is unfortunate for readers, but probably not accidental, because it does let not them see the status of things before and after Tri-Met's light rail and Portland's streetcar lines went into service. This is also unfortunate for readers, because it does not let them compare what Metro had projected would happen in 2000 – in its Regional Transportation Plan for 1980-2000 (RTP-1980) – with what actually happened. (HINT—Metro's projections on transit ridership, taxpayer subsidy levels for transit, and the growth of traffic congestion in RTP-1980 were much too optimistic).

Metro has also used counties rather than types of communities (e.g. urban, suburban) in RTP-2035 to show trends This is unfortunate for readers, but probably not accidental, because it does not let them see how much of the region's growth has and will be in the suburbs and how little improvement has been made or will be made to the quality of public transportation services (e.g. shown by transit's share of journey-to-work trips) for those who live or work in the suburbs.

Although Metro has included some nicely colored maps, none of these address past and projected changes in population density, job density, or transit ridership for journey-to-work trips and other trips. Maps of this kind would be very helpful to readers in recognizing any shortcomings in RTP-2035 and Metro's planning efforts. Furthermore, Metro did not include a table to show the past and projected growth of the cost of traffic congestion in the region since 1980. The Oregonian shows the latest data on this growth almost every year.

### **Conclusions and Recommendations**

The current version of RTP-2035 is like a bikini -- "what it conceals is more important than what it reveals". Getting Metro staff to answer the three "tough" questions that I recommended in earlier comments (i.e. Attachment I) would go a long way towards correcting this problem

The Metro Council and/or federal agencies should require that Metro staff revise RTP-2035 – particularly Chapter 2 -- so that the information it contains it is more complete and more relevant. If these revisions are not made and the current version of RTP-2035 is approved, it will badly shortchange most residents in the region and taxpayers at all levels of government.

Please contact me if you have any questions.

Robert W. Behnke                      Cell Phone: 503-754-6013  
11895 SW Burnett Lane              Home-Office Phone: 503-524-4916  
Beaverton OR 97008                  E-Mail: [robertbehnke07@comcast.net](mailto:robertbehnke07@comcast.net)

**From:** Linda Nettekoven <linda@lnettekoven.com>  
**To:** <rtp@metro-region.org>  
**Date:** 11/15/2007 6:33 PM  
**Subject:** RE: RTP -- Division St Streetscape and Reconstruction Project

Dear METRO Transportation Staff,  
I am writing on behalf of the Hosford-Abernethy Neighborhood Development Association (HAND) to clarify once again that the Division Streetscape and Reconstruction Project (SE 6th Avenue to SE 39th) is not a repaving project and deserves an appropriate place on the RTP list as a 2040 "Main Street." The description of the project in the RTP fails to indicate this designation.

Through a highly collaborative process involving 4 neighborhoods and 2 business associations (working in coordinated fashion as the Division Vision Coalition) with multiple Portland City bureaus, METRO, Tri-Met and ODOT, the community crafted a Green Street/Main Street Plan that has already been adopted by the Portland City Council. The collaboration is continuing with the involvement of the new property and business owners who have arrived on the street since the plan was adopted.

Rezoning has occurred which allowed for the planning and construction of multiple, mixed use buildings.

Further streetscape, safety and green street amenities await the arrival of additional funding. The street remains a busy, challenging street, the kind of street that needs to be approached in innovative ways if we are to create a safe and functional transportation corridor. It is a neighborhood collector that handles freight at one end (between 6th and 12th) and yet could be termed an education corridor because of the 5 schools located within close proximity to it. We are working with PDOT to secure additional SDC funding to continue our plans for additional green amenities and streetscape improvements.

At a recent meeting of 20 business and property owners whose businesses surround one of the street's most challenging and critical intersections( 7 Corners), the group voted to carry forward on the recommendation of the Citizen Working Group which called for the removal of Pro-time lanes on the western portion of the street and a return to a single lane in each direction with on-street parking. The new owners, in conjunction with HAND and other partners from the Division Vision Coalition, are approaching PDOT to request a trial removal of the Pro-time lane signage, with appropriate monitoring, to be carried out in the near future. This addresses a concern raised by METRO staff in reviewing the transportation options put forward in the Division Street Plan (Amy Rose -- February 17, 2005).

While we seek additional funding for the transportation related items, we have been busy doing other things to make our "main street" vision a reality. We are committed to finding innovative responses to the gentrification that often accompanies redevelopment and transportation improvements. We continue to explore options such as commercial land trusts, and the community has already secured ownership of a key property at 57th and Division, a brownfield with a building that housed drug related activities directly across the

street from an elementary school. Soon it will house a family-friendly coffee house and community meeting space while we fundraise to build a new, green building and incorporate other model, green features at the new Tabor Commons. REACH will be bringing an innovative, affordable housing project to another brownfield on Division. The project, (while slightly larger in scale than some neighbors would have liked) brings both innovative financing (covenants on "affordable units" held by Portland Community Land Trust to keep units affordable as they turn over) as well as a comprehensive strategy to encourage use of alternative transportation modes. Many of these ideas were suggestions from neighbors -- such as shared parking, a year of free bus passes, and Flex Car membership (since two cars are located within a couple blocks of the property).

Our goal continues to be the creation of a vibrant, safe, multi-modal, main street that supports both the local business economy and the surrounding neighborhoods. Keeping Division Street in an appropriate place in the RTP is critical to our being able to continue the excellent process we have begun.

Thank you for your consideration of this information.

Sincerely,  
Linda Nettekoven,  
HAND Vice Chair

--

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Linda Nettekoven

**Subject: Fwd: corrections to RTP Table 6.1 for our projects**

**Date:** Thursday, November 15, 2007 5:48 PM

**From:** Joshua Naramore <naramorej@metro.dst.or.us>

**To:** Paulette Copperstone copperstonep@metro.dst.or.us, Kim Ellis ellisk@metro.dst.or.us

FYI...

>>> "Margaret Middleton" <mmiddleton@ci.beaverton.or.us> 10/30/2007 9:01 AM >>>

Good morning again, Josh,

By now you've probably heard from some of us about how the Excel project table 6.1 failed to print project names and other info properly within the hard copy of the RTP. This error causes incomplete and faulty descriptions in the public review process. I'm assuming this will be corrected in the final copy, but the following points out where this happens so we can make sure. Thanks for getting these fixed:

**Metro Project ID:**

1. 10616 Incomplete Description and Incorrect info: project name does not correctly reflect that this STIP funded project is the Rose Biggi Ave extension up to Hall Blvd. Also, I'm not sure why Washington County is in the Facility Owner section. They play no part in the project - all are city or private streets. Please correct the listing to delete Washington County and to show the entire project description correctly.
2. 10617 Incomplete Description: again, this does not reflect the complete Farmington Road project. Also, this project is where Washington County should be acknowledged as owning and operating 3 of the 4 legs of the intersection in the Facility Owner/Operator column.
3. 10627 incomplete description
4. 10630 same issue
5. 10638 same issue
6. 10640 same issue
7. 10642 same issue
8. 10643 same issue
9. 10644 Washington County owner is missing

Thanks for getting these corrected. Let me know if you have any questions.

Margaret

Margaret Middleton, Senior Transportation Planner  
City of Beaverton / PO Box 4755 Beaverton / OR 97076-4755  
Phone: 503.526.2424 Fax: 503.350.4052

**Subject: Fwd: RTP Transit Map**

**Date:** Thursday, November 15, 2007 5:56 PM

**From:** Joshua Naramore <naramorej@metro.dst.or.us>

**To:** Paulette Copperstone copperstonep@metro.dst.or.us, Kim Ellis ellisk@metro.dst.or.us

FYI...Metro Staff comments (Corridor Planning)

>>> Ross Roberts 10/17/2007 1:12 PM >>>

Hi Josh -

I just took a minute to look at the RTP transit map and noticed a couple of things. I think the Portland Streetcar Loop needs to be added as a "planned" Streetcar line from NW 10th/11th and Lovejoy through the Lloyd District to OMSI and over the new LRT bridge, shown on the map at the Caruthers location. TriMet is about to enter negotiations with FTA on the Construction Grant Agreement for the project and we adopted an LPA last year.

The Lake Oswego to Portland line should be "Proposed Streetcar" on Macadam and the Willamette Shoreline north of Nevada Street and on the Willamette Shoreline south to Lake Oswego. We won't be selecting a locally preferred alternative until after the DEIS - some time in early 2010. I think that makes it proposed instead of planned, but I might have my terms wrong. The alternatives analysis has been completed with Streetcar selected as the preferred mode.

Also - the LRT alignment that connects the Caruthers Bridge to the Transit Mall via I-405 should be dropped in favor of the Lincoln Street alignment which is already on the map. As the locally preferred alternative alignment, Lincoln is the one to use. Did TriMet want the I-405 connection for some reason? We looked at it once many years ago and it was very costly and difficult.

I've asked Tony to take a more detailed look at the map and we will be getting more comments to you. Brian Monberg has maps of these alignments if you need them.

Ross Roberts  
Transit Program Director  
METRO  
600 NE Grand Ave.  
Portland, OR 97232  
Ph. 503.797.1752  
Fax 503-797-1930

**Subject: Regional Transportation Plan: Federal Component TriMet Comments**

**Date:** Thursday, November 15, 2007 5:07 PM

**From:** Selinger, Phil <SelingeP@trimet.org>

**To:** "Kim Ellis (E-mail)" ellisk@metro.dst.or.us, "Joshua Naramore (E-mail)" naramorej@metro.dst.or.us

**Cc:** "Detweiler, Jillian" DetweilJ@trimet.org, "Lehto, Alan" LehtoA@trimet.org, "Wertz, Alonzo" WertzA@trimet.org, "McFarlane, Neil" McFarlaN@trimet.org

Kim:

TriMet has provided comment to the development of the Regional Transportation Plan over the past year. Additional comments on the Federal Component submitted for Public Review provide here are broad, with the exception of the 4th point noted below:

- TriMet commends Metro staff and our regional partners for producing a draft plan that continues a regional commitment to linking land use and transportation policy and planning. This approach recognizes that transportation is first of all a location decision and that efficient location decisions will reduce the regional transportation burden and create more livable communities.
- TriMet applauds the draft RTP's recognition of connectivity as the fundamental building block of the transportation plan. A regular network of streets, pedestrian sidewalk, crosswalks and paths and bikeways greatly improves transit access and leverages that significant regional investment while reducing dependence on the automobile for local travel.
- TriMet understands that RTP Performance Measures will be reviewed in the months ahead as the State Component of the Plan is developed. TriMet supports a plan that is grounded on outcomes and that measures based on symptoms will not produce livable and sustainable communities that is this region's vision.
- The region's percentage senior population will double over the next 25 years, which will have huge implications for regional mobility. The Elderly and Disabled Transportation and Land Use Study prepared for TriMet in 2006 identifies policy, market and physical barriers for this growing community to locate near transit and well-connected neighborhoods. This has major implications for the allocation of public transit services in the region and for the provision of livable options for these persons. The Federal Component of the RTP recognizes this need in Goal 7 and on page 2-19, but provides little substantive guidance for improving this circumstance, which requires both land use and transportation solutions. A link also to the "Creating a Great Place" process would be appropriate in this regard.
- Goal 2: TriMet appreciates the difficulty in calling out the desire for "*Sustained Economic Competitiveness and Prosperity*" and the desire to do this in a *sustainable* way. We not sure if discussion over this goal has been just a struggle with semantics, but both elements of this goal are important.

Thank you for the opportunity to provide further comment. We look forward to our continued work together on this important plan.

Phil

**Phil Selinger**

Director, Project Planning  
TriMet Capital Projects and Facilities Division  
710 NE Holladay Street  
Portland, Oregon 97232

tel: 503-962-2137



**Subject: Fwd: Washington Co. Financially Constrained List Adjustments**

**Date:** Thursday, November 15, 2007 5:34 PM

**From:** Joshua Naramore <naramorej@metro.dst.or.us>

**To:** Paulette Copperstone copperstonep@metro.dst.or.us, Kim Ellis ellisk@metro.dst.or.us

FYI...

>>> "Clark Berry" <Clark\_Berry@co.washington.or.us> 11/15/2007 12:07 PM >>>

Washington County would like to reflect the following additional projects on the 2035 Financially Constrained Project List. All of these projects are fully funded with local General Fund revenues through Washington County's MSTIP, and are expected to be completed during the 2008-2012 time period. These projects are as follows:

- \* 185th Ave. from TV Hwy. to Kinnaman Rd. - Widen from two to three lanes with curbs, gutters, bike lanes and sidewalks (expected completion in fall 2009)
- \* Farmington Rd. from 170th Ave. to Kinnaman Rd. - Widen from 2/3 lanes to five lanes with bicycle and pedestrian facilities (expected completion fall 2012)
- \* Murray Blvd. from Hwy. 26 to Cornell Rd. - Widen to five lanes with bike lanes, sidewalks and reconstruct Murray/Cornell intersection (expected completion summer 2009)
- \* Bethany Blvd. from Bronson Rd. to West Union Rd. - Widen to five lanes with bike lanes, sidewalks and improved intersections at West Union and Bethany (expected completion fall 2012)

We will be submitting a revised Attachment A and separate additional Attachment C forms for these projects by Nov. 19. If you have any questions or need additional information, please contact me.

Clark Berry  
Senior Planner

**Subject: Fwd: FW: RTP fiscally constrained list**

**Date:** Thursday, November 15, 2007 5:34 PM

**From:** Joshua Naramore <naramorej@metro.dst.or.us>

**To:** Paulette Copperstone copperstonep@metro.dst.or.us, Kim Ellis ellisk@metro.dst.or.us

FYI...

>>> "Weinman, Ron" <ronw@co.clackamas.or.us> 11/15/2007 6:57 AM >>>  
FYI

-----Original Message-----

From: Campbell, Alexander [mailto:CampbellA@ci.milwaukie.or.us]

Sent: Tuesday, October 30, 2007 2:30 PM

To: Weinman, Ron

Cc: Asher, Kenny; Parkin, Gary

Subject: RTP fiscally constrained list

Ron-

Re making sure the RTP federal fiscally constrained list matches correctly with MTIP:

1) One '08-'11 MTIP project is already included (i.e., item 10101 will be partly funded by \$1.055 in 2010 or 2011 MTIP \$ for the first phase of the Kellogg project), so \$1.055M of the \$12.4 M is already committed.

2) We need to add: Milwaukie Streetscape Project (Main/Harrison/21st) that is in MTIP for FY '08. MTIP/already committed portion = \$450,000. It is AQC exempt, so I don't know whether you need any more detail on it.

I don't know where it shakes out, and it is not surprising that it fell through the cracks, but the Milwaukie/Lake O. pedestrian bridge is not on the fiscally-constrained list, even though Metro is spending money on feasibility. I don't think Milwaukie is ready to tackle the construction phase as the lead jurisdiction, but it does seem worth putting in the mix if we are a little under our cap as a sub-region...

-Alex

Alex Campbell  
Resource & Economic  
Development Specialist  
City of Milwaukie  
Community Development  
6101 SE Johnson Creek Blvd.  
Milwaukie, OR 97206  
Office: 503 786.7608  
Cell: 971 227.4193

**Subject: Fwd: RTP**

**Date:** Thursday, November 15, 2007 5:35 PM

**From:** Joshua Naramore <naramorej@metro.dst.or.us>

**To:** Paulette Copperstone copperstonep@metro.dst.or.us, Kim Ellis ellisk@metro.dst.or.us

FYI...

>>> <PFINLEYFRY@aol.com> 11/14/2007 5:45 PM >>>

Thank you for your time in clarifying issues.

I offer the following observations.

East Marquam Phase: I-5 to McLoughlin is in the existing RTP and is a critical connection to move regional traffic onto regional facilities and free up SE Grand/King to serve the growing Central Eastside.

The region has invested significant resources in an examination of the inner loop - I-5/I-405 and has concluded that it is important for the health of the downtown and region. A section in Chapter 7 should be devoted to the high level study group's findings.

The entire west coast - LA Times spoke to this a year ago recognize that the I-84/I-5 connection is broken and severely impacts freight and passenger movement on the West Coast. The LA Times called it the worst intersection -- this should be reflected in the RTP. I recognize that we are not wealthy and projects may not get listed due to our inability to raise funds -- yet other States - California and Washington are making dramatic improvements to the Interstate 5 system. We need to identify the issue to create the attention to raise the resources.

Transit has a hierarchy as streets do as reflected in the draft. However, I think that function is an important in identifying the appropriate type of vehicle and method of transport. For example, if a streetcar was in an exclusion right-of-way on Grand/King - which is done throughout the world; then it still would be a neighborhood collector and not a regional facility. If a vehicle is design to move people across miles then stations should be reduced or express trains created; if the vehicle move people within and between districts then many stops are useful.

The Citizen Advisory Committee to the Portland Streetcar project has begun to define the difference between a regional and local system.

Thank you for the opportunity to comment.

Peter Finley Fry

Peter Finley Fry AICP PhD  
2153 SW Main Street #105  
Portland, Oregon 97205

503-274-2744  
503-274-1415 FAX

\*\*\*\*\* See what's new at <http://www.aol.com>

**Paulette Copperstone - Fwd: FW: DRAFT ODOT RTP list - time periods**

**From:** Paulette Copperstone  
**To:** Joshua Naramore; Kim Ellis  
**Date:** 11/19/2007 4:32 PM  
**Subject:** Fwd: FW: DRAFT ODOT RTP list - time periods  
**Attachments:** ODOTFederal RTP Projects11-14.xls

----- Forwarded Message

From: Joshua Naramore <naramorej@metro.dst.or.us>  
Date: Thu, 15 Nov 2007 17:36:22 -0800  
To: Paulette Copperstone <copperstonep@metro.dst.or.us>, Kim Ellis  
<ellisk@metro.dst.or.us>  
Subject: Fwd: RE: DRAFT ODOT RTP list - time periods

FYI...

>>> "RAHMAN Lidwien" <Lidwien.RAHMAN@odot.state.or.us> 11/14/2007 3:40 PM >>>  
<<ODOTFederal RTP Projects11-14.xls>>  
It would help if I included the attachment....

> -----Original Message-----

> From: RAHMAN Lidwien  
> Sent: Wednesday, November 14, 2007 3:40 PM  
> To: 'Joshua Naramore'  
> Cc: 'Deena Platman'; WINDSHEIMER Rian M  
> Subject: FW: DRAFT ODOT RTP list - time periods

> Attached please find a list of Constrained ODOT projects, with  
> revisions made to the time periods as well as to the estimated costs,  
> and reflecting other revisions to project names etc provided to you  
> earlier.

> Please note that there are some projects that should in fact be  
> on our constrained project list that were not listed as such in the  
> draft RTP and/or on Deena's freight project spreadsheet!

> \* Project # 10884 (I-5 @ I-84 ROW) should be added to the  
> Financially Constrained list @ \$ 20 M; we revised the cost estimate of  
> # 10867 (I-5 @ I-84 PE/Env) down from \$ 50M to \$ 30M, and increased  
> the cost estimate for ROW to \$ 30M. This correction is consistent with  
> the list of ODOT constrained projects that Jason Tell presented to  
> JPACT on 6/14. The intent is to include ROW in order to have  
> Construction modeled for Air Quality.

> \* Projects # 10890 and 10894 (Sunrise phase 1 ROW and PE) are  
> included in the draft Constrained/Federal RTP, but not shown as such  
> on Deena's freight list. Also, # 10894 is correct in the draft RTP at  
> \$ 15M, but is shown incorrectly on the freight list at \$1.5 M

> \* In addition, new RTP project numbers must be created for the  
> 2008-2011 STIP projects that we listed in our email dated 10/4/2007:

> 1. I-5 Delta Park Phase 1 \$  
> 73,079,000

- > 2. Or 217: Sunset to TV Highway \$
- > 37,676,000
- > 3. I-5 North Macadam \$
- > 28,416,000
- > 4. US 26W Cornell to 185th \$
- > 21,312,000
- > 5. US 26 E Springwater at grade intersection \$
- > 6,700,000
- > 6. I-5 Wilsonville Phase 1 (RTP project # 11071)
- > \$ 18,500,000
- >
- > \* Finally, I revised the cost estimates (and project descriptions)
- > to include project phases that were already programmed in the STIP.
- > The totals should now match the October 4 memo, with the following
- > exceptions: A. I-5 Wilsonville Phase 1 has gone up to \$ 18.5 M - the
- > 10/4 memo lists it at \$ 15.5 M. (Wilsonville is actually covering \$
- > 10.5 M and ODOT \$ 8M.) B. I am deleting the \$ 2.8 M for Planning and
- > NEPA for I-205 @ Or 213. ODOT did not submit project # 10868 for the
- > Federal RTP, but Oregon City did submit # 10141. If you want, you
- > could add the \$ 2.8 M to Oregon City's project, on both the cost and
- > the revenue side, since this is a federal earmark. We talked earlier
- > about using ODOT's modeling assumptions for this project.
- >
- > \* The total available for the period 2009-2035 is \$ 978,539,108.
- > This includes currently programmed funds, earmarks, and some local
- > match money, as well as the \$ 705 M of mod. dollars we always assumed
- > to be ODOT's target for 2010-2035. Allocating the 2008-2009 programmed
- > amount of \$ 268,173,284 to the 2008-2017 period, and assuming an even
- > annual distribution of the \$ 705 M over the 26 year period from 2010
- > to 2035 (\$ 27.1 M/ Year), yields the following rough targets for each
- > of the time periods, compared to the proposed split.
- >
- > Target
- > Proposed Difference
- > 2010-2017 \$ 217 M + \$268.2 M = \$ 485.2 M
- > \$ 567.4 M + \$ 82.2 M
- > 2018-2025 \$ 217 M
- > \$ 292.5 M + \$ 75.5 M
- > 2026-2035 \$ 271 M
- > \$ 118.6 M - \$ 152.4 M
- >
- > \* ODOT is assuming that there will be bonding measures similar to
- > OTIA I, II, and III, allowing us to spend more money in the early
- > years of the planning period.
- >
- > \* As you can see, for air quality modeling purposes the list
- > includes full I5/99W ROW and Sunrise Phase 1 ROW and Construction.
- > ODOT has been trying to work with Clackamas County to find money
- > within our combined targets for ROW for Sunrise Phase 2, to Rock Creek
- > Jct/172nd, but have not been able to figure it out yet. If that
- > changes we'll let you know ASAP.
- >
- > Lidwien Rahman
- > Principal Planner
- > ODOT Region 1
- > 123 NW Flanders
- > Portland OR 97219
- > phone: (503) 731-8229
- > fax: (503) 731-8259



\$35,200,000	2008-2017	Arterial/Collector Capacity																						
\$6,433,000	2008-2017	Highway Capacity																						
\$200,000,000	2008-2017	Highway Capacity																						
\$9,700,000	2008-2017	Highway Capacity																						
\$16,000,000	2008-2017	Highway Capacity																						
\$56,000,000	2008-2017	Highway Capacity																						
\$18,500,000	2008-2017	Highway Capacity																						
\$8,700,000	2008-2017	Highway Capacity																						
\$21,312,000	2008-2017	Highway Capacity																						
\$28,416,000	2008-2017	Salary																						
\$32,026,000	2008-2017	Highway Capacity																						
\$72,079,000	2008-2017	Highway Capacity																						
\$69,416,000	2008-2017	Highway Capacity																						
\$21,123,000	2018-2018	Arterial/Collector Capacity																						
\$20,000,000	2018-2015	Highway Capacity																						
\$30,500,000	2018-2025	Highway Capacity																						
\$30,500,000	2018-2025	Highway Capacity																						
\$126,261,204	2016-2025	Highway Capacity																						
\$9,200,000	2018-2025	Arterial/Collector Capacity																						
\$79,973,000	2018-2025	Highway Capacity																						
\$6,445,790	2018-2025	Highway Capacity																						
\$32,504,074	2026-2035	Right-of-Way Separation																						
\$39,500,000	2026-2035	Highway Capacity																						
\$36,119,034	2026-2035	Highway Capacity																						
\$53,000,000	2026-2035	Highway Capacity																						
\$118,619,034																								
\$978,539,195																								

**Paulette Copperstone - RTP Comment**

---

**From:** "Sarah Skroch" <sskroch@ci.troutdale.or.us>  
**To:** <rtp@metro-region.org>  
**Date:** 11/15/2007 4:21 PM  
**Subject:** RTP Comment  
**CC:** "Debbie Stickney" <DSTICKNEY@ci.troutdale.or.us>, <DanaF@ci.wood-village.or.us>, <ed.abrahamson@co.multnomah.or.us>, <t.sturdavant@comcast.net>, <davecherie@aol.com>, <crazyladypat2003@yahoo.com>, <Shane.Bemis@ci.gresham.or.us>, <professor.mike@verizon.net>, <markclark@comcast.net>, <bardes@metro.dst.or.us>

---

Pat Emmerson,

I endorse the City of Wood Village's response to the Regional Transportation Plan; in particular, the inclusion of a designated corridor on 242<sup>nd</sup> Avenue. I also object to the purchase of any right-of-way along the proposed 242<sup>nd</sup> Corridor in Troutdale and Wood Village prior to the completion of a comprehensive corridor study as agreed to in a Memorandum of Understanding signed by the Mayors of Fairview, Gresham, Troutdale, and Wood Village on May 9, 2007. The corridor selected in such a study might not be 242<sup>nd</sup>. I also object to Metro's failure to provide an RTP public comment site in East Multnomah County.

Sincerely,

Paul Thalhofer

Mayor, City of Troutdale

East Multnomah County JPACT Representative



**Paulette Copperstone - Public Comment on RTP**

---

**From:** "Linda Goertz" <lindagoertz@qwest.net>  
**To:** <rtp@metro-region.org>  
**Date:** 11/15/2007 3:10 PM  
**Subject:** Public Comment on RTP

---

I'm a member of the Foster-Powell neighborhood association. Regarding the three projects listed below, I'd like to say that our neighborhood has been chronically underserved for years, yet is now seeing more new owner/neighbors, more creative businesses, and more activity. I feel strongly that the projects noted below should be fast-tracked rather than left to be (possibly) funded and considered in one, two or three decades from now. It is past time for the Foster-Powell area to be given the boost the community deserves, and these projects could be part of that.

This neighborhood deserves these improvements funded and implemented **sooner**:

Project 10184: A bike path from Foster Road at Powell to 90th. *Improve sidewalks, lighting, crossings, bus shelters & benches on Foster and improve pedestrian crossing at Foster/82nd intersection to benefit pedestrian access to transit.*

Project 10291: Unspecified street improvements on 82nd from Schiller to Clatsop. *Expand into fully curbed, 4-lane, 60-foot wide roadway w/ continuous left-turn lane, sidewalks, street trees, storm drainage improvements, street lighting, & ROW acquisition.*

Project 10305: A bikeway along Holgate from 52nd to I-205. *Retrofit bike lanes to existing street.*

Thank you –

**Linda Goertz**

*lindagoertz@qwest.net*

Displaying 1 of 54 respondents

**Response Type:** Normal Response

**Collector:** New Link (Web Link)

**Custom Value:** empty

**IP Address:** 67.138.101.226

**Response Started:** Fri, 10/19/07 11:24:54 AM

**Response Modified:** Fri, 10/19/07 11:37:27 AM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - Joyce Felton

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

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

No Response

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

No Response

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

No Response

**5. How should future transportation dollars be raised?**

No Response

**6. Other comments?**

The name with the year 2035 is somewhat confusing since the previous RTPs have used the current rather than the future year. However 2035 might be a better name since the plan is for 2035, and the current date is a little hard to pin down. Also, a great deal of work has been done with this name. So how about a note on the name in the document that addresses the name change. Otherwise in 50 years Metro Planning researchers will think there was no RTP update for 30 years.

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Displaying 2 of 54 respondents

**Response Type:** Normal Response

**Collector:** New Link (Web Link)

**Custom Value:** *empty*

**IP Address:** 198.245.132.2

**Response Started:** Wed, 10/24/07 9:27:35 AM

**Response Modified:** Wed, 10/24/07 10:10:22 AM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - Michelle Healy

Address\* - 9101 SE Sunnybrook Blvd. Clackamas Oregon 97015

Affiliation - North Clackamas Parks and Recreation District

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

yes

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

No Response

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

We support and encourage the inclusion of all regional trails, walkways and bikeways in the RTP. Safe, off-street travel options provide a healthy alternative to driving. Walking, is especially popular with our citizens. We've heard from our neighborhoods that the lack of good, safe facilities are the main reason people don't walk/bike even more. Thank you for the opportunity to comment.

**5. How should future transportation dollars be raised?**

No Response

**6. Other comments?**

No Response

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Displaying 3 of 54 respondents

**Response Type:** Normal Response

**Collector:** New Link (Web Link)

**Custom Value:** *empty*

**IP Address:** 76.27.193.77

**Response Started:** Wed, 10/24/07 2:49:08 PM

**Response Modified:** Wed, 10/24/07 2:50:38 PM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - George Feldman

Address\* - 11230 SW Collina Ave, Portland, Or. 97219

E-mail - feldmange@hotmail.com

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

yes

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

I strongly favor more bicycle lanes and separate bicycle paths. I support the North Portland Greenway Trail. Thanks.

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

No Response

**5. How should future transportation dollars be raised?**

No Response

**6. Other comments?**

No Response

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Displaying 4 of 54 respondents

**Response Type:** Normal Response

**Collector:** New Link (Web Link)

**Custom Value:** *empty*

**IP Address:** 198.107.23.65

**Response Started:** Wed, 10/24/07 2:58:35 PM

**Response Modified:** Wed, 10/24/07 3:03:11 PM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - Pati Presnail

Address\* - 1421 Holly Street, West Linn OR

E-mail - Pati.Presnail@energytrust.org

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

yes

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

No Response

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

No Response

**5. How should future transportation dollars be raised?**

No Response

**6. Other comments?**

I am writing specifically in support of the North Portland Greenway project. The Greenway is an important connection for folks who commute as well as shop by bike. We need to pursue every viable opportunity to help people use bikes as serious transportation without putting their lives in jeopardy. The North Portland Greenway will be an excellent addition. THANKS!

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Displaying 5 of 54 respondents

<b>Response Type:</b> Normal Response	<b>Collector:</b> New Link (Web Link)
<b>Custom Value:</b> empty	<b>IP Address:</b> 68.178.21.178
<b>Response Started:</b> Wed, 10/24/07 3:09:10 PM	<b>Response Modified:</b> Wed, 10/24/07 3:10:32 PM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - Daniel Hoyer  
 Address\* - 2585 SW 16th 97201  
 E-mail - lunch.rider@mindspring.com

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

no

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

No Response

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

No Response

**5. How should future transportation dollars be raised?**

No Response

**6. Other comments?**

I strongly support the North Portland Greenway trail

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Displaying 6 of 54 respondents

**Response Type:** Normal Response

**Collector:** New Link (Web Link)

**Custom Value:** empty

**IP Address:** 71.56.144.186

**Response Started:** Wed, 10/24/07 5:22:25 PM

**Response Modified:** Wed, 10/24/07 5:32:41 PM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - Dave Griffiths

Address\* - 15224 SE Topaz Ave.

Affiliation - none

Racial/Ethnic Identity - -

E-mail - c0rvette@aol.com

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

yes

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

No! Most of the people I know want the freeways to be expanded yet "we" don't matter because the people in power want light rail. 205 is a disaster but everyone claims there is not any money to expand the lanes. When I visit Sacramento CA they don't have a problem getting money to expand their freeway lanes or construct hiways in new developments. Either the people in power are not being truthful to us or they refuse to apply for dollars to expand our overcrowded freeways. Since when did all of the jobs end up in downtown Portland? Thats where "you" seem to think all light rail should head to but the mojority traveling 205 south of Gateway do not go downtown. Try driving from I-5 to I-205 to Vancouver. It does no good to have lightrail going downtown when most of the cars head nowhere near there. Metro needs to quit doing everything for the benefit of downtown Portland and take care of the rest of the metro area.

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

No Response

**5. How should future transportation dollars be raised?**

No Response

**6. Other comments?**

No Response

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## Displaying 7 of 54 respondents

Response Type: Normal Response

Collector: New Link (Web Link)

Custom Value: *empty*

IP Address: 75.106.196.127

Response Started: Thu, 10/25/07 5:00:44 AM

Response Modified: Thu, 10/25/07 5:07:31 AM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - Jeanne

Address\* - Mason

Racial/Ethnic Identity - White

E-mail - [jeanne@tournesoltours.com](mailto:jeanne@tournesoltours.com)**2. Include me in your list of interested parties. (These lists are not shared with any other organizations or used for any other purpose.)**

no

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

I think funding of safe bike routes is important

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

Yes, I am in favor in particular of the NP Greenway trail

**5. How should future transportation dollars be raised?**

Same as now

**6. Other comments?**

No Response

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## Displaying 8 of 54 respondents

Response Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 216.9.11.11

Response Started: Thu, 10/25/07 7:25:30 AM

Response Modified: Thu, 10/25/07 7:44:01 AM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - John Bartley

Address\* - 15227 SE La Crescenta Way, Oak Grove OR 97267

E-mail - john.bartley@gmail.com

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

yes

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

More multi-modal transit (bike on bus, bike on LRT) and more support for bike safety. Require side-cams (\$100 retail today, cheaper tomorrow) on all vehicles with blind spots to qualify for a tax credit, so as to avoid tragic homicides such as the two cyclists squashed by truck drivers in the last two weeks.

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

Rail is much more expensive than reasonable alternatives, namely BRT (Bus Rapid Transit). Bogota and Curitiba found BRT a very cost-effective alternative to 'light' rail, as when dedicated lanes with hundred-year paving are used, the super express buses don't have the bumpy, swaying ride which makes folks prefer 'light' rail to buses. Bogota built its TransMilenio for 1/6 the cost of an equivalent rail system, and Scientific American reported the Curitiba BRT system operates at 0.7% of the cost of an equivalent LRT. With clean biodiesel fuel now employed by Tri-Met, there are no clouds of ugly black smoke and buses are cleaner. Maybe that's part of the reason LA's Orange Line BRT is so successful? FTA's New Starts program now supports BRT alongside 'light' rail, so there's no excuse not to see funding for BRT in future transit expansion.

**5. How should future transportation dollars be raised?**

Not by a TripPass system that identifies and tracks drivers, please! A gas tax seems appropriate.

**6. Other comments?**

No Response

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Response Type: Normal Response

Collector: New Link (Web Link)

Custom Value: *empty*

IP Address: 216.239.183.254

Response Started: Thu, 10/25/07 7:43:58 AM

Response Modified: Thu, 10/25/07 8:04:40 AM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - Patrick Bardel

Address\* - 1336 NE Sumner St

E-mail - patrickb@portlandrainbarrels.com

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

yes

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

yes

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

yes

**5. How should future transportation dollars be raised?**

keep the NP Greenway trail on the financially constrained project list

**6. Other comments?**

No Response

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Displaying 10 of 54 respondents

**Response Type:** Normal Response

**Collector:** New Link (Web Link)

**Custom Value:** empty

**IP Address:** 70.96.228.67

**Response Started:** Thu, 10/25/07 9:18:08 AM

**Response Modified:** Thu, 10/25/07 9:23:51 AM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - julie morris

Address\* - 1616 n terry street, portland or 97217

E-mail - julie.morris@ppmenergy.com

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

yes

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

Yes, please continue to include the north portland greenway trail plan in the regional transportation plan so it will provide better connections within the region for bike and pedestrian traffic. The river trails are also attractive to tourists and bring dollars into more areas and more small businesses.

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

Yes, please continue to include the north portland greenway trail plan in the regional transportation plan so it will be eligible for MTIP funding.

**5. How should future transportation dollars be raised?**

Possibly by raising the gas tax. Though this is politically unpalatable, it would help the users who provide the most wear and tear on roads bear a more reasonable share of the cost, but only if the trucking industry is included.

**6. Other comments?**

Investment in transportation options from neighborhoods to connect with the core urban area are important for healthy communities.

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Displaying 11 of 54 respondents

**Response Type:** Normal Response

**Collector:** New Link (Web Link)

**Custom Value:** empty

**IP Address:** 38.100.212.22

**Response Started:** Thu, 10/25/07 10:49:27 AM

**Response Modified:** Thu, 10/25/07 11:13:38 AM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - Wilfred Thompson

Address\* - 9308 N Edison Street

E-mail - wilfredthompson@gmail.com

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

yes

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

No Response

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

No Response

**5. How should future transportation dollars be raised?**

No Response

**6. Other comments?**

I am very interested in seeing the N. Portland Greenway trail be implemented. Living in the St. Johns area, the bike routes into the city are inconvenient and dangerous. As an ex bike courier and Portland native who has lived in all the quadrants except NW, I find it disappointing there is not a better way downtown for the residents here. I can not recommend to any of my friends that they bike downtown from here because I would not want them to get hurt or frustrated. The shortest way, down US30 involves either riding with fast truck traffic on the St. Johns bridge and being honked at, or riding on the sidewalk which is often littered with glass, has high side winds and involves going around pedestrians and the bridge pillars (where the winds suddenly stop). Then of course US30 is also littered with glass and 60mph truck traffic. Close to downtown, there are train tracks near parallel to the road along with fast traffic. To avoid NW traffic, it is usually easier to go down to Front where more glass, industrial traffic and train tracks can be found. The more scenic route down Willamette takes much longer and actually has quite a bit of traffic. Willamette is a main arterial where cars go about 40mph. Coming back, going up the Greeley hill makes it even slower. If people are going to bike to work, they need a safe and convenient route which there is currently none from St. Johns to downtown. The straight line of the proposed N. Portland Greenway trail would solve this omission in Portland's bike network.

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Displaying 12 of 54 respondents

**Response Type:** Normal Response

**Collector:** New Link (Web Link)

**Custom Value:** empty

**IP Address:** 70.58.206.28

**Response Started:** Thu, 10/25/07 1:39:32 PM

**Response Modified:** Thu, 10/25/07 1:54:53 PM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - Karen Stiles

Address\* - 0315 SW Montgomery St. 360

Affiliation - Waterfront Bicycle Rentals

E-mail - waterfrontbikes@earthlink.net

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

yes

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

The proposed NPortland Greenway Trail needs to stay on the financially constrained project list. Extending the current Willamette Greenway Trail is crucial in continuing to create viable safe routes for cyclist/pedestrians in the city. I feel the #1 way to get people active and cycling is to provide a safe infrastructure. Each day at work I talk to citizens who are afraid to ride bikes on the streets with cars. Having a trail system would afford these individuals and families a safe place to ride. This would also help to connect North Portland to the downtown area with a clear safe route so that more people would consider commuting.

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

No Response

**5. How should future transportation dollars be raised?**

No Response

**6. Other comments?**

No Response

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**Response Type:** Normal Response

**Collector:** New Link (Web Link)

**Custom Value:** empty

**IP Address:** 70.103.121.92

**Response Started:** Thu, 10/25/07 2:02:35 PM

**Response Modified:** Thu, 10/25/07 2:07:45 PM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - Nicole Peterson

Address\* - 1634 N. Willamette Blvd

E-mail - peterson.nicolej@gmail.com

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

yes

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

No Response

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

No Response

**5. How should future transportation dollars be raised?**

No Response

**6. Other comments?**

Please keep the North Portland Greenway trail Master Plan on the financially constrained projects list! I live in the north Overlook neighborhood and this trail would be very useful to me. It would make my daily commute by bicycle safer and would be a great asset to the neighborhood (and the city) for recreational opportunities. It would also help to connect St Johns to the rest of the City - good for them, good for us. Thank you.

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**Response Type:** Normal Response

**Collector:** New Link (Web Link)

**Custom Value:** empty

**IP Address:** 24.20.141.171

**Response Started:** Thu, 10/25/07 5:53:18 PM

**Response Modified:** Thu, 10/25/07 5:58:07 PM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - alan goodman

Address\* - 3737 SW Stephenson St, Portland, OR 97219

E-mail - algoodman1@comcast.net

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

yes

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

No Response

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

No Response

**5. How should future transportation dollars be raised?**

No Response

**6. Other comments?**

I'm only commenting at this time to express my support for Trail 10355 -- the North Portland Greenway trail. This series of connecting trails is sorely needed for the adjacent neighborhoods. More and more people are walking, bicycling, running, skating for their fitness and health, as well as recreation. We need these additional trails so the citizens can be safe.

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**Response Type:** Normal Response

**Collector:** New Link (Web Link)

**Custom Value:** empty

**IP Address:** 76.27.238.21

**Response Started:** Thu, 10/25/07 7:13:42 PM

**Response Modified:** Thu, 10/25/07 7:24:43 PM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - Jennifer Rueda

Address\* - 3669 SE Francis #B

Affiliation - Clackamas Community College

Racial/Ethnic Identity - white

E-mail - Pebblesmom1@juno.com

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

no

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

No Response

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

No Response

**5. How should future transportation dollars be raised?**

No Response

**6. Other comments?**

Please include the North Portland Greenway Trail in your considerations. We bicyclists need a way to get to NW Portland.  
Thank you!

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**Response Type:** Normal Response

**Collector:** New Link (Web Link)

**Custom Value:** empty

**IP Address:** 64.122.15.141

**Response Started:** Fri, 10/26/07 9:25:33 AM

**Response Modified:** Fri, 10/26/07 9:28:02 AM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - Esther Harlow

Address\* - 9317 N. Charleston

Racial/Ethnic Identity - Hispanic & Caucasian

E-mail - theta444@yahoo.com

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

yes

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

Yes. I especially support the North Portland GREENWAY plan.

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

Yes

**5. How should future transportation dollars be raised?**

"sin" taxes, drivers taxes and tolls

**6. Other comments?**

I am a multi-modal user in every sense of the word. I live in St. Johns, commute downtown to work by bike, car, and Tri-met, and travel around hte city for recreation via foot, bike, car and Tri-met. I am not a car 'hater' but I believe in safe and efficient methods of transport. i think it is very important that the North Portland Greenway project remain on the financially constrained list because it cna help reduce congestion and provide a more safe and beautiful bicycle through-route from St. Johns and other North Portland areas to other parts of the city.

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Displaying 17 of 54 respondents

**Response Type:** Normal Response

**Collector:** New Link (Web Link)

**Custom Value:** empty

**IP Address:** 67.189.3.52

**Response Started:** Fri, 10/26/07 8:54:44 PM

**Response Modified:** Fri, 10/26/07 8:57:06 PM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - Sara Drake

Address\* - 11205 SE Home Ave Milwaukie OR 97222

E-mail - drakex4@comcast.net

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

no

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

No Response

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

No Response

**5. How should future transportation dollars be raised?**

No Response

**6. Other comments?**

While I have not completely reviewed all the information you've provided, I just wanted to add my voice to those who are "pro" transit. We can hardly wait for MAX to finally come to Milwaukie - the commute to downtown isn't too bad as is (usually), but MAX has always seemed like a good and needed addition for the future.

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**Response Type:** Normal Response

**Collector:** New Link (Web Link)

**Custom Value:** empty

**IP Address:** 38.100.212.24

**Response Started:** Fri, 10/26/07 11:21:51 PM

**Response Modified:** Fri, 10/26/07 11:24:43 PM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - Wilfred Thompson

Address\* - 9308 N Edison Street

E-mail - wilfredthompson@gmail.com

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

yes

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

No Response

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

No Response

**5. How should future transportation dollars be raised?**

No Response

**6. Other comments?**

I am very interested in seeing the N. Portland Greenway trail be implemented. Living in the St. Johns area, the bike routes into the city are inconvenient and dangerous. As an ex bike courier and Portland native who has lived in all the quadrants except NW, I find it disappointing there is not a better way downtown for the residents of St. Johns and surrounding area. I can not recommend to any of my friends that they bike downtown from here because I would not want them to get hurt or frustrated by the experience. The shortest way, down US30 involves either riding with fast truck traffic on the St. Johns bridge and being honked at, or riding on the sidewalk which is often littered with glass, has high side winds and involves going around pedestrians and the bridge pillars (where the winds suddenly stop). Then of course US30 is also littered with glass and 60mph truck traffic. Close to downtown, there are train tracks near parallel to the road along with fast traffic. To avoid NW traffic, it is usually easier to go down to Front where more glass, industrial traffic and train tracks can be found. The more scenic route down Willamette takes much longer and actually has quite a bit of traffic. Willamette is a main arterial where cars go about 40mph. Coming back, going up the Greeley hill makes it even slower. If people are going to bike to work, they need a safe and convenient route which there is currently none from St. Johns to downtown. The straight line of the proposed N. Portland Greenway trail would solve this omission in Portland's bike network.

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Response Type: Normal Response

Collector: New Link (Web Link)

Custom Value: *empty*

IP Address: 76.105.182.41

Response Started: Sun, 10/28/07 12:44:56 AM

Response Modified: Sun, 10/28/07 12:48:38 AM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - Andrew Morton

Address\* - 3915 NE 34th Ave

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

yes

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

No Response

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

No Response

**5. How should future transportation dollars be raised?**

No Response

**6. Other comments?**

No Response

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**Response Type:** Normal Response

**Collector:** New Link (Web Link)

**Custom Value:** empty

**IP Address:** 67.138.101.226

**Response Started:** Sun, 10/28/07 10:31:56 AM

**Response Modified:** Sun, 10/28/07 10:33:35 AM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - Steve Hash

Address\* - 8417 N Berkeley Ave.

E-mail - HashSteve@aol.com

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

yes

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

yes

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

yes

**5. How should future transportation dollars be raised?**

higher gas taxes, commercial users, toll roads.

**6. Other comments?**

No Response

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**Response Type:** Normal Response

**Collector:** New Link (Web Link)

**Custom Value:** empty

**IP Address:** 24.21.221.254

**Response Started:** Sun, 10/28/07 4:48:52 PM

**Response Modified:** Sun, 10/28/07 4:51:09 PM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - gerald itkin

Address\* - 3556 se salmom

E-mail - gerald.h.itkin@juno.com

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

yes

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

np Greenway and all trails to allow easier access to various parts of the city via foot and bike w/o being on busy roads is to be the highest and best use of tax dollars.

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

same as above

**5. How should future transportation dollars be raised?**

increase motor vehicle taxes

**6. Other comments?**

No Response

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Displaying 22 of 54 respondents

**Response Type:** Normal Response

**Collector:** New Link (Web Link)

**Custom Value:** empty

**IP Address:** 67.160.166.68

**Response Started:** Sun, 10/28/07 4:57:23 PM

**Response Modified:** Sun, 10/28/07 5:02:50 PM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - jim michels

E-mail - jimande1@comcast.net

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

yes

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

No, As long as you encourage people to live in Washington and earn a living in Oregon we will have a transportation problem

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

We need to first stop waisting money

**5. How should future transportation dollars be raised?**

Savings. Stop doing what doosn't need doing. Stop maintaining such a large payroll

**6. Other comments?**

An executive summary would really be appreciated on anything that is committed to writing

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Response Type: Normal Response

Collector: New Link (Web Link)

Custom Value: *empty*

IP Address: 67.160.166.87

Response Started: Mon, 10/29/07 6:32:44 AM

Response Modified: Mon, 10/29/07 6:34:05 AM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - David Neves

Address\* - 9415 North Geneva Avenue

Racial/Ethnic Identity - Caucasian

E-mail - davidwneves@gmail.com

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

no

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

Yes, especially the North Portland Bikeway that would connect the Steel Bridge to the St John's Bridge

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

No Response

**5. How should future transportation dollars be raised?**

No Response

**6. Other comments?**

No Response

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Response Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 24.22.88.110

Response Started: Mon, 10/29/07 7:29:12 AM

Response Modified: Mon, 10/29/07 7:41:13 AM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - Francie Royce

Address\* - 1854 NW Aspen

Affiliation - npGreenway

E-mail - froyce@comcast.net

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

yes

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

More emphasis on multipurpose trails, for safer and healthy walking and biking, particularly for those who do not feel comfortable on street.

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

More for multipurpose trails. If we are to lead the nation in reducing green house gasses, getting hesitant bike riders commuting will be essential. Multipurpose trails will provide a safe starting point for them, and as the Eastbank Esplande has shown increased number of bike commuters and families who ride and walk.

**5. How should future transportation dollars be raised?**

Regional bit increase of gas tax, but used for off road transportation, too.

**6. Other comments?**

Our organization strongly supports the North Portland Willamette Greenway Trail, and as we speak at community meetings, business groups or wherever, there is always a tremendous excitement with the concept. Now it's time to take the concept and make it real.

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**Response Type:** Normal Response

**Collector:** New Link (Web Link)

**Custom Value:** empty

**IP Address:** 68.228.27.105

**Response Started:** Mon, 10/29/07 10:26:54 AM

**Response Modified:** Mon, 10/29/07 10:50:24 AM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - Erika Schwartz

Address\* - 4315 Hidden Lakes Drive, Niceville, FL 32578

Affiliation - none

E-mail - akireroysce@juno.com

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

No Response

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

No Response

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

No Response

**5. How should future transportation dollars be raised?**

No Response

**6. Other comments?**

Re:North Portland Willamette Greenway Trail (#10355). While I no longer live in the Portland area, I can attest to the need for vehicle-free trails and greenspaces in North Portland. I grew up in N. Portland and would have loved to have learned to ride a bike without fear of the traffic on Interstate, Killingsworth and Lombard streets. While I was growing up, many of my classmates' first experience with nature beyond the rose garden at Penninsula Park was Outdoor School (that was 1 week during 6th grade); The North Portland Willamette Greenway could be the impetus for an entire generation of people to be more aware of the environment and ecology . Now that I am a parent, I realize the importance of these places even more and can say that trails like the North Portland Willamette Greenway factor greatly in my decision of where to live and buy a home.

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Response Type: Normal Response

Collector: New Link (Web Link)

Custom Value: *empty*

IP Address: 24.22.88.110

Response Started: Tue, 10/30/07 9:31:37 AM

Response Modified: Tue, 10/30/07 9:39:22 AM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - Michael Royce

Address\* - 1854 NW Aspen Avenue

E-mail - mdroyce@comcast.net

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

yes

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

Yes, the proposed goals are the right ones. We cannot do enough to save outdoor spaces and access for future generations.

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

Yes, the proposed investments are the right ones. See above, the cost is insignificant compared to the long term social advantages.

**5. How should future transportation dollars be raised?**

As a high income person, let me be clear that I do not mind paying taxes at all; I just mind what some of the taxes go for. However, for social purposes such as trails and outdoor spaces, I am delighted to vote for bond measures and support incremental tax increases of other sorts.

**6. Other comments?**

Thanks for all your efforts as volunteers to make Portland and even more wonderful city.

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Response Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 76.105.244.192

Response Started: Tue, 10/30/07 9:31:42 AM

Response Modified: Tue, 10/30/07 9:43:21 AM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - Tomas Soderberg

Address\* - 8815 N. Willamette Blvd.

Racial/Ethnic Identity - caucasian

E-mail - tominspace@hotmail.com

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

yes

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

I would focus on improving mass transit and bicycle options first.

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

Yes

**5. How should future transportation dollars be raised?**

Gasoline tax.

**6. Other comments?**

I support the North Portland Willamette Greenway Trail.

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Response Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 71.236.155.183

Response Started: Sat, 11/3/07 7:17:01 AM

Response Modified: Sat, 11/3/07 9:49:57 AM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - Will Woodhull

Address\* - 7052 N Burrage Ave, Portland, OR 97217

Racial/Ethnic Identify - Yes, with several

E-mail - wwoodhull@gmail.com

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

yes

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

I disagree with the priorities suggested in the ordering of the goals. I suggest these changes: Goal 1: Deliver Accountability Goal 2: Enhance Human Health Goal 3: Ensure Sustainability Goal 4: Enhance Safety and Security Goal 5: Promote Environmental Stewardship Goal 6: Assure Effective, Efficient, and Responsive Management of the Transportation System Other goals in no particular order. Most of these will be mostly met if the above 6 goals are properly addressed. Goal: Foster Vibrant Communities and Efficient Urban Form Goal: Sustain Economic Competitiveness and Prosperity Goal: Expand Transportation Choices Goal: Ensure Equity

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

I can only speak to the small part that I know. Replacing the I5 bridge over the Columbia River is a critical need, especially for pedestrian and bicycle traffic. Completion of the bicycle/pedestrian trail at the north end of Swan Island should be done before the Big Dig activities will get in the way and push that back several years. Completion of the rest of the greenway between the Steel Bridge and Cathedral Park is also important: this will become a major commuting route. I would like to see the remainder of the Columbia Slough route finished soon: it will be a very good pleasure ride. It will help diversify N and NE Portland economic activities (bicyclists eat a lot, do a lot of window shopping that results in later sales, etc). We missed an opportunity to put a decent bikeway on the St Johns Bridge, which is hindering the economies of St Johns and Linnton. Go back and make this right. The people who ride to Sauvie Island or up into Forest Park for pleasure spend a lot of money on the way, with no additional cost to the communities, and this is the kind of thing that should be encouraged.

**5. How should future transportation dollars be raised?**

Increase vehicle taxes and fuel taxes, and use tolls to shift more of the burden of road usage onto recreational drivers and drivers who choose to commute by car when other alternatives are available. Adjust the rates so that commercial vehicles and fuel efficient vehicles are not as heavily impacted as recreational SUV drivers. In short, put the greater burden on those who needlessly increase the wear and tear on our systems. Bonds as necessary for major projects. Road usage fees as above to pay down the debts incurred. General taxes as needed for public transit and trails. Consider selling tee shirts and lycra outfits to bicyclists. There are a lot of recreational cyclists who think nothing of spending \$200 on a lycra outfit that costs maybe \$30 to produce. No reason why "Team Metro" and "Team PDX" outfits couldn't compete with the all the swooshes out there. Hey, I'm serious. Really. Sponsor bicycle events. There are a lot of excellent trails routes through Portland that have minimal impact

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on other transportation. Metro could sponsor century rides and shorter rallies every weekend from April through October, and make quite a bit of money from them. Obviously the last two items wouldn't be a huge source of income, but the cost of maintaining a well built system of walking and bicycling trails is not very much.

#### 6. Other comments?

Walking and bicycling are the least polluting and most easily expanded components of Metro's transportation system. Also, Portland Metro area is gaining a worldwide reputation as bicycle friendly, and we are beginning to see an increase in bicycle tourists: lots play up to that lucrative industry. What follows are suggestions for low cost ways of integrating the good bicycling infrastructure that we have with our other transit systems. If this integration is properly managed, we can reduce vehicular traffic, spawn a lot of new small businesses, promote tourism, and increase the general health and fitness of the population. We can get all these benefits for very little expenditure and minimal risk. However it will require some exercise of the gray matter... be willing to think these ideas through. Please look at improving the few remaining dangerous bottlenecks on existing bicycling and walking routes. For the most part, we've got an excellent infrastructure in place, but there are a lot of people who do not ride or walk because less than 5% of the route they would take is too dangerous in their view. The Sellwood bridge and the St Johns bridge come to mind. Get these problem spots fixed, and there would be a decrease in vehicle traffic that would more than offset the cost over the service life of the improvements. Please encourage bicycle rentals and storage at transportation hubs (airport, train station, MAX terminals, strategic bus stops). It should be possible for a visitor to rent a bike at the airport or train station as easily as renting a car. Please expand bicycle accommodations on buses and light rail. Commuter biking in Portland is expanding, and the policies and equipment of our buses and light rail need to change to accommodate that expansion. If buses need to start pulling trailers that hold bicycles, so be it: that could be done. I am sure something similar could be done with light rail when that becomes necessary, which is what we should expect. Please encourage effective means for pedestrians and bicyclists to move groceries and similar purchases around town, such as delivery services, and accommodations for wheeled luggage, such as sidewalk lockers. A shopper should be able to wheel groceries to a bookstore, store them easily while shopping the books, and arrange for pick up from the storage locker and home delivery by cell phone. Creative investment by Metro of small sums in supporting private sector development of biking and walking infrastructure promises a better immediate return on investment than anything we can do with roads or light rail. Tax breaks or assistance with first year leasing for bicycle rentals, storage locker management, and delivery services should be strongly looked at: these can pay off in new sources of taxes as well as reduced loads on existing roads. These would also offer many intangible benefits from becoming known as a leader in greening the transportation system. I am pleased with the bike path plans for North Portland. I hope that the connection at the north end of Swan Island can be completed before the Big Dig activities delay that for several years. Please do a careful evaluation of the paving technology used on trails before spending anything more on failures like much of the Springwater Corridor and a number of wooded paths. Lifting from tree roots and corrugations due to settling of an improperly prepared bed should not be making those paths unusable in only a few years: a paved trail should have a service life of 30 to 50 years or more.

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Response Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 209.162.203.152

Response Started: Tue, 11/6/07 9:03:47 PM

Response Modified: Tue, 11/6/07 9:06:23 PM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - Ken Moyer

Address\* - 3541 SW Vermont St

Affiliation - Hayhurst Neighborhood Association

E-mail - kmpdx@easystreet.net

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

yes

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

Yes.

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

I would add sidewalks and bike lanes on SW Vermont Street, especially between SW 30th and 37th. This section is an important E-W connection, the only one within a 2 mile stretch, and connects many important commercial / school / church destinations. It is also within 1 mile of the Hillsdale Town Center.

**5. How should future transportation dollars be raised?**

Raise gas taxes and consider a "gas guzzler" tax. I'd also be in support of a small licensing fee for bicycles.

**6. Other comments?**

No Response

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Response Type: Normal Response

Collector: Now Link (Web Link)

Custom Value: empty

IP Address: 209.162.223.254

Response Started: Thu, 11/8/07 4:54:32 PM

Response Modified: Thu, 11/8/07 4:57:26 PM

**1. Contact Information. Starrad items are required for inclusion in the public record.**

Name\* - Janis McDonald

Address\* - 6526 N Michigan

E-mail - bikewonder@msn.com

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

yes

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

Yes.

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

Yes.

**5. How should future transportation dollars be raised?**

Good question. Not really sure.

**6. Other comments?**

The more off stroet paths the better for the city. It makes people want to get out and enjoy our beautiful city.

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Response Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 63.24.74.76

Response Started: Thu, 11/8/07 4:55:17 PM

Response Modified: Thu, 11/8/07 5:03:39 PM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - James L. Koelling

Address\* - 23101 NW ML Richmond Rd., Yamhill, Or 97148

E-mail - jlkoelling@gmail.com

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

yes

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

Please do not exclude the North Portland Trail project. These are vital links in making trails connect to one another and thereby useable. Break it all up and in stops to function.

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

No Response

**5. How should future transportation dollars be raised?**

I would support licensing of all vehicles including bicycles. A bicycle operators licenses might also be helpful. Revenues to improving alternative transportation. How about an electronic toll fee. Buy a ticket and it allows access.

**6. Other comments?**

No Response

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**Response Type:** Normal Response

**Collector:** New Link (Web Link)

**Custom Value:** empty

**IP Address:** 76.105.178.239

**Response Started:** Thu, 11/8/07 4:57:09 PM

**Response Modified:** Thu, 11/8/07 5:21:13 PM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - Kristin Gross

Address\* - 2227 NE Davis Street Portland OR 97232

E-mail - hazypictures@gmail.com

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

yes

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

No Response

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

No Response

**5. How should future transportation dollars be raised?**

No Response

**6. Other comments?**

I am writing to support keeping the NP Greenway trail on the financially constrained project list.

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Response Type: Normal Response

Collector: Now Link (Web Link)

Custom Value: empty

IP Address: 207.225.86.202

Response Started: Thu, 11/8/07 7:18:59 PM

Response Modified: Thu, 11/8/07 7:44:52 PM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - Sam Hackney

Address\* - 2503 SE 59th Ave/Portland OR 97208

Racial/Ethnic Identity - Caucasian

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

yes

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

Improved alternatives to single-family cars. Incentives to businesses to subsidize mass-transit options (car pools, Flexcar, employer-paid bus passes) for their employees and to locate in areas that are convenient to housing & mass transit; require more business properties built with housing on upper stories; restrict strip malls unless they meet the above guidelines.

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

Please keep the North Portland Greenway Trail high on the list! I work in NE Portland, and would love to have better bike trails on and around my commute. Also, more federal money to rail travel (both freight & passenger). Improved alternatives to single-family cars rather than throwing more money into fixing "problem" roads.

**5. How should future transportation dollars be raised?**

Gas taxes & auto licensing fees.

**6. Other comments?**

No Response

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Response Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 208.182.203.207

Response Started: Thu, 11/8/07 8:40:16 PM

Response Modified: Thu, 11/8/07 8:53:54 PM

1. Contact information. Starred items are required for inclusion in the public record.

Name\* - Trudy Hussmann

Address\* - 3800 NE 38th Ave.

Affiliation - Bicycle Transportation Alliance

Racial/Ethnic Identity - White

E-mail - trudy@easystreet.net

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

yes

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

I'm writing specifically in support of the North Portland Greenway Plan. I think this would be a great addition to safe bicycling routes in Portland, for both transportation and recreational purposes. Right now the route to St. Johns is along Willamette Blvd., which is scenic but fairly heavily trafficked. It has a bike lane part, but not all, of the way. Most importantly, there's no safe connection between that area and the Eastbank Esplanade farther south. We all know now how perilous Interstate Avenue can be. Given the popularity of the esplanade and Springwater Corridor, I think you'll see the same response to the North Portland Greenway.

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

No Response

5. How should future transportation dollars be raised?

Taxes I suppose, aside from federal and state money that might be available. I'm always willing to pay reasonable taxes for good causes.

6. Other comments?

No Response

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Response Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 76.115.0.167

Response Started: Thu, 11/8/07 10:03:04 PM

Response Modified: Thu, 11/8/07 10:11:02 PM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - George Ivan Smith

Address\* - 2637 NE Hamblet St., Portland OR 97212

E-mail - georgeivansmith@gmail.com

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

yes

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

No Response

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

Please keep the NP Greenway trail on the financially constrained budget. Although I live in NE Portland, I bike all over the city (at age 71) and the NP Greenway trail is a high priority for me. Thanks.

**5. How should future transportation dollars be raised?**

Some taxes, some fees and licenses.

**6. Other comments?**

No Response

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Response Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 65.102.7.114

Response Started: Sat, 11/10/07 11:23:18 AM

Response Modified: Sat, 11/10/07 11:28:52 AM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - Kenneth Arnold

Address\* - 1330 SW 3rd Ave., #810, Portland, OR 97201

Affiliation - KenArnoldBooks LLC

Race/Ethnic Identity - Caucasian

E-mail - ken@ken-arnold.com

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

yes

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

The goals for the North Portland Greenway are exactly right. The more we can do to expand safe and efficient alternatives to automobile travel, the better for us and for the area.

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

Yes.

**5. How should future transportation dollars be raised?**

It may be necessary to create a sales tax, the only equitable across-the-board way to fund this kind of infrastructure. I am not opposed to bicycle registration taxes (and I do bike).

**6. Other comments?**

Portland is doing a good job in the area of alternative transportation, but it cannot let up. The efforts need to be ongoing, especially as the region is expected to grow in population dramatically.

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Response Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 65.100.32.24

Response Started: Sun, 11/11/07 10:27:48 AM

Response Modified: Sun, 11/11/07 10:33:34 AM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - Timothy Baker

Address\* - 1811 NW Couch St Apt 209 Portland 97209

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

yes

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

Absolutely push forward with the North Portland Greenway Trail. The Eastbank Esplanade is invaluable and extending it northward is the logical next step. And any better means of moving through north Portland, other than the dangerous Interstate route, would be a smart boost for public safety. Please include this project in your final funding!

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

No Response

**5. How should future transportation dollars be raised?**

No Response

**6. Other comments?**

No Response

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Response Type: Normal Response

Collector: Now Link (Web Link)

Custom Value: empty

IP Address: 76.115.131.237

Response Started: Sun, 11/11/07 11:12:17 AM

Response Modified: Sun, 11/11/07 11:34:31 AM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - Lavin Nock

Address\* - 1173 NE 71st Ave

Affiliation - www.GreenwayNeighborhoods.net

E-mail - Lnock@comcast.net

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

yes

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

I don't know, I didn't find a summary of the goals. What I would change is, on the website, I would provide an executive summary of the proposed goals, with an easily-identified label.

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

I appreciate many of the projects. Thank you! However, please do not fund projects 10371 (\$59M) and 10362 (\$92M). The City of Portland has developed reports and policies to address the realities of Peak Oil and Global Warming, and the goal of becoming a Platinum-rated city for bicycles. Neither of these projects is consistent with these reports, policies, or goals. These projects will not serve Portland for the next 100 years. They will not help Portland face changing transportation realities over the next 20 years. They might be nice for 2 or 3 years, but this is too much money for projects that will be obsolete before they are even built. Please use the \$151M on the following projects, which will help Portland transition smoothly into a world where petroleum and carbon credits are more and more expensive each year. Buy more train cars for the MAX. In rush hour, run 3-car trains, and/or run trains more often. There are people who would commute on the MAX if they could find a seat. Between Gateway and downtown, often in morning rush hour there are no seats. Increase the speed of MAX through downtown, by adjusting the schedule so that operators always use their priority at signal lights. Make some express trains during rush hour that don't stop at 5th Ave and Galleria—people can walk from Pioneer Square. Encourage food carts at MAX stations. Extend the pavement where necessary to accommodate this. In the UK and Europe, there are many shops centered around subway stops. As an example, at the NE 82nd Ave MAX stop, there is room north of the elevator, on the wide sidewalk, for a latte cart and/or a small lunch truck, and possibly a few street vendors. Metro should permit this, and subsidize if necessary. Change the MAX ticket policy, to allow families to all ride on one ticket, either all of the time, or perhaps on the evenings and weekends. The MAX is a cost-effective alternative to a single-occupancy car. But for an outing that takes more than 2 hours, the MAX costs a significant amount of money for a couple or a family with kids, unless they cheat. Freiburg, Germany has this policy on evenings and weekends, to help families enjoy the downtown more easily. Negotiate with the Lloyd Center to build and lease a structured parking lot on the existing surface parking lot. This will provide Eastside residents with the following options: a) Park at Gateway for free, and pay to ride the MAX b) Park at Lloyd Center, pay \$4 to park, and ride the MAX downtown for free c) Park and shop at Lloyd Center, with free or inexpensive validated parking. Conduct a feasibility study to run wide-carriage trams on existing rail lines. For instance, between the Portland Amtrak station and Oregon City, there are only a few trains each hour (freight and passenger). A MAX schedule could easily fit between these trains, with a +/- delay of a few minutes. The cost of leasing time on the freight track should compare favorably to the \$250M cost of Project ID 10012 for the new MAX line.

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to Lake Oswego, even if sidings are built for new passenger stations. Saarbrücken, Germany is a city which has adopted this strategy. When they opened their new tram system in 1997, they used more than 40 km of existing railroad rails, and built less than 4 km of new rails. Between Portland Amtrak and Vancouver WA Amtrak, the existing rail lines are already congested. A new line should be added, to support a tram and also to help Amtrak avoid freight-based delays. This would be a prudent long-term investment, which will support the local economy for the next 100 years and beyond. Any new I-5 bridge project over the Columbia that does not include one or more new rail lines, is woefully short-sighted. Construct a complete, well-connected bike-friendly grid downtown, where 10-year-old kids and 70-year-old ladies feel safe to bicycle. This does NOT mean 3-ft wide bike lanes on busy streets, where only lycra-clad road warriors dare to ride. It means a well-connected system of bike boulevards with frequent bollards to limit motorized through-traffic. On connections where this is not feasible, then take one entire lane of a multi-lane roadway for bikes, and use bollards or a rounded curb or parked cars as a lane-separator. In particular, modify the "Existing and proposed regional bikeway system" map of the Central City in the following ways: + Change the key "Existing On-street Bikeway System" and "proposed on-street bikeway" to read: "Proposed roadways with one complete road lane dedicated to bicycles, with a physical barrier such as bollards or curb or parked cars between the motorized lanes and the cycling lane" + Add a bike boulevard along 2nd or 3rd or 4th Ave + Take one entire lane each of Oak and Stark, for bicycles. + Remove cars from Morrison and Yanhill, between Naito Parkway and Broadway. Use these roads only for MAX, bikes, and buses, except where the cars cross north-south. Quality check for the new bike map: if you lived in the Pearl District, would you feel safe letting your 10-year-old kid bicycle to school? Would you feel proud knowing that your 75-year-old neighbor often rides his three-wheeler along your bike grid, to buy groceries and visit friends? Would you feel safe and relaxed, cycling from your home to the Metro office on the Eastside? Please keep working until the answers are "YES!!". Thank you.

5. How should future transportation dollars be raised?

No Response

6. Other comments?

No Response

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Response Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 67.40.248.35

Response Started: Sun, 11/11/07 8:34:34 PM

Response Modified: Sun, 11/11/07 8:38:32 PM

**1. Contact Information. Starred items are required for inclusion in the public record.**

Name\* - Jason Flippen

Address\* - 6106 NE 24th Ave.

E-mail - jflippen@wwnorton.com

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

no

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

My family and friends are active cyclists and we are excited to hear that there is a proposed North Portland Greenway on the plan. This would extend cyclists ability to travel safely, and away from traffic, when they are going from one neighborhood to another. Please push for this extension! Thanks for your hard work.

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

More bike lanes and paths throughout the city. It's what makes Portland so liveable and enjoyable. We do a better job at this than any other city I have visited and we need to keep up the good work in this area.

**5. How should future transportation dollars be raised?**

No Response

**6. Other comments?**

No Response

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Response Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 198.145.73.87

Response Started: Mon, 11/12/07 12:24:30 PM

Response Modified: Mon, 11/12/07 1:24:27 PM

1. Contact information. Starred items are required for inclusion in the public record.

Name\* - Christopher H. Foster

Address\* - 15400 NW McNamee Rd.

Affiliation - Multnomah County Planning Commissioner ( but not representing anyone other than myself)

E-mail - foster@europa.com

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

yes

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

No Response

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

No Response

5. How should future transportation dollars be raised?

No Response

6. Other comments?

At this time, I only wish to comment on one of the proposed projects included on the RTP priority list. The Metro Project ID # is 10396; Cornelius Pass Rd. mile 0 to 3. 1. On the spreadsheet describing the various projects, I noticed that it was listed as "not in a habitat/conservation area". While I am unsure exactly what this means, this area is entirely within a Goal 5 County wildlife habitat overlay zone. Our Goal 5 analysis identified Cornelius Pass Rd. to be a problem area for wildlife passage and general cohesiveness of the broader Forest Park/West Hills Habitat Area. Such barriers and fragmentation risk isolating wildlife populations (mammals & amphibians) to the point they no longer become viable. Making an "island" out of the broader Forest Park area is incrementally at risk. 2. Although this is a "Safety Improvement" it's quite obviously also one that will double the width of pavement in places, speed traffic, increase capacity and generally make for more wildlife hazard and isolation. Further, design elements like retaining walls and steep embankments are barriers than often come with such improvements. 3. This section of road borders or may be within what once was a riparian area of McCarthy Creek, a Class 1 stream. Why is this also not identified correctly? 4. Metro has made a significant Greenspace purchase (part of the Forest Park/ Wildlife Corridor Extension) is this very section that borders if not crosses Cornelius Pass Rd. At least to some extent (or perhaps primarily), the purchase was made for its geographical importance in long term habitat conservation. Conclusion: It would seem to me that RTP Goal 8- Environmental Stewardship should apply rather than N/A as currently posted. As the listed sponsor of this project, Metro transportation planners should recognize that this is in a regionally significant wildlife habitat area, and consider the consequences of design early on, whether or not it falls inside or outside of Metro borders. Thanks for the opportunity to

[http://www.surveymonkey.com/MySurvey\\_ResponsesDetail.aspx?sm=PRpjC%2fVnP8TKeTYH...](http://www.surveymonkey.com/MySurvey_ResponsesDetail.aspx?sm=PRpjC%2fVnP8TKeTYH...) 11/15/2007

comment. Sincerely, Chris Foster

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Response Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 67.42.0.85

Response Started: Mon, 11/12/07 8:33:11 PM

Response Modified: Mon, 11/12/07 8:38:26 PM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - Michelle Roach

Address\* - 4212 SE 76th Ave

Affiliation - Foster Powell Neighborhood Association

Racial/Ethnic Identity - caucasian

E-mail - michelle\_roach77@msn.com

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

yes

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

I understand the goals, but disagree with the priorities and outcomes of the lists.

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

The projects in the Foster-Powell neighborhood include the following projects identified on the Not Financially Constrained list: 10184 Foster Rd, SE Powell - 90th Ped, Bike Safety 10291 82nd Ave (Schiller to City Limits) Street Improvements 10305 Holgate 52nd Ave to 1-205 Bikeway | These projects are a priority for our neighborhood residents and represent major safety issues that should be addressed in the near future. These projects should be listed on the Financially Constrained list of projects. Our neighborhood is bound by major arterials that have been ignored for too long and should be addressed.

**5. How should future transportation dollars be raised?**

According to project specific goals and neighborhood investment in the process and projects.

**6. Other comments?**

No Response

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Response Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 75.164.161.116

Response Started: Mon, 11/12/07 11:05:44 PM

Response Modified: Mon, 11/12/07 11:12:50 PM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - Aimee Marciniak

Address\* - 7821 NE Everett

Affiliation - former bicycle safety instructor

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

No Response

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

Keep the North Portland Greenway trail on the list!!! This proposed trail would go from the Steele Bridge north to the St. Johns Bridge, connecting far North Portland with the Eastside Esplanade. The proposal also includes adding a bike path on the railroad bridge that spans the Willamette River between the Fremont bridge and the St. Johns bridge. For many people, this would make or break a trip by bicycle – having the safety and security of a car-free bike path and bridge crossing is the only way to guarantee more people to transport themselves by bicycle.

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

see above

**5. How should future transportation dollars be raised?**

Inner city businesses that offer their workers deals for parking should pool that money into resources for cycling. Additionally, businesses that offer their workers benefits for cycling, walking or public transit to work should get a break on this fund (thereby increasing the likelihood of more joining the process).

**6. Other comments?**

No Response

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**Response Type:** Normal Response

**Collector:** New Link (Web Link)

**Custom Value:** empty

**IP Address:** 208.71.204.65

**Response Started:** Tue, 11/13/07 9:24:20 AM

**Response Modified:** Tue, 11/13/07 9:37:00 AM

**1. Contact information. Starred items are required for inclusion in the public record.**

**Name\*** - Natalie Strom

**Address\*** - 4101 Kruse Way, Lake Oswego, Oregon 97034

**Affiliation** - City of Lake Oswego

**E-mail** - nstrom@ci.oswego.or.us

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

yes

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

Please include the Tryon Creek Culvert Alternatives Study into the RTP. A massive multi-agency cooperative effort was put into studying the potential to fix a very important culvert barrier at the mouth of Tryon Creek.

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

No Response

**5. How should future transportation dollars be raised?**

No Response

**6. Other comments?**

No Response

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Response Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 65.243.174.130

Response Started: Tue, 11/13/07 11:03:28 AM

Response Modified: Tue, 11/13/07 11:11:02 AM

**1. Contact Information. Starred items are required for inclusion in the public record.**

Name\* - Matt Svymbersky

Address\* - 1733 N. Farragut St.

Affiliation - None

Racial/Ethnic Identity - Caucasian

E-mail - svymbersky\_2000@yahoo.com

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

no

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

No Response

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

No Response

**5. How should future transportation dollars be raised?**

No Response

**6. Other comments?**

I want to strongly recommend including the North Portland Greenway in the transportation budget. Trails such as the Eastside Esplanade and Springwater Corridor have expanded biking and walking options for the many folks who would otherwise choose not to walk or bike. A trail connecting Downtown to the upper reaches of North Portland would be an invaluable link, allowing residents to expand their biking range. Especially with the recent biking deaths on the roads, many potential bikers may be intimidated by biking on main arteries. A trail will encourage would-be bikers to test the waters.

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Response Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 208.151.246.3

Response Started: Tue, 11/13/07 11:16:03 AM

Response Modified: Tue, 11/13/07 11:22:31 AM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - Malcolm McIver

Address\* - 7860 SW Northvale Way

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

no

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

The RTP should devote more resources to road improvement and expansion and less to mass transit. Transportation by automobile is and will be the preferred method for the vast majority of Oregonians. And, with hybrid vehicles and new fuels reducing the environmental impact of driving, the car is becoming increasingly greener with every passing year. I think the RTP should be more reflective of these facts and place more emphasis on roads.

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

Again, the RTP should invest more in the road system.

**5. How should future transportation dollars be raised?**

Support a drivers road use charge via electronic toll devices. This is a tough political sell but at least it has people who use the road system more paying a commensurate share of the cost for maintaining that system.

**6. Other comments?**

Thanks for all your hard work!

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Displaying 48 of 51 respondents

Response Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 208.26.166.4

Response Started: Wed, 11/14/07 10:21:45 AM

Response Modified: Wed, 11/14/07 10:31:28 AM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - Bob Marshall

Address\* - 3628 SE Martins, Portland

E-mail - bxm@deainc.com

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

yes

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

Yes, however engineered solutions are not the only answer to many of the safety related concerns. There is a world view that driving does not require full attention. More engineered safety only reinforces this misconception.

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

Yes but the funds and will to enforce existing laws must be made available. Distracted driving is a serious problem. Education and training must emphasize that drivers are responsible for the safety of fellow drivers and all must agree to a social compact to pay attention.

**5. How should future transportation dollars be raised?**

Gas tax.

**6. Other comments?**

Stricter licencing requirements and more severe punishment for violations and more enforcement for all road users. I expect that this recommendation will go right to the delete button. My faith in government to serve the public good is low.

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## Displaying 49 of 51 respondents

Response Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 63.149.33.2

Response Started: Wed, 11/14/07 1:24:52 PM

Response Modified: Wed, 11/14/07 1:37:25 PM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - Eric Haskins

Address\* - 374 NW 81st Place

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

no

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

No. The primary goal should be to releave congestion on the freeways and roadways. Our current freeway and roadway system is insufficient for our current population and our population continues to grow. The primary goal should be work over the next 25 to 30 years towards catching up. This problem will not go away and will begin to truly cripple our metropolitan area and economy.

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

There should be a significant investment in the westside to help alleviate the strain on the 217 and the 26 tunnel. There are too many on-ramps and off ramps on the 217 which leads to a good portion of the congestion. The commuter rail will have an insignificant impact, the congestion will continue to get worse. Completing the I-205 loop is the best solution to remove traffic from the tunnel and the 217. Every major city has a outer freeway loop except Portland. We need to quite steering our dollars away from freeways before our economy is sufficated. This is critical. Lightrail, streetcars and commuter rails look great but they do not make enough impact on the traffic to think that we can reasonable move towards the future without dramatic improvements to the freeways.

**5. How should future transportation dollars be raised?**

Our car registration costs are some of the lowest in the country, increase the costs to be on par with our neighbors to the south (CA) and north (WA) and use those funds towards freeway improvements in the metro area.

**6. Other comments?**

The liveability of our city, the attractiveness to companies, etc will continue to decline as our freeway traffic increases. You can not neglect the fact that the freeway system was insufficient 10 to 20 years ago and the improvements since then have not been significant enough to make any impact on the traffic. Major investments need to be focussed on an improved freeway system with no less than 3 lanes on every freeway in the metro area.

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Response Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 208.207.43.2

Response Started: Thu, 11/15/07 11:21:24 AM

Response Modified: Thu, 11/15/07 11:26:33 AM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - Kathleen Clarkson

Address\* - 5516 SE Center ST, Portland, OR 97206

E-mail - katie.clarkson@gmail.com

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

yes

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

No Response

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

I fully support investment in public transportation.

**5. How should future transportation dollars be raised?**

Primarily gasoline taxes for road repairs. Levy on income tax for public transit.

**6. Other comments?**

I especially support the implementation of the following projects in the Foster Powell neighborhood: 10184 Foster Rd, SE Powell - 90th Ped, Bike Safety 10291 82nd Ave (Schiller to City Limits) Street Improvements 10305 Holgate 52nd Ave to 1-205 Bikeway I Implementing the existing Foster Streetscape Plan

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Response Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 204.147.152.1

Response Started: Thu, 11/15/07 11:24:08 AM

Response Modified: Thu, 11/15/07 11:39:14 AM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - Kelly Knoebel

Address\* - 1829 NW 9th Ave Hillsboro, OR

Affiliation - None

Racial/Ethnic Identity - White

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

no

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

The goals are great but do you really think any one project can meet all those goals.

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

They seem to stop short of meeting the needs for future commuters and what about freight mobility. It is great to bike and walk but it is hard to haul freight that way. Come on you are all smarter than that. Your own plan acknowledges that population in Washington County will increase by 50-percent and employment by 80-percent over the same period. So why do you only propose an additional road capacity to accommodate this growth in the single digits. (ie. freeway lane miles eight-percent, arterial lane miles 13-percent, and freight network miles only four-percent). Almost a third of the projects listed as "priorities" for Washington County will expand or improve pedestrian, bike and trails, consuming 15-percent of the money that you say is hard to get. Look to the north in Washington and Proposition 1, it had too much transit and not enough roads to pass a vote. It is to bad the public does not get to vote on rather Metro should spend this money of rather the Counties should. I see Washington County as being much more able to spend this money on real projects versus just planning or recreational trails. With Metro's leadership on this I have real concerns that our regional economy will not continue to be as competitive, nor as robust. Think about this, if employees cannot make it to work timely or businesses can not get their products to customers efficiently then how many people are left to ride their bikes and then who will pay for your recreational trails.

**5. How should future transportation dollars be raised?**

It appears that much of the funding Metro receives is taken to pay for Metro's planners. Let use some of that money to build some of the plans we already have in place.

**6. Other comments?**

No Response

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Response Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 216.99.205.197

Response Started: Thu, 11/15/07 12:31:40 PM

Response Modified: Thu, 11/15/07 12:38:36 PM

**1. Contact Information. Starred Items are required for inclusion in the public record.**

Name\* - Terry Moore

Address\* - 8440 SW Godwin Ct.

Affiliation - CPO 3 Garden Home-Raleigh Hills-West Slope

E-mail - moorewt@spiritone.com

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

yes

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

No Response

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

No Response

**5. How should future transportation dollars be raised?**

Gas tax increase

**6. Other comments?**

The \$12 million project listed on Table 6.1, page 5 of 20 (project #10191) as one of the highest priority projects to be funded in the region through 2035 must be modified to fit both the neighborhoods through which this street -- SW Garden Home Road -- passes, and environmental resources the listed project would negatively affect. This project should be "right-sized" to ONLY add sidewalks and bike lanes and new landscaping. Garden Home Road is a residential street for its entire length, with one very short section between SW 69th and 76th which is the location of a small, neighborhood commercial node. The street is an important transit street, and thus needs sidewalks to support greater transit use. The street DOES NOT need widening for faster motor vehicle travel.

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Response Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 71.237.231.10

Response Started: Thu, 11/15/07 1:43:34 PM

Response Modified: Thu, 11/15/07 1:54:55 PM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - Dave Volz

Address\* - 22930 SW Erlo Place

E-mail - dgw@comcast.net

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

yes

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

No Response

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

No Response

**5. How should future transportation dollars be raised?**

No Response

**6. Other comments?**

I am an active participant in the Stakeholder Work Group for the I5-99W Connector project. After reviewing the material on this matter (Chapter 7, page 43) and the map depicting these corridors as shown in Chapter 3, page 37, I found that you disregarded the approved corridors as selected by the Project Steering Committee. I am involved with the Vision Implementation Team for Tualatin. I feel that the implementation of the Commuter Rail through Tualatin has been done with total disregard for the disruption that over 1,100 additional train horn blasts a day will do to the liveability of Tualatin residents. This will totally destroy the livability of some residential areas and significantly reduce the quality of life in a very large area of Tualatin. I believe that the reference to Hall Boulevard in Chapter 7, page 47 is an error. This reference should be changed to "the Tualatin-Sherwood Highway.

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Response Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 71.237.231.10

Response Started: Thu, 11/15/07 2:06:44 PM

Response Modified: Thu, 11/15/07 2:18:22 PM

**1. Contact Information. Starred Items are required for inclusion in the public record.**

Name\* - Pat Volz

Address\* - 22930 SW Erio Placo Tualatin OR 97082

E-mail - pjvw@comcast.net

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

yes

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

No Response

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

The entire project needs to be funded including noise mitigation and air quality issues.

**5. How should future transportation dollars be raised?**

No Response

**6. Other comments?**

On the I5-99w connector project, this report ignores the Project Steering Committee report. There must be noise mitigation for the proposed projects. The commuter rail starting next year will destroy livability in much of Tualatin. Over 1100 added train horns plus the vibration and other noise issues are totally being ignored by Trimet and Metro. The Hall Boulevard comment in the Tualatin town center section should be the Tualatin-Sherwood Hwy. Does anyone check your "facts"???

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<b>Response Type:</b> Normal Response	<b>Collector:</b> New Link (Web Link)
<b>Custom Value:</b> empty	<b>IP Address:</b> 76.164.23.32
<b>Response Started:</b> Thu, 11/15/07 4:48:45 PM	<b>Response Modified:</b> Thu, 11/15/07 4:52:22 PM

**1. Contact information. Starred items are required for inclusion in the public record.**

Name\* - Mark C. Ottenad  
 Address\* - PO Box 3737, Wilsonville, OR 97070  
 Affiliation - Wilsonville Chamber of Commerce  
 E-mail - Mark@WilsonvilleChamber.com

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

yes

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

For Wilsonville and SMART, yes the proposed goals are the correct ones.

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

For Wilsonville and SMART, yes the proposed goals are the correct ones, except for project 11105, which appears to be a typo.

**5. How should future transportation dollars be raised?**

No Response

**6. Other comments?**

The following comments are being mailed in via postal mail today. Council President David Bragdon Councilor Carl Hosticka, District 3 Metro 2035 Regional Transportation Plan Comments 600 NE Grand Ave. Portland, OR 97232-2736 RE: Comments on the 2035 Regional Transportation Plan Update Dear Council President Bragdon and Councilor Hosticka: The Wilsonville Chamber of Commerce supports projects proposed by nominating agencies the City of Wilsonville and SMART (South Metro Area Regional Transportation) agency outlined in the draft 2035 Regional Transportation Plan Update. Specifically, these projects include Metro Project IDs 10092, 10130, 10131, 10132, 10133, 10134, 10153, 10154, 10155, 10852, 10853 and 10854 by the City of Wilsonville and Metro Project IDs 11105, 11106, 11107, 11108, 11109, 11110, 11111, 11112 and 11113 by SMART. Businesses located in the City of Wilsonville are highly dependent on well-functioning transportation and transit systems for the efficient movement of freight and commuting workers. Major traded-sector employers in Wilsonville include high-tech manufacturers such as Xerox Office Group, Mentor Graphics, FLIR Systems and wholesale distributors such as SYSCO Food Services of Portland, Rite Aid Distribution, Nike West Coast Distribution, OrePac Building Products and several dozen additional firms. Major priorities for funding include Projects 10154 and 10155 in the amount of \$23 million that pertain to increasing the traffic-handling capacity of the I-5/Wilsonville Road Interchange, which is a project that was identified as a top priority in the Oregon Department of Transportation's November 2002 Freeway Access Study. The I-5/Wilsonville Road interchange has surpassed maximum traffic-handling capacity, requiring the City to issue a 'public facilities strategy' that places a moratorium on new developments that produce additional traffic through the interchange. Wilsonville has at least 170 acres

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of prime, vacant industrial and commercial property in the vicinity that cannot be developed until these improvements are completed. Thus, businesses that generate auto trips in the area will be unable to build or expand without improvements to this interchange. Additionally, the resulting congestion is impacting businesses through lost time and productivity due to delay in the movement of freight and commuting workers. The I-5/Wilsonville Road interchange is the second most active freight-transportation corridor in the Portland metro area. The interchange serves many large and small industrial and commercial companies, including Chamber members such as Coca-Cola Bottling, OrePac Building Products, Rite Aid Distribution, Nike West Coast Distribution, Albertsons, ProGrass, Wilsonville Concrete and eventually Fred Meyer stores. The leverage of other funds in this project is significant and local support is outstanding. The City of Wilsonville has already made substantial investments in to the interchange, including \$3.5 million for Phase 1 of the improvements and previously in 1995 a \$3.7 million upgrade for the interchange. The city has also recently invested \$7.3 million to improve Wilsonville Road to the west of the interchange in order to increase capacity and relieve congestion. The project will improve the operation of both I-5 and Wilsonville Road and incorporates several safety, capacity expansion, and pedestrian/bicycling elements that will maximize the benefits of this investment over the long term. Additionally, Projects 10131 Tooze Rd. Improvements; 10130 Kinsman Rd. Extension from Barber St. to Boeckman Rd.; 10853, Kinsman Rd Extension from Ridder Rd to Day St.; 10153 Barber St. Extension from Kinsman Rd. to Villebois Village; and 10132 Boeckman Rd./I-5 Overcrossing Improvements that total \$38.5 million are crucial to improve access and connectivity with many rapidly growing, high-wage industrial firms located along 95th Avenue, future developments in the Coffee Creek industrial area of North Wilsonville and with the Villebois urban village, which is the largest contiguous residential area under development in the entire Portland metro region. The Chamber generally supports SMART transit services that provide efficient methods of moving commuting workers to and from high-wage industrial employers and other businesses in Wilsonville, where 90% of the 15,000-person workforce resides outside of Wilsonville. Additionally, removing single-occupancy vehicles from the highways frees up capacity for the movement of freight via trucks. We do wonder, however, if there is a typo or mistake in listing Project 11105, Current Fixed Route and Dial-a-Ride Services, at \$228.7 million. Founded in 1973, the Wilsonville Chamber of Commerce is a business association composed of 380 companies that employ over 10,000 area residents. Thank you for your time and consideration. Sincerely, Mark C. Orenad  
Executive Director

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## **Section 3: Appendix**



<b>Safety</b>  <b>Clean air</b>  <b>Active living</b>  <b>Travel choices</b>  <b>Vibrant communities</b>  <b>Economic vitality</b>  <b>Freight reliability</b>  <b>Urban mobility</b>  <b>Equity</b>	<h1>The Regional Transportation Plan</h1> <h2>Tell us what you think</h2>				
	<p>The Regional Transportation Plan is a long-term blueprint that guides transportation planning and investments throughout the region. A draft plan for the years 2008–2035 is ready for your review. Regional elected officials are seeking comments on the plan's new goals and proposed investment priorities.</p> <ul style="list-style-type: none"> <li>• Are the proposed goals the right ones for our region?</li> <li>• Are the proposed investments the right ones to meet our goals?</li> <li>• How should future transportation dollars be raised?</li> </ul>				
	<h3>Public open houses and hearings</h3> <table border="0"> <tr> <td> <b>OREGON CITY</b>  <b>Thursday, Oct. 25</b>            Public Service Building            2051 Kaen Road            Open house at 4 p.m.,            hearing at 5 p.m.  <i>(TriMet bus 33)</i> </td> <td> <b>HILLSBORO</b>  <b>Thursday, Nov. 8</b>            150 E. Main St.            Open house at 4 p.m.,            hearing at 5 p.m.  <i>(MAX)</i> </td> </tr> <tr> <td> <b>PORTLAND</b>  <b>Thursday, Nov. 1</b>            Metro Regional Center            Council Chambers            600 NE Grand Ave.            Open house at 1 p.m.,            hearing at 2 p.m.  <i>(TriMet bus 6 or MAX)</i> </td> <td> <b>PORTLAND</b>  <b>Thursday, Nov. 15</b>            Metro Regional Center            Council Chambers            600 NE Grand Ave.            Open house at 1 p.m.,            hearing at 2 p.m.  <i>(TriMet bus 6 or MAX)</i> </td> </tr> </table>	<b>OREGON CITY</b> <b>Thursday, Oct. 25</b> Public Service Building 2051 Kaen Road Open house at 4 p.m., hearing at 5 p.m. <i>(TriMet bus 33)</i>	<b>HILLSBORO</b> <b>Thursday, Nov. 8</b> 150 E. Main St. Open house at 4 p.m., hearing at 5 p.m. <i>(MAX)</i>	<b>PORTLAND</b> <b>Thursday, Nov. 1</b> Metro Regional Center Council Chambers 600 NE Grand Ave. Open house at 1 p.m., hearing at 2 p.m. <i>(TriMet bus 6 or MAX)</i>	<b>PORTLAND</b> <b>Thursday, Nov. 15</b> Metro Regional Center Council Chambers 600 NE Grand Ave. Open house at 1 p.m., hearing at 2 p.m. <i>(TriMet bus 6 or MAX)</i>
<b>OREGON CITY</b> <b>Thursday, Oct. 25</b> Public Service Building 2051 Kaen Road Open house at 4 p.m., hearing at 5 p.m. <i>(TriMet bus 33)</i>	<b>HILLSBORO</b> <b>Thursday, Nov. 8</b> 150 E. Main St. Open house at 4 p.m., hearing at 5 p.m. <i>(MAX)</i>				
<b>PORTLAND</b> <b>Thursday, Nov. 1</b> Metro Regional Center Council Chambers 600 NE Grand Ave. Open house at 1 p.m., hearing at 2 p.m. <i>(TriMet bus 6 or MAX)</i>	<b>PORTLAND</b> <b>Thursday, Nov. 15</b> Metro Regional Center Council Chambers 600 NE Grand Ave. Open house at 1 p.m., hearing at 2 p.m. <i>(TriMet bus 6 or MAX)</i>				
	<h3>Other ways to submit comments</h3> <ul style="list-style-type: none"> <li>• <a href="mailto:rtp@metro.dst.or.us">rtp@metro.dst.or.us</a></li> <li>• <a href="http://www.metro-region.org/rtp">www.metro-region.org/rtp</a></li> <li>• send mail to RTP Comments, Metro Planning Dept., 600 NE Grand Ave., Portland, OR 97232</li> </ul>				



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*The Oregonian*, Oct. 21 & 27, 2007  
*The Asian Reporter*, Oct. 30 & Nov. 13, 2007  
*The Scanner*, Oct. 24, 2007  
*Hillsboro Argus*, Nov. 2, 2007  
*El Hispanic News*, Oct. 25 & Oct. 31, 2007

In addition:  
*Community Newspapers*,  
 3rd week of Oct. and 2nd week of Nov. 2007  
 (Gresham Outlook)  
 (Clackamas Review)  
 (Beaverton, Tigard and Tualatin Times)

SEARCH



## Council, meetings and agendas

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### Councilor Rex Burkholder's October 2007 newsletter

**This monthly newsletter includes a message from Metro Councilor Rex Burkholder and some of the latest events and programs brought to you by Metro.**

Phone (503) 797-1546

E-mail [burkholderr@metro.dst.or.us](mailto:burkholderr@metro.dst.or.us)

Rex Burkholder represents District 5, which includes Northwest Portland, North Portland, Northeast Portland, downtown Portland, a portion of Southwest Portland and a portion of Southeast Portland.

#### IN THIS ISSUE

1. A message from Rex Burkholder
2. Celebrate salmon return at Oxbow Park's Salmon Festival
3. Community members needed for Metro's advisory committees
4. Metro Council launches Nature in Neighborhoods Capital Grant program
5. Metro invites residents to explore waste transit options
6. Metro Council seat opens with resignation of Brian Newman of District 2
7. Regional Transportation Plan open for public review
8. Events of note in District 5
9. Rex's contact information

#### 1. A message from Rex Burkholder

As you read this I will be having the adventure of my lifetime floating down the Colorado River in the Grand Canyon. Columbia Corridor Association Executive Director Corky Collier called me up last spring and-out of the blue-invited me to join him and some friends on this special trip. I don't know much about white water so I volunteered to cook. If we don't come back, it will all be my fault.

While I am gone, I am putting my office into the competent hands of my Policy Coordinator, Kathryn Sofich. Kathryn already answers many inquiries from constituents and helps me understand the many issues Metro deals with. I am confident that she will cover for me very well while I am gone this month.

There are a few things "cooking in the oven," so to speak, that will be back on the table in November. One of the big ones is the [Columbia River Crossing](#). During the last five months, the project staff and consultants have been analyzing four different combinations of bridges and transit options. On November 27, the 39 members of the Task Force will see the data for the first time. Our work will be to develop a

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recommendation for a Locally Preferred Alternative to take out for public comment in the spring of 2008. The hope is to pick an option and begin the project development next summer. I am interested in an affordable solution that provides us with more transportation choices while limiting the impact of traffic and construction on our neighborhoods. This is a really big project, with lots of national interest. Wish us all luck and smarts!

To Build or Not to Build is the question the Metro Council will answer regarding a proposed Convention Center Headquarters Hotel. The Oregon Convention Center generates about \$400 million per year in economic benefit to this region. However, we are losing out on other conventions and their economic contribution; a hotel next to the OCC could help capture more convention business. The Metro Council needs to decide whether we should build and own a Headquarters Hotel, or should we decide this project is out of our reach, and continue relying on financial incentives to attract as many conventions as possible to the region. On September 27, the Metro Council acknowledged that it will require the cooperation and financial support of the City of Portland, Multnomah County, the hospitality industry and other beneficiaries of the proposed hotel in order to develop a financing plan that protects Metro's general fund and the taxpayers of the region from undue risk. Metro will spend the next month in discussion with project beneficiaries to see if there is enough support to proceed with the proposed Convention Center hotel.

Finally, the Regional Transportation Plan will be released for public comment on October 15. As I've written before, the world has changed a lot during the last century. Global warming, energy dependence, federal deficits and the failure of transportation revenues (gas taxes) to keep up with the true cost of construction and maintenance will require innovation and changes in how we live and get around. With our partners in government and business as well as with a lot of ideas from many of you, we are changing the way we look at potential transportation investments, asking not just if they might ease congestion or speed freight, but what is their effect on our health, the environment, and the economy. Tell us what you think.

Cheers, Rex

## **2. Celebrate salmon return at Oxbow Park's Salmon Festival**

Join us at Oxbow Park Saturday and Sunday, October 13 and 14 for the annual Salmon Festival commemorating the journey of the Chinook salmon to the Sandy River Gorge. This festival also celebrates the historic connection shared between people and wild salmon and inspires us to value clean water and healthy watersheds. Along with Metro, the hosts of this unique festival include the City of Portland Water Bureau, Columbia River Inter-Tribal Fish Commission, Mt. Hood National Forest, and Western Rivers Conservancy.

The salmon festival offers a wide range of indoor and outdoor attractions including cultural exhibits, nature walks, music, and a salmon barbeque. In addition children will be sure to enjoy activities such as arts and crafts, storytelling, wagon rides, and ancient forest hikes. The main festival takes place at a cluster of tents at the foot of the ancient forest. Further into the park, visitors can experience the history and life of the fishing tribes of the Columbia Basin and a variety of traditional exhibits through the Wy-Kan-Ush-Pum Village. Visitors are also welcome to learn about the life cycle and habitat of salmon through hands-on activities at the School of Fish and salmon walks.

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Wind your way through the festival on wooded trails or hop on a horse-drawn wagon or a shuttle van to get from place to place. Feel free to enjoy a guided walk into the ancient forest with a naturalist, or take a self-guided stroll to the banks of the river to see salmon spawning. Fish biologists will be at the river's edge to help point out what can be seen in the water and answer your questions.

Entry fee is \$8 per vehicle or \$12 per bus. No pets allowed.

Oxbow Regional Park is located within the Sandy River Gorge, 8 miles east of Gresham. From I-84, take the Troutdale exit (17). Go past the truck stop to the light. Turn right on 257th, go 3 miles to Division Street. Turn left onto Division. Follow the signs 6.5 miles and turn left. Follow the road to the park. For more information, visit [www.metro-region.org/salmonfestival](http://www.metro-region.org/salmonfestival) or call Metro at (503) 797-1850.

### **3. Community members needed for Metro's advisory committees**

Two of Metro's transportation advisory committees have openings for community representatives beginning January 2008. The Transportation Policy Alternatives Committee (TPAC) and Regional Transportation Options (RTO) sub-committee both have two-year terms available.

TPAC is a technical advisory committee to the Joint Policy Advisory Committee on Transportation (JPACT), a forum for individuals in the transportation industry to recommend transportation options to the Metro Council based on the region's needs. TPAC is composed of 15 professional transportation staff and six at-large community representatives. Currently, three new community representatives are needed to fill open slots for the upcoming year. Applicants for these positions should have expertise or a strong interest in transportation issues.

The RTO, a subcommittee of TPAC, works within the larger policy advisory committee to develop policy that increases the frequency of carpooling, public transit, walking and cycling in the region. The RTO is composed of 20 professional transportation staff and four community representatives. The community seats expire at the end of 2007. Applicants for these positions should live in Multnomah, Clackamas, Washington or Clark County, and have an interest in promoting transportation choices that help reduce the number of drive-alone trips. Applicants from Clark County should commute to the Portland metro area for work or business.

Visit <http://www.metro-region.org/> to submit an application online, or download the form and mail it completed to TPAC/RTO Recruitment, Metro Planning Department, 600 NE Grand Avenue, Portland, OR 97232. Applications are due at Metro by 5:00 pm on Friday, Oct. 12, 2007.

For more information on the TPAC seats, call Kelsey Newell, (503) 797-1916. For more information on the RTO seats, call Pam Peck, (503) 797-1866. Hearing impaired may call TDD (503) 797-1804.

### **4. Metro Council launches Nature in Neighborhoods Capital Grant program**

Do you have an idea that increases the presence of natural features, improves the appearance of neighborhoods, enriches peoples' experience of nature and helps

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strengthen a physical connection to the region's ecology? If so, a new capital grants program offered by Metro can help you make it happen.

The Metro Council's 2006 Natural Areas bond measure included \$15 million for grants that inspire innovative capital projects on public lands. Projects are encouraged that create or restore ecological processes to protect water quality and wildlife habitat. Since this program is funded by the bond measure, the projects must qualify as capital projects. The grant handbook will give more information on project eligibility, and Metro staff is more than happy to talk with you about your project. There is no deadline for applications and letters of interest can be submitted at any time.

Visit [www.metro-region.org/naturalareas](http://www.metro-region.org/naturalareas) to find more information, including the application instructions and materials. Interested groups are strongly encouraged to contact Mary Rose Navarro, Natural Areas Grants Coordinator, at (503) 797-1781, or e-mail [navarrom@metro.dst.or.us](mailto:navarrom@metro.dst.or.us).

### **5. Metro invites residents to explore waste transit options**

The Metro Council, with the help of the region's citizens, will begin to evaluate a variety of transportation options including truck, haul and barge to bring solid waste from the metropolitan region to the Columbia Ridge landfill near Arlington, Oregon. Since, 1990 Metro has contracted with a trucking firm (CSU Transport) to haul the region's waste; the contract expires Dec. 31, 2009.

The metro region generates 1.3 million tons of waste each year and about half of that is sent to the Arlington site. Metro will use criteria such as cost effectiveness, reliability, risk, and community and environmental impact to determine the best method of transporting the waste in the new contract.

Metro opens this decision-making process to concerned citizens and industry officials and will keep these parties informed throughout. At the beginning of October, Metro will issue a draft request for proposals, which will provide an opportunity for the public and waste industry representatives to comment.

In addition, Metro will be holding three public meetings to give interested individuals and agencies more information about the issues and options and to address the region's concerns and questions. All meetings are open to the public.

- Monday, Oct. 8, 6 p.m., Condon Court House, Condon, Ore.
- Monday, Oct. 29, 6 p.m., Best Western, 1108 East Marina Way, Hood River, Ore.
- Wednesday, Nov. 7, 6 p.m., Metro Council Chambers, 600 NE Grand Ave., Portland, Ore.

Before selecting a winning proposal, the Metro Council will also hold public hearings, which will be widely publicized on the Metro web site and in mailings and ads throughout the region. Metro staff is also available to meet with interested people.

### **6. Metro Council seat opens with resignation of Brian Newman of District 2**

Metro Councilor Brian Newman, who represents Metro District 2, has resigned from the Metro Council effective Oct. 6. He will become Director of Campus Planning and

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Development at Oregon Health and Science University (OHSU).

Newman was first elected to represent District 2 on the Metro Council in November 2002, and re-elected in November 2006. District 2 covers most of urban Clackamas County and a small portion of southwest Portland. Prior to his election to the Metro Council, Newman served on the Milwaukie City Council from 2000 to 2002.

While serving on the Metro Council, Newman's priorities have included assisting suburban communities with downtown revitalization, expanding light rail to Clackamas County and leading the master plan update at the Oregon Zoo.

The Metro Council will make an interim appointment to fill the seat through the January 2009. Any registered voter who will have lived in the district at least one year prior to the date that the appointment takes effect is eligible to apply for the position. Interested applicants should contact Metro's Human Resources department at (503) 797-1719 about the application process, which will be open through mid-October. Council hopes to have a successor in place by late October or early November.

The District 2 appointee would begin service immediately and will be eligible to run in the May 2008 primary and November 2008 general elections to serve out the remainder of the four-year Metro District 2 term until January 2011.

### **7. Regional Transportation Plan open for public review**

One of Metro's key regional roles is to lead the discussion on transportation planning and allocating limited funding for transportation projects. The long-range blueprint for this effort is called the Regional Transportation Plan (RTP), which is going through a once-every-four years update right now. Coming up soon there will be opportunity for the public to weigh-in on the part of the plan that must fulfill federal requirements. The comment period will begin on October 15 and end on November 15, 2007.

We hope that residents and businesses either provide feedback on the information posted at <http://www.metro-region.org-rtp/>, or show up at one of the following public open houses to have questions answered or submit testimony. Your input will help the Metro Council make major decisions about transportation investments that will have a profound impact on our region's economy and quality of life.

Comments may be submitted via a comment form on the project web page, by e-mail to [trans@metro-region.org](mailto:trans@metro-region.org), or by US mail to RTP Comments, Metro Planning Department, 600 NE Grand Avenue, Portland, OR 97232. Hard copies of the draft plan will also be available from the Planning Department.

Four public open houses/hearings are scheduled:

#### **Oct. 25 - Clackamas County Chamber**

Public Service Building  
2051 Kaen Road  
Oregon City 97045

Open house starts at 4 p.m.; hearing starts at 5 p.m.

#### **Nov. 1 - Metro Regional Center**

600 NE Grand Avenue

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Portland 97232

Open house starts at 1 p.m.; hearing starts at 2 p.m.

**Nov. 8 - Hillsboro Civic Center Auditorium**

150 E. Main Street

Hillsboro 97123

Open house starts at 4 p.m.; hearing starts at 5 p.m.

**Nov. 15 - Metro Regional Center**

600 NE Grand Avenue

Portland 97232

Open house starts at 1 p.m.; hearing starts at 2 p.m.

For technical questions about the transportation priorities process, programs or projects, contact Kim Ellis, RTP project manager, at [ellisk@metro.dst.or.us](mailto:ellisk@metro.dst.or.us) or (503) 797-1617. For questions about public involvement, contact Pat Emmerson at [emmersonp@metro.dst.or.us](mailto:emmersonp@metro.dst.or.us) or (503) 797-1551.

**8. Events of note in District 5**

For a complete list of events, check out our online calendar, [calendar.metro-region.org](http://calendar.metro-region.org).

**9 a.m. Saturday, Oct. 6**

**Work Party at Arbor Lodge Park**

Help replace the use of pesticides with people power by weeding at this North Portland park. Snacks, gloves and tools will be provided. To attend, meet at North Bryant Street and Greeley Avenue. For more information, call Megan at (503) 423-7549.

**3 p.m. Wednesday, Oct. 10**

**Walk the Eastbank Esplanade to Oaks Bottom**

Join Mike Houck on a one-way, 4-mile stroll, taking TriMet back downtown at the end of the trip. Free. Advance registration is required; visit [www.audubonportland.org](http://www.audubonportland.org) or call (971) 222-6116.

**8:30 a.m. Friday, Oct. 12**

**TrackersNW no school nature program: Coyote Rangers**

Learn how to create fire by friction, identify wild edible plants, play with animal movements and martial arts, weave baskets, and track animals. Suitable for ages 6 to 9; parents welcome. \$75. Advance registration is required; visit <http://www.trackersnw.com/>.

**10 a.m. Saturday, Oct. 13**

**Pre-Halloween preview tour at Lone Fir Cemetery**

This guided walking tour will add highlights of the Halloween tour to the general history tour. Enter at Southeast 21st Avenue and Morrison Street. Advance registration is not required. Suggested donation, \$10. For more information, call (503) 775-6278.

**3 p.m. Saturday, Oct. 13**

**Friends of Ross Island paddle**

Join Mike Houck on a leisurely paddle to learn the natural history of the four-island

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archipelago and the issues of public ownership and long-term management. This program is suitable for beginning paddlers. Free. Advance registration is required; visit [www.audubonportland.org](http://www.audubonportland.org) or call (971) 222-6116.

**7 p.m. Wednesday, Oct. 17**

**Ducks 101: Waterfowl identification class at Metro Regional Center**

Join Metro naturalist James Davis to find out who's who in the large group of ducks, geese and swans that fly over the region's wetland or stay to spend the winter. This program is suitable for adults and teens. Meet in room 370. Registration and payment of \$10 per person are required in advance; call (503) 797-1715.

**8:30 a.m. Thursday, Oct. 18**

**TrackersNW no school program: Coyote Rangers**

Learn how to create fire by friction, identify wild edible plants, play with animal movements and martial arts, weave baskets and track animals. Suitable for ages 6 to 9; parents welcome. \$75. Advance registration is required; visit <http://www.trackersnw.com/>.

**8:30 a.m. Friday, Oct. 19**

**TrackersNW no school program: Forest Trekkers**

Learn how to create fire by friction, skin and tan a hide, play with animal movements and martial arts, flint knap arrowheads, weave baskets, and track animals. This program is suitable for ages 10-13. \$80. Advance registration is required; visit <http://www.trackersnw.com/>.

**9 a.m. Saturday, Oct. 20**

**The Incredible Cattail**

Get hands-on experience on the ways cattail rhizomes can be used, from emergency survival food to processed flour for breads, ash cakes, muffins and pancakes. \$25. Advance registration required; call (503) 775-3828.

**9:30 a.m. Saturday, Oct. 20**

**Autumn and winter birds and Smith and Bybee Wetlands Natural Area**

Meet naturalist James Davis in the natural area parking lot on North Marine Drive. Bring binoculars or borrow a pair of ours. This program is suitable for adults and children 10 and older. Free. Advance registration required; call (503) 797-1715.

**10 a.m. Saturday, Oct. 20**

**Tall trees and toadstools**

Join naturalist Stephen Hatfield for a hike through a grove of old growth in Forest Park to discuss the natural history of the area and learn more about the ancient forest ecosystem. Free. Advance registration is required; send e-mail to [hikes@friendsofforestpark.org](mailto:hikes@friendsofforestpark.org).

**1 p.m. Saturday, Oct. 20**

**Mushrooms at Smith and Bybee Wetlands Natural Area**

Join naturalist James Davis for an exploration of the fungi at this natural area. This program is suitable for adults and children 12 and older. Meet in the natural area parking lot on North Marine Drive. Registration and payment of \$5 per adult are required in advance; call (503) 797-1715.

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**1 p.m. Sunday, Oct. 21****Wild foods of Native Americans**

Explore traditional food ways of Pacific Northwest Native Americans such as berry collecting techniques, food caches, pemmican and fruit leathers. Includes lecture and slides. \$18. Advance registration required; call (503) 775-3828.

**8 a.m. Wednesday, Oct. 24****Oaks Bottom wildlife refuge and Springwater Corridor walk**

Join naturalist Mike Houck for a stroll around the 160-acre Oaks Bottom Wildlife Refuge. The walk is a 2-mile loop on both paved and uneven dirt paths, with two moderate hills. This program is suitable for families. Free. Advance registration is required; visit <http://www.audubonportland.org/> or call (971) 222-6116.

**7 p.m. Wednesday, Oct. 24****Whooo goes there? Owls of Oregon at Metro Regional Center**

With Halloween approaching it's a great time to learn how to tell Oregon's owls apart with Metro naturalist James Davis. This program is suitable for adults and teens. Meet in room 370 at Metro Regional Center in Portland. Registration and payment of \$10 per person are required in advance; call (503) 797-1715.

**8 a.m. Saturday, Oct. 27****Exploring the 40-mile loop from South Waterfront to OHSU**

Mike Houck will lead a walking tour along the Willamette River Greenway to Willamette Park, through George Himes Park and Terwilliger Parkway to OHSU. From there, it's downhill via the Portland Aerial Tram back to South Waterfront. Free. Advance registration is required; visit <http://www.audubonportland.org/> or call (971) 222-6116.

**10 a.m. Saturday, Oct. 27****Mushroom identification and harvest**

Take a trek through Portland area woodlands with naturalists and wildcrafters Julia Pinnix and Tom Prang as they teach about wild mushroom identification. Bring a collecting bag for all the goodies you find. Advance registration is required; visit <http://www.trackersnw.com/>.

**10 a.m. Saturday, Oct. 27****Alaska ethnobotany lecture and wild foods feast**

Join naturalists and wildcrafters Julia Pinnix and Tom Prang to learn about the different regions of Alaska, the native uses of plants past and present, and the Alaskan lifestyle. Homemade foods and beverages from Alaska will be served. \$7 to \$15, sliding scale. Advance registration is required; visit <http://www.trackersnw.com/>.

**3 p.m. Wednesday, Oct. 31****Winter waterfowl at Oaks Bottom wildlife refuge**

Join naturalist Mike Houck on a 2-mile loop and learn about waterfowl that use the 160-acre refuge during the late fall and winter months. Free. Advance registration is required; visit <http://www.audubonportland.org/> or call (971) 222-6116.

**6 p.m. Wednesday, Oct. 31****Tour of untimely departure at Lone Fir Pioneer Cemetery**

Hear the tales about notorious deaths, those engaged in the darker professions, and some who died before their time. Enter at Southeast 21st Avenue and Morrison Street.

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Bring a flashlight and prepare for cold, wet or slippery conditions. This program is suitable for all ages. Advance registration is not required. Suggested donation is \$5 per adult or \$10 per family. For more information, call (503) 775-6278.

**Training opportunity in December:**

**NeighborWorks Training Institute, December 10-14**

This national conference is dedicated to providing the highest quality training for community development practitioners and resident leaders throughout the country. Offering workshops and symposiums on affordable housing, asset management, community and neighborhood revitalization, community building and organizing, and Native American community development, this may be of interest to many of you. You can find out more at [www.nw.org/training](http://www.nw.org/training).

**8. Councilor Rex Burkholder contact information**

Address 600 NE Grand Ave.  
Portland, OR 97232  
Phone (503) 797-1546  
Fax (503) 797-1793  
E-mail [burkholderr@metro.dst.or.us](mailto:burkholderr@metro.dst.or.us)

Assistant Kathryn Sofich  
Phone (503) 797-1941  
E-mail [sofichk@metro.dst.or.us](mailto:sofichk@metro.dst.or.us)  
Web <http://www.metro-region.org/>

**About Metro**

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.

**Your Metro representatives**

Metro Council President David Bragdon

Metro Councilors  
Rod Park, District 1  
Brian Newman, District 2  
Carl Hosticka, District 3  
Kathryn Harrington, District 4  
Rex Burkholder, District 5  
Robert Liberty, District 6

Auditor Suzanne Flynn

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For more information, call the Metro Council at (503) 797-1540, fax (503) 797-1793 or send e-mail to [metro council@metro-region.org](mailto:metro council@metro-region.org). The hearing impaired can call TDD (503) 797-1804.

### **Related Metro links »**

**Meetings, work sessions, agendas and guidelines**

The Metro Council meets at 2 p.m. Tuesdays for work sessions, and at 2 p.m. Thursdays for meetings, in the council chamber at Metro Regional Center, 600 NE Grand Ave., Portland. See Metro's online calendar for details.

**Council actions**

Weekly summary of legislative actions taken by the Metro Council on ordinances and resolutions; includes voting records.

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**Related documents: Council, meetings and agendas**

Lists documents about this topic that are available to download.

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*This web page was last updated October 4, 2007*

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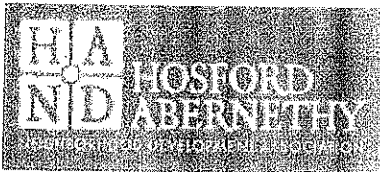
600 NE Grand Ave., Portland, OR 97232-2736

(503) 797-1700 | TDD (503) 797-1804 | Fax (503) 797-1797

[webmaster@metro-region.org](mailto:webmaster@metro-region.org)

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Find



*Administrator*  
Oct 24th, 2007

**TONIGHT - Crime Prevention Forum**

Southeast Crime Prevention and Neighborhood Response Team (NRT) Officers are launching a monthly community policing forum to address public safety issues and crime trends in Southeast Portland.

The first meeting will be **Wednesday October 24th** (6:00 PM-7:30 PM) at Southeast Precinct (4735 E. Burnside) in the Community Room. The ultimate goal is to improve communication between NRT, Crime Prevention, and Southeast Portland Neighborhood Watch members and business/neighborhood associations.

[Click to view flyer with additional information.](#)

If you wish to attend and/or have an agenda item you'd like to discuss, please RSVP to: Max Margolis, 503-823-0540 or email [max.margolis@ci.portland.or.us](mailto:max.margolis@ci.portland.or.us)

- Uncategorized , Events
- Comments(0)

*Administrator*  
Oct 23rd, 2007

**Light Rail Open House - Nov. 26 or 27**

In 7 or 8 years...there could be a MAX light rail going through HAND. You can find out what stage of planning the project is in by attending an upcoming Open House.

*Southeast Portland Light Rail Open House (both locations will be the same presentation)*  
*Drop-in anytime between 6 p.m. and 8 p.m.*

**Monday November 26**  
Sellwood Middle School Cafeteria  
8300 SE 15th Ave.

**Tuesday, November 27**

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OMSI Auditorium  
1945 SE Water Ave.



### Clinton Light Rail Location - Existing conditions

For more information: [www.metro-region.org/southcorridor](http://www.metro-region.org/southcorridor)

If you can't attend one of the open houses but want to comment, send an e-mail to [trans@metro-region.org](mailto:trans@metro-region.org), or call (503) 797-1756. There's also a form on the web site you can fill out and return it by December 1st.

- [Land Use Issues](#) , [Transportation Issues](#)
- [Comments\(0\)](#)

*Administrator*  
*Oct 18th, 2007*

### **Bioswale Update for 12th & Clay**

*Here is a brief update to the bioswale plans for SE 12th & Clay (provided by Linda):*

Ethan Timm and Linda Nettekoven met with the folks from BES re: the bioswale plans for 12th and Clay. Ethan's summary notes follow along with some comments of Linda's. They met with Alice Meyers and the landscape architect from BES. They explained more completely how they choose sites for innovative stormwater approaches (e.g., why the excess right of way at 12th and Elliot wasn't a good bet). They also are open to plant suggestions if any of you have knowledge of plants that might be appropriate. They are not as far along as hoped due to other construction priorities within the bureau.

From Ethan: Here are some words regarding the Clay St. Green Street:

I had anticipated that the Green Street plan for Clay St. was more fully designed. In fact, it is a targeted street for a series of sustainable stormwater features. The one we were shown was similar to what is found on Division adjacent to New Seasons.

We were shown the design for the corner of 11th and Clay, which generally conformed to the designs for Green Streets, which can be found at [portlandonline.com/bes](http://portlandonline.com/bes)

Future expansion of the green street is conceptual and does not include specific designs or locations, as far as I could tell.

The meeting was positive. My only suggestions were softening the planter borders to make them more pedestrian friendly, and incorporating art and seating, which is already in the works.

The main concern of the immediate neighborhood is loss of parking. I believe the Portland Store Fixtures has applied for a CBO grant to "green" their parking lot and paving. I suggested that they could be consulted to provide local businesses with ideas of why green features could be good for business.

I will contact them today to see what is behind their design...

For more information about Green Streets (from Alice Meyers):

1. Case studies on some green street projects can be found at the following link. The Siskiyou and Ankeny Projects have been around the longest.

<http://www.portlandonline.com/bes/index.cfm?c=44463>

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2. Green Streets Cross Bureau Report  
<http://www.portlandonline.com/shared/cfm/image.cfm?id=153974>

3. Green Street Details  
<http://www.portlandonline.com/bes/index.cfm?c=44213&>

4. Monitoring Information  
<http://www.portlandonline.com/bes/index.cfm?c=36055&>

- [Land Use Issues , Transportation Issues](#)
- [Comments\(0\)](#)

*Administrator*  
*Oct 18th, 2007*

### **Regional Transportation Plan**

Here is an opportunity to review and comment on the transportation priorities for our entire region. See how your priorities fit into the larger "to do list" for our region.

#### **Regional Transportation Plan seeks public review**

Metro is preparing to release a draft of the updated federal component of the Regional Transportation Plan (RTP) for a 30-day public review and comment period. The comment period will begin on October 15, and end on November 15, 2007.

The RTP is the long-range blueprint to guide major transportation investments in the Portland metropolitan region. The federal component of the RTP was prepared in response to changes to federal law and regulations contained in Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

During the 30-day comment period, residents and businesses are encouraged to study the draft document and other information from the 2035 RTP project web page ([www.metro-region.org/rtp](http://www.metro-region.org/rtp)), and provide feedback on the recommended direction of the RTP as reflected in the policy framework and goals, major transportation investments and proposed strategies.

Comments may be submitted via a comment form on the project web page, by email to [rtp@metro-region.org](mailto:rtp@metro-region.org), or by US mail to RTP Comments, Metro Planning Department, 600 NE Grand Avenue, Portland, OR 97232. Hard copies of the draft plan will also be available from the Planning Department upon request.

Four public open houses and hearings are scheduled to provide information, answer questions and offer an opportunity to submit testimony in person.

Oct 25 Clackamas County Chamber  
Public Service Building  
2051 Kaen Road  
Oregon City 97045  
Open house starts at 4; hearing starts at 5 pm

Nov 1 Metro Regional Center  
600 NE Grand Avenue  
Portland 97232  
Open house starts at 1; hearing starts at 2 pm

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Nov 8 Hillsboro Civic Center Auditorium  
 150 E. Main Street  
 Hillsboro 97123  
 Open house starts at 4; hearing starts at 5 pm

Nov 15 Metro Regional Center  
 600 NE Grand Avenue  
 Portland 97232  
 Open house starts at 1; hearing starts at 2 pm

The public comments will be compiled into a report and considered by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council before taking action on the updated federal component on December 13, 2007.

With approval of the updated federal component, Metro will begin work on the state component of the RTP to address state and regional goals. The state component will be integrated with the federal component to create a final 2035 RTP in late spring 2008. A second public comment period will precede consideration of this final RTP.

- [Transportation Issues](#)
- [Comments\(0\)](#)

*Administrator*  
 Oct 16th, 2007

### **Hungry for Knowledge, Wednesday Oct. 17**

**HUNGRY for KNOWLEDGE** Hungry for Knowledge at Lauro Kitchen benefits Hosford Middle School, Wednesday, Oct. 17.

Ongoing events run from September to December on designated Wednesday evenings, 20% of proceeds will benefit a specific school. No tickets or reservations are required.

Join neighbors and friends on these evenings to celebrate and support Southeast's finest. Richmond, September 19th, Hosford Middle School, October 17th, Llewellyn Elementary, November 7th and Atkinson Elementary, December 5th.

More than \$3,000 was added to the coffers of Abernethy, Sunnyside, Buckman and Winterhaven when they were honored this past spring by the Hungry for Knowledge program.

Lauro Kitchen is open for dinner seven nights a week, 5-9 Sunday-Thursday and 5-10 Friday and Saturday. They are located at 3377 SE Division Street. Visit <http://www.laurokitchen.com/> for more information.

- [Uncategorized , Events](#)
- [Comments\(0\)](#)

*Administrator*  
 Oct 16th, 2007

### **On Street Bike Parking in HAND**

Business owner Tyler Robertson with Clever Cycles approached HAND at the October meeting about gathering support for on street bike parking in front of his shop on SE Hawthorne & 9th Ave.

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HAND unanimously approved supporting the idea of a "bike corral" on SE Hawthorne just East of SE 9th. (See photo mock-up)

Robertson, who just opened the bike shop at 908 SE Hawthorne, says he already has support from at least 16 businesses in the immediate area to create this bike parking zone. He plans to take this information to PDOT for approval.

If you'd like to get involved with this project, contact Tyler at: [tyler@clevercycles.com](mailto:tyler@clevercycles.com)

- [Uncategorized](#) , [Land Use Issues](#) , [Transportation Issues](#)
- [Comments\(0\)](#)

*Administrator*  
Oct 16th, 2007

### **Walk or Bike to School!**

The National Walk or Bike to School Day on Oct. 3 was a popular hit with Abernethy Elementary students and parents. At tonight's meeting, HAND board member Liz Gatti shared that now EVERY Friday students and parents will walk or bike to school. Rain or shine!

So be on the lookout for younger neighbors doing their part to reduce traffic along HAND streets by commuting to school...every day and especially every Friday.

- [Uncategorized](#) , [Events](#) , [Transportation Issues](#)
- [Comments\(0\)](#)

*Administrator*  
Oct 16th, 2007

### **Portland's Streets: Town Hall, Oct. 30**

You probably already got this in the mail, but just in case...the City of Portland and Multnomah County are teaming up to address transportation problems in our community. To get involved you can attend a town hall meeting or fill out a survey online.

#### **Safe, Sound and Green Streets Town Hall Meeting for Southeast Portland**

**Tuesday, October 30, 7-9 pm**  
Sellwood Middle School  
8300 SE 15th Ave.

For more information visit the web site:  
<http://www.portlandonline.com/transportation/index.cfm?&c=32360> or call 503.823.1394

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*Administrator*  
Oct 11th, 2007

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**Next HAND Meeting: Tuesday, Oct. 16**

**Tuesday, October 16, 2007** (we meet the third Tuesday of every month)  
**St. Phillip Neri Church Paulist Center**  
**2408 SE 16th Avenue (and Division)**

*Here is the agenda for October. It is going to begin a little early this month (6:30) with a presentation from REACH. Michelle Haines (from REACH) will present their new design and how REACH plans on addressing the transportation issues raised at the last meeting regarding the LADD and Division site. After that, we plan on having a short discussion and having a board vote on the proposal. Of course, we have Laura Haggi with the City of Portland to talk about new garbage regulations as well as an update of the city's vote on garbage containers on sidewalks. Meet our new sustainability coordinator with SEUL, Tim O'Neil; and generally come give your input about what's going on in the neighborhood. As usual, our agenda is packed and there is plenty to get excited about.*

**LAND USE AGENDA**

**6:30-7:00 REACH Proposal for 20th/ Division/ LADD** (Michelle Haines)

**AGENDA**

**7:00-7:15 Discussion and Board Vote on Proposal**

**7:15- 7:40 Approval of Minutes; Treasurer's Report; Crime Prevention Officer/ Crime Report**

**7:40-7:50 Sustainability Program Coordinator with Southeast Uplift** (Tim O'Neil)

**7:50-8:05 Garbage Rules and Regulations** (Laura Haggi)

**8:05- 8:15 Communications Update** (Liz Gatti)

**8:15-8:20 Southeast Uplift Update**

**8:20-8:45 Announcements**

- Light Rail

- Holiday Dinner

- November Meeting

- Portland Policing Forum

- Bike and Walk: Abernethy

- 7 Corners Summit

- 19th Street/ Division Update re a Park

**8:45 Adjourn**

*If there's something you'd like to bring up at the meeting, please contact the HAND Chair Joe Hagedorn: [chair@handpdx.org](mailto:chair@handpdx.org) or 503-810-8998*

- Uncategorized , Meetings
- Comments(1)

*Administrator*  
*Oct 11th, 2007*

**Gardening Classes**

Great Gardening! A Day of Vegetable Gardening Workshops - 10/27/07

What: Great Gardening! A Day of Vegetable Gardening Workshops

When: Saturday October 27th, 9am - 2pm

Where: People's Food Co-op Community Room 3029 SE 21st

Hosted by Portland Community Gardens - We are offering workshops so people can learn more about organic

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food gardening techniques and principles. Possible workshop topics include: Organic 101, Composting and Compost Tea, Garden Planning and Seed Saving.

Cost: \$5 donation.

Please call or email to register.

503.823.1612

[comgardens@ci.portland.or.us](mailto:comgardens@ci.portland.or.us)

- [Uncategorized](#) , Events
- [Comments\(0\)](#)

- [Next](#) »

## • About



A site for all who live, work and play in the Hosford-Abernethy neighborhood.

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- **FLAG**
- **Friends of Trees**
- **Hawthorne Boulevard Business Association**
- **Portland Office of Neighborhood Involvement**
- **Save Our Elms**
- **Southeast Uplift**

- **HAND Neighbors**

- **Brooklyn Action Corps**
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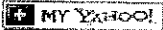
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## Council, meetings and agendas

### ADVANCED SEARCH

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HOME > COUNCIL > HOSTICKA > NEWSLETTER

## Councilor Carl Hosticka's October 2007 newsletter

**This monthly newsletter includes a message from Metro Councilor Carl Hosticka and some of the latest events and programs brought to you by Metro.**

Phone (503) 797-1549

E-mail [hostickac@metro.dst.or.us](mailto:hostickac@metro.dst.or.us)

Carl Hosticka represents District 3, which includes portions of Washington and Clackamas counties and the cities of Beaverton, Durham, King City, Sherwood, Tigard, Tualatin and Wilsonville.

### Five alternatives for the I-5 to 99W Connector Project

The I-5 to Highway 99W Connector Project has entered a new phase of analysis and evaluation. In fall 2006, more than 600 citizens from Wilsonville, Sherwood, Tualatin and Washington County participated in community forums to express their concerns and share ideas for how to address the transportation issues facing the southwest metro region. These suggestions were considered and, in late August, a report was presented to the Project Steering Committee that documents the planning process up to this point, lays out the project timeline and approves the range of alternatives that will be investigated as possible futures for the transportation system in the southwest quadrant.

Five alternatives are currently under consideration:

- 1) No-build alternative**, which consists of maintaining the existing system, plus following through with all currently programmed projects.
- 2) Transportation system management / Transportation demand management (TSM/TDM) alternative** targets ways to improve the performance of the current transportation system. This alternative addresses congestion through transportation system management and transportation demand management methods such as coordinating traffic light timing, and enhancing transit service, parking, and bicycle and pedestrian facilities. It also supports transportation management association programs that promote carpooling and alternatives to driving.
- 3) Enhanced existing system alternative** expands on the TSM/TDM options in conjunction with some smaller-scale physical improvements targeted to significantly enhance the existing transportation system.
- 4) Connector(s) within the urban growth boundary (UGB) alternative** proposes

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the construction of a major roadway, including one or more corridors for a new limited-access highway or high-capacity parkway linking I-5 and Highway 99W. The entire corridor would exist within the UGB.

**5) Connector(s) outside, or partially outside the UGB alternative** is the same as alternative 4, except that the corridor is substantially outside the UGB.

It is important to remember that no decision has yet been made as to which alternative will be implemented. The options are still being considered. When choosing among these five alternatives, we must consider how each will address the mobility needs in this growing quadrant of the region. All options will be investigated as equally viable possibilities.

Analysis of the alternatives will continue in an effort to fully understand how each of them would perform. A key step is the development of evaluation criteria, since they will determine how each alternative is considered and eventually eliminated or selected. On Sept. 25, the Metro Council reviewed the evaluation criteria. Later this fall, the Project Steering Committee (PSC) will vote to finalize the criteria. The PSC will judge each alternative not only for how it may improve transportation, but also how the resulting changes will impact the region in other ways. The evaluation criteria will be published soon, and I hope you will send in your comments, suggestions and concerns relating to the criteria, as well as the project as a whole.

The Metro Council believes that it is critical that all alternatives be weighed along the same dimensions. We also need to view project alternatives in the context of all transportation projects in the region.

At the end of this process, the proposed solution will be presented to the Metro Council for amendment to the Regional Transportation Plan. Local jurisdictions will also have to approve any changes in their transportation plans. For this reason, the participation of citizen stakeholders is crucial to not only help the Steering Committee compose a comprehensive recommended corridor solution, but to keep each stakeholder group fully informed and participating.

To take part in this discussion or for an update on the evaluation criteria or project, you are welcome to attend any meeting of the Stakeholder Working Group or Project Steering Committee. The meeting schedules, agendas and minutes are posted on the project website, <http://www.i5to99w.org/>, where you can also view updates, join the project newsletter and send in your comments. You can also send e-mail to [info@i5to99w.org](mailto:info@i5to99w.org) or call (503) 595-9915. Your input is important to me.

— Carl Hosticka

### **Regional Transportation Plan open for public review**

One of Metro's key regional roles is to lead the discussion on transportation planning and allocating limited funding for transportation projects. The long-range blueprint for this effort is called the Regional Transportation Plan (RTP), which is going through a once-every-four years update right now. From October 15 through November 15, the public will have the opportunity to weigh-in on the part of the plan that must fulfill federal requirements.

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Metro asks that residents and businesses either provide feedback on the information posted at [www.metro-region.org/rtp](http://www.metro-region.org/rtp), or attend one of four public open houses to have questions answered or submit testimony. Your input will help the Metro Council make major decisions about transportation investments that will have a profound impact on our region's economy and quality of life.

Comments may be submitted via a comment form on the project web page, by e-mail to [rtp@metro-region.org](mailto:rtp@metro-region.org), or by US mail to RTP Comments, Metro Planning Department, 600 NE Grand Avenue, Portland, OR 97232. Hard copies of the draft plan are also available from the Planning Department.

Four public open houses/hearings are scheduled:

**Oct. 25 - Clackamas County Chamber**

Public Service Bldg., 2051 Kaen Road, Oregon City  
Open house at 4 p.m.; hearing at 5 p.m.

**Nov. 1 - Metro Regional Center**

600 NE Grand Ave., Portland  
Open house at 1 p.m.; hearing at 2 p.m.

**Nov. 8 - Hillsboro Civic Center Auditorium**

150 E. Main St., Hillsboro  
Open house at 4 p.m.; hearing at 5 p.m.

**Nov. 15 - Metro Regional Center**

600 NE Grand Ave., Portland  
Open house at 1 p.m.; hearing at 2 p.m.

For technical questions about the transportation priorities process, programs or projects, call Kim Ellis, RTP project manager, (503) 797-1617. For questions about public involvement, call Pat Emmerson, (503) 797-1551.

**Councilor Carl Hosticka contact information**

Address 600 NE Grand Ave.  
Portland, OR 97232  
Phone (503) 797-1549  
Fax (503) 797-1793  
E-mail [hostickac@metro.dst.or.us](mailto:hostickac@metro.dst.or.us)

Assistant Linnea Nelson  
Phone (503) 797-1886  
E-mail [nelsonl@metro.dst.or.us](mailto:nelsonl@metro.dst.or.us)  
Web <http://www.metro-region.org/>

**About Metro**

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

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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.

### **Your Metro representatives**

Metro Council President David Bragdon

Metro Councilors

Rod Park, District 1

Brian Newman, District 2

Carl Hosticka, District 3

Kathryn Harrington, District 4

Rex Burkholder, District 5

Robert Liberty, District 6

Auditor Suzanne Flynn

For more information, call the Metro Council at (503) 797-1540, fax (503) 797-1793 or send e-mail to [metro council@metro-region.org](mailto:metro council@metro-region.org). The hearing impaired can call TDD (503) 797-1804.

### **Related Metro links »**

Meetings, work sessions, agendas and guidelines

The Metro Council meets at 2 p.m. Tuesdays for work sessions, and at 2 p.m.

Thursdays for meetings, in the council chamber at Metro Regional Center, 600 NE Grand Ave., Portland. See Metro's online calendar for details.

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Lists documents about this topic that are available to download.

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# Adams looks at plan to fund bridge fixes



TRIBUNE PHOTO: L.E. BASKOW

an renewal area would be funded in Metro's Regional Transportation Plan, says Sam Adams.

the plan were outlined.

Now Adams is overseeing the final public discussions on the plan before he submits it to the council, most likely in January. The current round continues through Oct. 30.

Tuesday's meeting was the first to include Wheeler, who admitted he still was catching up to Adams when it comes to preparing a transportation funding plan for the ballot.

Wheeler's performance at the meeting was in marked contrast to Adams, who narrated a PowerPoint presentation on his plan and answered questions with the authority of a public administration professor.

"I speak in acronyms sometimes," Adams admitted at the beginning of the meeting.

In comparison, Wheeler spoke for many in the room when he expressed his utter confusion and disbelief over the complex federal transportation funding rules.

"We have a nutty federal policy, I don't know any better way to say it," Wheeler said. "It's a matter of what pockets (they funds) come out of. It defies

common sense."

Adams hopes to reduce the confusion and increase support for his plan by providing a detailed list of specific projects that would be funded by it.

Working with a nearly 80-member stakeholders committee, he and transportation bureau officials have identified dozens of projects throughout the city that would be financed by the plan.

They range from better coordination of traffic signals to repaving major arterials and designating side streets for bicyclists. The projects are displayed on maps being handed out at each of the meetings.

"We're not asking for a blank check," Adams said. "We're telling you what your money will buy and when the projects will be done."

That sounded good to some of those at the meeting.

"I'm very impressed," said Rosemary McGrath, who lives just a block away from the school. "We have to address these problems."

Others were not so sure, however.

"I came in skeptical, and I'm still skeptical," said Mike Burke, who lives in the Roseway neighborhood. "I've seen plans like this in the past. Taxes keep going up, and the streets keep getting worse."

Information about the plan is on the transportation bureau Web site, [www.safeandsoundstreets.com](http://www.safeandsoundstreets.com).

## Metro also has projects

The issue could get even more complicated next week when Metro kicks off a series of public meetings on its proposed update to the Regional Transportation Plan that governs the larger transportation projects in most of the tri-county area.

It is intended to help the region accommodate the approximately 1 million more people who are expected to move here over the next 30 years.

"By 2035, the region will grow by more than 1 million people and add more than 500,000 jobs, doubling trips on the transportation system each day," the draft reads.

"By 2035, freight transportation needs are expected to more than double the freight, goods and services that will travel to this region by air and over the bridges, roads, water and rails."

Metro, the regional government charged with transportation planning, is updating the plan to meet federal and state transportation funding requirements. The discussion draft lists more than \$9 billion in projects over the next 20 years.

They were narrowed down from a larger list of approximately \$16 billion worth of projects submitted by the 25 cities, three counties and several special districts — including TriMet and the Port of Portland — within Metro's jurisdiction.

A series of agency committees prioritized the projects for funding depending on how much they supported Metro's larger land-use planning goals that call for concentrating growth in centers along major transportation corridors.

The draft includes a small number of the nonmaintenance projects in Adams' plan, including a city-sponsored motor vehicle trip-reduction program.

It also includes all of the oth-

## Transportation hearings

Portland Safe, Sound and Green Streets town hall meetings

- East: 7 a.m. Monday, Meblo Park Elementary School, 12800 N.E. Glisan St.
- North: 7 a.m. Tuesday, Rosa Parks Elementary School, 8960 N.W. Woodsey Ave.
- Northwest: 7 p.m. Wednesday, Metropolitan Learning Center, 2038 N.W. Glisan St.
- Southwest: 7 p.m. Oct. 29, Wilson High School, 1151 S.W. Vermont St.
- Southeast: 7 p.m. Oct. 30, Sellwood Middle School, 8300 S.E. 158th Ave.

## Metro draft 2035 Regional Transportation Plan open houses and hearings

- Clackamas County: 4 p.m. Oct. 25, Clackamas County Public Services Building, 2051 Kaen Road, Oregon City.
- Multnomah County/city of Portland: 1 p.m. Nov. 1, Metro Regional Center, 600 N.E. Grand Ave.
- Washington County: 4 p.m. Nov. 8, Hillsboro Civic Center Auditorium, 150 E. Main St., Hillsboro.
- Multnomah County/city of Portland: 1 p.m. Nov. 15, Metro Regional Center, 600 N.E. Grand Ave.

projects as improving city streets at the south end of South Waterfront, otherwise known as the South Portal.

The draft calls for dedicating \$57.3 million to the first and second phase of the project. City transportation officials still are determining how much and where to raise this money.

Sources could include a local improvement district of affected property owners or System Development Charges on new construction in the area.

Metro will begin holding hearings on the draft before Adams and Wheeler finish their current round of meetings.

The first will be held Thursday in Oregon City and the last on Nov. 15 at Metro headquarters in Portland. The draft is



# 2035 Regional Transportation Plan

## Open house sign-in sheet

Add your email address if you wish to receive e-notices of key transportation events.

Please print clearly

Name Paul Drews Affiliation none  
email pauldrews110@yahoo.com

Name Steve Ramirez Affiliation none  
email alwaysok@hotmail.com

Name John Mullin Affiliation Coalition For a Livable  
Future  
email olc.jmullin@yahoo.com

Name Eric Carlson Affiliation \_\_\_\_\_  
email erccinfo@mac.com

Name Hal Busch Affiliation GLADSTONE CITY COUNCIL  
email HALBUSCH@COMCAST.NET

Name Judie Hammerstad Affiliation City of Lake Oswego  
email mayer@ci.oswego.or.us

Name DONNA Jordan Affiliation City of Lake Oswego Council  
email DJordan@ci-oswego.or.us

Name Kristin Lieser Affiliation Metro  
email KLieser@metro.dst.or.us

October 25, 2007





# 2035 Regional Transportation Plan

## Open house sign-in sheet

October 25 - 2007.

Add your email address if you wish to receive e-notices of key transportation events.

Please print clearly

Name Alice Richmond Affiliation West Linn.  
email 3939 Parker Rd  
West Linn OR. 97068.

Name Alice Norris Affiliation Oregon City  
email \_\_\_\_\_

Name \_\_\_\_\_ Affiliation \_\_\_\_\_  
email \_\_\_\_\_

Name \_\_\_\_\_ Affiliation \_\_\_\_\_  
email \_\_\_\_\_

Name \_\_\_\_\_ Affiliation \_\_\_\_\_  
email \_\_\_\_\_

Name \_\_\_\_\_ Affiliation \_\_\_\_\_  
email \_\_\_\_\_

Name \_\_\_\_\_ Affiliation \_\_\_\_\_  
email \_\_\_\_\_

Name \_\_\_\_\_ Affiliation \_\_\_\_\_  
email \_\_\_\_\_

October 25, 2007



Date Nov. 1, 2007

# 2035 Regional Transportation Plan

## Open house sign-in sheet

Add your email address if you wish to receive e-notices of key transportation events.

Please print clearly

Name JAMES LEE Affiliation NONE  
email \_\_\_\_\_

Name RON ANDERSON Affiliation WALUGA NA  
email RONW.ANDERSON@COMCAST.NET

Name TERRY PARSON Affiliation NONE - AN OJOL TAXI  
email customercenterprod@hotmail.com TAXI PARTNER

Name Linda Robinson Affiliation multiple  
email lrobinso@pacifier.com

Name Bill Barber Affiliation Central NE Neighbors Coalition  
email billb@cnncoalition.org Portland

Name Tan Secunda Affiliation Livability Environmental Group  
email teda@stephense.net

Name Al Burns Affiliation Portland Bureau of Planning  
email aburns@ci.portland.or.us

Name Paige Schlupp Affiliation TriMet  
email pschlupp@TriMet.org

10/25/07



Date 11/1/07

# 2035 Regional Transportation Plan

## Open house sign-in sheet

Add your email address if you wish to receive e-notices of key transportation events.

Please print clearly

Name Jim Gardner Affiliation S. Portland Neighborhood Assoc.  
email jimdonna.chamois@msn.com

Name Breen Goodwin Affiliation NP GREENWAY  
email breen@rosacitymtg.com

Name Lawrence Odell Affiliation Washington County  
email \_\_\_\_\_

Name Noelle Dobson Affiliation Community Health Partnership  
email \_\_\_\_\_

Name Fred Nussbaum Affiliation AORTA  
email \_\_\_\_\_

Name Francis Ruzer Affiliation NP Greenway  
Trail Advocates  
email \_\_\_\_\_

Name Lenny Anderson Affiliation Swan Island TWA  
email \_\_\_\_\_

Name SIDNEY SMITH Affiliation independent  
citizen - Bicyclist!  
email Sid@absoluteimages.org

10/25/07



Date 11/11/07

## 2035 Regional Transportation Plan

### Open house sign-in sheet

Add your email address if you wish to receive e-notices of key transportation events.

Please print clearly

Name CHASE BALLEW Affiliation PLANNING STUDENT  
email NSCALE7@AOL.COM

Name Carol Chesarek Affiliation Forest Park Neighborhood  
email chesarek4nature@earthlink.net

Name \_\_\_\_\_ Affiliation \_\_\_\_\_  
email \_\_\_\_\_

Name \_\_\_\_\_ Affiliation \_\_\_\_\_  
email \_\_\_\_\_

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### **Directors**

Andy Cotugno, Planning Director  
Richard Brandman, Deputy Planning Director  
Robin McArthur, Regional Planning Director  
Kate Marx, Public Affairs and Government Relations Director

### **Managers**

Kim Ellis, Principal Planner, RTP Project Manager  
Tom Kloster, Transportation Planning Manager  
Janice Larson, Creative Services Manager  
Ted Leybold, MTIP Program Manager  
Pam Peck, Regional Travel Options Manager  
Dick Walker, Transportation Research and Modeling Services Manager

### **Public affairs and governmental relations staff**

Pat Emmerson, Senior Public Affairs Specialist  
Jon Coney, Public Relations Coordinator

### **Planning department professional staff**

Alejandro Bancke, Intern  
Mathew Berkow, Intern  
Anthony Butzek, Principal Transportation Engineer  
Tim Collins, Corridors Senior Transportation Planner  
Matthew Hampton, RTP Cartographer/GIS Specialist  
Jodie Kotrlik, MTIP Program Administrator  
Caroline Leary, Intern  
Jon Makler, RTP Operations Program Manager  
John Mermin, Associate Transportation Planner  
Josh Naramore, Assistant Transportation Planner  
Deena Platman, Principal Transportation Planner  
Amy Rose, Associate Transportation Planner  
Caleb Winter, RTO Associate Transportation Planner  
Kim Voros, Intern

### **Transportation research and modeling services staff**

Steve Hansen, Assistant Transportation Planner  
David Horowitz, Associate Transportation Planner  
Cindy Pederson, Principal Transportation Planner  
Thaya Patton, Assistant Transportation Planner

### **Planning department administrative staff**

Paulette Copperstone, Program Assistant III  
Francine Floyd, Administrative Specialist IV  
Susan Patterson-Sale, Administrative Specialist I

**Council office management and support staff**

Christina Billington, Operations Manager

Kathryn Sofich, Program Analyst II

**Creative services and website development and maintenance staff**

Teri Matias, Senior Visual Communications Designer

Susan Robertson, Temporary Program Assistant II

Lia Waiwaiole, Managing Editor

Marlon Warren, Associate Visual Communications Designer