

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

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

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

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

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

This chapter is organized as follows:

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

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

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

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

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

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

## 2.1 Demographic Trends

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

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

Table 2.2 shows Metro's growth forecast from 2005 to 2035. As the table shows, the Portland-Vancouver metropolitan region is expected to add approximately 1 million more people in the next 25 years<sup>2</sup>—the equivalent of adding two cities the size of Portland. A million more people means that more freight, goods and services will travel our waterways, rails, streets and thoroughways. More people will be using the region's transportation system to get to work, school, shopping and other daily activities

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

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

<sup>1</sup> Metro 2000–2030 Regional Forecast [http://www.metro-region.org/library\\_docs/maps\\_data/2000\\_2030regionalforecastsept2002.pdf](http://www.metro-region.org/library_docs/maps_data/2000_2030regionalforecastsept2002.pdf)

<sup>2</sup> Metro 2000–2030 Regional Forecast [http://www.metro-region.org/library\\_docs/maps\\_data/2000\\_2030regionalforecastsept2002.pdf](http://www.metro-region.org/library_docs/maps_data/2000_2030regionalforecastsept2002.pdf)

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

<sup>4</sup> Ibid.

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

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

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

### 2.3 Travel Trends

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

#### 2.3.2 Bicycling

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

<sup>5</sup> 2035 Regional Transportation Plan Update Stakeholder Engagement Report, Metropolitan Group, February 2007

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

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

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

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

Between 1991 and 2004, the City of Portland invested \$12 million in the city's developed bikeway network, increasing the mileage from 78 to 256.<sup>10</sup> The network includes bike lanes and designated "bike boulevards"—low-traffic city streets suitable for bicycling. Bicycle counts released for 2006 show significant increases in bicycle traffic across the city, with bicycle traffic constituting 10 percent of the total trips across the bridges.<sup>11</sup> Counts taken across four central city bridges reported 12,000 daily trips—an 18 percent increase over 2005. Bicycle count data is currently limited to Portland, but anecdotal evidence suggests that bicycle ridership has increased throughout the region. Increases in ridership is due in part to improved bicycle infrastructure, as well as increasing recognition of the health benefits of bicycling.

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

### 2.3.3 Walking

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

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

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

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

<sup>9</sup> Alta Planning, *Bicycling-Related Industry Growth in Portland*, 2006.

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

<sup>11</sup> Portland Office of transportation, *Bicycle Count Report*, 2006.

<sup>12</sup> 2006 City of Portland Bicycle Count Report – Significant Findings & Analysis.

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

<sup>14</sup> TriMet, *2007 Transit Investment Plan*, p. 10.



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

### 2.3.8.2 Community Health and Active Living

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

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

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

## 2.5 Where We Go From Here

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

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

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

<sup>17</sup> Active Living By Design Website (Research Page, viewed on Oct. 5, 2006) [www.activelivingbydesign.org](http://www.activelivingbydesign.org).

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

Suggested additions to glossary:

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

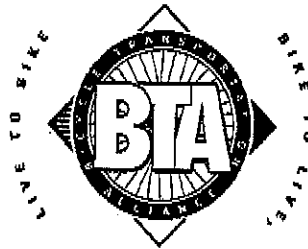
Active transportation: Non-motorized forms of transportation including walking and biking.

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

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

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

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



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

12 November 2007

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

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

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

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

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

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

*Emily Gardner*

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



*The Forum for Commercial Real Estate*

**Oregon Chapter**

November 13, 2007

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

**Re: Federal RTP Public Comments**

Dear Chair Burkholder, JPACT Members, and Metro Staff:

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

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

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

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

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

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

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

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

Sincerely,



Greg Manning,  
Public Affairs Chair  
NAIOP-Oregon

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



*Mayor*  
David M. Fuller

*Council President*  
Patricia Smith

*Councilors*  
Todd Sturdavant

Mark S. Clark

November 13, 2007

Metro Planning  
600 NE Grand Avenue  
Portland, OR 97232

Attention: Pat Emmerson

**RE: 2035 Regional Transportation Plan**

Dear Metro Council:

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

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

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

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

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

Respectfully,

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

David M. Fuller  
Mayor

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

## MEMORANDUM OF UNDERSTANDING

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

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

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

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

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

WHEREAS, this issue is of regional and statewide significance.

NOW, THEREFORE, the Cities agree that:

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



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

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

  
\_\_\_\_\_  
Mayor Mike Weatherby, City of Fairview Date

  
\_\_\_\_\_  
Mayor Shane Bemis, City of Gresham Date

  
\_\_\_\_\_  
Mayor Paul Thalhofer, City of Troutdale Date

  
\_\_\_\_\_  
Mayor David Fuller, City of Wood Village Date

\_\_\_\_\_  
Chair Ted Wheeler, Multnomah County Commission

Revised Version (4-16-2007)

Revised Version (4-26-2007)

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

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

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

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

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

Date: 11-6-07

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

**Why am I speaking out?**

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

**Is that freeway really necessary?**

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

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

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

page 2

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

**Don't freeways make more smog?**

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

**Wouldn't a freeway divide our neighborhoods?**

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

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

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

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

page 3

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

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

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

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

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

page 4

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

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

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

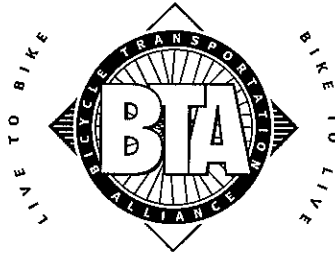
Project staff has estimated that the South Hillsboro plan area will incur about \$200,000,000 in transportation costs for on site and off site impacts. They have not said how much of that is for on site and how much for off site. Nor have they said exactly what off site roadway reconstruction would be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

page 5

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

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

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



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

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

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

### **Trends in Bicycle Planning**

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

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



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

### **Aligning the RTP to Current Trends**

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

### ***Strategizing for Bicycles as a Regional Travel Mode***

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

#### **RECOMMENDATION**

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

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

#### **RECOMMENDATION**

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

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

### ***Implementing Priority Routes for Bicycles***

#### ***Bicycle Boulevards***

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

#### **RECOMMENDATION**

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

#### ***Other Innovations to Serve Bicyclists Needs***

#### **RECOMMENDATION**

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

### **Other Comments**

#### ***Text and Statistics Update***

#### **RECOMMENDATION**

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



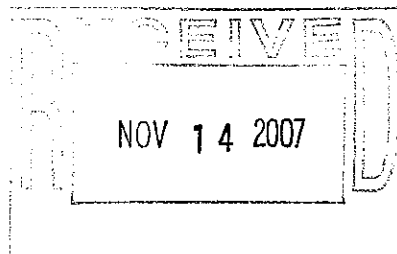
# **South Portland Neighborhood Association**

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

P.O. Box 69567  
Portland, OR 97239

November 7, 2007

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



Dear Councilor Burkholder:

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

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

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

businesses.

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

Sincerely,



Ken Love,  
President, South Portland N.A.



Jim Gardner,  
Metro Councilor, 1985-1995



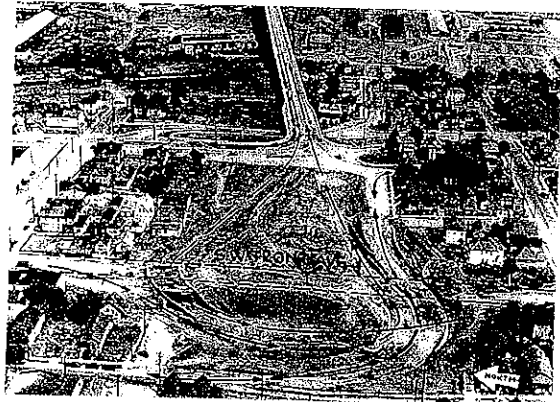
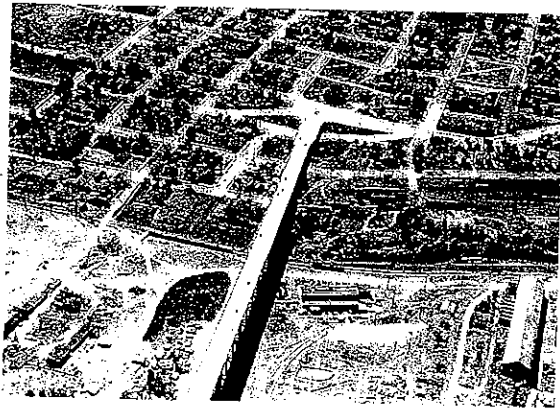
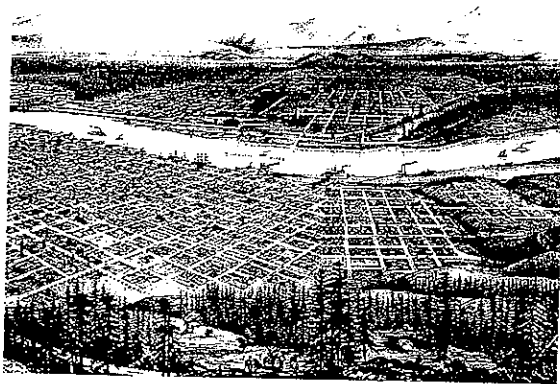
John Perry, FAIA  
Architect

enclosure

Adopted unanimously by  
Portland City Council,  
August 1, 2001

# **SOUTH PORTLAND CIRCULATION STUDY**

## **Report and Recommendations**



June 2001  
CITY OF PORTLAND  
OFFICE OF TRANSPORTATION

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

Photos on front cover clockwise from top left:

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

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

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

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

### I. PREFACE

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

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

### II. RECOMMENDATIONS OF THE JOINT CITIZEN AND TECHNICAL ADVISORY COMMITTEE

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

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

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

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

### III. WHY RECOMMEND ALTERNATIVE 5A?

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

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

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

#### IV. BACKGROUND

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

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

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

#### V. EXISTING TRANSPORTATION PROBLEMS

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

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



## VI. THE PLANNING PROCESS

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

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

## VII. ALTERNATIVES STUDIED

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

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

Alternative 2: Naito Parkway as an Urban Arterial Street.

Alternative 4: Naito Parkway as a Limited Access Boulevard.

Alternative 5A: Naito Parkway as a Local Street.

## VIII. RELATED PROJECTS

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

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

## IX. ADMINISTRATIVE RECOMMENDATIONS:

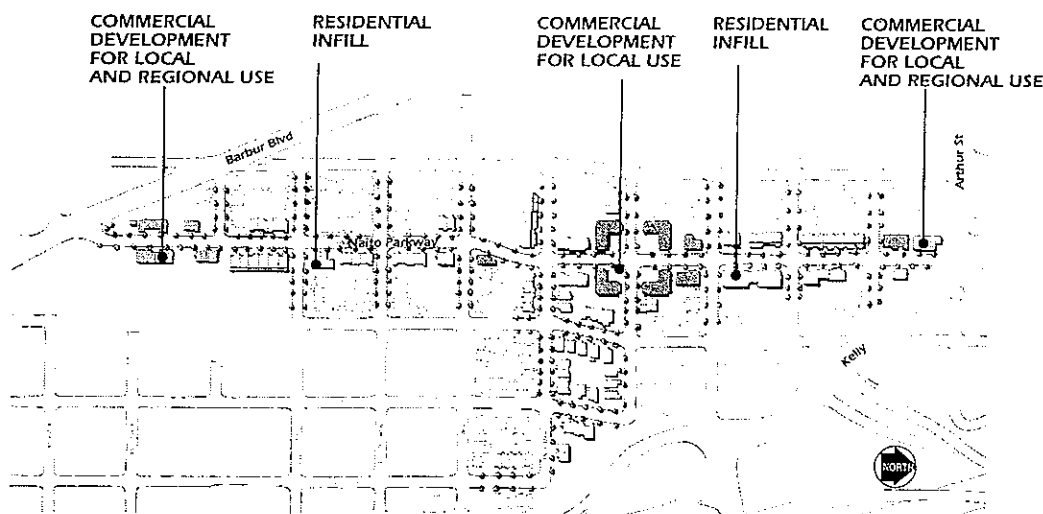
1. Continue to work with the Oregon Department of Transportation (ODOT) to further develop, analyze and evaluate regional connections that will significantly improve South Portland's access, circulation and environment. This can be accomplished by removing regional traffic currently directed through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

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

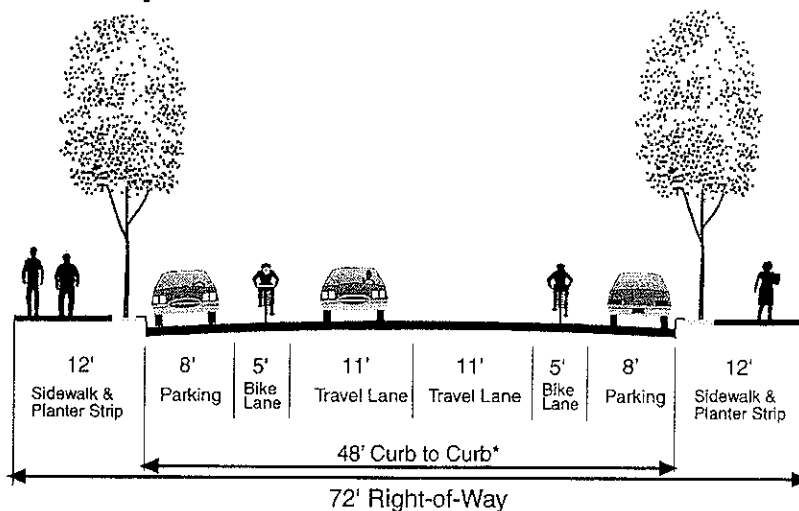
commercial development along Naito Parkway and at the west end of the Ross Island Bridge in the area currently occupied with the bridge ramps.

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

### ILLUSTRATIVE PLAN by StastnyBrun, Architects



### PROTOTYPICAL CROSS SECTION



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



**Figure 1**  
**RECOMMENDED PLAN**  
**ALTERNATIVE 5A**

# HILLSDALE

N e i g h b o r h o o d   A s s o c i a t i o n

Don Baack  
*President*  
503-246-2088

Duane Hunting  
*Vice President*  
503-417-4409

Philippe Kreiter  
*Secretary*  
503-892-1060

Vincent Pimont  
*Treasurer*  
503-892-3738

Aloha Wyse  
*Director*  
503-244-7595

Robert Hamilton  
*Director*  
503-320-5994

Rick Seifert  
*Director*  
503-245-7821

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

November 14, 2007

Re: 2035 Regional Transportation Plan Federal Component

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

1. Are the proposed goals the right ones?

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

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

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

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

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

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

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

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

Sincerely,

Don Baack, President

## **SW Background information:**

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

SW Portland has:

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

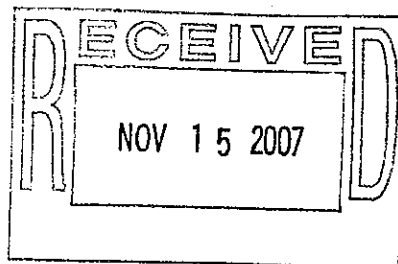
**None of the major regional arterials in southwest Portland are completely up to City of Portland and Metro's bicycle and pedestrian standards their entire length, not one.** 46% of our SW the arterials streets do not have sidewalks (22 miles), representing 45% of the entire City of Portland inventory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

## ASHCREEK NEIGHBORHOOD ASSOCIATION

November 15, 2007



ASHCREEK



Ashcreek Neighborhood Association  
7688 SW Capitol Highway  
Portland, OR 97219

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

**Re: 2035 Regional Transportation Plan Federal Component**

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

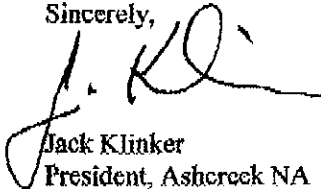
The Garden Home Rd Project #10191 is grossly oversized for our neighborhood and provides no regional needs. This is currently a 2 lane, winding 30-mph road for which neighbors have advocated improvement. Our focus for many decades has been to improve the intersection of Garden Home Rd and Multnomah Blvd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

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

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

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

Sincerely,



Jack Klinker  
President, Ashcreek NA

8700 SW 54<sup>th</sup> Ave.  
Portland, OR 97219

[jklinker@ease.com](mailto:jklinker@ease.com)

(503)246 7872



PORTLAND FREIGHT COMMITTEE

November 15, 2007

Metro Council  
600 NE Grand Avenue  
Portland, OR 97232

Dear Councilors:

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

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

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

Sincerely,

Ann L. Gardner, Chair  
Portland Freight Committee

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



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

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

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

### **Chapter 1: Context**

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

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

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

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

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

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

### Chapter 3: Transportation Vision

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

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

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

- **Goal 8: Ensure Equity**

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

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

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

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

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

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

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

- **Goal 9: “Ensure Sustainability”**

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

Comment:

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

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

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

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

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

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

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

### **Federal Constrained Transportation Project List**

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

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

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

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

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

Given our effort to integrate land use and transportation planning, “regional” projects should include key investments that strengthen designated regional centers, which are targeted for new jobs and growth. Transportation investments that facilitate the focusing of jobs and growth need to be considered as regionally significant.

In the next round of analysis, both the transportation scenarios and MetroScope land use scenarios should provide much useful information about which transportation investments achieve the highest performance in implementing the 2040 Growth Concept, investments that address Regional Transportation Plan Goals 1, 2, 3, and aspects of Goals 4 and 7.

Until that analysis is completed I am identifying some projects in my Council District that are not on the constrained list but seem like strong contenders for inclusion in a federally constrained list of transportation improvements.

### **Gateway Regional Center Projects 10326, 10327, 10328 \$13.4 million**

Gateway Regional Center is proposed to be identified as an Area of special Concern, “a major crossroads of transportation that is impacted by through traffic that is not destined for the regional center [as] such and which presents barriers to local circulation.”

Metro’s recently completed investment scenarios research indicated the potential for strong jobs growth in the Gateway Regional center, because of its central location and its existing freeway and light rail investments and proximity to PDX.

Improvements that increase the “neighborhood score” for Gateway could dramatically increase the number of housing units that locate there, adding thousands of housing units, equal to all the housing units approved between 1998 and 2007, in the 24,000 acres of UGB expansions since 1997.

Three Gateway Regional Center improvements are not included in the federal constrained project list would contribute to implementation of the 2040 Growth Concept. They are a package of improvements to the street network that have been identified as crucial for significant new developments. They should also contribute to achieving the regional Non-SOV modal targets identified in Table 3.17.

### **Increased Transportation System Management Program Investments & Land Use Investments \$156 Million**

I would like the Council and JPACT to consider transportation system management programs, like regional transportation options, intelligent transportation systems and accident and incident response, to a whole new scale.

Currently the Regional Travel Options, Project 11054, is listed on the constrained list at \$74 million over the next 27 years and “Regional ITS/TSMO”, project 11104, is listed as \$40 million. For purposes of analysis in the next round, I believe these program investments should be considered and analyzed as annual investments in the \$10 million per year range, combined.

This would make the totals \$135 million in each category, a total increase of \$156 million, counterbalanced by the \$150.5 million I propose for removal from the constrained list.

### **Projects I Will Review for Discussion and Possible Addition to the Constrained List During the State RTP Update**

I am not yet prepared to make a firm proposal regarding some other projects in District 6 at the Federal RTP stage, because I wish to consult with my constituents and staff more about these projects.

However I am identifying a set of projects that I will be re-examining for their merit as potential additions to the constrained project list in the context of the update of the State RTP, should analysis confirm their potential for significantly advancing the 2040 Growth Concept in centers, corridors and main street target areas.

- South Portland Improvements Project 10235 (especially redesign of west end interchange for Ross Island Bridge)
- SW Barbur Projects #10283 and #10285 (which can be coordinated with investments addressing the congestion problems identified on page 7-39.)
- Capitol Highway Projects #10272, 10273, 10282 and #10189
- Division Street Improvements #10193
- Foster Road Improvements #10438

### **Public safety projects.**

Southeast Portland contains a disproportionate share of streets and intersections where pedestrians and cyclists have been injured or killed. Projects that I would like to examine to determine whether they merit reconsideration as regionally significant investments compared to all other safety improvement projects in the region, include:

- Powell Boulevard Project #10184
- Powell Boulevard Project #101274

### **Projects I Propose for Removal from the Federal Constrained List**

As a policy matter, it seems inappropriate to include funding for construction, right of way acquisition or preliminary engineering of projects when very different alternatives, including a no build option, are still under study by an advisory committee and which have not received final approval by various governments.

Our policy should be that projects still being developed cannot receive the implied endorsement for funding because it undermines the integrity of the study and approval process.

This is a different situation from a project, the basic content of which has been studied, the alternatives narrowed and which has received some prior government approvals, but which is undergoing some kind of refinement study.

Projects on the list in this category are:

Project 10866	Columbia River Crossing	\$50 million (Oregon share) for preliminary engineering
---------------	-------------------------	---

The Columbia River Task Force has not even made a recommendation to the relevant governments between the three or four alternatives being studied. (See draft RTP page 7-33.)

Project 10870 I-5/99W Connector

\$100.5 million for Phase I. "Conduct study, complete environment design work and NEPA for I-5 to OR-99W and acquire ROW

Funding to complete a study makes sense but funding to acquire right of way does not make sense when a choice among the alternative has not been made and it is not clear what right of way or how much would be acquired has been decided. (See page 7-43 of the draft RTP.)

Parts of the Sunrise Highway may fall into this category as well.



Home of the Tualatin River National Wildlife Refuge

City of Sherwood  
22560 SW Pine St.  
Sherwood, OR 97140  
Tel 503-625-5522  
Fax 503-625-5524  
www.ci.sherwood.or.us

**Mayor**  
Keith Mays

**Councilors**  
Dave Grant  
Dave Heironimus  
Linda Henderson  
Dan King  
Dave Luman  
Lee Weislogel

**City Manager**  
Ross Schultz

**Sherwood**

**2006**

All-America City Finalist

November 15, 2007

Attn: Pam Emmerson  
Metro Planning  
600 NE Grand Avenue  
Portland, OR 97232

Re: CITY OF SHERWOOD 2035 RTP COMMENTS

Dear Ms. Emmerson,

Thank you for the opportunity to comment on the draft 2035 RTP. Sherwood's 2005 TSP identifies several projects that have been included in that list and we look forward to working with Metro and our regional partners to address transportation improvements of regional and local significance. The City of Sherwood has briefly reviewed the draft and generally supports the document and the projects included on the "Financially Constrained" list. We have identified, however, the following recommended changes:

1. Page 6-7 (map of proposed financially constrained projects): Sherwood's project 10674 (Oregon Tonquin Roundabout), 10677 (Adams Ave North), 10702 (2040 Corridor), and 10703 are not labeled on the map. Intersection projects also do not show up on the map (i.e. 10674).
2. Page 3-45 (Map of Regional System Design) –
  - a. the map shows 99W at the north end of Sherwood as a Highway and then there is a large gap before it picks up as a Regional Street in Tualatin. It is unclear why the design classification through Sherwood would not be similar to that of Tualatin and Tigard as it is serving employment areas, corridors, 2040 centers, etc.
  - b. Sherwood's future community streets do not show up on this map as dashed lines (i.e. Adams Ave North).
3. Page 4-10: Sherwood is not labeled on the system map
4. Page 7-46 – Discussion indicates that no capacity projects are proposed on 99W south of Greenburg, however the RTP project lists indicates RTP project number 10770 would widen 99W to 7 lanes through to Beef Bend.

In addition to the recommended changes/corrections the City has a general comment/concern about the timing of this update. Sherwood is in the process of developing the Brookman Road concept plan and initial traffic modeling indicates that, even at a no-build scenario, Pacific Highway may need to be widened to 7 lanes to accommodate anticipated traffic. While this is not in the current



Sherwood TSP, it is anticipated that in implementing the Brookman Road concept plan, amendments to the TSP would be necessary. The City would like confirmation on how to "reserve" the right to make anticipated near term adjustments to the RTP to reflect necessary changes identified through the concept planning process.

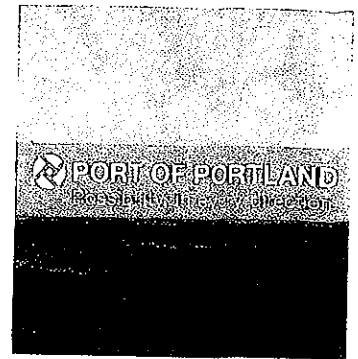
Thank you for your consideration of our initial comments.

Sincerely,

A handwritten signature in black ink, appearing to read 'Julia Hajduk', written in a cursive style.

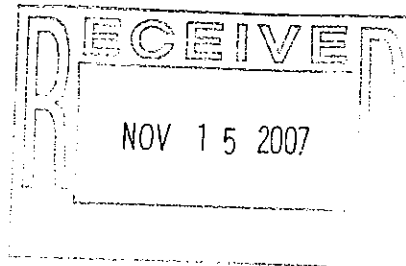
Julia Hajduk  
Planning Manager

CC: Tom Pessemier, City Engineer  
Jason Waters, Engineering Department



Mission: To enhance the region's economy and quality of life by providing efficient cargo and air passenger access to national and global markets.

November 15, 2007



David Bragdon, President  
Metro Council  
600 NE Grand Ave.  
Portland, Oregon 97232

Dear David,

The Port of Portland appreciates the opportunity to comment on the Federal portion of the 2035 Region Transportation Plan (RTP). From our vantage point, the health of our regional and state economy is very much dependent upon the efficiency and effectiveness of our transportation system. Our comments are centered on this perspective.

- The market access afforded by our transportation network directly affects the viability of the businesses that rely on those facilities. The RTP update should provide the framework to help with public awareness on the essential role that investments in the transportation system play in our ability to compete in the global market place and serve our economic growth. For that reason, the RTP must be explicit on the point of importance of investment in the transportation system to support our economic competitiveness.
- Given the importance of raising awareness of transportation funding needs, the RTP could help by articulating a clear vision. As it currently stands, the document has too many goals, some in conflict with others. We suggest that the RTP should identify the first five goals as primary goals that serve as the vision. The remaining goals 6-10 should fall into the category of "how we do business."
- A set of smaller "administrative" changes is attached.

We support the development of a plan that encourages regional investment to stimulate the economy and enhance the region's overall prosperity and well-being.

Sincerely,

Tom Imeson  
Public Affairs Director

Attachment

cc: Joint Policy Advisory Committee on Transportation



Port of Portland Proposed Administrative Changes to the October 15, 2007 Public Review Draft 2035 Regional Transportation Plan – Federal Component

1. Project 10288, Nominating Agency: Remove "ODOT".
2. Project 10334, Project/Program Name: Change to "11th/13th, NE (at Columbia Bl): Crossing Elimination", Description: Change to "If feasible, eliminate the at-grade crossing and improve alternate roadway access."
3. Project 10343, Description: Change to "New four-lane bridge between Marine Drive to Hayden Island."
4. Project 10364: Project/Program Name: Change to "PDX Light Rail Station/Track Realignment".
5. Project 10378, Project/Program Name: Change to "T-6 Internal Overcrossing".
6. Project 11092, Timeline: Change to "2008-2017".



# Oregon

Theodore R. Kulongoski, Governor

## Department of Environmental Quality

811 SW Sixth Avenue  
Portland, OR 97204-1390  
503-229-5696  
TTY: 503-229-6993

November 15, 2007

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

Re: 2035 Regional Transportation Plan (RTP) Federal Component

The "New Look" at the Regional transportation Plan (RTP) is an excellent opportunity to integrate land use planning and transportation planning in the region and allow us to plan for a more sustainable transportation future. Department of Environmental Quality supports the goals and objectives in the draft 2035 RTP, as they will help us achieve Oregon's environmental goals, including Oregon's greenhouse gas emission reduction goals.

DEQ's main comment on the plan is for clarification regarding how Metro will use its draft performance measures (Chapter 7) to track progress toward meeting goals and objectives (Chapter 3). For example, Goal 6, Potential Action 6.2.5 is to "monitor air quality, greenhouse gas emissions and air toxics within the regional airshed", and a potential performance measure for Goal 6 is to track tons per year of carbon/greenhouse gas emissions. The RTP's description of the demonstration of air quality conformity (Section 7.1.2) says it will be limited to carbon monoxide and ozone precursor emissions (consistent with previous agreements with DEQ). The public may be interested in a broader air quality analysis with the RTP, and DEQ recommends that the performance measures include greenhouse gas emissions. We recommend the draft RTP describe the process for selecting performance measures, and how they will be measured against a baseline and tracked over time.

We understand the time constraints involved in adopting the federal component of the RTP, but would like more information about how the financially constrained project list will meet RTP goals. Chapter 4 analyzes the investment pool set of projects but not the financially constrained list of projects that are proposed for adoption December 13. We understand that that analysis will be done next year with the state component of the RTP, and hope we will have a chance to refine the plan (per staff's response to comment #31 in the November 5 memo to JPACT) including the financially constrained project list to have a better understanding of how the adopted projects meet plan goals.

Thank you for the opportunity to participate in the development of the 2035 Regional Transportation Plan.

Sincerely,

Dick Pedersen  
Deputy Director

Post-it® Fax Note		7671	Date 11-15-07	# of pages 1
To Kim Ellis		From		
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November 15, 2007

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

Dear Ms. Ellis:

Thank you for the opportunity to comment on the Public Review Draft of the 2035 Regional Transportation Plan. Our comments focus on two issues: corridor studies and the deferral of the refinement of goals, objectives and performance measures to later processes.

### N/S Corridor Study

The N/S Corridor Study repeatedly has been identified as a top priority for the region. The mayors of the four East County cities (Fairview, Gresham, Troutdale and Wood Village) adopted a Memorandum of Understanding dated May 11, 2007 that recognized the critical importance of improving north-south transportation. A copy of that resolution is attached. The Memorandum of Understanding stated in part that "Metro and/or the Oregon Department of Transportation should embark on a Comprehensive Corridor Study as soon as possible." The City of Damascus also has adopted a resolution supporting the study and implementation of north/south transportation improvements.

The corridor study also was identified as one of the top three East County regional project priorities at an April 30, 2007 Metro workshop. This workshop has been identified by Metro as part of the foundation of the RTP process.

There are three separate issues. First, who should sponsor and fund the N/S Corridor Study, second, where should the intent to carry forward the Study be memorialized, and third, whether the N/S Corridor Study should be classified as a "Type 1 Major Corridor Refinement Study" or "Type 2 Minor Corridor Refinement Study" in the text of the RTP.

### Who Should Conduct the N/S Corridor Study

A lead entity is important so that the project does not "fall between the cracks" between the two entities. Metro may be more appropriate as a lead entity than ODOT because while the study will address a "connection" between two state facilities, the connection may be made via local facilities and should include a high capacity transit component.

### Where the N/S Corridor Study Should be Memorialized

We have heard from ODOT staff that the RTP Financially Constrained list is not the appropriate place to show a commitment to Corridor Studies, if funds other than "modernization" funds are to be used. Also, it is not clear whether Metro's potential funding sources for corridor studies would be federal funds that should be shown in the financially constrained system. It is our understanding that relevant federal regulations require the RTP to address responsibilities for corridor studies—and we suggest that those responsibilities should include funding and timing. Accordingly, we recommend that the RTP clearly state the relative responsibilities of Metro and/or ODOT for the N/S Corridor Study, including funding and timing.

### Classification of the Study and text in the RTP

Metro has incorporated into the review draft "whole cloth" the text of Chapter 6 from the 2004 RTP, and asked for local entities to provide "mark ups" to the text. This Chapter included discussion of the region's proposed Refinement Plans, including the "Interstate-84 to US 26 Connector", which was identified as a Minor Corridor Refinement." The Powell Boulevard/Foster Road Phase 2 Study also was included as a "Major Corridor Refinement."

We are proposing that the Interstate-84 to US-26 Connector Study be upgraded to a Major Corridor Refinement Study for reasons including the failure of 242<sup>nd</sup>/Hogan in the Round 1 modeling, even when all planned improvements for 242<sup>nd</sup> are incorporated. The addition of Springwater and Damascus in the UGB has heightened the need for the link. Please find attached specific recommended language.

#### **Deferral of Issues Including Policies and Objectives to "State RTP"**

In several instances, the Draft RTP defers addressing issues until the development of "the state component of the RTP update in 2008." This deferral is contained in areas including the "Organizational Structure for Regional Policy" (see figure 3.3). The Organizational Structure as proposed on Figure 3.3 consists of goals, and two tools to achieve the goals: "measurable objectives" and "potential actions."

By comparison, the 2004 RTP contained "policies" to realize goals. Also, the 2004 RTP stated that these policies were included in order to comply with federal law (see introduction, page v). Also, federal law requires Metro to conform its RTP to existing land use goals, policies and objectives. Specifically, the requirements for the contents of an RTP are listed in 23 CFR Section 433.322. These requirements include a requirement that the RTP:

"Reflect, to the extent that they exist, consideration of: the area's comprehensive long-range land use plan and metropolitan development objectives; national, State, and local housing goals and strategies, community development and employment plans and strategies, and environmental resource plans; local, State, and national goals and objectives such as linking low income households with employment opportunities; and the area's overall social, economic, environmental, and energy conservation goals and objectives."

The current draft of the RTP should include goals and objectives that specifically target the unique transportation needs of areas that recently have been brought within the UGB. Critical transportation projects that provide access to these areas and are necessary to support efficient land development consistent with the 2040 Growth Concept and locally adopted plans are disadvantaged in contrast to projects located within existing centers—even though the need for the former projects is acute.

We suggest that the RTP consider a new category of "Emerging Corridor," and provide objectives and actions that acknowledge their importance in developing future centers on an equal footing with projects intended to serve existing centers. This concept could be included under Goal 1, Foster Vibrant Communities and Efficient Urban Form; Objective 1.1 Compact Urban Form and Design: Leverage Region 2040 land uses to reinforce growth in, and multimodal access to 2040 Target Areas" (Draft RTP, page 3-8).

We recommend an additional potential action under Objective 1.1 of Goal 1: Revisit the 2040 Growth Concept as defined in the Regional Framework Plan and make any necessary amendments to that Plan to facilitate development of areas recently brought within the UGB.

A proposed new component of the Growth Concept would be "Emerging Corridor." An emerging corridor could be defined as follows:

An emerging corridor facilitates access to one or more centers in a UGB expansion area but lacks basic urban facilities such as sidewalks, bicycle lanes, or capacity for transit service that will accommodate efficient urban development and implementation of an adopted Plan. An emerging corridor has land use designations in place that will permit increased densities and a range of urban land uses. An emerging corridor may extend more than one mile from the nearest center; however, some portion of the corridor must be located within one mile of a center.<sup>1</sup>

We believe that such an action will aid Metro in complying with the requirements of its Code to establish and routinely update performance measures to monitor the success of its Urban Growth Boundary Functional Plan (see Metro Code Section 3.07).

<sup>1</sup> By comparison, the definition of "Corridors" in the Regional Framework Plan is as follows: "Corridors are not as dense as centers, but are located along good quality transit lines. They provide a place for increased densities and feature a high-quality pedestrian environment and convenient access to transit. Typical developments along corridors include rowhouses, duplexes, and one- to three-story office and retail buildings. While some corridors may be continuous, narrow bands of higher intensity development along arterial roads, others may be more nodal, that is, a series of smaller centers at major intersections or other locations along the arterial that have high quality pedestrian environments, good connections to adjacent neighborhoods and good transit service. As long as increased densities and a range of uses are allowed and encouraged along the corridor, many different development patterns-nodal or linear-may meet the corridor objective" (April 2005 Regional Framework Plan, page 4).

The 2004 RTP indicated that both financial planning **and policies** were included to meet federal requirements.<sup>2</sup> By contrast, the current Draft RTP states that financial planning is required for federal compliance—and deletes the reference to policies. Compare 2004 RTP page v. Introduction, 2004 RTP, to Draft 2035 RTP, page 1-3.

Thank you for the opportunity to comment. We look forward to working with you on these issues as the draft progresses.

Sincerely,



Ron Papsdorf  
Transportation Planning Manager

enclosures

<sup>2</sup> The 2004 RTP stated in the section on federal context: "The policies and financial analysis in Chapters 3 and 4 for the preferred system of policies and facility improvements are for federal, not state, transportation planning requirements" (2004 RTP p. v). The Draft 2035 RTP states in the same section: "The financial planning and analysis in Chapter 5 is for federal, not state, transportation planning requirements" (2035 Draft p. 1-3).

## MEMORANDUM OF UNDERSTANDING

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

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

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

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

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

WHEREAS, this issue is of regional and statewide significance,


NOW, THEREFORE, the Cities agree that:

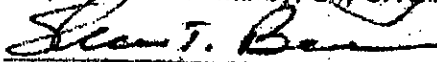
1. Metro and/or the Oregon Department of Transportation should embark on a Comprehensive Corridor Study as soon as possible; and
2. The Cities recommend that the study include an analysis of 181<sup>st</sup>, Fairview Parkway, 242<sup>nd</sup> and 257<sup>th</sup> from I-84 to an improved interchange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

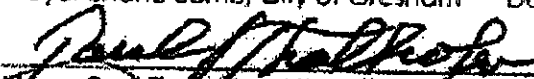


6. The Cities will work cooperatively with Metro, the Oregon Department of Transportation, and other regional partners to reach agreement on a preferred corridor alternative and jointly advocate for its implementation.

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

  
Mayor Mike Weatherby, City of Fairview Date

 3/14/07  
Mayor Shane Bemis, City of Gresham Date

 5/9/07  
Mayor Paul Tharp, City of Troutdale Date

  
Mayor David Fuller, City of Wood Village Date

Chair Ted Wheeler, Multnomah County Commission

Revised Version (4-16-2007)

Revised Version (4-26-2007)



# Oregon

Theodore R. Kulongoski, Governor

November 15, 2007

## Department of Transportation

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Metro Council  
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Portland, Or 97232

File Code:

**Subject: ODOT Comments on Public Review Draft 2035 RTP – Federal Component.**

Thank you for the opportunity to comment on the Public Review Draft 2035 RTP – Federal Component. The Oregon Department of Transportation has made initial comments at the TPAC, MTAC and JPACT meetings this month, and offers these more complete comments for consideration by the Metro Council as well as JPACT and MPAC.

ODOT appreciates the amount of work that has gone into the document to date, and understands the urgency of completing the Federal Component of the RTP in a timely fashion.

Below we have outlined several of our key concerns regarding the Public Review Draft 2035 RTP – Federal Component.

### **1. Development of the RTP and the revision process.**

The Policy chapter has undergone significant revisions, reorganization and rewording since JPACT accepted a draft provisional policy chapter for continuing to develop the RTP. ODOT, TPAC and JPACT were not consulted about potential revisions to the number of goals, wording of goals or revisions to the priority statements prior to release of the revised policy chapter for public comment. When the revised document was posted on-line it was, and remains, difficult to understand the numerous changes and revisions, and the resulting potential implications to the regional transportation system. ODOT staff developed a strike-out version for comparison, but explanations for many of the changes are still not well understood. The comment log provided after publication of the October 15 document does not adequately explain the reasons behind many of the changes. We now understand from the November 8<sup>th</sup> JPACT discussion that many of the changes were Council and/or staff-initiated.

### **2. Need for a clear understanding of priorities and the impact implementing those priorities will have on the regional transportation system.**

One of the purposes and required elements of the Federal RTP is to establish criteria and a process for *prioritizing* implementation of the RTP. Given the inadequacy of existing financial resources to maintain, operate, and expand the transportation system, it is crucial to make a clear statement of priorities.

The October 15 draft expanded the list of priorities to 29, from 7 in the March 1 draft. It will be difficult to prioritize improvements if the 29 priorities are all weighted equally. Several of the priority statements seem to overlap, such as Potential Actions 3.1.1 and 5.1.2 (both dealing with gaps in the pedestrian and bicycle system). Overlapping priorities may provide an opportunity for consolidation to reduce the number of priorities, but an outstanding issue for JPACT discussion should be the relative weighting of priorities to address system needs within our financial circumstances.

Further, it is unclear how 29 priorities will be used to prioritize investments in the "State TSP" or in the next round of the Metropolitan Transportation Improvement Program (MTIP). Will the State RTP provide an opportunity to evaluate and revise the goals and priority statements adopted as part of the federal RTP?

### **3. Economic Competitiveness has been downgraded as a priority.**

The March 1 document made a clear statement that the region's highest priority is those investments that make the greatest contribution to the region's economic competitiveness: Investment Objective 8.2 (Maximize the Return on Public Investment) stated "Place the highest priority on cost effective investments that achieve multiple goals and those investments that make the greatest contribution to the region's economic competitiveness". This statement has now been amended to Potential Action 9.2.1 "Place the highest priority on cost-effective investments that achieve multiple objectives and those investments that make the greatest contribution to the region's overall well-being". Economic competitiveness as expressed under Goal 2 is not as strong, being only 5 priority statements out of 29.

The March 1 language was specifically amended by a vote of TPAC based on recommendations from the Freight Task Force Policy Subcommittee. At its November 9 meeting, the Regional Freight Task Force and Portland Freight Committee expressed their strong objections to the change in policy language. Metro should respond to this comment by ODOT at JPACT, and most recently, the Freight Task Force's comment, that the revisions to this element are not acceptable.

The Oregon Transportation Commission has made it clear that economic competitiveness is a priority, both in the OTP, at OTC workshops discussing the draft RTP, at meetings between Transportation Commissioners and Metro Councilors. In the February 28 letter from Chairman Foster he stated that "The Cost of Congestion Study for the Portland-Metro region identified that congestion on the State system has reached an unacceptable level. Businesses outside and inside the Portland-Metro region cannot move their freight through, around, or out of the region in an efficient manner with a resulting significant adverse impact on the Oregon economy. Automobile trips through the region have been severely impacted. Further deterioration of the State system is not acceptable." ODOT would like to see economic competitiveness of the region listed as a stronger priority in the plan.

#### **4. Defining Deficiencies in Regional Mobility.**

Potential Action 2.3.1 under Regional Mobility Objective 2.3 (previously Objective 4.2) places priority “on investments that implement the CMP by addressing a gap or deficiency, or implement TSMO strategies within a Regional Mobility Corridor”.

“Deficiency” could be defined more comprehensively. As is anticipated in the section 7.6.3, and elsewhere in this draft RTP, there may be instances where TSMO and TDM strategies, alternative modes, and bringing all freeways up to 6 through lanes and arterials up to 4 through lanes with transit, bike lanes and sidewalks, will not be sufficient and there is a need to add additional capacity. The definition of “deficiency” in the Glossary of the October 15 draft RTP should recognize this possibility. We request that the definition of “deficiency” incorporate a reference to the deficiency thresholds in the regional motor vehicle performance measures. As stated in the February 28, 2007 letter from OTC Chairman Stuart Foster to the Metro Council, deficiencies or needs on the State system will continue to be defined by the OTC though the OTP, OHP, and Oregon Highway Design Manual (OHDM) mobility and design standards.

ODOT applauds Metro for proposing to reinstate the 2004 RTP motor vehicle performance measures and non-SOV modal targets in the federal RTP, while the region continues to refine performance measures. As the Commissioner’s letter went on to say, “In addition to seeking expanded revenue sources, we want to work with you to develop innovative tools to address congestion on the State system and elsewhere in the region. Any new tools, however, must provide demonstrable results in reducing congestion on the impacted segments of the state system if we are going to be able to support them.”

#### **5. Remedying Deficiencies in Regional Mobility.**

Priority regional mobility investments should be clearly defined in the RTP. Referring to an obscure document like the CMP Roadmap that has not gone through public review and has no legal standing is not sufficient. Placing the “CMP Roadmap” in the Appendix for reference is not a substitute for policy. Section 6.6.3 of the 2000 and 2004 RTP about CMP process requirements must be analyzed for consistency with the CMP Roadmap and revised as necessary. It is not clear from the Glossary which of these (the Roadmap or the process requirements in section 7.6.3) constitute the actual “Congestion Management Program”. From the discussion at TPAC it appears that many are confused about what the CMP means and where to find it. Rather than cross-referencing the CMP Roadmap, we suggest policy language be used to expressly define the issue.

## **6. Value Pricing.**

ODOT is not comfortable with an RTP assumption that value pricing is always feasible or preferable. Doing so presumes that value priced proposals are always both the most cost effective alternative and publicly acceptable, neither of which can be assumed at this time. Much has been learned about road pricing since Metro's Traffic Relief Options Study. Working Paper 9, which is proposed as the methodology to evaluate pricing proposals is dated and should not be used as the guiding methodology for the next 27 years. ODOT is undertaking a series of research studies intended to develop a more comprehensive and theoretically sound basis for evaluating tolling projects. The Department appreciates the potential uses of road pricing and intends to examine it over a variety of applications. Currently however, we feel it is unwise to assume either positive results or public acceptance. Accordingly, we propose new language for Objective 4.3: "Consider value pricing as an option and determine its feasibility consistent with State policy". We also propose replacing the Potential Actions with the following:

4.3.1 Develop a set of potential policy objectives and tolling applications for public review.

4.3.2 Identify several potential pricing applications for analysis of anticipated costs and benefits to the region's economy and land use objectives consistent with state policies and procedures.

## **7. System Performance Analysis.**

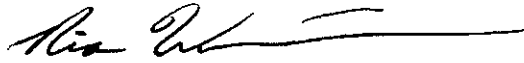
We are pleased that Metro is proposing to add pm peak V/C ratios to table 4. 10 and to include the 2005 and 2035 no build emme 2 plots, preferably for both mid-day and pm peak.

However, the RTP Round 1 System Analysis in chapter 4 does not yet report on system performance or provide information on the performance measures that TPAC and JPACT were expecting to see based on your June 28, 2007 memo. Some of the measures we are particularly interested in seeing include travel times for select links, travel time contours for industrial areas and inter-modal facilities, V/C and delay for main roadway routes on the regional freight network at mid-day, as well as V/C for all mobility corridors during the pm peak. The Regional Freight Task Force has expressed an interest in identifying "hot spots" and looking to our regional project list of financially constrained projects to identify they are being adequately addressed. We understand that these measures and analyses are still being developed. In the meantime, ODOT would like to suggest that copies of the emme 2 modeling results be incorporated into chapter 4, along with additional narrative analysis by corridor and by bottlenecks or "hot spots".

**In Conclusion.**

We are pleased that Metro staff is proposing to address some of our previously expressed concerns, however, ODOT remains concerned about the federal RTP as described above. The "new" Public Review Draft raised more questions for us than it answered. As we continue to discuss the revised draft and staff has an opportunity to respond to the items listed above, we remain committed to working with you and all our regional partners to finish this Federal Component of the RTP in the time allotted. We also look forward to reviewing the system performance measures currently under development and to having a more comprehensive discussion about the many transportation challenges this region faces as part of the State RTP update in the coming months.

In addition, we are providing editorial comments and suggestions prepared by both Region 1 and Salem TDD staff in an appendix attached to this letter.



Rian Windsheimer  
Transportation Policy and Development Manager  
ODOT Region 1

Attachment

**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

Susan D.  
Keil  
Director

Don  
Gardner  
Engineering &  
Development

Lavinia  
Gordon  
System  
Management

Suzanne  
Kahn &  
Eric  
Peterson  
Maintenance

John  
Rist  
Business  
Services

Paul  
Smith  
Planning

November 15, 2007

The Metro Council  
600 NE Grand Avenue  
Portland OR 97323

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

Dear Councilors:

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.

### **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.

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.

### **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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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.

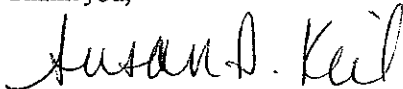
Bridges are a vital component of the regional transportation system, supporting mobility and our facilitating economic vitality. The role of bridges should have a higher-level policy discussion in the *Regional Transportation Plan*.

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.

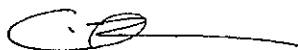
We look forward to working with Metro and our regional partners on these and other issues in state *Regional Transportation System Plan*.

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**  
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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.



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Suzanne  
Kahn &  
Eric  
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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

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) /US 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.

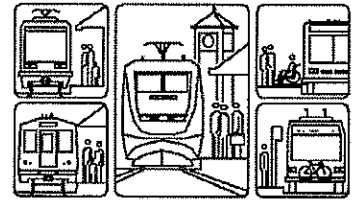
TriMet did not identify 2040 land use categories for projects.

## Association of Oregon Rail and Transit Advocates

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### MEMORANDUM

To: Metro Council

From: Fred Nussbaum, Strategic Planner

Date: November 15, 2007

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	<p>Built-out areas with most new housing and jobs accommodated through infill, redevelopment and brownfields development.</p> <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>◦ <u>Improving system connectivity to address barriers and safety deficiencies.</u></li> <li>• Completing local street connections needed to complement the arterial street system.</li> <li>◦ <u>Addressing bottlenecks</u></li> </ul>	<p>Redevelopable and developable areas, with most new housing and jobs being accommodated through infill, redevelopment, and greenfield development.</p> <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>◦ <u>Improving system connectivity to address barriers and safety deficiencies.</u></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>	<p>More recent additions to the urban growth boundary, with most new housing and jobs accommodated through greenfield development.</p> <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>◦ <u>Improving system connectivity to address barriers and safety deficiencies.</u></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**

Our Vision for the System	<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.
	<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.
	<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.
	<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.
	<b>Goal 5: Enhance Safety and Security</b> Multi-modal transportation infrastructure and services are safe and secure for the public and goods movement.
	<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.
	<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.
How We Get There	<b>Goal 8: Ensure Equity</b> Regional transportation planning and investment decisions ensure the benefits and impacts of investments are equitably distributed.
	<b>Goal 9: Ensure SustainabilityFiscal 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>
	<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.

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

Goal Statement	Objectives
<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</b> - Leverage Region 2040 land uses to reinforce growth in, and multi-modal access to 2040 Target Areas.</p> <p><u>Potential Actions:</u></p> <ul style="list-style-type: none"> <li>1.1.1. Place a priority on multi-modal transportation investments that address a system gap or deficiency to reinforce growth in and improve <u>multi-modal</u> access to or within the primary 2040 target areas.</li> <li>1.1.2. Coordinate land use and transportation decisions to ensure the identified function, design and capacity of transportation facilities are consistent with applicable regional system concepts and support adjacent land use patterns.</li> <li>1.1.3. Locate housing, jobs, schools, parks and other destinations within ½ mile of each other.</li> <li>1.1.4. Support the development of tools aimed at reducing vehicle miles traveled per person, including transit-oriented development, car sharing, location efficient mortgage.</li> <li>1.1.5. Create incentives for development projects in 2040 target areas and promote transit-supportive design and infrastructure in 2040 target areas and along designated transit corridors.</li> <li>1.1.6. Provide landscaping, pedestrian-scale lighting, benches and shelters and other infrastructure to serve pedestrians and transit users in 2040 centers, station communities and main streets.</li> <li>1.1.7. Work with the private development community to coordinate transportation spending and land development investment decisions for projects in 2040 target areas.</li> </ul> <p><b>Objective 1.2 Parking Management</b> – Minimize the amount of land dedicated to vehicle parking.</p> <p><u>Potential Actions:</u></p> <ul style="list-style-type: none"> <li>1.2.1. Place a priority on investments that reduce the need for land dedicated to vehicle parking.</li> <li>1.2.2. Promote the use of shared parking for commercial and retail land uses.</li> <li>1.2.3. Establish maximum parking ratios for off-street parking spaces.</li> <li>1.2.4. Manage and optimize the efficient use of public and commercial parking in 2040 target areas.</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> <ul style="list-style-type: none"> <li>2.1.1. <i>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 businesses in the primary 2040 Target Areas and Employment areas.</i></li> <li>2.1.2. <i>Provide a network of limited-access throughways to primarily serve interstate, intercity and inter-regional people and goods movement, consistent with Regional Streets and Throughways System Map.</i></li> <li>2.1.3. <i>Provide a network of arterial streets at one-mile spacing, with regional transit service on most regional arterial streets, consistent with Regional Streets and Throughways System Map.</i></li> <li>2.1.4. <i>Provide an interconnected multi-modal freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services and connects freight transportation corridors to the region's freight intermodal facilities and industrial sanctuaries, consistent with the Regional Freight System Map.</i></li> <li>2.1.5. <i>Provide a network of high capacity transit service that connects the Central City, Regional Centers and passenger intermodal facilities, consistent with Regional Transit System Map.</i></li> <li>2.1.6. <i>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.</i></li> <li>2.1.7. <i>Provide a network of local and collector street systems to reduce dependence on regional arterial streets and throughways for local circulation, consistent with Local Street System Concept.</i></li> <li>2.1.8. <i>Provide a continuous network of safe, convenient and attractive bikeways and pedestrian facilities on all arterial streets and improve access to transit facilities, consistent with Regional Bike and Pedestrian Systems Maps.</i></li> <li>2.1.9. <i>Provide a continuous network of regional multi-use trails that connect priority 2040 land uses, on-street bikeways, pedestrian and transit facilities, consistent with the Regional Greenspaces Master Plan.</i></li> <li>2.1.10. <i>Assist jurisdictions in developing local strategies that provide adequate freight loading and parking strategies in the central city, regional centers, town centers and main streets.</i></li> <li>2.1.11. <i>Develop measures that address the economic value of freight and goods movement, 2040 centers and other priority land uses and bike tourism and other recreational uses.</i></li> </ul> <p><b>Objective 2.2 Regional Passenger Connectivity</b> – Ensure reliable and efficient connections between passenger intermodal facilities and destinations in, and beyond and through the region to improve non-auto access to and from outside the region and promote the region's function as a gateway for tourism.</p> <p><u>Potential Action:</u></p> <ul style="list-style-type: none"> <li>2.2.1. <i>Place a priority on investments that benefit intercity public transportation or connect two or more such transportation with other passenger modes.</i></li> <li>2.2.2. <i>Identify possible passenger rail service corridors to neighboring cities, such as the Milwaukie-Lake Oswego-Tualatin-Sherwood-McMinnville service or an extension of Westside Commuter Rail to Salem.</i></li> </ul>



**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> <ul style="list-style-type: none"> <li>3.1.1. <i>Place a priority on investments that complete <del>address</del> a system gap or deficiency to improve bicycle, pedestrian or transit access, and connect two or more modes of travel.</i></li> <li>3.1.2. <i>Consider land use and demand management strategies and bicycle, pedestrian and transit needs when conducting transportation studies.</i></li> <li>3.1.3. <i>Research user preferences and behavioral responses on bikeways on low and high traffic streets.</i></li> <li>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></li> <li>3.1.5. <i>Develop travel-demand forecasting for bicycle use and integrate with regional transportation planning efforts.</i></li> <li>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></li> <li>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></li> <li>3.1.8. <i>Increase development and use of traveler information tools to inform choices.</i></li> <li>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></li> <li>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></li> <li>3.1.11. <i>Design and implement a transportation system with street designs necessary to encourage and support non-auto travel.</i></li> <li>3.1.12. <i>Provide transit service that is fast, reliable and has competitive travel times compared to the automobile.</i></li> </ul>

**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> <ul style="list-style-type: none"> <li>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></li> <li>4.1.2. <i>Integrate TSMO strategies in transportation studies.</i></li> <li>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></li> <li>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></li> <li>4.1.5. <i>Partner with ORTREC 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></li> <li>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></li> <li>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></li> <li>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></li> </ul> <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> <ul style="list-style-type: none"> <li>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></li> <li>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></li> <li>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></li> <li>4.2.4. <i>Continue rideshare tools and incentives from areas or at hours of the day under-served by transit.</i></li> <li>4.2.5. <i>Consider vanpool strategy to incubate new transit service.</i></li> <li>4.2.6. <i>Further study of market-based strategies, such as parking pricing, employer-based parking-cash outs and restructuring parking rates.</i></li> <li>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></li> </ul>

**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. <i>Place a priority on investments that address recurring safety-related deficiencies on an element of the regional mobility corridor system: <del>and on completing gaps in the regional bicycle and pedestrian systems.</del></i></p> <p>5.1.2. <i>Place a priority on completing gaps in the regional bicycle and pedestrian systems.</i></p> <p>5.1.3.5.1.2. <i>Promote safety in the design and operation of the transportation system.</i></p> <p>5.1.4.5.1.3. <i>Minimize construction-related safety impacts.</i></p> <p>5.1.6.5.1.4. <i>Promote safe use of the transportation system by motorists, bicyclists and pedestrians through a public awareness program and safety education programs</i></p> <p>5.1.6.5.1.5. <i>Work with local jurisdictions, ODOT and other public agencies to collect and analyze data to identify high-frequency bicycle- and pedestrian-related crash locations and improvements to address safety-related deficiencies in these locations.</i></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. <i>Place a priority on investments that increase system monitoring for operations, management and security of the regional mobility corridor system.</i></p> <p>5.2.2. <i>Use security cameras and other means for monitoring regional transportation infrastructure and services.</i></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. <i>Place a priority on investments that increase system monitoring for operations, management and security of the regional mobility corridor system.</i></p> <p>5.3.2. <i>Work with local, state and regional agencies to identify critical infrastructure in the region and assess security vulnerabilities and threats.</i></p> <p>5.3.3. <i>Work with local, state and regional agencies to create redundancies where applicable in all modes and develop coordinated regional emergency response and evacuation plans.</i></p> <p>5.3.4. <i>Use security cameras and other means for monitoring regional transportation infrastructure and services.</i></p> <p>5.3.5. <i>Minimize security risks at airports, water ports, rail stations, rest areas, roadways, bikeways, and public transportation facilities</i></p> <p>5.3.6. <i>Improve the ability of transportation infrastructure to withstand natural disasters such as floods, earthquakes, land slides and windstorms.</i></p> <p>5.3.7. <i>Continue to improve disaster, emergency, and incident response preparedness and recovery.</i></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>

**TABLE 3.10 GOAL 7—ENHANCE HUMAN HEALTH**

Goal Statement	Objectives
<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> <ul style="list-style-type: none"> <li>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></li> <li>7.1.2. <i>Locate housing, jobs, schools, parks and other destinations within walking distance of each other when possible.</i></li> <li>7.1.3. <i>Provide a continuous network of safe, convenient and attractive bikeways and pedestrian facilities.</i></li> <li>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></li> <li>7.1.5. <i>Design and manage the transportation system to minimize pedestrian, bicyclist and vehicular deaths and injuries.</i></li> </ul> <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> <ul style="list-style-type: none"> <li>7.2.1. <i>Place a priority on investments that reduce or minimize transportation-related pollution.</i></li> <li>7.2.2. <i>Design transportation system to minimize water and noise impacts through pavement techniques, traffic calming and other design features.</i></li> <li>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></li> </ul>



**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> <ul style="list-style-type: none"> <li>8.1.1. <i>Place a priority on investments that benefit environmental justice target areas or remove barriers to accessing the transportation system.</i></li> <li>8.1.2. <i>Evaluate benefits and impacts on all areas affected by of recommended investments, especially on for environmental justice target areas.</i></li> <li>8.1.3. <i>When a major disparity exists, expand a project to include commensurate benefits for those significantly burdened by project.</i></li> </ul> <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> <ul style="list-style-type: none"> <li>8.2.1. <i>Place a priority on investments that remove barriers to benefit special access needs.</i></li> <li>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></li> <li>8.2.3. <i>Periodically update the Tri-County Coordinated Human Services Transportation Plan.</i></li> <li>8.2.4. <i>Encourage the location of elderly and disabled facilities in areas with existing transportation services and pedestrian amenities.</i></li> <li>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></li> <li>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></li> <li>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></li> <li>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></li> <li>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></li> <li>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></li> <li>8.2.11. <i>Improve the accountability of the special needs transportation network by enhancing customer input and feedback opportunities.</i></li> </ul>

**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> <ul style="list-style-type: none"> <li>9.1.1. <i>Place a priority on investments that cost-effectively maintain and preserve existing transportation infrastructure and services.</i></li> <li>9.1.2. <i>Develop cost-effective operation, maintenance and preservation strategies to extend life of existing roads, bridges, railroad crossings, public transportation facilities, and other transportation equipment and assets.</i></li> <li>9.1.3. <i>Focus on extending the life of existing transportation infrastructure if this is more cost-effective than expanding or building new facilities.</i></li> <li>9.1.4. <i>Develop methods to consider cost-effectiveness, least-cost solutions and life-cycle cost of facilities in the evaluation process.</i></li> </ul> <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> <ul style="list-style-type: none"> <li>9.2.1. <i>Place the highest priority on cost-effective investments that achieve multiple objectives and those investments that make the greatest contribution to the region's overall well-being.</i></li> <li>9.2.2. <i>Update the Metropolitan Transportation Improvement Program (MTIP) policies and procedures to implement the policy direction of the RTP.</i></li> <li>9.2.3. <i>Ensure that land use decisions protect public investments in infrastructure and encourage compact development patterns to reduce transportation infrastructure costs of serving development.</i></li> <li>9.2.4. <i>Implement access management and other strategies to preserve the function of transportation facilities.</i></li> <li>9.2.5. <i>Develop agreements between transit service providers and local jurisdictions on the provision of transit service and the build-out of priority 2040 land-use areas and related street infrastructure.</i></li> <li>9.2.6. <i>Develop measures to evaluate the contribution of transportation investments and management strategies to the economic competitiveness of the region and the state.</i></li> <li>9.2.7. <i>Identify, protect, and/or acquire future right-of-way as early as possible to minimize negative impacts on communities and the natural environment.</i></li> <li>9.2.8. <i>Assure that expenditures of transportation resources for projects that also have non-transportation objectives produce clear transportation benefits commensurate with the level of investment.</i></li> </ul> <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> <ul style="list-style-type: none"> <li>9.3.1. <i>Place a priority on investments that leverage other investment from governments or private business.</i></li> <li>9.3.2. <i>Develop innovative public and private partnerships to advance long-term Region 2040 vision and establish appropriate revenue sources and financing mechanisms.</i></li> <li>9.3.3. <i>Develop regional finance strategy and seek opportunities at the state and federal levels to secure adequate and stable funding.</i></li> <li>9.3.4. <i>Define roles and responsibilities for financing different components of the regional transportation system.</i></li> <li>9.3.5. <i>Develop broad public support for needed investments in transportation infrastructure and resources for continuing operations, maintenance and preservation of transportation facilities.</i></li> </ul>

**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> <ul style="list-style-type: none"> <li>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></li> <li>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></li> <li>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></li> <li>10.1.4. <i>Ensure that stakeholder groups are equitably represented on advisory panels.</i></li> <li>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></li> <li>10.1.6. <i>Monitor and report transportation system investment and performance to the public.</i></li> </ul> <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> <ul style="list-style-type: none"> <li>10.2.1. <i>Place a priority on investments that leverage other investment from governments or private business.</i></li> <li>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></li> <li>10.2.3. <i>Develop regional finance strategy and seek opportunities at the state and federal levels to secure adequate and stable funding.</i></li> <li>10.2.4. <i>Define roles and responsibilities for financing different components of the regional transportation system.</i></li> <li>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></li> </ul> <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> <ul style="list-style-type: none"> <li>10.3.1. <i>Place a priority on investments that increase coordination and cooperation of transportation providers.</i></li> <li>10.3.2. <i>Expand on current system and demand management coordination efforts at regional level.</i></li> <li>10.3.3. <i>Explore possibility of a regional approach for managing and operating bridges of regional significance.</i></li> <li>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></li> </ul>



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November 15, 2007

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.

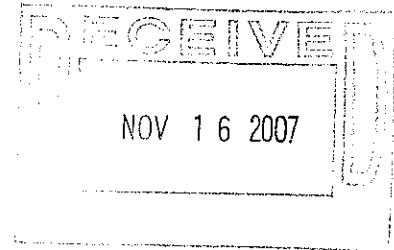
Please let me know if you have any questions or comments.

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.

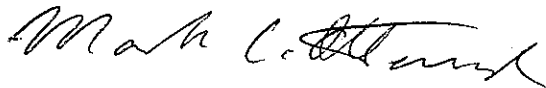
Additionally, Projects 10131 Tooze Rd. Improvements; 10130 Kinsman Rd. Extension from Barber St. to Boeckman Rd.; 10853, Kinsman Rd Extension from Ridder Rd to Day St.; 10153 Barber St. Extension from Kinsman Rd. to Villebois Village; and 10132 Boeckman Rd./I-5 Overcrossing Improvements that total \$38.5 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

PORTLAND, OR 972

Vision Supporter:

*Sundre*  
*2615 SE Market St.*  
*Portland, OR*

*97214*

3c USA

3c USA



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

45

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

OCT 2007 PM 8 L

Chanel O'Neill  
Vision Supporter:

3347 NE 20<sup>th</sup>

Portland OR

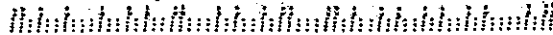
97212



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



"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

UNIVERSITY OF PORTLAND

Willamette River

Wood Burn Trail

Industrial Park

Here is Why:

We My kids go to school down town + we live in Troutdale. We bike to + from + would love a safer route from Steel Bridge to St. Johns Bridge.

Sincerely, Chanel O'Neill

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

npGREENWAY

LAND OR 972

2007 PM 1 T

Vision Supporter:

T. Djupedal  
8540 N Bruce Ave  
Portland OR 97203



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

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

Here is Why:

Bike rides and hikes with my family

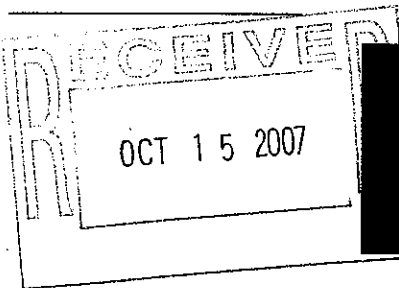
INDUSTRIAL PARK

Sincerely, Tanja Djupedal

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

npGREENWAY

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

Here is Why:

Beautifies area City!

Safe for cyclists!

Great for exercise!

Sincerely, Brian McNamara

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

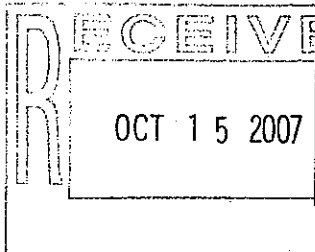
npGREENWAY

PORTLAND OR 972

15 OCT 2007 PM 5 T

Vision Supporter:

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



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."**

UNIVERSITY OF PORTLAND KENTON

Willamette River Trail access route

**Here is Why:**

The more people who are outdoors the more appreciation & support there will be for sustainability

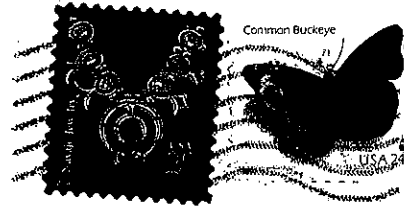
Sincerely, *Jaune Tardif*

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

npGREENWAY

LAND OR 972

2007 PM 7 T



Vision Supporter:

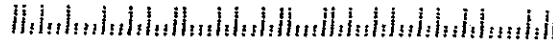
Jonathan Leiss  
4523 SE 72nd Ave  
Portland, OR 97206

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

12733



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

KENTON

Here is Why:

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

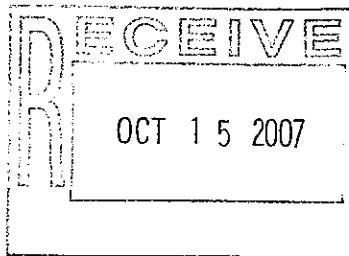
Sincerely, Jonathan Leiss

OPTIONAL: I may also be contacted by phone (971-404-596) or email (jonathanleiss@gmail.com).

npGREENWAY PORTLAND OR 972

15 OCT 2007 PM 8 T

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



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

44  
64

**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      WILLAMETTE      KENTON  
Woodburn Trail access route

**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 Hippe*  
(DONA HIPPE)

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

npGREENWAY

LAND OR 972

15 OCT 2007 PM 8 L

Vision Supporter:

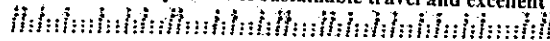


OCT 15 2007

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.  
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."**

UNIVERSITY OF PORTLAND

Here is Why:

North Portland needs green/clean access to the river. Please help!

Sincerely, *Chris L. L...*

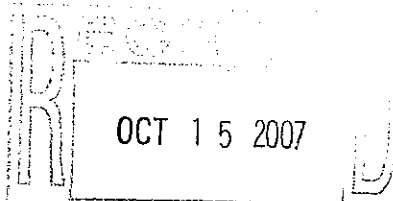
OPTIONAL: I may also be contacted by phone ( ) or email ( *Chris.Laurant@seamless.com* )

npGREENWAY

AND OR 972

2007 PM 1 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 KENTON

World Bank Trail access route

**Here is Why:**

I enjoy hiking + walking along the river

INDUSTRIAL PARK

APPROXIMATE

Shipyard and waterfront

Overlook

Sincerely, *Heidi Blischke*

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

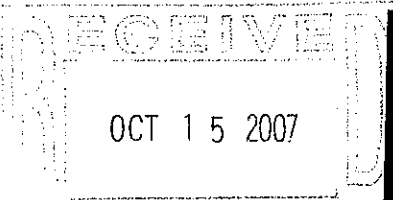


npGREENWAY

LAND OR 972

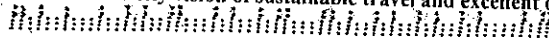
2007 PM 8 L

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 recreat.



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 KENTON

Willamette River Trail address route

Here is Why:

Safe Transportation  
for all ages and abilities  
biking + walking

INDUSTRIAL PARK

OVERLOOK

Sincerely, *Marcus Daniel*

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



npGREENWAY

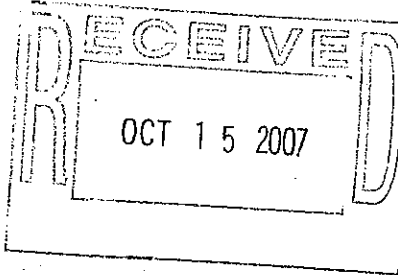
LAND OR 972

2007 PM 1 T



Vision Supporter:

Frohnmaier  
1231 NE MUK Jn 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."**

UNIVERSITY OF PORTLAND KENTON

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

LAND OR 972

2007 PM 4 L

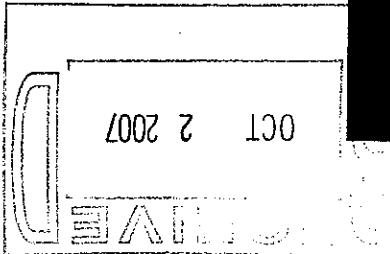


Vision Supporter:



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."

UNIVERSITY OF PORTLAND

WILLAMETTE

KENTON

Visual Bldg Trail access route

Here is Why:

I would happily bike much more often for recreational & commuta purposes if I didn't have to compete w/ such traffic on Greelag. We need more dedicated bike & ped. N. P. to connect us to downtown, especially.

Sincerely,

*David Bragdon*

OPTIONAL: I may also be contacted by phone (503.281.5570) or email ( ).

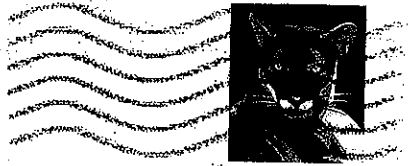
npGREENWAY

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  
Wood Burr Trail  
GOLOS ROUTE

KENTON

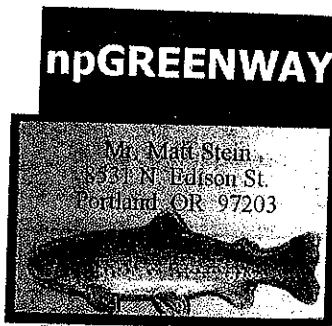
Here is Why:

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

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

npGREENWAY



LAND OR 972

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**

---

**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>

---

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 – ( I-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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**Paulette Copperstone - comments on regional transportation plan**

---

**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

---

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>

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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.

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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](mailto:flanagan112@hotmail.com)

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

---

**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 propaganda 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 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: <a href="mailto:robertbehnke07@comcast.net">robertbehnke07@comcast.net</a>

**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

--

---

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





**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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**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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**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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**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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**Response Type:** Normal Response

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

**Custom Value:** empty

**IP Address:** 68.178.21.178

**Response Started:** Wed, 10/24/07 3:09:10 PM

**Response Modified:** 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

**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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Displaying 9 of 54 respondents

**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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**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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**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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**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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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 doesn'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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Displaying 23 of 54 respondents

**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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## Displaying 24 of 54 respondents

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 Esplanade 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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Displaying 25 of 54 respondents

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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Displaying 26 of 54 respondents

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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## Displaying 27 of 54 respondents

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 Identity - 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 roller routes through Portland that have minimal impact

[http://www.surveymonkey.com/MySurvey\\_ResponsesDetail.aspx?sm=PRpjC%21VnP8TKe1YH...](http://www.surveymonkey.com/MySurvey_ResponsesDetail.aspx?sm=PRpjC%21VnP8TKe1YH...) 11/15/2007

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 these 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:** New 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. Starred 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 street 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: 207.225.66.202

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 97206

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: 208.162.203.207

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 11:26:52 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

Racial/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\* - Lovin 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 losing 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 6- 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 I 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: 75.164.181.116

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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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 licensing 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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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 truely 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 G.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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Displaying 54 of 54 respondents

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 97062

E-mail - pjvv@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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Displaying 55 of 55 respondents

Response Type: Normal Response

Collector: New Link (Web Link)

Custom Value: empty

IP Address: 76.164.23.32

Response Started: Thu, 11/15/07 4:48:45 PM

Response Modified: 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**



<p><b>Safety</b></p>	<h1 style="text-align: center;">The Regional Transportation Plan</h1> <h2 style="text-align: center;">Tell us what you think</h2>				
<p><b>Clean air</b></p> <p><b>Active living</b></p> <p><b>Travel choices</b></p> <p><b>Vibrant communities</b></p> <p><b>Economic vitality</b></p>					
<p><b>Freight reliability</b></p> <p><b>Urban mobility</b></p> <p><b>Equity</b></p>	<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 style="text-align: center;">Public open houses and hearings</h3> <table border="0" style="width: 100%;"> <tr> <td style="vertical-align: top; width: 50%;"> <p><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></p> </td> <td style="vertical-align: top; width: 50%;"> <p><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></p> </td> </tr> <tr> <td style="vertical-align: top;"> <p><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></p> </td> <td style="vertical-align: top;"> <p><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></p> </td> </tr> </table>	<p><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></p>	<p><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></p>	<p><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></p>	<p><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></p>
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 <p><b>METRO</b>  <small>PEOPLE PLACES  OPEN SPACES</small></p>	<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>				

**This ad appeared in the following newspapers:**

*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)

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**Councilor Rex Burkholder's October 2007 newsletter**

E-mail this page to a friend  
Send feedback to Metro  
Print-friendly format

**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 thorough 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.

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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 »**

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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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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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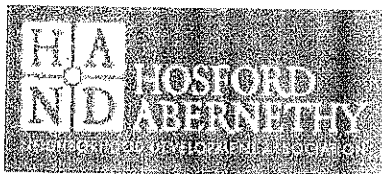
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*Administrator*  
Oct 24th, 2007

### **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.*

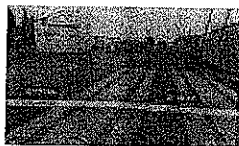
**Monday November 26**  
Sellwood Middle School Cafeteria  
8300 SE 15th Ave.

**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](#)
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*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

- [Uncategorized](#) , [Transportation Issues](#)
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*Administrator*  
*Oct 11th, 2007*

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**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.

6:30-7:00 REACH Proposal for 20th/ Division/ LADD (Michelle Haines)

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

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
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## • About



A site for all who live, work and play in the Hosford-Abernethy neighborhood.

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- History
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## • **Links**

### ◦ **HAND Groups**

- Division/Clinton Business Association
- FLAG
- Friends of Trees
- Hawthorne Boulevard Business Association
- Portland Office of Neighborhood Involvement
- Save Our Elms
- Southeast Uplift

### ◦ **HAND Neighbors**

- Brooklyn Action Corps
- Buckman Neighborhood Association
- Creston-Kenilworth Neighborhood
- Richmond Neighborhood
- Sunnyside Neighborhood

### ◦ **News & Events**

- Neighborhood News
- News4Neighbors
- The Bee
- The Southeast Examiner

### ◦ **Parks**

- Clinton Community Garden
- Ladds Circle and Squares
- Piccolo Park
- Vera Katz Eastbank Esplanade

### ◦ **Schools**

- Abernethy Elementary
- Cleveland High School
- Hosford Middle School

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## Council, meetings and agendas

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## Councilor Carl Hosticka's October 2007 newsletter

E-mail this page to a friend  
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**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.

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**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**

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Metro Councilors

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Brian Newman, District 2

Carl Hosticka, District 3

Kathryn Harrington, District 4

Rex Burkholder, District 5

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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.

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Lists documents about this topic that are available to download.

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# r looks at plan to fund bridge fixes



TRIBUNE PHOTO: L.E. BASKOW

an renewal area would be funded in Metro's Regional Transportation Plan, ter 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 (the 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 tricounty 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 million worth of projects submitted by the 25 cities, three counties and several special districts—including TriMet and the Port of Portland—with in 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, Maple Park Elementary School, 12800 N.E. Glisan St.
- North: 7 p.m. Tuesday, Rosa Parks Elementary School, 8960 N. Woodley 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. 15th 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

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October 25, 2007



## 2035 Regional Transportation Plan

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October 25 - 2007.

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Please print clearly

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Name Alice Norris Affiliation Oregon City  
email \_\_\_\_\_

Name \_\_\_\_\_ Affiliation \_\_\_\_\_  
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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

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Add your email address if you wish to receive e-notices of key transportation events.

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10/25/07



Date 11/1/07

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10/25/07



Date 11/1/07

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email \_\_\_\_\_

Name \_\_\_\_\_ Affiliation \_\_\_\_\_  
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email \_\_\_\_\_

10/25/07

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## **Acknowledgements**

Metro is required to update the Regional Transportation Plan (RTP) every four years. This is the first major update since 2000. Public review and comment plays a key role in the update process. The comments in this report pertain to public review of the federal component of the 2035 RTP. The comment period began on October 15 and ended on November 15, 2007.

Thanks to all who reviewed and commented on the draft plan. Thanks also to the following staff who contributed to the update process and to the production of this report.

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Marlon Warren, Associate Visual Communications Designer

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE	)	RESOLUTION NO. 07-3831
FEDERAL COMPONENT OF THE 2035	)	
REGIONAL TRANSPORTATION PLAN (RTP)	)	Introduced by Councilors Rex Burkholder and
UPDATE	)	Rod Park

WHEREAS, the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) approved Resolution No. 06-3661 (For the Purpose of Approving A Work Program For the 2035 Regional Transportation Plan (RTP) Update and Authorizing the Chief Operating Officer to Amend Contract No. 926975), on June 15, 2006; and

WHEREAS, Metro was awarded a Transportation & Growth Management Grant for the 2005 – 2007 Biennium to prepare a regional plan for freight and goods movement and recommendations from this planning effort will be forwarded for consideration as part of the 2035 RTP update; and

WHEREAS, the RTP is the federally recognized metropolitan transportation plan for the Portland metropolitan region that must be updated every four years and serves as the threshold for all federal transportation funding in the region; and

WHEREAS, the RTP fulfills statewide planning requirements to implement Goal 12 Transportation, as implemented through the Oregon Transportation Planning Rule (TPR); and

WHEREAS, the RTP is a central tool for implementing the Region 2040 Growth Concept, and constitutes a policy component of the Regional Framework Plan; and

WHEREAS, it is Metro's intent to integrate this update to the RTP with the New Look regional planning process and consolidate periodic updates to the RTP to meet applicable federal, state and regional planning purposes; and

WHEREAS, the most recent update to the RTP was completed in March 2004 and the next federal update must be approved by the United States Department of Transportation in consultation with the Environmental Protection Agency by March 2008 to provide continued compliance with federal planning regulations and ensure continued funding eligibility of projects and programs using federal transportation funds; and

WHEREAS, the 2035 RTP update timeline and process was expanded by the Metro Council, at the recommendation of JPACT, to allow for completion of the federal component of the 2035 RTP before the current plan expires on March 5, 2008 and provide for additional technical analysis and policy development to address state and regional planning requirements by Fall 2008; and

WHEREAS, the Metro Council approved Resolution No. 07-3793 (For the Purpose of Accepting the Chapter 1 Regional Transportation Policy Framework as the Provisional Draft For the Purpose Of Completing Phase 3 of the 2035 Regional Transportation Plan (RTP) Update), on March 15, 2007; and

WHEREAS, the federal update requires the development of a "financially constrained" system of investments that address regional travel demand, yet are constrained to reasonably anticipated funding levels during the plan period; and

WHEREAS, the Collaborative Environmental Transportation Agreement for Streamlining (CETAS) work group, consisting of the Oregon Department of Transportation and ten state and federal transportation, natural resource, cultural resource and land-use planning agencies, was consulted on

potential environmental impacts and mitigation strategies on October 16, 2007, and were provided an opportunity to comment on the federal component of the 2035 RTP; and

WHEREAS, the state component of the 2035 RTP will continue in 2008 to address outstanding issues identified during the federal component of the 2035 RTP, including amendments to both the Oregon TPR and Oregon Transportation Plan, and development of a transportation finance strategy to funded needed investments that exceed revenues anticipated to be available during the plan period; and

WHEREAS, the federal component of the 2035 RTP is set forth in "Exhibit A," attached hereto, and will be updated to reflect key findings and recommendations from additional technical and policy analysis to be conducted during the state component of the RTP update in 2008; and

WHEREAS, a 30-day public comment period was held on the federal component of the 2035 RTP from October 15 to November 15, 2007; and

WHEREAS, the Metro Council, JPACT, the Metro Policy Advisory Committee (MPAC), Metro Technical Advisory Committee (MTAC), Transportation Policy Advisory Committee (TPAC), the Regional Travel Options (RTO) Subcommittee of TPAC, the Regional Freight and Goods Movement Technical Advisory Committee, the Bi-State Transportation Committee, the Regional Freight and Goods Movement Task Force and other elected officials, city and county staff, and representatives from the business, environmental, and transportation organizations from the Portland-Vancouver metropolitan region assisted in the development of and were provided an opportunity to comment on the federal component of the 2035 RTP; and

WHEREAS, JPACT and MPAC have recommended that the federal component be approved by the Metro Council; now, therefore

BE IT RESOLVED BY THE METRO COUNCIL THAT:

1. The Metro Council approves the federal component of the 2035 Regional Transportation Plan update, attached and incorporated into this resolution as Exhibit "A."
2. Staff shall conduct the federally-required air quality conformity analysis, hold a 30-day public comment period on the results of the analysis and develop findings demonstrating compliance with federal planning requirements.

ADOPTED by the Metro Council this \_\_\_\_ day of December 2007.

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David Bragdon, Council President

Approved as to Form:

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Daniel B. Cooper, Metro Attorney



EXHIBIT A to Resolution No. 07-3831  
Full document available to download from Metro's  
website at [www.metro-region.org/rtp](http://www.metro-region.org/rtp)



## Public Review Draft

# *2035 Regional Transportation Plan Federal Component*

*October 15, 2007*



**METRO**

PEOPLE PLACES  
OPEN SPACES

## **Metro**

### **People places • open spaces**

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

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

### **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

Metro's web site: [www.metro-region.org](http://www.metro-region.org)

Project web site: [www.metro-region.org/rtp](http://www.metro-region.org/rtp)

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# 2035 Regional Transportation Plan

Thank you for taking the time to review the federal component of the 2035 Regional Transportation Plan (RTP).

Metro is required to complete an update to the federal component of the RTP by December 2007 in order to maintain continued compliance with the federal Clean Air Act and address new federal (SAFETEA-LU) planning requirements. The current plan expires on March 5, 2008, under federal planning regulations.

The new federal transportation law—SAFETEA-LU—made changes to requirements for transportation planning, including amending the formal update cycle to four years and making specific changes to requirements affecting planning for special needs, security, safety, system management and operations and environmental mitigation. The changes are addressed in the 2007 update to the plan.

In addition, the federal component of the update focused on:

1. updating regional policies that guide planning and investments in the regional transportation system to respond to key trends and issues facing the region and meet federal planning requirements;
2. incorporating projects and programs that have been adopted in local and regional plans, and corridor studies through a public process since the last RTP update in 2004;
3. updating the transportation revenue forecast and regional investment priorities to match current funding sources and historic funding trends;
4. identifying additional issues to be addressed during the state component of the RTP update in 2008.

After the federal component of the 2035 RTP is submitted to federal agencies for review, the focus will shift to the state component of the RTP update. Additional opportunities for public comment on the state component will be provided in Fall 2008.

## Timeline and Process for Development of Federal Component of 2035 RTP

The following section describes the RTP timeline and process for developing the federal component of the 2035 RTP.

June 2006-January 2007 – Research and Policy Development – Metro staff conducted background research on trends and issues affecting travel in the region, convened five stakeholder workshops on desired outcomes and needs for the region's transportation system and conducted scientific public opinion research on transportation needs and priorities. This information is available to download on Metro's website at [www.metro-region.org/rtp](http://www.metro-region.org/rtp).

January-March 2007 - Provisional Policy Framework Development – The background research in the previous phase guided development of a provisional draft policy framework that established goals and objectives for the regional transportation system. At the recommendation of the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT), the provisional draft policy framework (Chapter 1) was accepted by the Metro Council to guide identification of transportation needs and investment priorities.



April 2007 – Identification of Regional Mobility Corridor Priorities – In March and April 2007, the Regional Freight and Goods Movement Task Force, MPAC and JPACT participated in separate workshops to identify mobility issues and priorities for investments in the RTP. In April, Metro, TriMet and the Oregon Department of Transportation (ODOT) convened a technical workshop to build on the direction provided in the previous policy-level discussions. Nearly 60 participants attended this workshop, including Transportation Policy Alternatives Committee (TPAC) and Metro Technical Advisory Committee (MTAC) members and other local government staff.

Summer 2007 - RTP Project Solicitation and System Analysis - In June 2007, agencies submitted projects and programs that came from local and regional plans or studies that had been previously adopted through a public process. The investments submitted responded to the provisional policy framework. ODOT and TriMet collaborated with Metro and local agencies to identify investments that respond to mobility corridor priorities identified by the Freight Task Force, JPACT and MPAC in April. In addition, local agency TPAC representatives for each of the three counties worked with the cities within their respective county to identify other community-building investments to complement the regional mobility corridor investments. The result of this effort was the development of the 2035 RTP Investment Pool. Proposed investments were submitted in one of two complementary investment strategy tracks:

- Track 1: State and Regional Mobility Corridor Investment Strategy focuses on regional mobility corridor investments that leverage the 2040 Growth Concept and improve interstate, intrastate and cross-regional people and goods movement.
- Track 2: Community-Building Investment Strategy focuses on community-building investments that leverage 2040 Growth Concept through street and transit system improvements that provide for community access and mobility.

Metro conducted a technical analysis of the performance of the system projects and programs submitted. The results of the analysis are included in the draft document.

August – October 2007 – Development of RTP Financially Constrained System and Draft 2035 - Metro staff worked with local governments, ODOT, SMART and TriMet to narrow the 2035 RTP Investment Pool to match expected revenue that can “reasonably be expected to be available” during the plan period. This set of investments is also called the financially constrained system. In addition, staff further refined the policy framework to respond to key findings of the technical analysis, policy discussions at the Freight Regional and Goods Movement Task Force, MPAC, JPACT and the Metro Council and informal comments provided by local governments and interested stakeholders over the summer.

### Public Comment Opportunities

The public comment period is scheduled to begin on October 15 and end on November 15, 2007 at the close of the final Metro Council public hearing. The public comment period will focus on a discussion draft “2035 Regional Transportation Plan Federal Component” that will serve as the public review document.

The public review document will be available for review on Metro's web site (<http://www.metro-region.org/rtp>), and as a printed document during the 30-day public comment period.

You may submit comments in the following ways:

- on-line from Metro's website: [www.metro-region.org/rtp](http://www.metro-region.org/rtp)
- e-mail to [rtp@metro-region.org](mailto:rtp@metro-region.org)
- mail to Metro Planning, 600 NE Grand Avenue, Portland, Oregon 97232 (attention: Pat Emmerson)
- fax to (503) 797-1911
- testify at a Metro Council public hearing.

During the comment period, a series of four open houses and public hearings will be held around the region in conjunction with Metro Council meetings:

Open house and public hearing	Date/Time	Location
#1	Thursday, October 25 <ul style="list-style-type: none"><li>• Open house begins at 4 p.m.</li><li>• Public hearing begins at 5 p.m.</li></ul>	Clackamas County Public Services Building 2051 Kaen Road Oregon City, OR 97045
#2	Thursday, November 1 <ul style="list-style-type: none"><li>• Open house begins at 1 p.m.</li><li>• Public hearing begins at 2 p.m.</li></ul>	Metro Regional Center Council Chambers 600 NE Grand Avenue Portland, OR 97232
#3	Thursday, November 8 <ul style="list-style-type: none"><li>• Open house begins at 4 p.m.</li><li>• Public hearing begins at 5 p.m.</li></ul>	Hillsboro Civic Center Auditorium 150 E. Main Street Hillsboro, OR 97123
#4	Thursday, November 15 <ul style="list-style-type: none"><li>• Open house begins at 1 p.m.</li><li>• Public hearing begins at 2 p.m.</li></ul>	Metro Regional Center Council Chambers 600 NE Grand Avenue Portland, OR 97232

Comments received will be entered into the public record and will be provided to staff and elected officials prior to final consideration and action on the federal component of the 2035 RTP. Final consideration by JPACT and the Metro Council is scheduled for December 13, 2007. This action is pending completion of the federally-required air quality conformity analysis.

For more information

For more information, call Regional Transportation Planning at (503) 797-1839, or send e-mail to [rtp@metro-region.org](mailto:rtp@metro-region.org). The hearing impaired can call (503) 797-1804.

# Overview

Transportation shapes our communities and daily lives in profound and lasting ways. Transportation enables residents of the region to reach jobs and recreation, access goods and services, and meet daily needs. What we plan for and invest in today will affect the health of our economy, residents, communities and environment for generations to come.

Over the past 15 years growth has brought significant opportunity and prosperity to the Portland-Vancouver region. Growth, however, has also brought growing pains. Like many other metropolitan areas across the U.S., the region faces powerful trends that require new ways of thinking about our future. Globalization of the economy, limited funding, increasing transportation costs, aging baby boomers, climate change and other powerful trends must be addressed as we work to keep this region a great place to live and work for everyone.

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. 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 bridges, roads, water and rails.

To address current transportation needs and prepare for future growth, the region must invest in expanding the transportation system, improving safety and completing key missing links. The Regional Transportation Plan (RTP) must be bolder, smarter and more strategic with transportation investments, and better integrate the region's land use, economic, environmental and transportation objectives in its decision-making process.

This document represents the first major update to the RTP since 2000. The updated plan provides a blueprint for building a sustainable transportation future that allows the region to compete in the global economy and preserve the unique qualities and natural beauty that define our region. An overarching aim of the RTP is to move the region closer to the vision of the 2040 Growth Concept.

The plan expands personal choices for travel, providing safer and more reliable travel between home and school, work, shopping and recreation destinations. The updated RTP emphasizes reliability of the system, particularly for commuting and moving freight. Reliability and other performance measures will be evaluated and monitored through an integrated multi-modal corridor strategy and performance monitoring system. The performance monitoring system will be finalized during the state component of the RTP update in 2008.

Implementation of the plan will be both challenging and exciting, demanding new levels of collaboration among the Metro Council, public and private sector leaders, community groups, businesses and the residents of the region. Our success in addressing the challenges will be measured in many ways and by many people, including future generations who will live and work in the region.



The 2035 Regional Transportation Plan (RTP) provides an updated blueprint to guide transportation planning and investments in the tri-county Portland metropolitan region. This discussion draft document extends the planning horizon of the current plan through the year 2035 and was developed to meet new federal (SAFETEA-LU) planning requirements by the end of 2007.

The focus of this update is on Federal compliance elements, not the Oregon Transportation Planning Rule (TPR) or other regional requirements. The TPR and regional requirements will be the focus of the state component of the update in 2008. Additional opportunities for public comment on the state component will be provided in 2008.

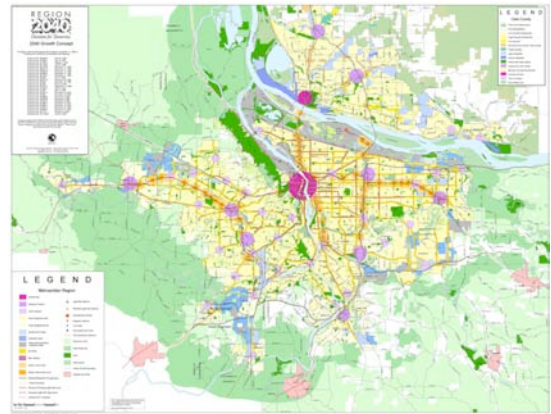
# Executive Summary

## Linking Transportation to Land Use, the Economy and the Environment

### 2040 Growth Concept

In the 1990s, the residents of the Portland metropolitan region developed Metro's 2040 Growth Concept through an extensive public process. Adopted in 1995, the concept represents a vision of shared community values and desired outcomes that continue to resonate throughout the region:

- Safe and stable neighborhoods for families
- Compact development that uses land, transportation infrastructure and money more efficiently
- A healthy economy that generates jobs and business opportunities
- Protection of farms, forests, rivers, streams and natural areas
- A balanced transportation system to move people and goods
- Housing for people of all incomes in every community



### The Regional Transportation Plan

Metro's transportation planning activities are guided by a federally mandated decision-making framework, called the metropolitan transportation planning process. The Regional Transportation Plan (RTP), first adopted by the Metro Council in 1983, is a long-range blueprint for transportation in the Portland metropolitan region. The RTP is updated every four years to reflect changing conditions in the Portland metropolitan region. The purpose of the RTP is to:

- implement the Region 2040 vision ;
- identify transportation-related actions that respond most effectively to the trends and challenges facing the metropolitan region; and
- comply with federal, state and regional planning requirements.

As the federally designated Metropolitan Planning Organization (MPO), Metro is responsible for coordinating development of the RTP with the region's transportation providers—the 25 cities and three counties in the Metro boundary, the Oregon Department of Transportation, Oregon Department of Environmental Quality, Port of Portland, TriMet, South Metro Area Rapid Transit (SMART), Washington Regional Transportation Council, Washington Department of Transportation and other Clark County governments. Metro facilitates this consultation, coordination and decision-making through four advisory committee bodies –the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC). In addition, the Metro Committee for Citizen Involvement (MCCI) provides advice to the Metro Council on how to best engage residents in regional planning activities.

State law establishes a hierarchy of consistency of plans at the state, regional and local levels. The RTP must be consistent with the Oregon Transportation Plan and the Transportation Planning Rule (TPR). Local plans must be consistent with the RTP. The RTP also serves as the threshold for all federal

transportation funding in the Portland metropolitan region. Projects and programs must be included in the RTP financially constrained system to be eligible for federal and state funding.

## Challenges and Opportunities Ahead – Five Things You Should Know

The Portland metropolitan region is at an important crossroads.

- **About a million more people are expected to live here in the next 25.** They will all need to get to work, school and stores on the region's transportation system. Growing congestion is expected to accompany this growth, affecting the economic competitiveness of our region and the State of Oregon, our environment and our quality of life.
- **The Portland-Vancouver metropolitan region is a global transportation gateway and West Coast domestic hub for commerce and tourism.** An international airport, river ports, rail connections and an interstate highway system make this region both a global transportation gateway and West Coast domestic hub for freight and goods movement and tourism-related activities. The 2005 study, *Cost of Congestion to the Economy of the Portland Region*, estimated potential losses in the region of \$844 million annually in 2025 from increased freight costs and lost worker productivity due to increases in travel time if our investments do not keep pace with growth. Freight transportation needs are expected to more than double the amount of freight, goods and services that will travel to this region by air and over bridges, roads, water and rails. The economy of our region and state depends on our ability to support the transportation needs of these industries and provide reliable access to gateway facilities. The economic health of the region also depends on industries that are attracted to the region by our well-trained labor pool, relatively low cost of living and high quality of life.
- **Geopolitical instability and other trends will continue to drive up transportation costs, affecting project costs and household expenditures.** Rising prices for all petroleum products—not just fuel—are here to stay. For example, the price of liquid asphalt jumped 61 percent in Oregon during the first seven months of 2006—from \$207 a ton to \$333 a ton—doubling project costs in some cases. Due to the rising cost of gas and greater driving distances between destinations, transportation costs per household in the region are also increasing. Transportation is the second highest household expense after housing, with lower-income households spending a higher percentage of their income on transportation costs.
- **Federal and state transportation sources are not keeping up with growing needs.** At current spending levels and without new sources of funding, the federal highway trust fund will expend all available revenues projected to be collected by 2009. State and local government purchasing power is steadily declining because the gas tax has not increased since 1993. Reduced purchasing power of current revenues leads to increasing competition for transportation funds, and less capability to expand, improve and maintain the transportation infrastructure we currently have. Meanwhile, the region's transportation infrastructure continues to age, requiring increasing maintenance. Over the next two decades, the gap will grow between the revenues we have and the investments we need to make just to keep our throughway, street and transit systems in their current condition.
- **Climate change poses a serious and growing threat to Oregon's economy, natural resources, forests, rivers, agricultural lands, and coastline.** Transportation activities are the second largest source of greenhouse gas emissions in Oregon. Transportation accounts for and estimated 38 percent of the state's carbon dioxide emissions, and vehicle emissions are predicted to increase by 33 percent by 2025 because of increased driving. New regulations to reduce emissions associated with climate change are likely in the RTP's planning horizon, which would put more emphasis on less polluting transportation modes.

## A Proposed Blueprint to Guide the Region's Response

The draft plan RTP updates the region's transportation blueprint through the year 2035, responding to the challenges and opportunities ahead. The plan includes:

1. **A renewed focus on protecting livability.** The RTP has a responsibility to serve the needs of residents in the region, protect our unique setting and landscape and leave a better place for future generations. The goals and objectives in Chapter 3 establish a vision of what we want the regional transportation system to look like and achieve in the future, shaping the actions the region will take to achieve that vision. The RTP emphasizes linking transportation planning to the region's long-range vision for vibrant communities, a healthy economy and environmental protection.
2. **A systems approach that emphasizes completing gaps in the regional transportation network and protecting regional mobility corridors to address safety and congestion deficiencies.** The plan views the transportation system as an integrated and interconnected whole that supports land use and all modes of travel for people and goods movement. This approach relies on a broader, multi-modal definition of transportation need, recognizing that the region's ability to physically expand right-of-way to increase capacity is limited by fiscal, environmental and land use constraints. This approach responds in part to recent policy direction from the federal and state levels to better link system management with planning for the region's transportation system and direction from the residents of the region to provide a balanced transportation system that expands transportation choices for everyone. Reliability of the system, particularly for commuting and freight, is emphasized and will be evaluated and monitored through an integrated multi-modal mobility corridor strategy. Completing gaps in pedestrian, bicycle and transit systems is also a critical part of this strategy.

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

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

### Regional Transportation System Goals

- **Goal 1: Foster Vibrant Communities and Efficient Urban Form**
- **Goal 2: Sustain Economic Competitiveness and Prosperity**
- **Goal 3: Expand Transportation Choices**
- **Goal 4: Emphasize Effective and Efficient Management of the Transportation System**
- **Goal 5: Enhance Safety and Security**
- **Goal 6: Promote Environmental Stewardship**
- **Goal 7: Enhance Human Health**
- **Goal 8: Ensure Equity**
- **Goal 9: Ensure Sustainability**
- **Goal 10: Deliver Accountability**

### Regional Transportation System Components

Regional multi-modal transportation facilities and services include the following eight components:

1. Regional Throughway and Street System, which includes the National Highway System (NHS) and State highways
2. Regional Transit System
3. Regional Bicycle System
4. Regional Pedestrian System
5. Regional Freight System
6. Regional Systems Design
7. System Management Strategies
8. Demand Management Strategies

investment and the social, built and natural environments that shape our communities. Planning and investment decisions must consider the land use, economic, environmental and public impacts and benefits of actions as well as dollar costs. We must also prioritize maintaining and optimizing the infrastructure we have, because dollars are too limited to do everything we want. To maximize return on public dollars, the plan places the highest priority on cost-effective transportation investments that achieve multiple goals. The plan also directs future actions to stabilize transportation funding in this region. This includes raising new revenue for needed infrastructure, a crucial step to achieving the Region 2040 vision and specific goals described in Chapter 3.

The RTP recognizes the diversity of transportation needs throughout the Portland-Vancouver metropolitan region, and attempts to balance needs that often compete. While advocating for a transportation system that adequately serves all modes of travel, the plan recognizes that the automobile will likely continue to be chosen by people for most trips over the life of the plan. However, the RTP also recognizes the need for expanded transportation options for traveling to everyday destinations, and to provide access and mobility for those unable to travel by automobile. Even the occasional use of transit, walking, bicycling or sharing a ride can help the region maintain its clean air, conserve energy and efficiently accommodate more people within a compact urban form.

Finally, the RTP recognizes that the transportation system plays a crucial role in sustaining the economic health of the region and the state of Oregon. Many sectors of the regional economy heavily depend on the safe and efficient movement of goods and services by truck, rail, air and water. Additionally, the economic health of the region also depends on industries that have been attracted to the region because of our well-trained labor pool, relatively low cost of living and high quality of life.

## Plan Organization

- **Chapter 1 – Regional Decision-Making and Regulatory Context:** This chapter describes Metro’s role in transportation planning, the regional transportation decision-making process and the federal, state and regional regulatory context of the RTP.
- **Chapter 2 – Challenges and Opportunities:** This chapter describes key trends and issues affecting travel in the region and expected growth in population, the economy and travel for the year 2035.
- **Chapter 3 – Regional Policy:** This chapter presents the policy framework of goals, objectives and actions for the regional transportation system that best support the Region 2040 vision.
- **Chapter 4 – Investment Pool:** This chapter describes the projects and programs submitted by local, state and regional agencies responsible for providing transportation infrastructure and services.
- **Chapter 5 – Financial Plan:** This chapter documents a financial analysis of current funding sources and historic funding trends that serve as the basis for the financially constrained system of investments
- **Chapter 6 – Investment Priorities:** This chapter presents the proposed Financially Constrained System, which represents a statement of the highest priority need, given current transportation funding constraints.
- **Chapter 7 – Implementation:** This chapter describes the processes of plan implementation and issues that remain unresolved at the time the federal component of the RTP is adopted.
- **Glossary:** Definitions of transportation-related planning and engineering terms used throughout the document.

## **STAFF REPORT**

### **IN CONSIDERATION OF RESOLUTION NO. 07-3831, FOR THE PURPOSE OF APPROVING THE FEDERAL COMPONENT OF THE 2035 REGIONAL TRANSPORTATION PLAN (RTP) UPDATE**

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Date: October 9, 2007

Prepared by: Kim Ellis

#### **BACKGROUND**

Metro is the regional government responsible for regional land use and transportation planning under state law and the federally designated metropolitan planning organization (MPO) for the Portland metropolitan region. As the federally designated MPO, Metro is responsible for updating the metropolitan transportation plan, also referred to as the Regional Transportation Plan (RTP), every four years in coordination with the agencies that own and operate the region's transportation system. Metro is also responsible for developing a regional transportation system plan (TSP), consistent with Oregon Transportation Planning Rule (TPR) requirements.

Metro's jurisdictional boundary encompasses the urban portions of Multnomah, Washington and Clackamas counties. Metro's planning partners include the 25 cities, three counties and affected special districts of the region, ODOT, Oregon Department of Environmental Quality (DEQ), Port of Portland, South Metro Area Rapid Transit (SMART), TriMet and other interested community, business and advocacy groups as well as state and federal regulatory agencies such as the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Metro also coordinates with the City of Vancouver, Clark County Washington, the Port of Vancouver, the Southwest Washington Regional Transportation Council (RTC), C-Tran, the Washington Department of Transportation, the Southwest Washington Air Pollution Control Authority and other Clark County governments on bi-state issues. The Southwest Washington Regional Transportation Council is the federally designated MPO for the Clark County portion of the Portland-Vancouver metropolitan region.

#### **2035 REGIONAL TRANSPORTATION PLAN UPDATE**

The 2035 RTP update represents the first significant update to the plan since 2000. The region is experiencing unprecedented growth and increasing competition for limited funds. The current RTP includes projects that would cost more than twice the anticipated funding. This update involved a new approach to address these issues and federal requirements. The Metro Council initiated the 2035 RTP Update on September 22, 2005 with approval of Resolution #05-3610A (for the Purpose of Issuing a Request for Proposals to Develop a Work Scope for an Expanded 2005-08 Regional Transportation Plan Update that Incorporates the "Budgeting for Outcomes" Approach to Establishing Regional Transportation Priorities).

The new approach (1) included a strong education component to increase community and stakeholder awareness of the issues, (2) used an outcomes-based approach to assess 2040 implementation and to evaluate and prioritize the most critical transportation investments, (3) emphasized collaboration with regional partners and key stakeholders to resolve the complex issues inherent in realizing the region's 2040 Growth Concept, and (4) integrated land use, economic, environmental and transportation objectives that are part of the 2040 Growth Concept. The process considered information learned from the 2005 *Cost of Congestion Study*, 2006 New Look public opinion research and the *Regional Freight and Goods Movement Plan*.

In January 2007, the 2035 RTP update timeline and process was expanded by the Metro Council, at the recommendation of JPACT, to allow for completion of the federal component of the 2035 RTP before the



current plan expires on March 5, 2008 and provide for additional technical analysis and policy development to address state and regional planning requirements by Fall 2008.

The federal component of the update is anticipated to be complete by December 2007 to allow adequate time to complete air quality conformity analysis and federal consultation before the current plan expires on March 8, 2008.

## **SUMMARY OF DECISION-MAKING FRAMEWORK**

Metro's transportation planning activities are guided by a federally mandated decision-making framework, called the metropolitan transportation planning process. Metro leads this process in consultation and coordination with federal, state, regional and local governments, and engagement of other stakeholders with an interest in or who are affected by this planning effort. Metro facilitates this consultation and coordination through four advisory committee bodies—the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

The 2035 RTP update process relied on this existing decision-making structure for development, review and adoption of the plan. MPAC, JPACT and the Metro Council made recommendations at key decision points based on input from TPAC, MTAC, the Council-appointed Regional Freight Plan Task Force and the public participation process. SAFETEA-LU provisions for additional consultation with state and federal resource agencies, and tribal groups not represented on Metro's existing committee structure were met through a consultation meeting with the Collaborative Environmental Transportation Agreement for Streamlining (CETAS) work group, consisting of the Oregon Department of Transportation and ten state and federal transportation, natural resource, cultural resource and land-use planning agencies, on October 16.

Finally, the *Regional Freight and Goods Movement Plan* element of the RTP update was guided by a Council-appointed 33-member Task Force and a Technical Advisory Committee (TAC).<sup>1</sup> Recommendations from the Regional Freight TAC were forwarded to the Regional Freight and Goods Movement Plan Task Force. The Task Force recommendations to date have been forwarded to the 2035 Regional Transportation Plan process for adoption into the region's long-range transportation system plan.

## **APPROACH AND TIMELINE DEVELOPMENT OF FEDERAL COMPONENT OF 2035 RTP**

The process addressed new federal planning requirements, including SAFETEA-LU legislation. The new federal transportation law—SAFETEA-LU—made changes to requirements for transportation planning, including amending the formal update cycle to four years and making specific changes to requirements affecting planning for special needs, security, safety, system management and operations and environmental mitigation. The changes are addressed in this update to the plan.

Consistent with SAFETEA-LU, the federal component of the update focused on:

1. updating regional policies that guide planning and investments in the regional transportation system to respond to key trends and issues facing the region and meet federal planning requirements;

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<sup>1</sup> The Regional Freight and Goods Movement Task Force was comprised of 33 members from the community, private and public sectors, representing the many elements of the multimodal freight transportation system and community perspectives on freight. The Freight Technical Advisory Committee (TAC) was comprised of public sector staff from the local, regional, and state agencies operating within Metro's jurisdictional boundaries. The TAC will provide input and review of technical work products.

2. incorporating projects and programs that have been adopted in local and regional plans, and corridor studies through a public process since the last RTP update in 2004;
3. updating the transportation revenue forecast and regional investment priorities to match current funding sources and historic funding trends that are “reasonably anticipated to be available;”
4. identifying additional issues to be addressed during the state component of the RTP update in 2008.

The following section describes the RTP timeline and process for developing the federal component of the 2035 RTP.

**June 2006-January 2007 – Research and Policy Development** – Metro staff conducted background research on trends and issues affecting travel in the region, convened five stakeholder workshops on desired outcomes and needs for the region’s transportation system and conducted scientific public opinion research on transportation needs and priorities. This information is available to download on Metro’s website at [www.metro-region.org/rtp](http://www.metro-region.org/rtp).

**January-March 2007 - Provisional Policy Framework Development** – The background research in the previous phase guided development of a provisional draft policy framework that established goals and objectives for the regional transportation system. At the recommendation of the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT), the provisional draft policy framework (Chapter 1) was accepted by the Metro Council to guide identification of transportation needs and investment priorities.

**April 2007 – Identification of Regional Mobility Corridor Priorities** – In March and April 2007, the Regional Freight and Goods Movement Task Force, MPAC and JPACT participated in separate workshops to identify mobility issues and priorities for investments in the RTP. In April, Metro, TriMet and the Oregon Department of Transportation (ODOT) convened a technical workshop to build on the direction provided in the previous policy-level discussions. Nearly 60 participants attended this workshop, including Transportation Policy Alternatives Committee (TPAC) and Metro Technical Advisory Committee (MTAC) members and other local government staff.

**Summer 2007 - RTP Project Solicitation and System Analysis** - In June 2007, agencies submitted projects and programs that came from local and regional plans or studies that had been previously adopted through a public process. The investments submitted responded to the provisional policy framework. ODOT and TriMet collaborated with Metro and local agencies to identify investments that respond to mobility corridor priorities identified by the Freight Task Force, JPACT and MPAC in April. In addition, local agency TPAC representatives for each of the three counties worked with the cities within their respective county to identify other community-building investments to complement the regional mobility corridor investments. The result of this effort was the development of the 2035 RTP Investment Pool. Proposed investments were submitted in one of two complementary investment strategy tracks:

- **Track 1: State and Regional Mobility Corridor Investment Strategy** focuses on regional mobility corridor investments that leverage the 2040 Growth Concept and improve interstate, intrastate and cross-regional people and goods movement.
- **Track 2: Community-Building Investment Strategy** focuses on community-building investments that leverage 2040 Growth Concept through street and transit system improvements that provide for community access and mobility.

Metro conducted a technical analysis of the performance of the system projects and programs submitted. The results of the analysis are included in the federal component of the 2035 RTP.

**August – October 2007 – Development of RTP Financially Constrained System and Draft 2035 -** Metro staff worked with local governments, ODOT, SMART and TriMet to narrow the 2035 RTP Investment Pool to match expected revenue that can “reasonably be expected to be available” during the

plan period. This set of investments is also called the financially constrained system. In addition, staff further refined the policy framework to respond to key findings of the technical analysis, policy discussions at the Freight Regional and Goods Movement Task Force, MPAC, JPACT and the Metro Council and informal comments provided by local governments and interested stakeholders over the summer.

## **SUMMARY OF STAKEHOLDER ENGAGEMENT AND PUBLIC PARTICIPATION PLAN FOR THE FEDERAL COMPONENT OF THE 2035 RTP UPDATE**

The public participation plan was designed to meet regional and federal requirements for public participation and respond to the key issues raised during the scoping phase in 2006. This section describes the *stakeholder engagement and outreach* components that will inform development of an updated 2035 RTP plan, and support the decision-making role of the Metro Council, JPACT and MPAC and the participatory role of public agencies, targeted stakeholder groups and the general public.

Metro's targeted stakeholders and planning partners include the 25 cities, three counties and affected special districts of the region, Oregon Department of Transportation (ODOT), Oregon Department of Environmental Quality, Port of Portland, SMART, TriMet and other interested community, business and advocacy groups as well as state and federal regulatory officials and resource agencies. Metro also coordinates with the City of Vancouver, Clark County Washington, the Port of Vancouver, the Southwest Washington Regional Transportation Council (RTC), C-Tran, the Washington Department of Transportation, the Southwest Washington Air Pollution Control Authority and other Clark County governments on bi-state issues.

This broad spectrum of stakeholders was the primary focus of the public participation plan. A variety of methods for engaging public agencies and targeted public and private sector stakeholder groups were used, including focused discussions at Regional Forums, Mayors'/Chair's Forums, stakeholder workshops, Metro Advisory Committees and established County Coordinating Committee's meetings, technical workshops and other methods of communication and engagement as described below. In September and October of 2006, Metro staff also met with several groups of citizens and planners to solicit input on the bicycle and pedestrian needs and issues background reports. The groups included local citizen bicycle and/ pedestrian citizen advisory groups, local bicycle and pedestrian planners/advocates and the Regional Trails working group. Metro held a separate bike and pedestrian workshop with local pedestrian and bike planners from local and state government, advocacy groups and the private sector. The participants provided information about trends and current research underway, barriers to developing the pedestrian and bicycle systems, and policy gaps at the regional level.

A second priority for outreach is the general public. The general public was engaged and provided opportunities to give input throughout the planning process. A significant element of this portion of the work program was a scientific public opinion survey that was conducted to solicit a statistically valid measure of public values and needs. In addition, Metro's website hosted an interactive project website that included an on-line survey during the research phase of the update. The project website was also to provide information about the update process, timeline with key decision points identified, fact sheets, newsletters and other pertinent information about the process. The transportation hotline included a 2035 RTP update message program that includes timely information about key decision points and provided an option for requesting additional information. In addition, feedback was solicited on a discussion draft 2035 RTP during the public comment period that was held from October 15 to November 15, 2007, through four Metro Council public hearings, Metro's website and four open houses held during the comment period.

Media outreach was also a significant element of the participation plan with the intent of using earned mass media to provide information to the general public and key stakeholders throughout the process. This included briefings of reporters and editorial boards, press releases, media packets and civic journalism. Several electronic-newsletters and fact sheets were developed throughout the process and at

key decisions points. The newsletters and fact sheets were distributed through Metro's website, at events and upon request. Summary reports documenting the results and findings of major tasks were also developed and made available on Metro's website and through presentations at Metro's advisory committees.

Notices of key decisions were distributed through community newspapers, electronic newsletters, the transportation hotline and the Metro website. A formal 30-day public comment period was held to coincide with release of a discussion draft RTP in September 2007. Comments were collected through Metro's website, US mail, fax, email and testimony provided at four Metro Council public hearings during this period. Comments received were entered into the public record and provided to staff and elected officials prior to final consideration and action on the federal component of the 2035 RTP. Finally, the RTP and its attendant Air Quality Conformity Analysis will be made available for a formal 30-day public review period before final adoption in February 2008.

## **OUTSTANDING ISSUES TO BE ADDRESSED DURING STATE COMPONENT OF THE 2035 RTP UPDATE**

The system the region can afford with "expected revenue" is not expected to be sufficient to achieve the region's vision for the future. The state component of the RTP update will, as a result, focus on identifying those investments that the region truly needs to achieve the 2040 Growth Concept and RTP goals, and developing a funding strategy that supports implementation of those investments over time.

After the federal component of the 2035 RTP is submitted to federal agencies for review, the focus will shift to the state component of the RTP update. The state component of the 2035 RTP will continue in 2008 to address outstanding issues identified during the federal component of the 2035 RTP, including amendments to both the Oregon TPR and Oregon Transportation Plan, and development of a transportation finance strategy to funded needed investments that exceed revenues anticipated to be available during the plan period.

Staff recommends these areas to be the focus of policy discussion and additional technical analysis during the state component of the RTP update in 2008:

### **1. Performance measures and evaluation framework**

Background: The first round of technical analysis (which included the RTP investment pool of projects) demonstrated that system-level measures are no longer sufficient to determine whether investments lead to a safe, efficient and reliable transportation system or meet other RTP goals for land use, the economy and the environment.

*What does an outcomes-based evaluation and monitoring framework look like? What measures and benchmarks are most important?*

### **2. Congestion management and regional mobility corridors**

Background: How to address increasing demand on our multimodal transportation system is a critical issue for the region, particularly the *Regional Mobility Corridors* – transportation corridors centered on the region's network of interstate and state highways that include parallel networks of arterial roadways, high capacity and regional transit routes and multi-purpose paths. The network of corridors is intended to move people and freight between different parts of the region and connect the region with the rest of the state and beyond. Despite significant investments assumed in the region's transit and roadway systems, the region appears to lose ground on congestion and system reliability. When the pool of investments is narrowed to match available revenue to develop the Financially Constrained RTP, additional congestion and reductions in system reliability are expected.

*How should the region measure success for these corridors and what is the mix of strategies and investments that will help us get there?*

3. **Oregon Transportation Planning Rule (TPR) implications for land use**

Background: Recent amendments to the TPR may affect the region's ability to manage growth consistent with the 2040 Growth Concept.

*What are the implications of recent TPR amendments on the ability of the RTP and local TSPs to comply with OAR 660-012-0060, which requires land use and transportation plans to be balanced?*

4. **Transportation finance**

Background: The region's funding gap is so significant, the region must use every tool at our disposal to address current and future transportation needs in support of the Region 2040 Growth Concept. The region needs a strategy that effectively links land use and transportation investment decisions. Community building investments are tied primarily to locally generated growth-related revenues. In addition, new growth areas need seed money before system development charges can begin to be collected. Both short-term and long-term strategies are needed to raise new revenues to fund needed investments.

*How do we know what level of investment we need to achieve Region 2040? Who should have primary responsibility for addressing needs on ODOT's state and district highways? Who should have primary responsibility for addressing operations, maintenance and other needs of regional bridges? What funding sources should be used to address all of the different regional mobility and community building needs?*

Additional opportunities for public comment on the state component will be provided in Fall 2008.

## ANALYSIS/INFORMATION

1. **Known Opposition:** None known.

2. **Legal Antecedents:** There are a wide variety of past Federal, State and regional legal actions that apply to this action.

Federal regulations include:

- Clean Air Act, as amended [42 U.S. C. 7401, especially section 176(c)];
- Federal statutes concerning air quality conformity [23 U.S.C. 109(j)];
- US EPA transportation conformity rules (40 CFR, parts 51 and 93); and
- USDOT rules that require Metro to update RTPs on a four-year cycle [23 CFR 450.322(a)].

State regulations include:

- Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252); and
- Portland Area Carbon Monoxide Maintenance Plan and Portland Area Ozone Maintenance Plan.

Metro legislation includes:

- Resolution 05-3610A (For the Purpose of Issuing a Request for Proposals to Develop a Work Scope for an Expanded 2005-08 Regional Transportation Plan Update that Incorporates the "Budgeting for Outcomes" Approach to Establishing Regional Transportation Priorities), on September 22, 2005.

- Resolution No. 06-3661 (For the Purpose of Approving A Work Program For the 2035 Regional Transportation Plan (RTP) Update and Authorizing the Chief Operating Officer to Amend Contract No. 926975), on June 15, 2006; and
  - Resolution No. 07-3793 (For the Purpose of Accepting the Chapter 1 Regional Transportation Policy Framework as the Provisional Draft For the Purpose Of Completing Phase 3 of the 2035 Regional Transportation Plan (RTP) Update), on March 15, 2007.
3. **Anticipated Effects:** The proposed federal component of the 2035 Regional Transportation Plan meets federal requirements for metropolitan transportation planning. With approval, staff will proceed with the federally-required air quality conformity analysis and development of federal findings of compliance.
4. **Budget Impacts:** There is no financial impact to approval of this resolution.

#### **RECOMMENDED ACTION**

Approve Resolution No. 07-3831.