



METROPOLITAN SERVICE DISTRICT  
527 S.W. HALL ST., PORTLAND OR. 97201, 503/221-1646

## A G E N D A --- REGULAR COUNCIL MEETING

Date: AUGUST 4, 1983

Day: THURSDAY

Time: 6:00 P.M. -- Informal Council Meeting  
7:00 P.M. -- Executive Session  
7:30 P.M. -- Regular Council Meeting

Place: COUNCIL CHAMBER

Approx.  
Time

Presented By

- |      |   |                         |
|------|---|-------------------------|
| 7:30 | CALL TO ORDER   |                         |
|      | ROLL CALL   |                         |
|      | 1. Introductions.   |                         |
|      | 2. Councilor Communications.  |                         |
|      | 3. Executive Officer Communications -- Zoo Master Planning.   |                         |
|      | 4. Written Communications to Council on Non-Agenda Items.   |                         |
|      | 5. Citizen Communications to Council on Non-Agenda Items.   |                         |
| 8:15 | 6. CONSENT AGENDA   |                         |
|      | 6.1 A-95 Review Report.   |                         |
|      | 6.2 Minutes of the Meeting of May 2, 1983.  |                         |
|      | 7. RESOLUTIONS  |                         |
| 8:20 | 7.1 <u>Consideration of Resolution No. 83-420, for the purpose of adopting the Regional Bicycle Plan.</u>     | Williamson/<br>Brandman |
|      | 8. REPORTS  |                         |
| 8:40 | 8.1 Consideration of Regional Development Committee recommendation regarding the Project Initiatives Program. | Kafoury/Barker          |
| 9:00 | 8.2 Report on Status of Resolution No. 83-421 (Tri-Met/Metro Relationship).                                   | Banzer/Gustafson        |
| 9:15 | 8.3 Legislative Report -- Solid Waste/Zoo Corrections General   | Carlson/Barker          |
|      | 9. Committee Reports.   |                         |
| 9:30 | ADJOURN   |                         |

STAFF REPORT

Agenda Item No. \_\_\_\_\_

Meeting Date \_\_\_\_\_

CONSIDERATION OF RESOLUTION NO. \_\_\_\_\_ FOR  
THE PURPOSE OF SELECTING THE PREFERRED ALTERNATIVE  
FOR THE WESTSIDE CORRIDOR, ALLOCATING THE WESTSIDE  
(e)(4) RESERVE AND ALLOCATING THE WESTSIDE SECTION 3  
RESERVE

Date: July 27, 1983

Presented by: Steve Siegel

FACTUAL BACKGROUND AND ANALYSIS

In 1979, Metro adopted a Resolution specifying the Westside Corridor as the second (after the Banfield) priority corridor for a potential transitway investment. It later reconfirmed this priority by adopting the Regional Transportation Plan (RTP). In 1979-80, Metro entered into a cooperative venture with Portland, Beaverton, Hillsboro, Multnomah County, Washington County, ODOT and Tri-Met to identify the transportation solution for the Westside Corridor. \$47.5 million (federal share) in Urban Mass Transportation Administration (UMTA) Section 3 funds and \$18.6 million (federal share) in Interstate Transfer funds were made available, through a series of regional decisions, to fund a combined highway-transit project on the Westside.

In March 1982, the Draft Environmental Impact Statement (DEIS) for the Westside Corridor project was completed. The DEIS studied five alternatives: No Build, Bus Service Expansion, Sunset Busway, Sunset LRT and Multnomah LRT. The analysis pointed to Sunset LRT as the best long-term transportation solution on the Westside. Furthermore, it pointed to the need to phase into light rail in stages, beginning with the implementation of bus-related improvements using the existing Section 3 Letter of Intent funds.

The analysis also concluded that there is a need to improve the Westside Corridor Highway System and there are a number of highway improvements funded as part of the proposed resolution.

To date there have been over 150 public meetings on the Westside Corridor Project. In May 1982, public hearings were held on the DEIS and support was expressed for a major transit expansion which would include a Sunset LRT between Portland and Washington County. In June 1982, the Westside Corridor Project Citizens' Advisory Group recommended a phased implementation of the Sunset LRT, including the related highway projects; and in January 1983, the Project Steering Group, which consists of policy-makers from all the affected governmental units, approved the release of the Preferred Alternative Report which made recommendations included in

the attached Resolution. Since then, all the directly affected governmental units (Portland, Beaverton, Hillsboro, Washington County, Multnomah County, Tri-Met and ODOT) have adopted supporting resolutions.

By adopting Resolution No. \_\_\_\_\_, Council takes the following actions:

1. Selects Sunset LRT as the preferred alternative for Preliminary Engineering and Final Environmental Impact Statement (FEIS) preparation;
2. Amends the RTP to eliminate options not selected and adds a description of the phasing (bus to rail) strategy;
3. Allocates approximately \$47.5 million (federal) of Section 3 Letter of Intent funds to Westside transit projects which are to be implemented as part of the phased approach;
4. Allocates about \$18 million (federal) of Westside (e)(4) Reserve funds to Westside highway projects; and
5. Describes the general organizational responsibilities for the next phase of Sunset LRT study and authorizes funds for the study.

EXECUTIVE OFFICER'S RECOMMENDATION

Approve the attached Resolution.

COMMITTEE CONSIDERATION AND RECOMMENDATION

SS/gl  
9065B/353  
7/27/83

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF SELECTING THE	)	RESOLUTION NO.
PREFERRED ALTERNATIVE FOR THE	)	
WESTSIDE CORRIDOR, ALLOCATING THE	)	Introduced by the Joint
WESTSIDE (e)(4) RESERVE AND	)	Policy Advisory Committee
ALLOCATING THE WESTSIDE SECTION 3	)	on Transportation
RESERVE	)	

WHEREAS, In 1979 Metro adopted Resolution No. 79-65 specifying the Westside Corridor as the second (after Banfield) priority corridor meriting consideration of a transitway investment and later re-confirmed this priority by the adoption of the Regional Transportation Plan (RTP); and

WHEREAS, In 1979-80, Metro entered into a cooperative venture with Portland, Beaverton, Hillsboro, Multnomah County, Washington County, ODOT and Tri-Met to identify the transportation solution for the Westside Corridor; and

WHEREAS, A series of regional decisions have made approximately \$47.5 million (federal share) in the Urban Mass Transportation Administration Section 3 funds and \$18.6 million (federal share) in Interstate Transfer funds available as of December 31, 1982 to fund a multi-modal Westside Corridor Project; and

WHEREAS, A Draft Environmental Impact Statement (DEIS) was completed in March 1982 which documented the following major conclusions:

1. The Westside Corridor Project is needed to meet local and regional goals;
2. A major expansion of transit service must be part of the Westside Corridor;
3. The light rail transit options attract the most transit riders;
4. The Sunset Light Rail Transit (LRT) option provides the best service to transit riders and auto users;
5. The Sunset LRT is the least expensive and most efficient option to operate;
6. The Sunset LRT has several important long-term operating advantages over the other alternatives;
7. Implementation of the Sunset LRT alternative enhances economic development prospects;



8. The Sunset LRT enhances environmental quality, compared to the other alternatives;

9. The life cycle costs of the Sunset LRT are within one percent of the Bus Service Expansion costs;

10. The risks involved with uncertain funding and growth can be managed by phasing the project;

11. Development opportunities and access problems along the Willamette River may motivate a Macadam LRT branch line in the future;

12. Additional LRT capacity is likely to be needed in downtown Portland by 1995 even if the Sunset LRT is not implemented;

13. As part of the Sunset LRT alternative, there is a need to improve the Westside Corridor Highway system; and

WHEREAS, In May 1982 public hearings were held on the Westside Corridor Project DEIS and support was expressed for a major transit expansion which included a Sunset light rail transitway between Portland and Washington County; and

WHEREAS, In June 1982 the Westside Corridor Project Citizens' Advisory Group recommended a phased-implementation of the Sunset LRT alternative including related highway projects; and

WHEREAS, In January 1983 the Westside Corridor Project Steering Group, which consists of policy-makers from all affected governmental units, approved the release of the Preferred Alternative Report which made the recommendations included in this resolution; and

WHEREAS, The recommendations included in this resolution have been approved by the Councils or Boards of all the governmental units which comprise the Westside Corridor Project; now, therefore,

BE IT RESOLVED,

1. That the Sunset LRT is the preferred alternative for the Westside Corridor. That the Sunset LRT alignment and station locations, explained in the DEIS, are modified by the recommendations included in Attachment "A" and that the Preliminary Engineering and Final Environmental Impact Statement will address the environmental concerns and design sub-options raised during the public hearing processes of the local jurisdictions.

2. That approval of the Sunset LRT is for preparation of the Final Environmental Impact Statement and related work. Before any construction or non-hardship right-of-way acquisition can occur, the participating agencies will review:

a. The Final Environmental Impact Statement.

- b. A Sunset LRT Conceptual Design which addresses the environmental concerns and design sub-options raised during local jurisdiction public hearings.
- c. A detailed funding and phasing plan which includes commitments from appropriate federal and other agencies to provide new funds for the Sunset LRT.
- d. A one-year assessment of actual Banfield LRT operations.

3. That a Project Management Committee with representatives from affected local jurisdictions and regional agencies be formed to direct Phase III (PE and FEIS) work; and that,

- a. Tri-Met will lead an effort to complete PE and FEIS.
- b. Metro and Tri-Met will lead an effort to prepare a Sunset LRT funding package for regional review and approval.
- c. The Project Management Committee should review the use of advanced right-of-way acquisition for hardship purposes and recommend an action to the governing bodies of the participating agencies.

4. That the Westside Citizens' Advisory Group will continue to review technical work and provide for public review.

5. That implementation of the light rail project will be phased, based on demand and funding availability, beginning with the implementation of the bus capital facilities shown in Attachment "B"; that the Westside Section 3 Letter of Intent Reserve be allocated to these projects and that the RTP and TIP be amended accordingly.

6. That as part of the Sunset LRT alternative, improvements will be made to the Westside highway system including (a) ramp metering Sunset Highway and Highway 217, (b) a climbing lane westbound on the Sunset Highway from the Vista Tunnel to Sylvan, and (c) improvements to the Sylvan interchange.

7. That during the Westside study process other highway projects, in addition to those specified above (#3), have been identified as being needed and that the Westside (e) (4) Reserve be allocated to projects in accordance with Attachment "C" and that the RTP and TIP be amended accordingly.

8. That the RTP be amended to eliminate LRT alignments along Stephens' Gulch, Multnomah Boulevard and the Oregon Electric Right-of-Way and to preserve an LRT branch line in the Macadam Corridor for future consideration.

9. That the RTP is amended to include the following Westside Corridor Project policies:

- Westside Corridor transit service will be provided by an expanded timed-transfer system consisting of eight major transit nodes. The physical facilities for the bus elements of the system will be constructed no later than 1990.
- The Westside system will also include a multiple transfer point transit network in Southwest Portland with increased connections to Beaverton.
- Transit service will be phased with development in the developing areas.
- Transit service will be implemented in accordance with the availability of transit revenues.
- The need for transit service to the developing Westside area will be a consideration in the annual allocation of transit revenues.
- Transit service will be implemented in such a manner as to support the implementation of the Sunset LRT.

10. That the prior commitment to the Westside as the next priority for light rail development after the Banfield in accordance with the RTP, and the funding of the I-505 alternative projects as the first priority use of freeway transfer funds in accordance with CRAG Resolution BD 781210 is reaffirmed.

11. That the Metro Council finds the project additions to the TIP to be in accordance with the region's continuing, cooperative, comprehensive planning process and hereby gives affirmative A-95 Review approval.

ADOPTED by the Council of the Metropolitan Service District  
this \_\_\_\_\_ day of \_\_\_\_\_, 1983.

\_\_\_\_\_  
Presiding Officer

SS/gl  
7520B/327  
8/3/83

ATTACHMENT A

Downtown Portland

Option Selected:

- 18th/Columbia/5th/6th

Options Rejected:

- 12th/Columbia/5th/6th
- 12th/Columbia/4th/5th
- 12th/Montgomery/4th/5th
- 12th/Montgomery/5th/6th
- 18th/Columbia/4th/5th

Downtown Portland to Beaverton

Option Selected:

- Jefferson Street LRT subject to re-examination of trackway alignment and grades.

Options Rejected:

- Montgomery Street tunnel
- Walker Road station

Options Needing Further Study:

- Northside tunnels

Central Beaverton

Options Selected:

- Baker Transit Center site
- S-3 (south entry)
- 114th LRT station
- Hall Boulevard LRT station

Options Rejected:

- Hall/Watson Transit Center site
- Beaverton-Hillsdale/Lombard Transit Center site
- S1/S2 (north and south entries)
- S-3 (north entry)

West of Beaverton

Option Selected:

- Terminate at 185th Street

# ATTACHMENT B

## Westside Corridor Section 3 Letter of Intent Projects<sup>1</sup>

	<u>Total Project Cost</u>
Westside Garage (II and III)	\$ 7,674,633
Beaverton Transit Center	3,500,000
Beaverton Park and Ride	906,600
Southwest Transit Transfer Points	3,000,000
Sunset Transit Center & Park and Ride	8,500,000
Washington Square Transit Center	400,000
Tanasbourne Transit Center	700,000
Hillsboro Transit Center	1,194,002
Hillsboro Park and Ride	800,000
Tualatin Transit Center	900,000
Downtown Portland TSM	10,000,000
Central Beaverton TSM	2,000,000
Washington County TSM	6,000,000
Sunset Trunkline Transit Transfer Points	500,000
Bus Purchases	4,000,000
Contingency <sup>2</sup>	<u>9,292,564</u>
TOTAL	\$59,567,799
FEDERAL	\$47,494,239 <sup>2</sup>

<sup>1</sup> Annual adjustments recommended by TIP Subcommittee to JPACT and Tri-Met. Adjustment priority scheme is (1) construct projects on this list, (2) other projects needed to meet Westside Corridor objectives, and (3) other transit projects. Costs are in June 1982 dollars.

<sup>2</sup> Contingency and escalation account include former Section 3 inflation reserve rollback.

ATTACHMENT C

WESTSIDE (e) (4) RESERVE ALLOCATION<sup>1</sup>

TRANSIT PROJECTS

Preliminary Engineering/FEIS for Sunset LRT \$ 500,000

HIGHWAY PROJECTS

CATEGORY I

Sunset Highway Ramp Metering 770,000

CATEGORY II<sup>2</sup>

TV Highway : 21st - Oak	1,800,000
Murray Boulevard : BN RR to Sunset Highway	3,130,174
Scholls Ferry Road/Hall Boulevard Int.	400,000
Hall Boulevard : Allen to Greenway <sup>3</sup>	1,200,000
185th Avenue : TV Highway to Rock Creek Boulevard	9,004,547
Sylvan/Skyline Improvements : Vicinity of Sunset Hwy. <sup>3</sup>	<u>1,800,000</u>

GRAND TOTAL \$18,604,721

BACK-UP PROJECTS (for consideration with Cost Underruns):

Brookwood : TV Highway to Cornell Road  
Scholls Ferry Road : Fanno Creek to Murray Boulevard

- 1 Annual adjustments may be recommended by the TIP Subcommittee to JPACT and the Metro Council.
- 2 Westside Corridor Category I Reserve funding transferred to Category II projects in accordance with Resolution No. 81-247 which permitted allocation of the Westside Reserve to any project meeting the Westside Corridor objectives. Category I project designation is limited to improvements on designated major travel corridors including the Sunset Highway.
- 3 By adoption of this resolution, the RTP is hereby amended to include these projects.
- 4 This allocation is based on the assumption that the Sunset Climbing Lane project will be accepted by the OTC as a Federal Aid Primary project.



## WASHINGTON PARK ZOO

To: Metro Council

Date: 8/4/83

From: Warren Iliff

Subject: Interim Master Plan Report

As you will recall, the three major objectives for the Master Plan process are:

1. Schematically design and budget renovated and new facilities that will complete the Zoo's capital improvement program during the years 1984-1994.
2. Schematically design and budget the Cascades Exhibit and develop a model of it that can be used in private fund raising.
3. Analyze and then develop to the appropriate level the Zoo's revenue generation facilities as a cost offset to the serial levy taxes required to subsidize operations.

Other objectives included developing an improved circulation plan, landscaping, educational facilities, etc., as well as investigating the feasibility of a downtown, waterfront aquarium.

PUBLIC INVOLVEMENT

The important aspect of obtaining resident and visitor attitudes regarding the Zoo's programs, facilities and future development has been carried out in three ways:

1. Group dialogue - Two sessions involving approximately 75 Friends of the Washington Park Zoo and 75 Zoo volunteers were held to determine areas of highest concern, etc. Results of these sessions gave initial direction to the planning process as well as helped shape follow-up questionnaires and surveys.
2. Demographic surveys - These are being conducted on a quarterly basis at the Zoo exit. The first set of these was carried out on July 8 (Friday) and July 9 (Saturday) and involved 126 Zoo visitors. Some interesting statistics from these were:
  - a. Average length of stay was almost three hours (this is a substantial increase over 1975 figure of two hours).
  - b. 45% of interviewed visitors were from the Metro region.
  - c. Of local visitors, 27% visit the Zoo three or more times a year but 55% come only once or less per year.

3. Slide Talk Questionnaires - Zoo staff are giving talks to community service clubs, neighborhood associations and church groups that outline past improvements and discuss possible future developments. It is hoped that by October over 10,000 local residents (both zoogoers and non users) will have been reached. The feedback on the surveys to date is contained in Attachment A.

#### MASTER PLAN PROGRAM

As a basis for the physical planning process the consultants have produced a Concept Program Report which each of you have received. Additionally, the Zoo staff has:

1. Conducted monthly Master Plan Review meetings with all Zoo employees and the Friends' Board.
2. For the Cascades Exhibit planning, a 15 member Cascades Committee held nine one-hour long weekly meetings under the co-chairmanships of Mr. Don Frisbee of Pacific Power and Light and Mr. Fred Wessinger of Blitz Weinhard. As an additional assist, a Cascades Technical Advisory Committee was also formed and has met twice.
3. For the proposed new Children's Zoo, the Education Services Division has formed a planning group of educators and early childhood development specialists to begin setting a conceptual framework for these facilities.
4. For overall integration of the Master Plan into Washington Park, the consultants and Zoo staff have met regularly with OMSI and the Western Forestry Center to insure that facilities complement and enhance each other.

At this stage in the process, schematic design has been completed on the Cascades Exhibit (the model is now under construction) and the following planning schedule is projected:

August 1 - 19	African Plains Exhibit; Amphitheater/Central Food Service; and Elephant Complex area.
August 17	Services Committee/Friends Work Session.
August 22 - 26	Desert/Tropic House (reptiles/amphibians) and Aviary.
August 29 - September 9	Bears, Felines, Railway and Parking Lot.
September 12 - 16	Children's Zoo and Public Spaces
September 13	Services Committee Review
September 19 - 30	Phasing Costs and Economic Analysis



October 11

Services Committee Review

October 27

Metro Council Review and Approval

November

Brochure Design and Publication

WJI:jah

Attachment

cc: Rick Gustafson  
Kay Rich  
Division Heads  
David Slusarenko

YOUR ZOO: WHAT YOU LIKE OR DISLIKEWASHINGTON PARK ZOO  
PUBLIC INVOLVEMENT SURVEY, PHASE I

1. The Zoo is considering converting its current entrance into a special and safer entry for school groups and children, giving direct access into a proposed new Children's Zoo. A new main entry would be up the hill (centered on the parking lot and eliminating the existing long uphill walk at the end of a zoo visit) and be closer to the Western Forestry Center which wasn't there when the Zoo was built. The new entry would be much more natural and would give immediate access to the new Cascades Exhibit and better access to the main Zoo.
  - a. Do you favor these changes in the Zoo Entrance?  
91% Yes    3% No    0% No Opinion
2. The Cascades Exhibit will feature the natural history, wildlife and plants of the Western side of the Cascades Mountain Range. Please answer the following:
  - a. Do you think the completed exhibit will attract a family like yours to the Zoo more often?  
40% Very much more    53% Somewhat    6% No more often
  - b. Would a family like yours be more apt to bring out-of-town relatives and friends to the Zoo because of it?  
68% Yes    13% No    3% Maybe
  - c. Do you think such an exhibit, with emphasis on education, museum-type displays and plants, will be more apt to attract adult visitors?  
46% Very much so    38% Somewhat    5% Not particularly
  - d. If the Cascades Exhibit had a covered boardwalk throughout it, would a family like yours be likely to visit it in rainy months like December, January, February or March?  
35% Very much so    42% Slightly    19% Probably not
  - e. When it is finished, the Cascades Exhibit will take visitors to the end of the Zoo so we are considering the installation of an overhead tramway (above the railroad tracks) that you can ride back to the new entrance and from which you will be able to look down on both the existing Zoo and the new Cascades Exhibit. Do you think this is a good idea?  
69% Yes    16% No    4% No Opinion

(Over)

3. Do you think we should offer a sit down restaurant food service in addition to the type of services now available?

60% Yes      24% No      3% No Opinion

4. The Zoo is considering the addition of small playground areas around the Zoo with benches where adults can sit. Is this a:

57% Very good idea?      34% Good idea?      5% Poor idea?

5. Do you think visitors like the Zoo's current:

Sculpture Garden?      48% Yes      2% No      42% No opinion

Rose and Lily Garden?      5% Yes      2% No      42% No opinion

Fiberglas Dinosaur?      33% Yes      9% No      51% No opinion

6. If the Zoo provides more indoor viewing areas that are sheltered and heated, would you be more apt to come even if it is raining?

60% Yes

16% Only if it was lightly raining

16% No. The Zoo is still an outdoor experience for good weather

7. How important is the educational role of a Zoo to you?

42% Very important

1% Slightly more important than its recreational value.

18% Equal to its recreational value.

1% Less important than its recreational value.

2% Not important

8. The Zoo currently receives funds for 50% of its operations from taxes (and 50% from admissions and concessions). Do you think the tax percentage is:

8% Too high?      8% Too low?      71% About right?

Tax monies are also supporting renovation of current exhibits and the addition of exhibits (like a reptile house and a bird aviary) that were included in the Zoo's original plans. Is this a:

60% Good idea?      25% O.K. idea?      2% Bad idea?

Current plans are to raise private funds (not tax monies) for the Cascades Exhibit. Is this a:

81% Good idea?    13% O.K. idea?    1% Bad idea?

9. If you have visited other zoos, museums or parks, can you suggest any particular elements that you feel should be included in the new Master Plan for the Washington Park Zoo?

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#### SURVEY RESPONDENT'S BACKGROUND

a. Last zoo visit...

0-2 months	<u>21%</u>
2½-6 months	<u>17%</u>
6½ months-1 year	<u>19%</u>
Over 1 year	<u>39%</u>

b. Average visitation...

1-2 times per year	<u>51%</u>
3-5 times	<u>11%</u>
Over 5 times	<u>10%</u>
Doesn't remember	<u>7%</u>

c. Total in party...

1-2 persons with me	<u>40%</u>
3-5 persons	<u>45%</u>
Over 5 persons	<u>5%</u>

If responding by mail, please send to:

Public Involvement Survey  
Washington Park Zoo  
4001 SW Canyon Road  
Portland, Oregon 97221





**METROPOLITAN SERVICE DISTRICT**  
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

## MEMORANDUM

Date: July 26, 1983  
To: Don Carlson, Deputy Executive Officer  
From: Sue Klobertanz, Management Analyst  
Regarding: FY 1982-83 Summary Contract Reports

Attached for your information is a year end summary of contract activity and W/MBE goal attainment.

The Contract Summary indicates contract execution or amendment by size and type. A total of 560 contracts were either executed or amended, 222 of which were purchase orders over \$500.00. The majority of contract amendments were for \$2,500 or less.

The W/MBE Progress Report is encouraging in that, for the year, Metro awarded 23.2% of all contract amounts to minority or women-owned businesses (13.5% MBE and 9.7% WBE). These amounts surpass Metro's current goals in all categories but one.

SK:gpw

attachment

SUMMARY  
CONTRACT REPORT

July 1, 1982 - June 30, 1983

NEW CONTRACTS<sup>1</sup>

	<u>TYPE</u>				
<u>Size</u>	<u>Total</u>	<u>Consultant</u>	<u>Construction</u>	<u>Procurement</u>	<u>Other<sup>2</sup></u>
\$0 - \$2,500	324	67	3	224	30
\$2,500 - \$10,000	72	20	2	37	13
\$10,000 - \$50,000	29	4	2	10	13
Over \$50,000	<u>22</u>	<u>2</u>	<u>5</u>	<u>-</u>	<u>15</u>
Total	447	93	12	271	71

AMENDMENTS TO EXISTING CONTRACTS<sup>3</sup>

	<u>TYPE</u>				
<u>Size</u>	<u>Total</u>	<u>Consultant</u>	<u>Construction</u>	<u>Procurement</u>	<u>Other<sup>2</sup></u>
\$0 - \$2,500 <sup>4</sup>	75	20	25	12	18
\$2,500 - \$10,000	20	2	12	3	3
\$10,000 - \$50,000	16	3	5	4	4
Over \$50,000	<u>2</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>2</u>
Total	113	25	42	19	27

FY 1982-83 CONTRACT ACTIVITY

Total New Contracts	225
Total New POs Over \$500	<u>222</u>
Subtotal	447
Total Amendments	<u>113</u>
Total	560

- 1 For purposes of this report the term "contracts" includes purchases of at least \$500 completed by purchase order and all other executed agreements for personal services, materials and services and intergovernmental agreements.
- 2 "Other" contracts includes intergovernmental agreements, pass through contracts, and revenue-producing agreements.
- 3 All changes to contracts including change in price, timing or work scope are counted as an "amendment."
- 4 Amendments which do not change the price, i.e., have a \$0 or less affect on the existing contract, are included in the \$0 - \$2,500 category.

SK/gl  
9125B/306  
7/25/83

METROPOLITAN SERVICE DISTRICT  
W/MBE, PROGRESS REPORT

SUMMARY

April, May, June 1983

Type Of Contract	Total New Contract Award*	# of Contracts	W/MBE Dollar Amount	W/MBE Percent	Overall Goals	Actual vs Goal
Construction	\$1,502,453	(3)	\$478,955 (MBE) 0 (WBE)	31.9 0	10% 0	+21.9% -
Consultant	101,757	(30)	4,600 (MBE) 12,813 (WBE)	4.5 12.6	9% 1%	-4.5% +11.6%
Procurement	198,522	(86)	79 (MBE) 0 (WBE)	0 0	5% 1%	-5.0% -1.0%

\*Government contracts, pass-through grant contracts and employment agreements were not included in the calculations. Purchase orders for amounts over \$500.00 were treated as contracts.

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July 1, 1982 through June 30, 1983

Type Of Contract	Total New Contract Award*	# of Contracts	W/MBE Dollar Amount	W/MBE Percent	Overall Goals	Actual vs Goal
Construction	\$2,330,058	(12)	\$699,815 (MBE) 0 (WBE)	30.0% 0	10% 0	+20.0% -
Consultant	\$520,611	(93)	7,300 (MBE) 12,813 (WBE)	1.4% 2.5%	9% 1%	-7.6% +1.5%
Procurement	4,904,259	(271)	338,926 (MBE) 740,247 (WBE)	6.9% 15.1%	5% 1%	+1.9% +14.1%
<b>Total Contracts</b>	<b>\$7,754,928</b>	<b>(376)</b>	<b>\$1,799,101 (M/WBE)</b>	<b>23.2%</b>	<b>10%</b>	<b>+13.2%</b>

\* Government contracts, pass-through grant contracts and employment agreements were not included in the calculations. Purchase orders for amounts over \$500.00 were treated as contracts.



**METROPOLITAN SERVICE DISTRICT**  
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

## MEMORANDUM

Date: July 18, 1982  
To: Rick Gustafson, Executive Officer  
From: Dick Karnuth<sup>DK</sup>, Personnel Assistant  
Regarding: Summary Affirmative Action Report - June 1983

The following information is a summary of Affirmative Action activities and results for the month of June.

### May - Follow-up Report

During May, eight Education Service Aide positions were being filled. Seven had been selected with no minority applicants interviewed. Since that time an eighth person has been re-instated and a ninth person hired from the recruitment roster, the latter an Asian female. Thus, that person represents 11.11 percent of the new hires in Education Services.

### June - Activities

1. Developed pro forma contract, negotiated services and fees for recruiting minorities with Sam Brooks, minority recruiting agency.
2. Contacted teacher (Mrs. Gary Bradshaw) of Vietnamese to encourage/assist qualified applicants on future open recruitments.
3. Visited COSSPO office, discussed their referral/employment program, provided Metro brochures.
4. Attended Urban League applicants orientation class, provided brochures to Director.
5. Developed job description emphasizing minority employment program tasks for potential student intern.
6. Assisted Assistant Zoo Director in selecting candidate from still-active finalists roster to fill recently vacated Nutrition Technician position (male Hispanic selected).
7. Discussed strategy for assisting Department Heads in the development and achievement of recruitment goals; Patti Lind-Toledo, Communication Specialist, volunteered as a result of last month's contact with P.S.U.

8. Process:

- Hiring    2    Full-time positions filled; 2 minorities hired; 6 minorities interviewed.
- 2    Temporary positions filled; 1 minority hired; 1 minority interviewed.
- 2    Part-time permanent positions refilled; 2 minorities hired; 5 minorities interviewed.
- Pending   5    Positions pending or open, 248 applicants
- 27    (10.9%) of applicants are minorities
- Current Employee profile attached

9064B/D3  
DK:meh

PERSONNEL DEPARTMENT  
STATUS REPORT/AA/EEO

TO EXECUTIVE MANAGEMENT

METRO EMPLOYEE PROFILE  
(AS OF 06/27/83)

Location	White		Black		Asian		Am. Ind.		Hisp.		Total		Total Minority		Percent	
	M	F	M	F	M	F	M	F	M	F	M	F	M	F	Fem.	Min.
Council/Executive Management																
Full-Time	4	4									4	4			50.0	
Part-Time																
Criminal Justice																
Full-Time	1										1				100.00	
Part-Time		2										2				
Development Services																
Full-Time	4	1									4	1			20.0	
Part-Time																
Finance & Administration																
Full-Time	5	9									5	9			60.0	
Part-Time	1										1					
Public Affairs																
Full-Time	3	1			1	1					4	2	1	1	33.3	33.3
Part-Time		4										4			100.0	
Solid Waste																
Full-Time	8	7	1								8	8		1	50.0	6.3
Part-Time		1										1			100.0	
Landfills																
Full-Time		1										1			100.0	
Part-Time	1	5	1	1							2	6	1	1	75.0	25.0
Transportation																
Full-Time	13	5	1								14	5	1		26.3	5.2
Part-Time	2										2					
Zoo - Administration																
Full-Time	2	3									2	3			60.0	
Part-Time																
Animal Management																
Full-Time	25	8							1		26	8	1		23.5	2.9
Part-Time		4										4			100.0	
Building & Grounds																
Full-Time	14	4									14	4			28.6	
Part-Time	7		1								8		1			12.5
Education Services																
Full-Time	3	6									3	6			66.6	
Part-Time	8	8			1				1		8	10	2		44.4	11.1
Public Relations																
Full-Time		3										3			100.0	
Part-Time																
Visitor Services																
Full-Time	4	3									4	3			42.9	
Part-Time	20	43	2	5	1	1	1	1			24	50	4	7	67.6	14.9
Total																
Full-Time	86	55	1	1	1	1		1			89	57	3	2	39.0	3.4
Part-Time	39	67	4	5	1	2	1	1	1		45	77	6	10	63.1	13.1
Grand Total	125	122	5	6	2	3	1	2	1		134	134	9	12	50.0	7.8

268

(Using same job categories as  
Metro, SMSA Labor Force 1981=4.5%)

7781B/341  
07/21/83





METROPOLITAN SERVICE DISTRICT  
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

## MEMORANDUM

Date: August 4, 1983  
To: Metro Council  
From: Cindy Banzer, Presiding Officer; Rick Gustafson, Executive Officer  
Regarding: Metro/Tri-Met Relationship

The Metro Council requested that we report progress made on our discussions regarding the investigation of the Metro/Tri-Met relationship at the August 4, 1983, Council meeting. This memo is intended to update you on the actions that have occurred since Resolution No. 83-421 was adopted and to make recommendation for further investigation on this issue by Metro.

On July 26, 1983, we met with Gerrard Drummond, President of the Tri-Met Board, to discuss possible participation of Tri-Met in an investigation of the Metro/Tri-Met relationship. Mr. Drummond has subsequently followed up our conversation with a letter detailing some specific concerns regarding our proposed investigation of the Metro/Tri-Met marriage clause. It is fair to say at this time that Tri-Met is not interested in having the issue pursued and is specifically not interested in participating in such a study.

Several concerns have been raised. Perhaps the most significant objection is the pressure and potential unsettling impact of such a review on Tri-Met management staff and operations, particularly since Tri-Met is currently involved in a major public works project. While Mr. Drummond did not indicate strong opposition to our own investigation of potential options regarding the Metro/Tri-Met relationship, he certainly expressed reservations as to the impact of any review on the staff at Tri-Met. Attached is a copy of the letter from Mr. Drummond.

Subsequent to our meeting, Governor Atiyeh, after meeting with Mr. Drummond, forwarded an answer to a letter he received from the Multnomah County Central Labor Committee. The Governor's letter is also attached.

### Analysis

While we did not receive the enthusiastic response from Tri-Met that we had hoped would be forthcoming for a joint review of our relationship, we still feel that it is appropriate to proceed with a review.

Testimony at the public hearings indicated considerable interest in discussing the issue and because the issues of public accountability, proliferation of single purpose governments in the region, and clarification of the Metro/Tri-Met relationship are of public interest, we believe that it is appropriate, and in the community's interest, to move forward on this issue.

#### Recommendation

At this time it would appear prudent for the Metro Council to develop specific information on the feasibility of options relating to the Metro/Tri-Met relationship. A good portion of the debate about the relationship heretofore has been based on political philosophy, rather than legally possible options. The Council and the community would be well served by an analysis of the legal requirements involved in pursuing the various options that have been discussed when considering structural changes in the relationship.

Therefore, we recommend that the Metro General Counsel develop an analysis of options available for structural changes in the Metro/Tri-Met relationship. Those options should include at least the following:

1. Metro voting to take over Tri-Met.
2. Metro creating a transit commission to operate the transit system.
3. Metro and Tri-Met remaining separate, but Metro appointing the Tri-Met Board.
4. Severing the marriage clause and using existing authority to further influence transit investments.

There may be other options that should be evaluated. Metro Council members are encouraged to forward those to the Executive Officer for inclusion in the analysis by the General Counsel. The General Counsel will be expected to review the legal aspects to such alternative actions. His analysis will include at least the following:

1. Metro actions, ordinances or resolutions required to implement one of the options.
2. Legal issues or precedents involved in such transitions including potential legal actions required to fully carry out the action, i.e., personnel changes, ordinances, tax ordinances, etc.

Memorandum  
August 4, 1983  
Page 3

3. Legislation required or actions by other governmental bodies in order to carry out the transition or the change in the proposed relationship.

This is intended to be a first step in a development of facts relating to Metro's authority in the transit area. At the conclusion of such a legal review, the Metro Council can then make a judgment as to what further action they choose to take. This would afford the Council an opportunity to review the ramifications of the various options prior to making a decision on fiscal expenditures or allocation of existing resources to pursue one or more of the options.

We also suggest that this analysis be reviewed by legal authorities outside of Metro to ensure its accuracy.

The General Counsel will be prepared to present a progress report on the legal analysis at the September 22 Council meeting.

CB/gl  
9188B/D1

Enclosures

July 27, 1983

**NERCO**

Ms. Cindy Banzer  
Presiding Officer  
Metropolitan Service District  
527 S.W. Hall  
Portland, OR 97201

Mr. Rick Gustafson  
Executive Director  
Metropolitan Service District  
527 S.W. Hall  
Portland, OR 97201

SUBJECT: Metro/Tri-Met

Dear Cindy and Rick:

I am concerned about the July 7 resolution adopted by the Metro Council and the intended objective of the review process requested by that resolution. Following our meeting on July 26, I continue to remain concerned regarding the impact of the Metro review upon Tri-Met.

I seriously question whether the issue can be confined to the question of elected versus appointed boards. The legislature provided for two metropolitan boards to be appointed by the Governor -- Tri-Met and the Port of Portland. Both operate in areas which once had significantly more private control, both affect the economic health of the region, both operate in economic areas with many attributes of private enterprise, and both have power to levy taxes without a vote -- Tri-Met on payroll and certain other activities and the Port of Portland on real property. Whether the interest of the state and region, and the efficient operation of services which are essentially businesslike in character, support the concept of gubernatorial appointment as an alternative to elected boards is a policy matter easily resolved by the legislature.

The primary function of the Board of Tri-Met is to assist in providing the region -- Multnomah, Clackamas and Washington Counties -- with the best mass transit service within the region's capacity to pay and which conforms

2.

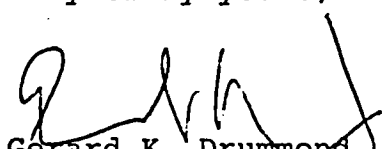
to federal requirements which must be met to permit continued growth of our economic base. In addition, we provide a transportation link between the Tri-County area and Clark County, Washington. In the discharge of this function, Tri-Met, of course, has looked to Metro as the federally recognized and federally required neutral Metropolitan Planning Organization. This point brings me to some other comments which, in addition to numerous legal questions, I hope you will consider:

1. I think the merger of the implementing agency for transit services -- Tri-Met -- into the agency charged with the MPO responsibility for this region inserts a conflict of interest into the process and will probably result in the dislocation of the cooperation that has existed for a number of years in this region in balancing the needs of highways and roads with the need for a continued, strong transit system. On the other hand, I have always been a believer that highway and road improvements went hand-in-glove with a strong transit system. The system that currently exists with Metro acting as the MPO and with other operating agencies being responsible for the implementation of highway, road and transit improvements is a better system than to have Metro take over part, but not all, of the implementation responsibility.

2. Although Metro has and does play a useful and key role in this region's transportation planning, its current authority to levy a per capita tax on the various local governments in this region expires in approximately two years. I am, therefore, concerned about Metro's ability to continue to provide assistance in transportation planning, both highway and mass transit, as well as to provide the other services which are required by Metro's charter. Until Metro's future financial viability is assured, either by the legislature or by the people, it seems to me to be premature for Tri-Met to study the future relationship of Tri-Met and Metro. Tri-Met owes a duty to this community and to its bond holders who have purchased \$30 million of Tri-Met bonds and to the insurers of the bond holders to continue its existence and to provide the highest quality transit service to this community within its limited and very finite resources. The mere contemplation of a "marriage" to an entity whose financial future is still in flux would at this time appear to be so premature as to raise serious questions of fiscal responsibility in the minds of both the public and financial community.

Please be advised that although this matter has not come formally before the Tri-Met Board of Directors, I have reviewed a draft of this letter with each of the Directors of the Tri-Met Board and they have authorized me to send it in their names as well as mine.

Very truly yours,



Gerard K. Drummond

GKD  
shw



3.

3. I think it essential that Metro first review its role to determine whether it should continue as both a transportation operator and a transportation arbitrator, and if it resolves to encumber itself with that apparent conflict, then to demonstrate its ability to survive on its own without using funds Tri-Met is now devoting to transit before any conversations take place concerning the future merger of the two entities.

4. You should be aware that the Banfield Light Rail project, a \$320 million effort, and perhaps the largest public works project ever embarked on by a local government in this state, demands constant, consistent and close scrutiny by Tri-Met's management and Board. This project will not be finished for three years and, therefore, should not be subjected to arbitrary changes from outside with respect to its management, supervision and control.

5. A prolonged debate on the governance of the transit district frankly threatens the stability of the Tri-Met organization required to administer the massive Banfield undertaking and undermines the productivity of its general transit functions. People concerned about their futures cannot be fully productive. In addition, the debate may well threaten the cooperation that has historically and currently exists among the Metro, Tri-Met and other governmental staffs in this region.

6. Finally, as you and other Metro councilors are, I am quite interested in streamlining and making more effective government service being provided to this metropolitan community. I am concerned about the duplication of services and the duplication of specialized administrative overheads. A far better approach would be for MSD to be the leader in developing public acceptance of a real restructuring of municipal governments in the urban area, either by consolidation or by starting with a new slate. The result could be a entity much better equipped to take over not only the transit system but other functions which also serve the region. It would have, through a property tax base and other taxing powers, the ability to provide support to transit in a manner that Metro cannot as it is currently constituted. If such approaches were to be studied, I personally would whole-heartedly embrace the process and lend whatever services I could.

VICTOR ATIYEH  
GOVERNOR



OFFICE OF THE GOVERNOR  
STATE CAPITOL  
SALEM, OREGON 97310

July 29, 1983

Lon Imel, Executive Secretary  
Multnomah County Labor Council  
915 NE Davis Street, Suite A  
Portland, OR 97232

Thank you for your letter of May 16, 1983 stating the Multnomah County Labor Council's position on the relationship of Tri-Met and the Metropolitan Service District.

I believe that in the last decade, the appointed Tri-Met Board of Directors has proven itself to be competent, responsive, and, above all, effective.

Since 1969, Tri-Met ridership and system miles have nearly tripled. Tri-Met has been successful in securing federal, state and local financial support for the Banfield Light Rail Transitway. Construction of the largest public works project carried forward by a municipality in Oregon is well under way. In addition, Tri-Met has continually shown itself to be a firm, but responsible negotiator in managing its ongoing labor contract and as a result has a good working relationship and a common dedication to productivity with its union.

For these reasons, among others, I presently see no benefit to the community in an assumption of Tri-Met by the Metropolitan Service District. While the Oregon State Legislature allows such an assumption, it never intended to force one. Certainly the legislature must have assumed that the Metropolitan Service District would be enjoying wide community support and acceptance as a result of successfully discharging all or almost all of its mandated or authorized functions prior to consideration of a takeover of Tri-Met. Certainly the legislature never contemplated an assumption which justifiably lacked the support of the Tri-Met Board of Directors or the employees' union.

I believe that discussion of a combination of Tri-Met and the Metropolitan Service District is not now timely. Such a discussion should await the Metropolitan Service District crafting its own sound financial footing as well as developing merited community support. Unfortunately, in my opinion, such a time has not yet come and I am therefore in accord with the sentiments in your letter of May 16, 1983.

Lon Imel  
July 29, 1983  
Page Two

My opinion is supported by HB 2228, emergency legislation, which I recently signed. HB 2228 requires the State Treasurer, the Chairperson of the Oregon Investment Council and the Chairperson of the Oregon Transportation Commission, or their designees, to approve financial arrangements proposed by the Metropolitan Service District prior to the Metropolitan Service District being empowered to take over the affairs of Tri-Met.

Thank you for sharing your thoughts with me.

Very truly yours,

Victor Atiyeh  
Governor

VA/sb

OUTLINE OF LEGAL ANALYSIS  
METRO/TRI-MET RELATIONSHIP

I. Analysis of Existing Law

- (a) Authority for transfer
- (b) Effect on Tri-Met assets and liabilities
- (c) Duties and Powers after transfer
- (d) Personnel and Operations
- (e) Boundaries
- (f) Effect on Tri-Met agency and Board

II. Mechanisms to Effect Transfer

- (a) Nature of the transfer order (integration of systems)
- (b) Necessity of transfer plan
- (c) Initiative or referendum
- (d) Timing of transfer order

III. Finance Authority and Budgeting

- (a) Budget consolidation
- (b) Continuation of payroll tax
- (c) Other finance mechanisms

IV. Outstanding Tri-Met Bonds

- (a) Analysis of HB 2228
- (b) Ability of Metro to comply

V. Alternatives to Transfer

- (a) Transit Commission option (HB 3017)
- (b) Appointment of Tri-Met Board
- (c) Use of transit planning authority
- (d) Necessity of new legislation

AJ/gl  
9190B/242  
8/3/83

STAFF REPORT

Agenda Item No. 8.3

Meeting Date: August 4, 1983

CONSIDERATION OF PROPOSED LEGISLATION THAT WOULD HAVE  
CHANGED METRO'S AUTHORITY TO FINANCE REGIONAL  
CORRECTIONS FACILITIES

Date: August 2, 1983

Presented by: Jack Bails

FACTUAL BACKGROUND AND ANALYSIS

During this last legislative session, Washington County Commissioner Bonnie Hayes, on behalf of the three counties and through the Association of Oregon Counties (AOC), submitted a proposed amendment to Metro's enabling legislation that would have transferred paragraph (4) ORS 268.312 to ORS 268.310. If passed, the effect would have been to allow Metro to sell revenue bonds to finance correctional facilities which would have provided an additional option for financing local facilities.

At some point in the legislative process, this separate piece of legislation was included in HB 2453, which would have amended ORS 169.610, regarding the establishment and use of regional corrections facilities.

According to the attached memo from Messrs. Fell and Mulvihill, tri-county support for the proposal waned due to the misperception that counties would be formally responsible for incarceration of felons, and that the reimbursement from Community Corrections to Multnomah County would be eliminated. The Bill died in the Senate Judiciary Committee because of a lack of support due apparently to these perceptions.

It is believed that the original proposal as introduced by Commissioner Hayes is passable.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends:

1. That the Council approve the change in Metro's authority, as indicated in HB 2453;
2. That Metro contact representatives of the three Counties and members of the metropolitan area legislative delegation to ascertain whether or not there is support to request the Governor and legislative leadership to introduce such a bill in the special legislative session, should one be held.

COMMITTEE CONSIDERATION AND RECOMMENDATION

JB:le  
9173B/353  
8/2/83

Attachments:

1. HB 2453 - Policy on Regional Corrections Facilities
2. Legislative Staff Measure Analysis
3. Memo - Metro Staff Fell and Mulvihill

## HOUSE AMENDMENTS TO HOUSE BILL 2453

By COMMITTEE ON JUDICIARY

June 27

### Amended Summary

Declares state policy for regional corrections facilities, including less expensive alternatives to jails and operation to complement community corrections programs. *[Directs Assistant Director for Corrections to develop state-wide corrections facility plan. Directs plan to incorporate county proposals and Corrections Division proposals, including expanded division capacity for 250 inmates. Directs that plan proposals set forth function of facility, amount of bedspace and approximate location. Authorizes sale of up to \$60 million worth of bonds if amendment to Constitution proposed by House Joint Resolution 9 passes. Authorizes immediate use of not more than \$5.5 million, with Emergency Board approval, of corrections bond sale proceeds for construction of forest work camps for not more than 150 additional Corrections Division inmates and construction of an administrative segregation unit at Oregon State Penitentiary. Provides for legislative approval of state-wide corrections facility plan. Provides for use of Corrections Building Fund moneys in excess of \$5.5 million expenditure authorization resulting from corrections bonds sale.]* Allows regional facilities to be used to house felons. Authorizes Corrections Division to enter into agreement with local governments for operation of regional correctional facility. Authorizes Metropolitan Service District to provide facilities for adult and juvenile detention and programs.

Declares emergency, effective on passage.

1 On page 1 of the printed bill, line 2, after the semicolon delete the rest of the line and insert "creating new  
2 provisions; amending ORS 169.610, 169.620, 169.640, 268.310 and 268.312; repealing ORS 169.630, 169.650,  
3 169.670 and 169.680; and declaring an emergency."

4 Delete lines 4 through 22 and pages 2 and 3 and insert:

5 "SECTION 1. ORS 169.610 is amended to read:

6 "169.610. It is the policy of the Legislative Assembly to encourage better rehabilitative care to  
7 misdemeanants and felons by encouraging the establishment of regional correctional facilities that can  
8 effectively provide a program that not only includes better custodial facilities than can be provided by the state,  
9 cities or counties individually, but also that can provide work release, educational and other types of leave, and  
10 parole supervision *[by the Corrections Division]*. It is further the policy of the Legislative Assembly that such  
11 regional correctional facilities, to the greatest extent practicable:

12 "(1) Consist of less expensive alternatives to jails. These may include, but are not limited to, forest and other  
13 work camps and centers for housing inmates in the process of paying fines or making restitution.

14 "(2) Be sited, designed and operated to promote productive inmate activity and industry.

15 "(3) Be operated to complement community corrections programs under ORS 423.500 to 423.560.

16 "SECTION 2. ORS 169.620 is amended to read:

17 "169.620. As used in ORS 169.610 to 169.680: [.]

18 "(1) 'Regional correctional facility' means a correctional facility which may be used *[primarily]* to house  
19 felony prisoners, misdemeanor prisoners, prisoners convicted of violation of municipal ordinances and persons  
20 having pretrial or post-trial status including, but not limited to, probationers, parolees and conditional releasees  
21 under temporary custody.

22 "(2) 'Local government' means a city or a county.

23 "SECTION 3. ORS 169.640 is amended to read:





1       **"169.640. (1) For purposes of sentencing and custody of a misdemeanor, a regional correctional facility**  
2 **shall be considered a county local correctional facility.**

3       **"(2) For purposes of sentencing or custody of a person for violating a city ordinance, the regional**  
4 **correctional facility shall be considered a city local correctional facility.**

5       **"(3) For purposes of sentencing and custody of a person committed to the legal and physical custody of the**  
6 **Corrections Division, the regional correctional facility shall be considered a state correctional facility.**

7       **"(4) Nothing in ORS 169.610 to 169.680 shall be construed to affect the rights or obligations of counties or the**  
8 **Corrections Division as set forth in ORS 423.500 to 423.560.**

9       **"SECTION 4. Sections 5 to 7 of this Act are added to and made a part of ORS 169.610 to 169.680.**

10       **"SECTION 5. Two or more local governments, or one or more local governments and the Corrections**  
11 **Division, or any combination thereof, may, by agreement entered into pursuant to ORS 190.003 to 190.620,**  
12 **operate a regional correctional facility.**

13       **"SECTION 6. The costs of transportation to and from a regional correctional facility, and other expenses**  
14 **incidental thereto, including the expenses of law enforcement officers accompanying the person transferred,**  
15 **shall be borne by the jurisdiction or agency requesting or causing the transfer or return.**

16       **"SECTION 7. (1) Expenditures incurred for the operation of a regional correctional facility involving two**  
17 **or more local governments, or one or more local governments and the Corrections Division, or any combination**  
18 **thereof, may be reimbursed in accordance with agreements entered into pursuant to ORS 190.003 to 190.620.**

19       **"(2) Expenditures incurred for persons temporarily confined in a regional correctional facility are the**  
20 **responsibility of the governmental unit operating the facility, unless otherwise provided by agreement.**

21       **"SECTION 8. ORS 268.310 is amended to read:**

22       **"268.310. A district may, to carry out the purposes of this chapter:**

23       **"(1) Acquire, construct, alter, maintain and operate interceptor, trunk and outfall sewers and pumping**  
24 **stations and facilities for treatment and disposal of sewage as defined in ORS 468.700 and engage in local**  
25 **aspects of sewerage transferred to the district by agreement with other public corporations, cities or counties in**  
26 **accordance with this chapter.**

27       **"(2) Subject to the requirements of ORS 459.005 to 459.045, 459.065 to 459.105, 459.205 to 459.285 and**  
28 **459.992 (1) to (3), dispose, and provide facilities for disposal, of solid and liquid wastes.**

29       **"(3) Control the flow, and provide for the drainage, of surface water, by means of dams, dikes, ditches,**  
30 **canals and other necessary improvements or by enlarging, improving, cleaning or maintaining any natural or**  
31 **artificial waterway or by requiring property owners to install and maintain water control or retention systems.**

32       **"(4) Provide public transportation and terminal facilities for public transportation, including local aspects**  
33 **thereof transferred to the district by one or more other public corporations, cities or counties through**  
34 **agreements in accordance with this chapter.**

35       **"(5) Acquire, construct, alter, maintain, administer and operate metropolitan zoo facilities.**

36       **"(6) Subject to specific approval by the voters of the district of the financing of such activities, acquire,**  
37 **construct, alter, maintain, administer and operate major cultural, convention, exhibition, sports and**  
38 **entertainment facilities.**

39       **"(7) [Notwithstanding ORS 268.312,] Provide planning for metropolitan and local aspects of criminal and**  
40 **juvenile justice. Funds derived from municipal corporations under ORS 268.513 may be used as matching**  
41 **funds to obtain federal or state grants for those planning purposes.**



1       “(8) Provide facilities for metropolitan aspects of criminal and juvenile detention and programs for  
2 metropolitan aspects of adult and juvenile justice and, by agreement, local aspects of jails, corrections programs  
3 and juvenile justice in accordance with this chapter.

4       “SECTION 9. ORS 268.312 is amended to read:

5       “268.312. If either a tax base or income tax has been authorized the district by its voters under ORS  
6 268.315 or 268.505 a district may also:

7       “(1) Acquire, develop, construct, alter, maintain and operate metropolitan aspects of water supply and  
8 distribution systems including local aspects of systems of persons, public corporations, cities or counties  
9 transferred to the district by agreement in accordance with this chapter.

10       “(2) Plan, coordinate and evaluate the providing of human services, including but not limited to, programs  
11 for the aging, health care, manpower, mental health and children and youth.

12       “(3) Acquire, develop, maintain and operate a system of parks, open space, and recreational facilities of  
13 metropolitan significance.

14       “*[(4) Provide facilities for metropolitan aspects of criminal and juvenile detention and programs for*  
15 *metropolitan aspects of adult and juvenile justice and, by agreement, local aspects of jails, corrections programs*  
16 *and juvenile justice in accordance with this chapter.]*

17       “*[(5)]* (4) Provide metropolitan aspects of library activities including, but not limited to, book acquisition  
18 and technical assistance for local libraries.

19       “SECTION 10. ORS 169.630, 169.650, 169.670 and 169.680 are repealed.

20       “SECTION 11. This Act being necessary for the immediate preservation of the public peace, health and  
21 safety, an emergency is declared to exist, and this Act takes effect on its passage.”.

**HOUSE OF REPRESENTATIVES**  
**62nd Legislative Assembly**  
**STAFF MEASURE ANALYSIS**

**MEASURE:** HB 2453 as amended

**COMMITTEE:** Judiciary

**HEARING DATES:** June 13 and 24, 1983

**EXPLANATION PREPARED BY:** Linda Zuckerman, Legal Counsel

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**PROBLEM ADDRESSED:** HB 2453 as amended is intended to broaden the options of local governments and the Corrections Division (CD) in obtaining additional correctional facility bedspace.

ORS 169.610 declares a policy of the Legislative Assembly to encourage better rehabilitative care to misdemeanants by encouraging the establishment of regional correctional facilities that can provide custodial facilities, programs and supervision more effectively than cities or counties can provide individually. HB 2453 as amended broadens the policy statement: 1) to encompass care to felons in regional facilities; 2) to permit state, as well as local, participation in regional facilities; and 3) to emphasize less expensive alternatives to jails, the promotion of inmate activity and industry and operations which would complement community corrections programs.

Related statute sections are revised or replaced to permit regional facilities to be used to house felons and to permit CD to enter into agreements with one or more local governments to operate such facilities. Persons committed to the custody of the CD could be housed in such regional facilities and for this purpose the facility would be considered a state correctional facility (Sections 2-5). Sections 6 and 7 provide for the allocation of costs of transporting persons to and from a regional facility and confining persons in and operating the facility.

The purpose of sections 8 and 9 is to make possible the issuance of revenue bonds by Metropolitan Service Districts (MSD's) for correction and detention facilities and programs. This purpose is achieved by transferring ORS 268.312(4) to ORS 268.310. The existing authorization for MSD's to provide such facilities and programs has as a prerequisite a tax base or income tax authorized the district by the voters. Authorizing a district, instead, to provide such facilities under ORS 268.310, enables a district to use its authority to sell revenue bonds to finance correctional facilities. There is no intent for MSD's to be involved in any way in the siting, operation or administration of any such facilities.

The possibility of a new financing mechanism that would be available through MSD's and the ability for the state and local governments to

enter into agreements to share regional facilities provide additional and more economical alternatives for obtaining correctional facilities.

This act takes effect on its passage.

VOTING: Ayes - Courtney, Hill, Lombard, Miller, Myers, Smith, Springer  
Excused - Scavera, Rutherford

FLOOR MANAGER: Rep. Myers



METROPOLITAN SERVICE DISTRICT  
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

## MEMORANDUM

Date: July 15, 1983  
To: Don Carlson  
From: Phillip Fell/Dennis Mulvihill  
Regarding:

H.B. 2453, authorizing Metro authority to issue revenue bonds for the purpose of financing construction of regional jail facilities, is dead in Senate judiciary. The bill, which provided for creation of this new funding tool did not, to quote the staff measure analysis, envision "...MSD's to be involved in any way in the siting, operation or administration of any such facilities."

In the form in which it passed the House, the bill also provided that regional facilities could house felons as well as misdemeanants: permitted state as well as local participation in regional facilities, and encouraged less expensive alternatives than jails.

According to Senate Judiciary Chairman, Jan Wyers, the bill died because there was no support for it, and because of some unspecified problems which the correction division had with it. Accordingly, Wyers was unwilling to reopen his Judiciary Committee to allow the bills passage to the floor.

According to Paul Snider, the Associated Oregon Counties representative working on the bill, tri-county support began to weaken when the originally separate Metro elements of the bill were integrated with these elements authorizing the holding of felons in regional facilities. Snider further identified two problems which he thought has caused support to weaken: (1) a perception that it formally shifts the burden for felon incarceration from the state to the counties; (2) a concern on the part of Multnomah county that it's ability to apply up to 50% of the reimbursement which the county receives from the state under the Community Corrections Act to the County's general fund would be eliminated. According to Snider, both of these perceptions are incorrect.

Our feeling is that those elements of the bill authorizing Metro to issue revenue bonds are very passable. If Metro makes an organizational decision to attempt to get this authority, an appropriate course of action would seem to be:

- (1) Re-draft the bill so that it deals only with this issue;
- (2) Meet with concerned local jurisdictions and the Corrections Division to verify that all parties are supportive;
- (3) encourage those local jurisdictions to lobby their legislators to request the Gov. to place such a bill on the agenda of the proposed September special session.

The effort involved in passing such a bill seems to be more a willingness to persevere in verifying that all parties think the bill is necessary and unthreatening, than in any particular political maneuvering. If this is, indeed, what Metro wants to do, that we should proceed immediately to:

- (1) Take a Council position
- (2) Assign staff to confirm that a re-drafted bill is acceptable to all parties and if so, have counsel do such a re-draft.
- (3) Encourage the Gov. to place the bill on the agenda for Sept.



METROPOLITAN SERVICE DISTRICT  
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

## MEMORANDUM

Date: August 1, 1983  
To: Metro Council  
From: Mark Brown, Development Services *mb*  
Regarding: Lake Oswego Plan Review

LCDC will conduct a hearing on August 25 and 26 to consider Lake Oswego's request for acknowledgement. The Development Committee will consider the Lake Oswego Plan on August 8th, and make a recommendation to the Council. Staff will poll the Council by phone on August 10th with regard to the Development Committee recommendation in order to meet LCDC's deadline for submitting written comments. The following schedule is being pursued:

- August 8 - Regional Development Committee receives Staff Report on plan review and makes recommendation to Council.
- August 10 - Complete telephone poll of Council with regard to Development Committee recommendation.
- August 11 - Deadline for submittal of written comments in order to have them presented at the LCDC hearing.
- August 25 - Metro Council formally takes up Development Committee recommendation and adopts resolution.
- August 25 &  
26 - LCDC conducts hearing on Lake Oswego's request for acknowledgement.

If you have any questions about this process, please give me a call.

MB:lz



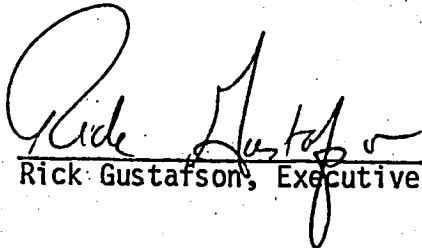
## A G E N D A -- REGULAR COUNCIL MEETING

Date: AUGUST 4, 1983  
Day: THURSDAY  
Time: 7:30 P.M.  
Place: COUNCIL CHAMBER

### C O N S E N T    A G E N D A

The following business items have been reviewed by the staff and an officer of the Council. In my opinion, these items meet with the Consent List Criteria established by the Rules and Procedures of the Council. The Council is requested to approve the recommendations presented on these items.

- 6.1 A-95 Review Report.
- 6.2 Minutes of the Meeting of May 2, 1983.

  
Rick Gustafson, Executive Officer



METROPOLITAN SERVICE DISTRICT  
527 SW. HALL ST., PORTLAND, OR. 97201, 503/221-1646

METRO

## MEMORANDUM

Date: August 4, 1983  
To: Metro Council  
From: Executive Officer  
Regarding: A-95 Review Report

The following is a summary of staff responses regarding grant applications for federal assistance.

1. Project Title: Washington County Annual Area Aging Plan #835-5  
Applicant: Washington County Area Agency on Aging  
Project Summary: Funds will be used to provide direct services to the elderly in Washington County. Services include congregate meals, home delivery of meals, transportation for the elderly, homemaker and personal care, information and referral, health screening and services, and program administration.  
Federal Funds Requested: \$488,418 Dept. of Health and Human Services (HHS)  
Staff Response: Favorable action.
2. Project Title: Summer Youth Employment #835-6  
Applicant: Clackamas County Employment & Training Agency  
Project Summary: Funds will be used to provide job counseling and employment for disadvantaged teenagers this summer in Clackamas County. 75 teenagers will receive vocational counseling and 475 teenagers will be placed in summer jobs.  
Federal Funds Requested: \$667,588 Dept. of Labor  
Staff Response: Favorable action.
3. Project Title: Summer Youth Employment #836-1  
Applicant: Multnomah/Washington Employment and Training Agency  
Project Summary: Funds will be used to provide job counseling and employment for disadvantaged teenagers this summer in Washington County and Multnomah County outside of the City of Portland. 233 teenagers will receive job counseling and 527 teenagers will be placed in summer jobs.  
Federal Funds Requested: \$4,689,785 Dept. of Labor  
Staff Response: Favorable action.



4. Project Title: Oregon Energy Extension Service #836-2  
Applicant: Dept. of Energy, State of Oregon  
Project Summary: Funds will be used to run the Oregon Energy Extension Service Program which encourages voluntary energy conservation and the use of renewable resources. The program includes public information and educational activities, outreach activities, seminars and workshops, and technical assistance to small businesses, individuals in the housing industry and general public.  
Federal Funds Requested: \$504,900 Dept. of Energy  
Staff Response: Favorable action.
5. Project Title: Health Care Services #836-4  
Applicant: Multnomah County Department of Human Services  
Project Summary: Funds will be used to fund additional primary health care services in the Burnside neighborhood of Portland.  
Federal Funds Requested: \$36,937 (HHS)  
Staff Response: Favorable action.
6. Project Title: Portland Ship Repair Yard #836-5  
Applicant: Port of Portland  
Project Summary: Funds will be used for major renovation and repairs of outmoded ship repair berth and attendant backup facilities at the Portland ship repair yard.  
Federal Funds Requested: \$1,000,000 Economic Development Administration (EDA)  
Staff Response: Favorable action.
7. Project Title: Parent Child Center #836-6  
Applicant: Parent Child Services, Inc.  
Project Summary: Funds will be used to operate a parent child center in Portland. Services include counseling, health and nutrition educational courses, and teaching of parenting skills to young parents. Children are offered pre-school classes. The grant will fund a staff of 17 serving 150 children and their parents for 42 weeks.  
Federal Funds Requested: \$348,414 (HHS)  
Staff Response: Favorable action.
8. Project Title: Business Development Center #836-11  
Applicant: Portland Community College  
Project Summary: Funds will be used to operate a business development center which will serve as a small business incubator designed to foster development of viable small businesses, particularly those involved in high growth, high tech areas. A business incubator, where fledgling businesses share overhead and support services such as secretarial, janitorial, accounting, legal, telephone answering, consulting and similar services, will be a greatly needed economic incentive for the beginning business person. The center will be located in inner-northeast Portland.  
Federal Funds Requested: \$900,000 (EDA)  
Staff Response: Favorable action.

9. Project Title: Health Care Services #836-12  
Applicant: Multnomah County Department of Human Services  
Project Summary: Funds will be used to provide health care services to the recently unemployed in Multnomah County through existing community programs such as the Multnomah County Medical Society Medishare Program and North/Northeast Community Health Centers.  
Federal Funds Requested: \$173,965 (HHS)  
Staff Response: Favorable action.
10. Project Title: Genetic Diseases #836-13  
Applicant: Oregon Health Sciences University  
Project Summary: Funds will be used to pay for staff for the Oregon Health Sciences University's genetic disease testing and counseling project. High risk groups in Oregon will be identified and provided with genetic diagnostic/counseling/educational/support services.  
Federal Funds Requested: \$230,000 (HHS)  
Staff Response: Favorable action.
11. Project Title: Tour Vessel Conversion #836-14  
Applicant: Port of Portland  
Project Summary: Funds will be used for the conversion of the historic steam-powered sternwheeler tug PORTLAND to a tour vessel with activities to enhance the region's tourist and convention business.  
Federal Funds Requested: \$1,000,000 (EDA)  
Staff Response: Favorable action.
12. Project Title: Head Start #836-15 and #836-16  
Applicant: Albina Ministerial Alliance  
Project Summary: Funds will be used to operate a full-day Head Start program including classes, meals and medical screening for 200 low-income three and four year old children and their families.  
Federal Funds Requested: \$655,432 (HHS)  
Staff Response: Favorable action.
13. Project Title: Export Development #836-22  
Applicant: Port of Portland  
Project Summary: The Port of Portland proposes to establish a "small business international marketing program" for the metropolitan area. The program would provide export assistance and services to 75-100 small businesses with production or service facilities in Oregon. The program is aimed at businesses having little or no export experience. The program entails counseling, market analysis and establishing overseas contacts. Program staff include a full-time director and two one-half time export market analysts. The program budget also includes funds for consultant contracts. The yearlong program would begin October 1, 1983.  
Federal Funds Requested: \$100,000 Small Business Admin.  
Staff Response: Favorable action.

14. Project Title: Sewage Treatment Facilities #836-17  
Applicant: Clackamas County Community Development Division  
Project Summary: Funds will be used to construct a sewage collection and treatment system for Boring, Oregon, in Clackamas County.  
Federal Funds Requested: \$190,000 (EDA)  
Staff Response: Favorable action.

MCH/gl  
9127B/D5

Meeting Date August 4, 1983

MINUTES OF THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

SPECIAL MEETING OF  
MAY 2, 1983

Councilors Present: Councilors Banzer, Bonner, Deines,  
Etlinger, Hansen, Kelley, Kirkpatrick,  
Oleson, Van Bergen, Waker, and Williamson.

Councilors Absent: Councilor Kafoury.

Also Present: Rick Gustafson, Executive Officer.

Staff Present: Ray Barker, Donald Carlson, Warren Iliff,  
Kay Rich, Andy Cotugno, Keith Lawton, Jack  
Bails, Rod Sandoz, Sonnie Russill, Dennis  
Mulvihill, and Jennifer Sims.

A special meeting of the Council convened as the Budget Committee was called to order at 7:05 p.m. by Presiding Officer Banzer. Presiding Officer Banzer stated the meeting was a continuation of the work session of April 25th and discussion would focus on programs outlined in the proposed FY 83-84 budget.

Zoo

Mr. Gustafson reviewed revenue resources and briefly outlined the Zoo Operations Fund and the programs of each of the Zoo's divisions.

Councilor Kirkpatrick reported that the Coordinating Committee was recommending approval of the Zoo budget with a modification to re-classify advertising expenses in the Public Relations Division to more descriptive categories.

Councilor Williamson asked if anything in the Zoo budget committed the Council one way or another to future funding. Presiding Officer Banzer responded it did not. Councilor Williamson commented that he did not want the Council's hands tied to shift capital funds into the operating fund if necessary. Mr. Rich, Assistant Zoo Director, responded that if a ballot measure failed at the May election, there was the flexibility to shift funds from capital to operating between May and July 1, 1984 when funds for operating the Zoo would be required. Presiding Officer Banzer said the Council would be spending a great deal of time in the next few months discussing Zoo funding.

Transportation

Mr. Gustafson reviewed the revenue resources and programs for the Transportation Department. He said the major changes in the Department were the movement of the Data Resource Center to Finance &



Administration, removal of CTI from the Transportation budget, and a shift of computer operations from Multnomah County DPA to an in-house operation.

Councilor Kirkpatrick reported that the Coordinating Committee was recommending approval of the budget, with the following two additions:

1. That a proposed new micro-computer be purchased rather than leased, and that upfront costs of \$9,962 be transferred from the General Fund Contingency.
2. A budget note that the department should move toward additional technical assistance to local jurisdictions as time and funding permitted.

There was Council discussion of the Tri-Met and Metro work programs for the Elderly & Handicapped Plan. Mr. Cotugno, Transportation Director, indicated that the Plan was an element of the Regional Transportation Plan and had to be adopted by both Tri-Met and Metro. Councilor Etlinger asked if there was a deadline for completing the Plan since it had been in the prior year's budget and work had not yet begun. Mr. Cotugno responded there was no deadline and that Metro's role would be to review the Plan when Tri-Met had completed its work. Councilor Bonner indicated support of the Plan but questioned whether two agencies needed to work on it. He requested staff to return to the Council on May 5th with a proposal to reallocate Metro's portion of the funding (\$19,000) to some other program staff felt was important, i.e., technical assistance to local jurisdictions or acceleration of the LRT study.

Councilor Waker asked if the RTP refinement element would include modification of the employment projections in Washington County. Mr. Cotugno responded that it would. Councilor Etlinger requested that a list be prepared of projects which were being worked on jointly by Tri-Met and Metro.

#### Development Services

Mr. Gustafson reviewed revenue resources and highlighted the department's programs, as outlined in the Proposed Budget Overview document.

Councilor Kirkpatrick reported that the Coordinating Committee recommended approval of the budget with the following amendment:

- o Change the name of the "Infrastructure Financing" program to "Urban Services Financing" in keeping with the Project Initiatives Program proposal.

Councilor Etlinger expressed concern that the Project Initiatives Program had not been written up as a work program. Presiding Officer Banzer responded that each of the department's work programs (Council Assistant, Public Affairs, and Development Services) had been amended to include the Project Initiatives and although a process had not yet been worked out, it would be shortly. Councilor Kelley stated she was comfortable that the program was in the budget and recommended that the Development Committee work on program policies which would then be forwarded to the Council for approval. Presiding Officer Banzer stated that since the Council was interested in the Program, she was going to suggest that Ray Barker bring to the Council a proposed process for implementing the Program.

Councilor Bonner suggested that policy issues should be discussed by the Council before preparation of the 1984-85 budget so staff would have direction in preparing their budgets.

Councilor Kirkpatrick stated that quarterly reports on the work programs, as recommended by the Coordinating Committee, would help the Council keep a handle on the progress of work in each department.

#### Criminal Justice

Mr. Gustafson presented an overview of the revenue resources and department programs, as outlined in the Proposed Budget Overview document.

Councilor Kirkpatrick reported that the Coordinating Committee was recommending approval of the budget, with the following notes:

1. That the department develop a contingency plan to address a possible revenue shortfall.
2. That the Planner 3 position be held vacant until funding is secured.

She said the Committee also considered an option presented to them for funding a regional corrections facility plan, but the Committee was recommending that it be considered with other items under the Project Initiatives Program.

Councilor Oleson argued in support of funding the Regional Corrections Facility planning effort. He said the question to the Council was whether Metro was going to be aggressive in the corrections area. He said he would like a statement from the Council that they wanted Mr. Bails to continue to staff and assist the Ad Hoc Regional Corrections Committee.

Councilor Hansen requested that the Executive Officer provide three options for funding the Regional Jail Facilities alternative at the May 5th Council meeting. Mr. Gustafson cited options which could be considered: 1) take the \$11,000 from the General Fund contingency, 2) from cuts and savings realized in the General Fund, or 3) wait until Criminal Justice grants were received which would release funds being held in the contingency to continue the Criminal Justice Program if the grants were not received, and then allocate those released funds to the program. He said at the end of the first quarter, funding for Criminal Justice would be known and the Council could appropriate the funds at that time for the study. Councilor Bonner requested that the options outlined be presented in written form at the Thursday meeting.

At this time, the Council recessed for ten minutes.

#### Public Affairs

Mr. Gustafson highlighted the programs of the Public Affairs Department, as outlined in the Proposed Budget Overview document.

Councilor Kirkpatrick reported that the Coordinating Committee recommended approval of the budget, with the following amendments:

1. Retain the receptionist function in the Public Affairs budget.
2. Revise work program to provide grant research support for the Project Initiatives Program.
3. A budget note that all newsletters should be reviewed by Public Affairs to ensure appropriate timing, proper editing and to avoid duplication.

There was then some discussion of the requirement for a Local Government Advisory Committee. Councilor Hansen suggested that perhaps the requirement for the committee could be met through the use of forums which would be issue oriented.

Councilor Deines commented that the public information program for solid waste should be reduced inasmuch as there were no new programs or facilities being introduced during FY 83-84.

Councilor Bonner suggested for the FY 84-85 budget discussion that there be a policy direction regarding newsletters and Metro's orientation to elected local officials. He said he would like to see the orientation expanded to include neighborhood leaders and special districts.

#### Finance & Administration

Mr. Gustafson reviewed the department's programs, as outlined in the Proposed Budget Overview document.



Councilor Kirkpatrick reported that the Coordinating Committee was recommending approval of the budget with the following modification and budget note:

1. Removal of the receptionist function from Finance & Administration and retention in the Public Affairs Department.
2. Encouraged continued cost-cutting measures.

#### Data Processing

Councilor Kirkpatrick reported that the Coordinating Committee was recommending approval of the budget with an added recommendation to purchase rather than lease a proposed new micro-computer.

#### Data Resource Center

Mr. Gustafson reviewed the programs of the Data Resource Center.

Councilor Kirkpatrick reported that the Coordinating Committee was recommending approval of the budget as proposed with the following budget note:

- o The Committee asked that a policy be developed in terms of local government use so as the demands on the DRC increased, there would be a policy in place to process requests.

Councilor Bonner commented that he would like to see the Data Resource Center stay within their three year projection of becoming self-supporting.

#### Accounting

Mr. Gustafson reviewed the division's program, as outlined in the Proposed Budget Overview document.

Councilor Kirkpatrick reported that the Coordinating Committee was recommending approval of the budget as proposed.

Councilor Deines questioned the budget for meetings & conferences, and training & tuition. Councilor Kirkpatrick said the Coordinating Committee had addressed the concern generally and had recommended that guidelines be established for the training & tuition, and meetings & conferences line items. She said the Committee had found the Accounting budget was justified. Mr. Gustafson stated he would submit detailed documentation regarding the Accounting budget to Councilor Deines on Thursday.



#### Budget & Administrative Services

Mr. Gustafson reviewed the division's programs, as outlined in the Proposed Budget Overview document.

Councilor Kirkpatrick reported that the Coordinating Committee was recommending acceptance of the budget.

Councilor Bonner suggested that for the FY 84-85 budget process an alternative budget be presented which reflected spending at 50% of what was anticipated to be received in dues. He said the alternative would begin a phasing in of a budget in which no dues assessments would be received.

Councilor Hansen suggested for the FY 84-85 budget process he would like to look at the personnel in Data Processing, Accounting and Budget & Administrative Services. He said Finance & Administration represented a significant portion of the budget and it was difficult for him to evaluate whether the budget reflected an adequate or more than adequate number of personnel. He suggested that an outside group of businesspeople review the administrative functions and make recommendations to the Council prior the FY 84-85 budget process.

Mr. Gustafson said it was a good suggestion and requested that a formal motion be made at the Thursday meeting to direct the Executive Officer to form a management task force to review the Finance & Administration function.

#### Executive Management

Mr. Gustafson reviewed the Executive Management programs as outlined in the Proposed Budget Overview document.

Councilor Kirkpatrick reported that the Coordinating Committee accepted the budget as proposed.

#### Council

Ray Barker, Council Assistant, reviewed the programs of the Council department, as outlined in the Proposed Budget Overview document.

Councilor Kirkpatrick reported that the Coordinating Committee recommended approval of the budget with the following modification to the Council Assistant's work program: Revise work program to include the Project Initiatives Program and realign the priorities of the Council Assistant to emphasize policy development.

Presiding Officer Banzer suggested that the Council Clerk position be transferred entirely to Executive Management to more accurately

reflect the position as a Council Support function of Executive Management. Mr. Gustafson stated the suggestion was acceptable and would present the option at the Thursday Council meeting.

Councilor Bonner stated he wanted to see additional funds allocated to the Council budget in order to provide for assistance to Mr. Barker in fulfilling his work program. He said if the added funds were not allocated, Mr. Barker's work program would need to be cut.

Councilor Etlinger expressed his concern that the Council budget required no quantifiable products, and that more funds were needed for policy research where Mr. Barker was unable to provide the expertise.

Councilor Bonner asked Mr. Barker to provide an outline of his work program for the Thursday Council meeting.

#### General Budget Issues

Councilor Kirkpatrick reported on other Coordinating Committee recommendations not specific to a particular department:

1. Cost of Living Adjustment--A recommendation to accept the Executive Management and Employee's Association agreement to grant a 1% Cost of Living Adjustment and continuation of the three personal holidays for one year only for non-zoo employees.
2. Direct the Executive Officer to develop and implement management priorities for tuition, training, travel, meetings and conferences funds with attention given to an equitable access to growth opportunities among all organizational units. A maximum per person should be set and a report on progress given at the end of the first quarter.
3. Develop Project Initiatives Program work program, with Ray Barker developing some policy options for the Council to consider, with Public Affairs to pursue grants or other kinds of funding for it, and for the appropriate department, and in most instances Development Services, to follow through on implementation of those programs.
4. Direct the Executive Officer to provide Quarterly Reports on program performance, with attention to: a) revenues generated by the Data Resource Center, b) progress in carrying out the Urban Services Financing Program, c) progress in establishing and carrying out the Project Initiatives Program, and d) a report on the funding status of Criminal Justice Planning.

Council Minutes  
May 2, 1983  
Page 8

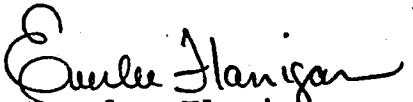
5. Direct the Executive Officer to report to the Council on the status of the Employee Benefit Program prior to signing contracts.

Public Hearing

There was no public testimony on the budget.

There being no further business, the meeting adjourned at 10:55 p.m.

Respectfully submitted,

  
Everlee Flanigan  
Clerk of the Council

9099B/313

CONSIDERATION OF RESOLUTION NO. 83-420  
FOR THE PURPOSE OF ADOPTING THE REGIONAL  
BICYCLE PLAN

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Date: June 22, 1983

Presented by: Richard Brandman

FACTUAL BACKGROUND AND ANALYSIS

As directed in the Regional Transportation Plan (RTP) and the FY 1983-84 budget, Metro staff was requested to update the existing 1974 Columbia Region Association of Governments (CRAG) Regional Bikeway Plan. However, the issues involved in defining a "regional" bicycle network and programs associated with it have changed substantially since that time, necessitating an entirely new planning effort. The planning process which evolved relied extensively on assistance from both a Technical Advisory Committee (composed of representatives from local jurisdictions and ODOT) and a Citizens' Advisory Committee (composed of 20 citizens actively involved in bicycling-related issues).

The primary intent of the bicycle plan is to designate a system of safe, direct bicycling routes serving major trip destinations throughout the region. In addition, the Regional Bicycle Plan also establishes policies or guidelines regarding funding, bicycle parking, registration and safety education. The broad range of policies included in the plan are intended to address three areas: 1) to provide a safer environment for those who currently bicycle, 2) to increase the number of people who commute by bicycle, and 3) to focus future investments in bicycling facilities to complete a comprehensive bicycling system.

Enactment of the plan's policies will improve the viability of bicycling as an alternative mode of transportation. Because of this region's commitment to a demand management program as part of an overall transportation improvement strategy, the Regional Bicycle Plan will be incorporated into the RTP.

The bicycle plan includes several key policies which local jurisdictions must comply with. It also includes other policies and guidelines which jurisdictions are encouraged to follow. Highlights include:

- The plan requires local jurisdictions to include the regional bicycle network in their comprehensive plans. Any proposed changes to the network by a jurisdiction can be made after consulting with other affected jurisdictions,



amending their comprehensive plans accordingly, and concurrently seeking an amendment to the RTP by Metro.

- The plan establishes a process for jurisdictions to cooperatively define on an annual basis which independent bicycle routes (i.e., separate from highway improvements) in the region are the highest priority for implementation.
- The plan requires secure bicycle parking facilities to be provided at designated major transit stations and major park and ride lots. The plan also provides guidelines for and encourages jurisdictions to establish bicycle parking requirements at new developments and minor transit stations.
- The plan encourages local jurisdictions to implement voluntary bicycle registration/marketing programs.
- The plan encourages local jurisdictions and bicycle interest groups to implement safety education and awareness programs to educate the bicyclist as well as the motorist on the rights and responsibilities of each when sharing the road.

Adoption of the Regional Bicycle Plan will ensure that the needs of the increasing number of commuter bicyclists have been identified and addressed. Simultaneously, the plan will be incorporated into the RTP and serve as an important component of this region's transportation system.

TPAC and JPACT have reviewed this plan and unanimously recommend approval of the Resolution.

#### EXECUTIVE OFFICER'S RECOMMENDATION

Adopt the Regional Bicycle Plan and direct amendments to the RTP accordingly.

#### COMMITTEE CONSIDERATION AND RECOMMENDATION

The Regional Development Committee held a public hearing on the Regional Bicycle Plan. The following is a summary of the public testimony:

Anndy Wiselogle - Member of Citizens' Advisory Committee and Bicycle Commuter Service. Spoke in favor of the plan. Wanted to personally endorse the plan and recommend Council adoption.

Paul J. Reiter - Chairman, Beaverton Bicycle Task Force, and member of Citizens' Advisory Committee. Spoke in favor of the plan. Stated that the Bike Plan will assist Beaverton in getting future bicycle funding and new routes in place. Explained that extensive work had been done on

the plan and that the end product is a fundamental regional system.

Janet Schaeffer - City of Portland, Bicycle and Pedestrian Program. Spoke in favor of the plan. Stated she was pleased with the results of the work on the bike plan. It will bring more money into the region for bicycles. She encouraged Council adoption of the plan.

Richard Root - City of Beaverton and member of Technical Advisory Committee. Spoke in favor of the plan. Explained that the plan is practical and concise; and that it adds credibility to the bicycle elements of local transportation plans.

Charles A. Gutweniger - Private citizen. Spoke in favor of the plan. Pointed out that he has attended all the bicycle plan meetings. Indicated he was impressed with the in-depth work of the staff and the Citizens' Advisory Committee. He is pleased with this use of his tax dollars and wholeheartedly endorses the plan.

Letter received from Multnomah County endorsing the plan and urging Council adoption.

Because there was no quorum at the conclusion of the meeting, no formal action was taken. However, Councilors Waker, Kelley and Etlinger recommended adoption of the Resolution and indicated they would contact other Councilors for support of the Resolution.

AC/gl  
8915B/349  
7/19/83

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ADOPTING THE  
REGIONAL BICYCLE PLAN

) RESOLUTION NO. 83-420  
)  
) Introduced by the Joint  
) Policy Advisory Committee  
) on Transportation

WHEREAS, The Regional Transportation Plan (RTP) calls for  
the addition of a Bicycle element; and

WHEREAS, A broad-based planning effort was established  
with citizens and local jurisdictions to define the needs of the  
commuter bicyclist; and

WHEREAS, The plan which developed designates a system of  
safe, direct bicycling routes serving major trip destinations  
throughout the region, supported by a broad range of goals and  
policies; now, therefore,

BE IT RESOLVED,

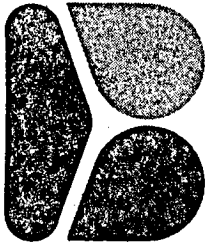
1. That the Metro Council hereby adopts the Regional  
Bicycle Plan as an appendix to the RTP.

2. That the appropriate goals, policies, routes and  
programs will be incorporated into the RTP at its next update.

ADOPTED by the Council of the Metropolitan Service District  
this \_\_\_\_\_ day of \_\_\_\_\_, 1983.

\_\_\_\_\_  
Presiding Officer

AC/gl  
8915B/349  
7/19/83



BEAVERTON

July 19, 1983

Metro Council  
Cindy Banzer  
c/o Terry Bolstad  
527 S.W. Hall Blvd.  
Portland, OR 97201

Dear Chairperson:

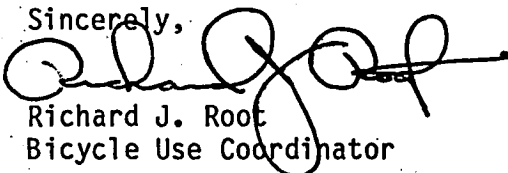
The Regional Bikeway Plan that has been prepared by Metro staff will soon be before Council for approval. I was a member of the Technical Advisory Committee, representing the City of Beaverton, and would like to convey to you my support for adoption of that plan.

The plan before you, as you know, is a revision of an earlier CRAG document. Whereas the former plan contained a complex system of bikeways, the refined version has improved dramatically by simply paring the number of routes to a very concise yet logical system. Justification for this is not only economical (there are limited funding resources), but practical, as it promises early development of a safe and convenient bikeway system. Planning and development of bikeways in this fashion both fulfills bicyclists' needs throughout the region and lends substantial credibility to the bicycle element within the scope of other transportation strategies.

Staff has also contemporized the plan by addressing all of the current and future important bicycling issues such as registration, parking, education, enforcement and use encouragement. Most importantly they have instituted a manageable prioritization system of allocating funding for project proposals and a yearly review process that will insure a balanced and well coordinated bikeway network is developed.

I commend staff for their fine effort in producing a very comprehensive and thorough document that I feel is an excellent plan to follow. I highly endorse its adoption by Council.

Sincerely,



Richard J. Root  
Bicycle Use Coordinator

0719-RR-L:pta:28

cc: Richard Brandman  
Terry Bolstad  
Neil McFarlane





7 RECEIVED JUL 11 1983

## MULTNOMAH COUNTY OREGON

DEPARTMENT OF ENVIRONMENTAL SERVICES  
2115 S.E. MORRISON  
PORTLAND, OREGON 97214  
(503) 248-5000

DENNIS BUCHANAN  
COUNTY EXECUTIVE

July 8, 1983

Ms. Marge Kafoury, Chairperson  
Regional Development Committee  
Metropolitan Service District  
527 SW Hall Street  
Portland, Oregon 97201

Dear Ms. Kafoury:

As a member of the Regional Bicycle Plan Technical Advisory Committee and Coordinator of the Bikeways/40 Mile Loop Program for Multnomah County, I would like to recommend the proposed Regional Bicycle Plan for adoption by Metro Council.

Through this Plan development process the supporters of alternative modes of transportation have had the opportunity to discuss issues, present ideas and reach consensus on the best approach to achieving a more balanced and cost effective regional transportation system. The effort of Metro's staff and both committees is evident in the thorough and well-written Preliminary Regional Bicycle Plan.

From the perspective of the local level, I feel this Plan will enhance our opportunities for facility implementation overall and urge the support of Metro's Regional Development Committee for Plan adoption.

Very truly yours,

Susie Chancey  
Program Development Specialist  
Bikeways/40 Mile Loop

SC:ck

6025 S.E. Woodstock Boulevard  
Portland, Oregon 97206

July 21, 1983

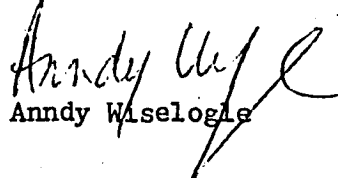
Cindy Banzer, Chairperson  
Metro Council  
527 SW Hall  
Portland, Oregon 97201

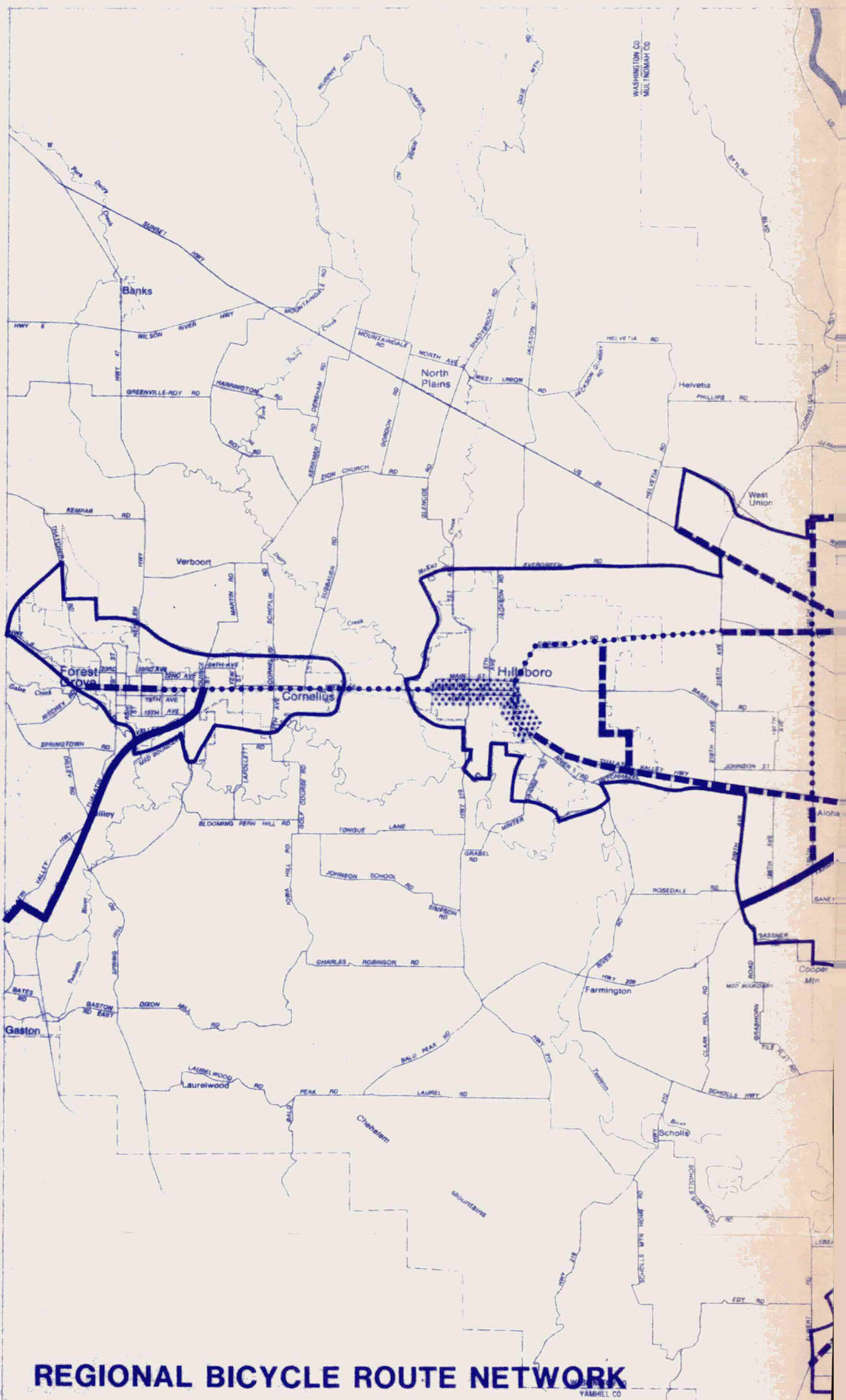
Dear Cindy Banzer:

I have examined the recommended Regional Bicycle Plan and think it's an important policy that Metro should adopt to help encourage bicycle transportation in the region. This plan mentions all the major governmental aspects of concern, and is a step toward improving the metro area for bicycle use.




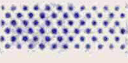

I certainly hope the Metro Council gives its full support to the Regional Bicycle Plan.

Sincerely, -

  
Andy Wiselogle

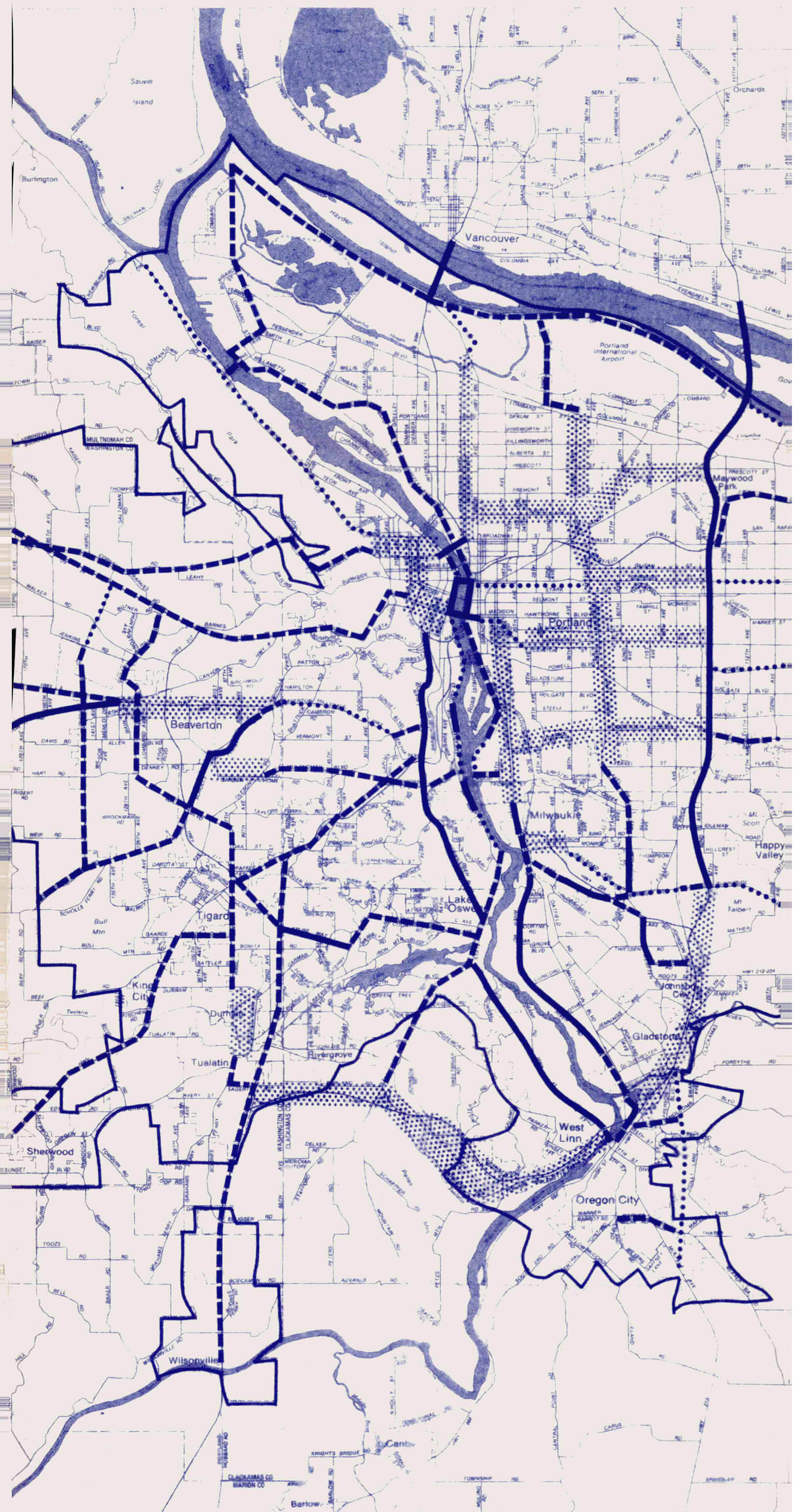


## REGIONAL BICYCLE ROUTE NETWORK

-  Existing Routes
-  Routes Programmed or Under Construction
-  Proposed Routes (no funds identified)
-  Corridors (specific routes to be determined)
-  Urban Growth Boundary

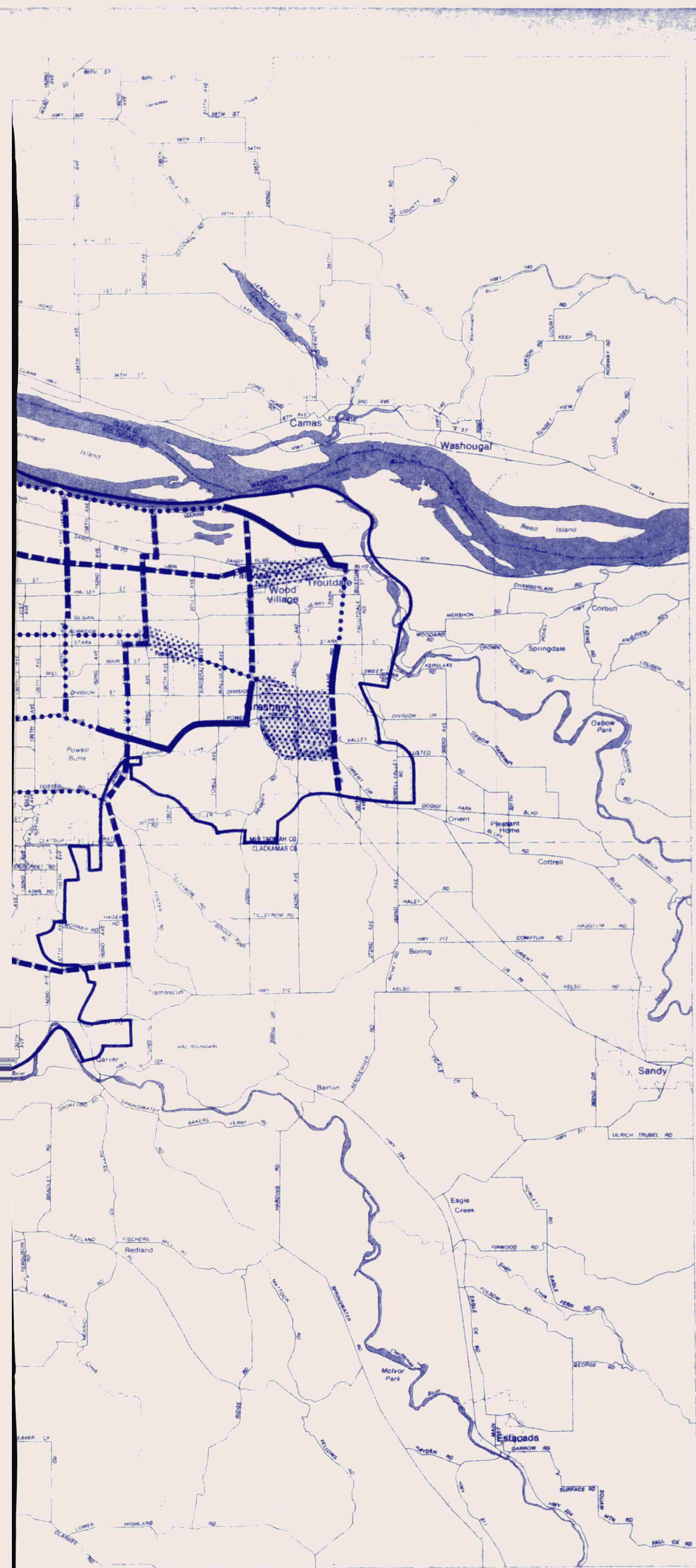


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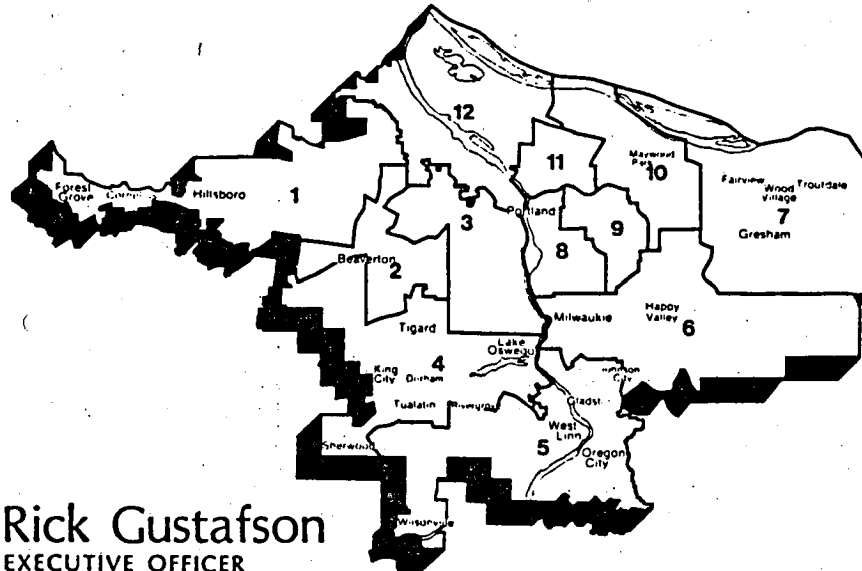
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RECOMMENDED REGIONAL BICYCLE PLAN  
FOR THE  
PORTLAND METROPOLITAN AREA  
JUNE 1983

PUBLISHED BY:  
METROPOLITAN SERVICE DISTRICT  
527 S.W. Hall Street  
Portland, Oregon 97201  
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The following members of the Technical Advisory Committee and the Citizens' Advisory Committee provided valuable guidance and assistance in the development of this plan:

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## CHAPTER I - INTRODUCTION AND SUMMARY

### A. Introduction

The Regional Bicycle Plan is a tool to be used by local governments and citizens alike to identify and address the needs of the increasing number of commuter bicyclists in the Portland metropolitan area. The broad range of policies included in the plan are designed to define the intent of this region with respect to bicycle facilities and programs for the next 10 years, as well as to streamline the process for local jurisdictions to follow when implementing such facilities. Enactment of these policies will also improve the status of bicycles as a viable mode of transportation.

To understand the significance of bicycling in the Portland metropolitan area, it is necessary to place it in perspective. Locally and nationally, bicycling is continuing to grow in importance as a means of transportation and as a recreational activity. During the past 10 years, more bicycles than automobiles have been sold in the United States. The new enthusiasm for bicycling has stimulated a corresponding growth in the use of bicycles for transportation. In Portland, bicycle commuting--already twice the national average as a percentage of all work trips--has doubled in volume since 1974.

In a 1982 survey conducted for the Metropolitan Service District, two of the key responses showed that:

- Over half of all Portland area adults bicycled during the past year, mostly for recreational purposes; and
- Approximately 120,000 area residents are potential bicycle commuters--more than 10 times the number regularly commuting by bicycle today.

The survey also found that to make commuting by bicycle safer and to change conditions that would allow potential bicyclists to become active commuter bicyclists, several areas of concern must be addressed. Of primary importance were more safe bicycle routes and bicycle parking facilities. These and related issues are thus the major emphasis of the plan.

To direct our efforts in responding to these issues, local jurisdictions and citizens were drawn together in a cooperative venture to develop an improved regional bicycle system, with supporting policies and programs.

### B. Summary of the Plan

The Regional Bicycle Plan addresses this region's recognition of bicycling as a legitimate form of transportation. The primary intent of the plan is to designate a system of safe, direct bicycling routes serving major trip destinations

throughout the region. Addressing routes alone, however, does not sufficiently meet those needs; thus, the Regional Bicycle Plan also establishes policies regarding funding, bicycle parking, registration, and safety education. Major highlights of the plan are as follows:

- The plan designates approximately 270 miles of regional bicycle routes throughout the Metropolitan Service District. This bicycling network is intended to afford the opportunity for convenient travel by bicycle between local jurisdictions and to major trip attraction areas such as employment centers, schools, and shopping areas throughout the region.
- The plan requires local jurisdictions to include regional bicycle routes in their comprehensive plans and establishes a process for amending the regional network.
- The plan establishes a process for jurisdictions to cooperatively define on an annual basis which bicycle routes in the region, constructed independently of a highway project, are the highest priority for implementation. This will ensure an efficient and equitable use of the State Bicycle Fund. The plan also calls for a concerted regional effort to seek additional funds to complete the network more quickly than is possible when relying solely on existing funding sources.
- The plan requires secure bicycle parking facilities to be provided at designated major transit stations and major park and ride lots. Because adequate parking facilities are essential to the bicycle commuter, the plan also encourages jurisdictions to establish bicycle parking requirements at new developments. Guidelines are provided for different land uses.
- The plan encourages local jurisdictions to implement voluntary bicycle registration or marking programs. This preventive measure will afford citizens the opportunity to mark their bicycles with an identification number which will deter bicycle thefts and allow recovered, stolen bicycles to be quickly returned to their owners.
- The plan encourages local jurisdictions and bicycle interest groups to implement safety education and awareness programs. These are intended to make bicycling safer and increase public awareness of bicycling as a viable mode of transportation. They can also educate the bicyclist, as well as the motorist, to the rights and responsibilities of each when sharing the road. Guidelines are provided.

1. Relationship to the Regional Transportation Plan

The Regional Bicycle Plan will be incorporated into the Regional Transportation Plan (RTP) as an important element in this region's unified policy direction of achieving a well-balanced, cost-effective transportation system.

Three types of actions addressed in the RTP are aimed at providing the mobility needed in the region: highway improvements, transit service expansion and demand management programs. The policies of the Regional Bicycle Plan are included as part of the demand management strategy, which is a combination of actions designed to reduce the high transit and highway travel demand during peak hours. Other elements included as part of this strategy include ridesharing and flextime programs.

As part of the RTP, the bicycle plan addresses bicycling as an alternative mode of transportation. In doing so, the plan concurs with the current federal policy of planning for bicycles in conjunction with planning for other transportation modes. This policy was developed because improvements in facilities which increase or enhance bicycle travel may also benefit other modes of travel. The converse is also true in that consideration of bicycles in conjunction with highway improvements will enhance the safety and convenience of bicycle travel.

The implementation of facilities and programs recommended in this plan are in accordance with federal policy and this region's overall transportation improvement strategy. Therefore, adoption of the Regional Bicycle Plan will be followed by selective amendments to the RTP.

Because trip destinations will change over the years with new developments or because policies adopted today may not be viable in future years, amendments to the Regional Bicycle Plan will become necessary. Proposed amendments to the Regional Bicycle Plan will be reviewed by Metro's Transportation Policy Alternatives Committee (TPAC) and subsequently by the Joint Policy Advisory Committee on Transportation (JPACT). These committees are composed, respectively, of planners and locally elected officials, and provide advice to the Metro Council on air quality and transportation issues. The committees will review and adopt by resolution amendments to the bicycle plan throughout the year. Amendments will also be adopted by ordinance, together with other transportation issues, during the annual RTP amendment process.

## 2. Planning Process

### a. Development of the Plan

This Regional Bicycle Plan was originally designed to update the 1974 Columbia Region Association of Governments (CRAG) Regional Bikeway Plan; however, the issues involved in defining a "regional" bicycle network and programs associated with it have changed substantially since that time, necessitating an entirely new planning effort.

There are several important differences between the current plan and the earlier CRAG plan. First, the regional bicycle network was scaled down to reflect current funding realities, as well as new policy directions concerning the purpose of a regional bicycle network. Second, the plan establishes bicycle parking policies and guidelines for jurisdictions and developers to follow. Third, the plan establishes policies and guidelines which formalize and create a structure for the decision-making process of implementing new bicycle routes. These and the other areas addressed in the plan make it a comprehensive approach to commuter bicycle use.

### b. Role of the Technical Advisory Committee and Citizens' Advisory Committee

Cooperation and assistance from both a Technical Advisory Committee and a Citizens' Advisory Committee were instrumental in the development of the Regional Bicycle Plan. Letters requesting participation on the Technical Advisory Committee were sent to all jurisdictions; seven representatives actually participated for the duration of the planning process. Other representatives on the Committee included one from the Oregon Department of Transportation (ODOT) and two citizens representing the Citizens' Advisory Committee. Their knowledge and expertise concerning all aspects of bicycle planning were critical to the development of the Plan.

There were approximately 15 citizens who actively participated on the Citizens' Advisory Committee. Many of these citizens have extensive experience in bicycle-related issues and were members of a local jurisdiction's bicycle advisory group. Since many of these citizens were simultaneously participating in updating their own local bicycle plans, they were instrumental in defining what the purpose of a regional bicycle plan should be and in their understanding of how local plans fit into the context of the regional plan.



Bicycle routes and policies developed by the citizens' committee were always reviewed by the technical committee; likewise, recommendations made by the technical group were presented to the citizens. This established a well-defined working relationship between the two groups. The combination of technical expertise from the technical committee and the knowledge of bicyclists' needs and concerns from the citizens' committee was the main impetus to the successful completion of this plan. Both groups will be called upon in the future to advise Metro on changes or amendments to the plan.

## CHAPTER II - GOALS AND POLICIES OF THE PLAN

The goals and policies established in the Regional Bicycle Plan are significant in defining what direction this region will take in supporting bicycling as a viable commuter alternative. The goals of the plan clearly state the intentions of this region concerning needed improvements in bicycle development. Policies supporting these goals form the basis of the plan and will be used to achieve its objectives. All policies of the Regional Bicycle Plan will be adopted by JPACT and the Metro Council.

This chapter summarizes the major goals and policies of the plan. Details and rationales for the policies are discussed in the chapters pertaining to each area.

### A. Plan Goals:

1. To integrate the efforts of cities and counties in the Metro region toward the most cost-effective, aesthetic, practical and safe system of regional bikeways.
2. To develop a regional bikeway system which will function as part of the overall regional transportation system.
3. To secure additional funding sources for constructing bicycle facilities and initiating new bicycle programs.
4. To establish a prioritization process for implementing new regional bicycle routes.
5. To form guidelines for local jurisdictions to follow in designing bicycling safety education and awareness programs.
6. To provide guidelines for local communities to follow in the planning, design and implementation of the regional bikeway system.
7. To determine the feasibility of developing a bicycle registration program for the region as an identification system to prevent bicycle thefts and/or as a potential source of revenue.

### B. Plan Policies:

#### 1. Bicycle Facilities

Bicycle facilities are of three major types:

- A bicycle path is a bikeway which is physically separated from motorized vehicular traffic by an open space or barrier and is either within the highway right-of-way or within an independent right-of-way;

- A bicycle lane is that portion of a roadway which has been designated by striping and signing or pavement markings for the preferential use of bicyclists and/or pedestrians; and
- A bicycle route is a segment of a system of bikeways designated by the jurisdiction with directional and informational markers only.

(Note: In this plan, the term bicycle route is used generically to indicate any bicycle facility.)

Decisions regarding the type of bikeway to construct in a particular area are left to the discretion of local jurisdictions. These decisions are based on various factors including funding availability and the condition of the existing street.

### Policies

- a. The regional bicycle route network shall afford the opportunity for convenient travel by bicycle between local jurisdictions and to major attraction areas throughout the region.
- b. Metro shall serve as an advisor to jurisdictions in developing bicycle routes which are compatible with the Regional Bicycle Plan.
- c. All routes shown on the regional network shall be identified in local comprehensive plans. If a jurisdiction proposes to eliminate a regional route, it must consult with other affected jurisdictions, amend its comprehensive plan accordingly, and concurrently seek an amendment to the RTP by Metro.
- d. ORS 366.514 (Appendix A) requires local jurisdictions to establish footpaths and bicycle trails, with certain exceptions, wherever a street is being constructed, reconstructed or relocated using State Highway Fund revenues. Footpaths and bicycle trails are not required to be established under this law:
  - 1) "where the establishment of such paths and trails would be contrary to public safety;
  - 2) "if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use; or
  - 3) "where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

As such, any jurisdiction planning such street improvements on roadways designated as regional bicycle routes that are proposed to not include bicycle facilities shall consult with Metro and other affected jurisdictions.

- e. ODOT policy requires local jurisdictions to follow the design guidelines set forth in the 1981 Guide For Development of New Bicycle Facilities as published by the American Association of State Highway and Transportation Officials (AASHTO), as supplemented and adopted by the Oregon Transportation Commission, on all federally and State-funded bicycle projects. Exceptions will be considered on an individual basis.
- f. ODOT policy requires all traffic control devices used in conjunction with bicycle routes to conform to the Manual on Uniform Traffic Control Devices (MUTCD), as supplemented and adopted by the Oregon Transportation Commission, on all federally and State-funded bicycle projects. Exceptions will be considered on an individual basis.

## 2. Funding

Funding of bicycle facilities and programs is essential to the implementation of this plan. Without a commitment to seek new funding sources and efficiently use existing sources, many of the proposals called for in the plan may never be realized. The plan thus calls for:

- a. Metro and local jurisdictions to cooperatively seek additional funding sources for constructing bicycle facilities and developing new bicycle programs.
- b. Supporting continuation of the State one percent gas tax fund for construction of local and regional bicycle routes in the Portland metropolitan area.
- c. Limiting expenditure of the State's one percent bicycle fund monies for bicycle projects constructed independently of a highway project (Priority 3) primarily to bicycle routes designated on the regional bicycle network.
- d. Supporting a change in current Oregon Transportation Commission policy to make Priority 3 money available not only to independent bikeways within State-owned rights-of-way, but also on routes parallel to and serving the same corridors as State highways.
- e. Allowing the use of State one percent funds for financial assistance to local government bikeway projects (Priority 4) on either local or regional

bicycle routes (at the discretion of local jurisdictions).

- f. Supporting a change in ODOT policy 1) to establish an annual target amount of local discretionary grant (Priority 4) money and 2) to establish an equitable distribution policy for this money that is not biased against areas of highest bicycling use.
- g. Establishing a regional funding committee to annually prioritize bicycle projects in this region to submit to the State for funding. This applies to projects eligible for Priority 3 and 4 funds only.

### 3. Bicycle Parking

Two distinct types of parking facilities are needed by bicyclists at a variety of destination points, with the responsibility for the security of parked bicycles shared by the bicyclists and the provider of bicycle parking.

Long-term parking facilities should be provided at locations such as employment centers, transit stations, park and ride lots, schools and multi-family dwellings. Short-term parking facilities should be provided at locations such as shopping centers, libraries, recreation areas and post offices, among others.

#### Policies

- a. Tri-Met shall provide adequate bicycle parking facilities at major transit stations and major park and ride lots. Bicycle parking facilities at these locations shall follow guidelines and design standards established by this plan. Exceptions to this provision may be made by agreement among Metro, Tri-Met and the affected jurisdiction.
- b. Tri-Met is encouraged to provide at least four bicycle lockers at major transit stations and major park and ride lots when agreement can be reached with the local jurisdiction regarding maintenance of the lockers.
- c. Tri-Met and jurisdictions are encouraged to provide high security bicycle racks, where practical, at minor transit stations.
- d. Jurisdictions are encouraged to include in their comprehensive plans a requirement that bicycle parking facilities be provided at major commercial and employment centers and in high density residential areas. Jurisdictions are encouraged to follow the bicycle parking guidelines and design standards

applicable to these areas established by this plan.

4. Registration and Licensing

Registration or marking of bicycles is important in deterring thefts and in returning stolen bicycles to their owners.

Policies

- a. All jurisdictions are encouraged to implement and maintain voluntary bicycle marking programs.
- b. The licensing of bicycle operators is not recommended in the metropolitan area.

5. Bicycling Safety Education and Enforcement Programs

In addition to providing bicycle routes, components of a bicycle program such as safety education and enforcement are equally important to minimize potential conflicts between bicycles and motor vehicles, pedestrians, and other bicycles.

Policies

- a. Jurisdictions are encouraged to support police programs for consistent enforcement of all rules of the road as they pertain to bicyclists.
- b. Jurisdictions are encouraged to support development of and provide guidelines for safety education and awareness programs and materials.

## CHAPTER III - THE REGIONAL BICYCLE ROUTE SYSTEM

### A. Overview of the Regional System

The development of the regional bicycle route system by planners and citizens, has established a network that will serve the commuter bicyclist by interconnecting cities, counties, communities, major shopping and employment areas, and other areas of regional significance. When completed, this network will afford the opportunity for convenient travel by bicycle between major destination points within the Metro boundary.

To be designated as a regional bicycle route, a route must primarily serve commuting trips. The definition of the term "commuting trip" as used in this plan includes trips to employment centers, schools, shopping centers, recreation areas, and other similar destinations. Although the plan does not specifically address recreational routes, many of the proposed routes do connect major recreational bicycle paths. Routes designated solely for recreational purposes--that is, for pleasure riding--are not addressed in this plan, but are included in local bicycle plans.

The reader should also be aware that there are numerous bicycle routes throughout the region which are not included in this plan, because they are not regionally significant, as defined by the policies established in Chapter II. These routes are of local importance, however, and in many instances support the regional network.

A map of all local bicycle routes in the region is shown in Appendix B.

### B. Route Selection Process

The regional bicycle route map is shown on Figure 1. Except for the Willamette Greenway and portions of the 40-Mile Loop, almost all routes selected are on or adjacent to streets and arterials also traveled by automobiles. The reasons for this are primarily economic. The costs for building a separated, off-street bicycle path involving right-of-way acquisition are significantly higher than the costs of establishing a bicycle route on or adjacent to an existing street. Also, the availability of funds for bicycle facilities constructed independently of a highway project is very limited. (Details on funding are described in Chapter IV.)

In addition, 1) because Oregon law (ORS 366.514) requires, with some exceptions, that pedestrian and bicycling facilities be established wherever a road is constructed, reconstructed or relocated and 2) because use of the Oregon Highway Fund is restricted to highway rights-of-way, there is a much greater opportunity to implement in a timely manner a bicycle route



**FIGURE 1**  
**(see attached map)**

network which is associated with the existing street system. (A description of ORS 366.514 is found in Chapter II, Section B(1)d.)

Another reason for placing bicycle routes on arterials rather than recommending off-street paths reiterates the primary intention of this plan; that is, to provide convenient travel by bicycle to major destination points throughout the region. Commuter bicyclists generally agree that to reach their destinations of work, shopping, or school, they prefer to take the most direct route which will get them there in the shortest possible time. The regional system, as proposed, addresses those desires.

#### 1. Categories of Regional Routes

Routes shown on the regional bicycle map are divided into four categories:

- a. Existing routes - Only those bicycle routes which are in place and considered to be of regional significance are shown. Existing routes that are not shown serve local trips and are included on local plans.
- b. Routes programmed or under construction - Those routes which have an identifiable funding source or are currently under construction are shown.
- c. Proposed routes - Those designated by the plan, but which do not have a specific funding source identified are shown.
- d. Corridors - Shaded areas depict corridors where more than one street may be appropriate as the regional route. It is the responsibility of the affected jurisdiction and local bicycle committees to designate the regional route through a particular corridor. The plan will be updated as these decisions are made.

#### 2. Plan Amendments (Route Changes)

The Regional Bicycle Plan requires all local jurisdictions to include in their comprehensive plans the adopted regional bicycle network in their jurisdiction. If a jurisdiction proposes to eliminate a regional route or portions of a regional route, it must consult with other affected jurisdictions, amend its comprehensive plan accordingly and concurrently seek an amendment to the RTP by Metro. (This recognizes that a regional bicycle route serves multiple jurisdictions and ensures that removal of the route does not create a gap in the network or negatively impact a neighboring jurisdiction.)

Proposed amendments to the Regional Bicycle Plan will be reviewed by Metro's Transportation Policy Alternatives Committee (TPAC) and subsequently by the Joint Policy Advisory Committee on Transportation (JPACT). These committees will review amendments to the bicycle plan as they are proposed. The plan will be amended on an annual basis, simultaneously with the RTP amendment process.

#### C. Bikeway Design Standards

When establishing bicycle routes on urban streets, it is imperative that the routes be properly designed, constructed and maintained for bicycles. Design guidelines for bicycle routes are found in the publication, 1981 Guide for Development of New Bicycle Facilities, as published by the AASHTO. ODOT policy requires jurisdictions to follow the AASHTO design guidelines on all federally and State-funded bicycle projects with exceptions considered on an individual basis. Supplements and exceptions to the AASHTO guidelines adopted by the Oregon Transportation Commission are shown in Appendix C.

In addition, ODOT requires that all traffic control devices used in conjunction with bicycle routes conform to the Manual on Uniform Traffic Control Devices, as supplemented and adopted by the Oregon Transportation Commission, on all federally and State-funded projects, with exceptions considered on an individual basis.

Because most bicycle commuters ride on streets which have not been designated as bicycle routes, extra safety measures should be implemented when bicycle traffic is expected. Roadway improvements and maintenance can reduce conflicts among pedestrians, bicyclists and motorists and can correct conditions unsafe for bicycle riding. Improvements such as safe drainage grates and railroad crossings, smooth pavements, and signals responsive to bicycles should be provided on designated bicycle routes or wherever there is significant bicycle use. Also, facilities such as bicycle lanes, bicycle routes, shoulder improvements and wide curb lanes should be developed where necessary in accordance with local bicycle plans.

#### D. Relation to Other Plans

##### 1. Oregon Statewide Bicycle Master Plan

The objective of the Statewide Plan is to establish goals for a comprehensive bicycle program at the State level. The plan focuses on routes designated for bicycle touring (recreation) as well as utilitarian trips. The relationship between the Regional Plan and the State Plan is defined below:

- a. All bicycle routes designated on the State Plan leading into the Portland metropolitan area connect with regional routes.
- b. The design criteria guidelines referenced in the State Plan are also included in the Regional Plan.
- c. Sources of funds used for construction of bicycle facilities are similar for both plans.
- d. The Regional Bicycle Plan includes more extensive policies and guidelines regarding bicycle parking.
- e. State and Regional Plan objectives are similar for improving safety and education of bicyclists, and enforcement of bicycling laws.

2. Local Bicycle Plans

As mentioned in the previous chapter, many local jurisdictions are updating their own bicycle plans. The relationship between these and the Regional Plan is an important one. The regional system addresses routes which interconnect jurisdictions and major regional attractions. To complement this system, the local networks are necessary to enable bicyclists to travel conveniently by bicycle within their own jurisdiction or to a point on the regional system. Metro will provide assistance to jurisdictions as necessary to ensure that routes are compatible with both plans.

## CHAPTER IV - FUNDING REGIONAL BICYCLE ROUTES

### A. Introduction

Implementation of proposed bicycle routes in this region is contingent primarily on the amount of funding available and the manner in which priority projects are determined. Although funding sources have remained the same over the past ten years, revenue from the State Highway Fund has stabilized or partially declined as a result of lower gasoline consumption rates. This has occurred even as construction costs continue to escalate. This chapter describes the existing sources of funds available for bicycle projects, recommends a methodology for allocating these funds in an efficient and equitable manner, and discusses the importance of securing additional funds to hasten facilities development.

### B. Background

During the early 1970s, there was a bicycle boom across the country and in Oregon. Rising gasoline prices forced many people to seek alternatives to the automobile for their transportation needs, and many turned to the bicycle. As more and more bicyclists took to the streets, they found that many of those streets were not adequate to ride on.

Concerned citizens felt this issue to be important enough to warrant legislative action. As a result, the Oregon Legislature enacted what became known as the "Bicycle Bill." This 1971 legislation mandated the expenditure of not less than one percent of the State Highway Fund (gasoline tax revenues) received each year by the State or by any city or county for the establishment of bicycle trails and footpaths.

This statute further requires that the amount "shall never in any one fiscal year be less than one percent of the total amount of the funds received from the highway fund" (unless that amount is less than \$250.00 in any year for a city, or \$1,500.00 for a county). In lieu of spending these funds each year, a city or county may credit the funds to a bikeway financial reserve where they can be held for not more than 10 years.

The success of that legislation, together with the comprehensive bicycling development effort that emerged from it, resulted in the completion of over 70 miles of bicycle routes throughout the region, representing an investment of over \$6.5 million over the past 10 years.

### C. Funding Sources

In addition to local jurisdictions' general funds, there are presently two major sources of funds available for bicycle projects in this region: Federal Highway Trust Funds and Oregon Gasoline Tax Revenues. These are described below.

1. Federal Highway Trust Funds -- Although no federal statute requires bikeways to be built on federal highways, federal policy (23 CFR 652.5) states that "full consideration is to be given to safely accommodate bicycle/pedestrian traffic on all Federal Aid highway projects." Further, 23 USC 109(n) prohibits "severance or destruction of an existing major route for non-motorized vehicles unless such project provides for a reasonable alternative route or if such a route already exists."

From the Federal Highway Trust Fund, two alternatives for funding bicycling facilities are provided:

- a. Constructing bicycle and pedestrian facilities as part of any Federal Aid highway project and within publically-owned right-of-way. Federal participation for bicycle projects is at the same rate (usually 88 percent) as the highway facility to which it is attached. However, Federal Aid Urban projects are eligible for 100 percent federal funding.
  - b. Constructing bicycle and pedestrian facilities independently of a highway project, but serving corridors that are part of the federal highway system.
2. Oregon Gasoline Tax Revenues -- The entire State Highway Gas Tax Fund is divided among the State (68 percent), the counties (20 percent) and the cities (12 percent). The formula used by the State for allocating gasoline tax revenues to individual cities and counties is based on total vehicle registration for counties and total population for cities. The Bicycle Bill mandates that a portion of these funds be used for bicycle facilities development as described below:

- a. Cities' and Counties Portion

Cities and counties are required to spend not less than one percent of their State Highway Fund monies for the establishment of footpaths and bikeways.

In addition, the Oregon Transportation Commission has determined that this money may be spent for other uses such as:

- Administrative and personnel costs of bicycle programs.
- Preliminary engineering costs of bikeways.
- Construction and right-of-way costs for bikeway/footpath facilities within highway right-of-way.
- Auxiliary facilities such as signs, curb cuts,



- ramps, and parking.
- Maintenance of existing bikeways/footpaths.
- Development and printing of bicycle route maps and brochures.

b. State's Portion

The State is required to spend not less than one percent of total gasoline tax revenues on bicycle and pedestrian projects under the following system of priorities:

Priority One

- Construction of bikeway projects wherever a highway, road or street is constructed, reconstructed or relocated. This is primarily used as match for projects funded with Federal Aid monies and for State projects.

Priority Two

- Maintenance of existing bikeways for which the State is responsible.

Priority Three

- Construction of bikeway projects independent of a highway project, but within State highway right-of-way.

Priority Four

- Construction of local governments' bikeway projects on or off the State highway system (requires local match).

D. Allocation of Funding Sources

The total amount of funds spent from major funding sources over the last decade in the Portland metropolitan area is shown in Figure 2. Federal Highway Trust Fund monies were the second largest source of revenues for bicycle projects during this time period. The majority of these funds were spent on bicycle projects constructed as part of a highway project. However, the total amount also includes some bicycle projects constructed independently of a highway project.

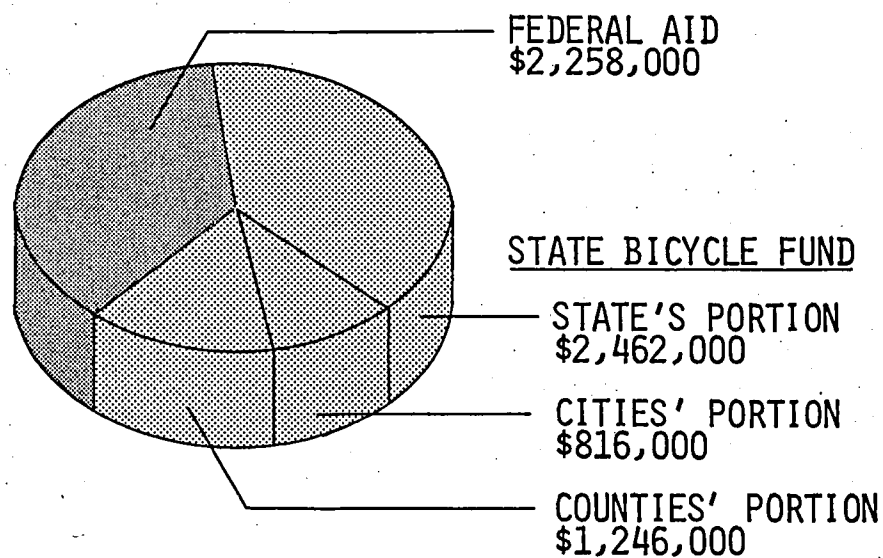
Figure 2 also illustrates that the State's portion of the Bicycle Fund was the largest source of funds for constructing bicycle projects in this region during the last 10 years. While expenditures for the State's portion cannot be delineated by priority category, the majority of the fund was used to construct Priority 1 and Priority 3 projects.

Fig. 2

## **TEN YEAR BICYCLE EXPENDITURE RECORD: FY 1972-1982**

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Portland metropolitan area



**Total**  
**\$6,782,000**

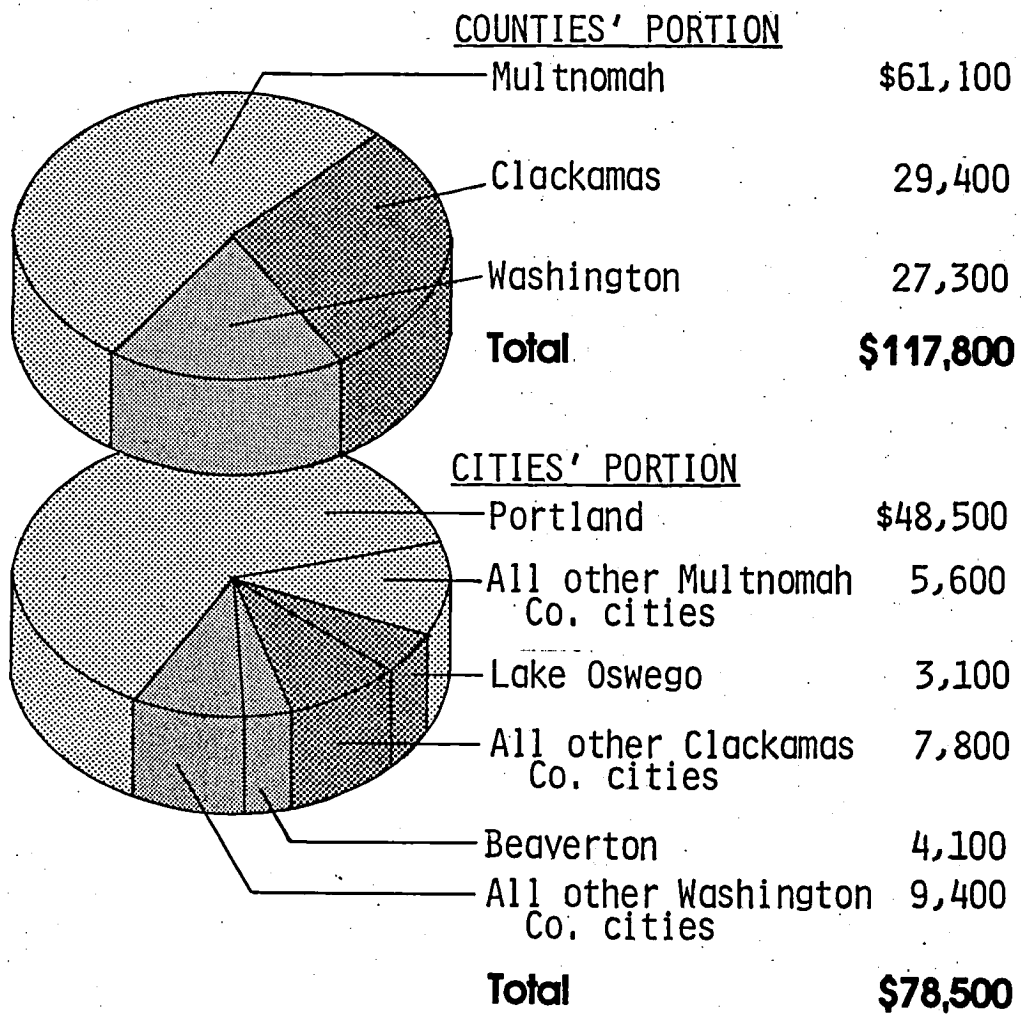
The cities' and counties' portions of the State Bicycle Fund may be spent by jurisdictions on any bicycle projects which they deem appropriate. These projects may be in conjunction with or independent of highway projects. Figure 3 illustrates the amounts received by cities and counties in the Portland metropolitan area in FY 1982.

Multnomah, Washington and Clackamas Counties received a combined total of \$117,000 in 1982. Over one-half of the total amount was received by Multnomah County; 25 percent received by Clackamas County and 23 percent by Washington County.

Fig. 3

## **BICYCLE FUND REVENUES: FY 1982**

Cities' & counties' portions



Based on their population, 19 cities in the tri-county area within the Urban Growth Boundary (UGB) received a combined total of \$78,000 for bicycle projects. Amounts ranged from a low of \$308.00 allocated to Wood Village to a high of \$48,549 allocated to Portland. (Medium-sized cities such as Beaverton and Lake Oswego received between \$3,000 and \$4,000 each.)

Five cities in the metropolitan area (Rivergrove, Maywood Park, Johnson City, Happy Valley, and Durham) received no funds from the State in 1982 because their gasoline tax receipts totaled less than \$250.00. The totals illustrate that on an annual basis, most cities do not receive sufficient funds to implement even a fairly modest bicycle project. Appendix D lists specific amounts received by cities and counties throughout the State for FY 1972 through 1982.

Figure 4 shows how the State's portion of the Bicycle Fund was allocated to the Portland metropolitan area, by priority category, in FY 1983. The largest portion of the State's funds were spent on projects built in association with a highway project. (This money is used primarily to match Federal Aid participation in bicycle projects at a 12 percent rate.)

Funds for maintaining existing bicycle routes on State highways comprised only 15 percent of the total State budget for bicycle routes; however, funds for maintenance will increase as more bikeways are built.

Funds spent on bicycle projects constructed independently of a State highway (Priority 3) nearly equaled the amount spent under Priority 1 projects. However, there were no funds available in FY 1983 for Priority 4 projects (assistance to local governments). This was because distribution of money under Priority 4 varies from year to year based on the amount remaining after allocation of funds to the first three priorities. This policy is currently under review by ODOT and the State Bicycle Advisory Committee.

#### E. Recommendations for Expenditure of Existing Sources

This plan recommends that current methods of funding bicycle projects from Federal or State sources remain intact with two exceptions pertaining to the State Bicycle Fund program. A discussion of these recommendations follows.

##### 1. Federal Program

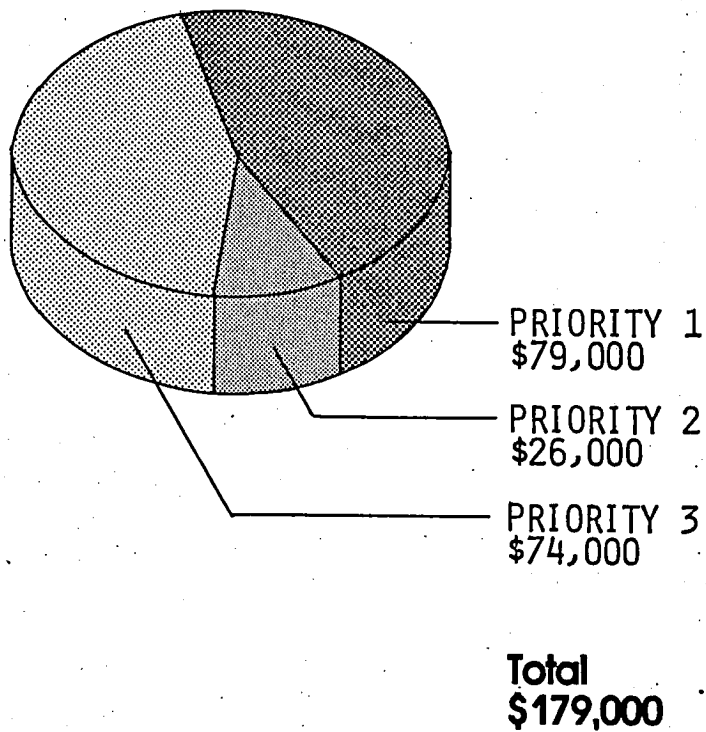
The Federal policy which requires consideration of bicycle/pedestrian facilities on all Federal Aid highway projects should be continued.

Because almost all highway projects constructed with Federal funds must consider bicycle projects at time of construction, Federal Aid projects continue to be an important part of bicycle facilities development in the region.

Fig. 4

## **BICYCLE FUND REVENUES: FY 1983**

By priority category  
State's portion



Note: No funds remained for distribution to local governments under Priority 4 in FY 1983.

## 2. State Bicycle Fund Program

The Regional Bicycle Plan recommends that all policies regarding the State's Bicycle Fund remain intact with the exception of the use of Priority 3 funds (funds used to construct bicycling and pedestrian facilities independently of highway projects on State-owned right-of-way) and Priority 4 funds (discretionary grants to local jurisdictions).

### Policies

- a. Expenditure of Priority 3 funds used for bicycle projects shall be limited to routes designated on the regional bicycle network. Exceptions to this policy may be made during the project evaluation process established for the expenditure of Priority 3 funds (see Section F). Priority 3 funds used for pedestrian facilities are not affected by this policy.

Discussion: The majority of money spent on bicycle projects in the region continues to come from highway reconstruction projects (Federal Aid and Priority 1 monies). Because there is a limited amount of State money available for independent projects, it is important that resources be focused to complete a minimum network of bicycle routes. (Note: the use of the term "independent project," used here and elsewhere in this plan, refers to a bicycle project constructed independently of a highway project.)

Currently, Priority 3 funds are available for bicycle projects on any State highway or within State highway right-of-way. Adoption of the proposed policy would limit expenditure of these funds to those State highways designated by the Plan. State highways not eligible are listed in Appendix E.

Metro recognizes that there will be certain projects, not on the regional network, which should appropriately use Priority 3 funds. These may be pedestrian ways or bikeways. Recommendations regarding exceptions to this policy will be made during the annual process for ranking bicycle projects discussed in Section F or as needed to proceed with immediate implementation.

- b. Priority 3 monies should be made available for construction of independent bicycle projects on roadways parallel to a State highway serving the same travel corridor.

Discussion: Priority 3 monies are presently limited to projects within State highway rights-of-way. In some instances, because of economic, engineering or



safety factors, it may be more appropriate to designate a route parallel to the State highway as the preferred bicycling route. (Example: Cedar Hills Boulevard and Hall Boulevard are designated as regional routes rather than Highway 217.) The designation of a preferred alternative route would be by consensus of ODOT, Metro and the affected jurisdictions.

Metro and interested jurisdictions will work with ODOT staff in presenting the proposed policy to the Oregon Transportation Commission.

- c. Priority 4 funds shall be made available to projects on either the local or regional system.

Discussion: Because Priority 4 funds are designed to help local governments implement bicycle facilities, jurisdictions should have the option of spending these funds on either local or regional routes.

- d. An annual target figure for Priority 4 funds should be established by ODOT. Distribution of these funds should not be biased against areas of highest bicycling use.

Discussion: Establishing an annual amount for this program will benefit local jurisdictions. As currently administered, the program cannot guarantee availability of any money in a given year. As there has been no regularly scheduled program for awarding grants, there also have been no regular application deadlines. As a consequence, some jurisdictions have overlooked this potential source of funds.

A proposal by ODOT to award the funds in \$25,000 grants only once every five years to a particular jurisdiction will have the impact of disproportionately limiting the funding in jurisdictions with high bicycling use and need. An alternative distribution mechanism should be sought.

F. Priority Process for Funding Bicycle Projects in the Region

In order to have more local control over which bicycle facilities in this region are funded by State Priority 3 and 4 Bicycle Fund monies, the plan establishes the following policy:

Policy: A regional funding committee shall be established to annually designate regional and local bicycle projects for which State Priority 3 and 4 bicycle funds will be sought.

Discussion: This will constitute a major change in how the region will apply for funding for independent bicycle projects. Currently, ODOT determines where Priority 3 funds are spent, and local jurisdictions apply individually to ODOT for Priority 4 funds. The funding committee will allow decisions regarding which projects are most important to be made first at a regional level and then submitted to ODOT for further consideration. Establishing this process may also increase local interest in bicycle facilities development. A detailed description of the process follows.

The first step will be to establish a regional funding committee to collectively review and rank bicycle projects in this region. This committee will be patterned after the Transportation Improvement Program (TIP) Subcommittee, which makes decisions regarding funding and scheduling of transportation projects in the region for five-year periods. Specific components of such a process will include the following:

- Committee membership will include one representative from ODOT, Metro and each jurisdiction submitting a bicycle project.
- The committee will meet annually for the project selection process, and additionally as needed. Meetings will be scheduled to meet ODOT's schedule for submission of proposed projects.
- Priority 3 projects and Priority 4 projects will be ranked separately because of their different funding sources.
- Selected projects will be endorsed by Metro's TPAC, JPACT and Council before submitting them to the State for further consideration.
- Based upon this input and submittals from other areas of the state, ODOT will select projects for implementation.

The second step of this process will be to rank proposed bicycle projects according to a given set of criteria. The format for evaluating candidate bicycle projects is discussed below.

#### Project Evaluation

Each jurisdiction will initially evaluate bicycle projects in their locale by whatever process they choose. Those projects submitted to the Regional Funding Committee will also be evaluated by the jurisdiction on a point system based on several criteria listed below.

The Committee will then collectively evaluate and select the highest priority projects from the region. The total point score, the estimated cost and whether or not the project is part of a local or regional system will determine the rank of each project.

Figure 5 lists six criteria to be used for evaluating bicycle projects eligible for funding under Priorities 3 and 4.

#### FIGURE 5

##### CRITERIA FOR RANKING PRIORITY 3 AND 4 BICYCLE FUND PROJECTS

1. Potential use of route (based on access to major activity centers) for transportation purposes.
2. Present degree of travel hazard.
3. Availability of alternative routes (high score = no feasible alternative routes are available).
4. Does project link an existing route?
5. Does project extend an existing route?
6. Potential use of route for pleasure riding only.

#### G. Cost of Building the Regional System

A variety of factors enter into the construction of a bikeway system, and for that reason, cost estimates at a regional level cannot be developed easily or with great confidence. The configuration for a particular bicycle project depends upon the type of bikeway (whether it is a separated path, a bikeway which is adjacent to the travel lane, or a bikeway that shares the road with motor vehicles), the amount of right-of-way required, the type of construction materials used and the degree of safety for which the bikeway is designed. In addition, jurisdictions estimate costs differently for shoulder widening, striping, signing, and other improvements.

Because of this difference between jurisdictions, a general cost estimate of constructing the regional system has been derived. These general averages are: \$100,000 per mile for shoulder widening, \$300 per mile for striping, \$1,000 per mile for signing in urban areas and \$300 per mile for signing in rural areas. A special situation occurs in the City of Portland, where shoulder widening for the purpose of accommodating bicycles is, for the most part, not feasible on narrow city streets. Therefore, a figure of \$10,000 per mile was used for bicycle-related improvements such as traffic diverters, striping, signing, and turn bays within the City of Portland.

Each link of the regional bicycle route system yet to be constructed was briefly examined for needed improvements. The cost per mile estimates previously discussed were then applied. The total cost estimates for the regional bicycle route system within each county and the City of Portland are:

Clackamas County	\$ 2,000,000
Washington County	4,700,000
Multnomah County	2,800,000
City of Portland	4,600,000
Total	<u>\$14,100,000</u>

It must be emphasized that these figures are very general and are only intended to put into context the amount of money required to build approximately 270 miles of proposed bicycle facilities needed to complete the network. A more definitive cost estimate for completion of these routes would necessitate a formal preliminary engineering process for each route.

#### Comparison of Capital Costs and Revenues

Of the 270 miles of proposed bicycle routes:

1. 60 miles are under construction or are programmed for construction primarily in conjunction with a highway project, at an approximate cost of \$3 million; and
2. 26 miles are likely to be built in conjunction with a highway project within the next 10 years at an approximate cost of \$1.4 million.

The remainder of the system has no funding currently identified. However, funds from the State bicycle fund will be sought for many of the routes, and jurisdictions will use general fund and their allocated State bicycle funds to construct other routes.

To understand the magnitude of the expense of constructing a bikeway system, it is necessary to compare costs to the resources available. As described previously, there are very limited sources of funds available to this region for constructing bicycle projects.

As shown in Figure 2, money spent on bicycle facilities in this region over the last decade has amounted to \$2.2 million from Federal Highway revenues; \$2.4 million from the State Bicycle Fund; \$1.2 million from gasoline tax revenues received by all three counties; and \$0.8 million from gasoline tax revenues received by 19 cities in the metropolitan area. Nearly \$7 million has been spent on bikeways in the region over the last 10 years. With 70 miles of completed bikeways, an average cost is estimated at \$100,000 per mile.

In most cases, cities and counties have had to accumulate their annual one percent money over several years in order to construct even a one-mile segment of bikeway. This procedure will most likely continue because construction costs continue to increase while revenues are decreasing.

The estimated costs of \$14 million to complete the regional system is nearly double the amount spent over the past 10 years. Because revenues from the State gas tax have been relatively constant over the last 10 years while construction costs have continued to escalate, it is imperative that the region and the State look toward procurement of additional resources to fund future bicycle projects. At a minimum, this plan strongly supports retention of the one percent bicycle fund law.

In addition, the Regional Funding Committee should begin to explore options for securing new funding sources for bicycle facilities development. This effort will require cooperation from the region as a whole to ensure completion of the regional bicycle route system.

## CHAPTER V - BICYCLE PARKING POLICIES AND GUIDELINES

The provision of safe and adequate bicycle parking facilities is an essential element of the Regional Bicycle Plan and in the overall effort to promote bicycling. This is because people are often discouraged from using bicycles for transportation where there are inadequate parking facilities available to them. To address this problem, provisions for adequate bicycle parking facilities are necessary at a variety of destinations, including places of employment, retail shops, major transit stations, institutions, offices and others.

The intent of the guidelines discussed in this chapter is to aid jurisdictions in formulating their own bicycle parking policies. These guidelines are modeled after bicycle parking provisions contained in the City of Portland's Planning and Zoning Code, which are based on Portland's goal of having five percent of all work trips on bicycle by 1987. Because the experience in the City of Portland does not always reflect the situation facing smaller jurisdictions, some of Portland's guidelines have been modified or eliminated.

### A. Providing Adequate Parking Facilities

Bicycle parking facilities should provide for an adequate degree of protection from theft, damage and weather. The type and location of bicycle racks should, therefore, be such that they provide the most adequate protection from those elements. There are two types of bicycle parking which should be provided for: commuter or long-term parking, and convenience or short-term parking. The amount of security required for theft and weather protection varies under these two categories and is described below.

#### 1. Long-Term Parking

Long-term parking should be provided at locations such as employment centers, transit stations, park and ride lots, schools and multi-family dwellings. Dual responsibility for security at these locations is essential. The provider of bicycle parking should supply secure racks which also offer protection from the weather, while the individual bicyclist should use an adequate locking device to secure his or her bicycle to the rack. Bicycle lockers, high security bicycle racks, and attended storage areas are good examples of long-term parking facilities.

#### 2. Short-Term Parking

Short-term parking facilities should be provided at locations such as shopping centers, libraries, recreation areas and post offices. Convenience to the building entrance and location of racks in a highly visible area are two key requirements of short-term facilities. Again,

for short-term use, the bicyclist is responsible for possessing an adequate lock to safely secure his or her bicycle.

### 3. General Guidelines

Guidelines to consider when providing bicycle parking facilities for both short- and long-term parking include:

- a. Bicycle parking spaces located outside a structure should be placed no farther from the structure's main entrance than the closest off-street motor vehicle parking space.
- b. Bicycle parking spaces located outside a structure should be visible from the sidewalk adjacent to the building's main entrance.
- c. Bicycle parking racks or lockers should be anchored securely.
- d. Bicycle racks should be of a design which allows both wheels and the frame of a bicycle to be fastened to the rack with a high-security, U-shaped lock. For long-term parking, the rack itself should be capable of securing both wheels and the frame by a mechanism that cannot be severed by bolt cutters. The locking receptacle on a long-term rack should either accommodate a high-security lock or provide a shield against bolt cutters for a padlock.
- e. An aisle for bicycle maneuvering should be provided and maintained beside or between each row of bicycle parking. This aisle should be at least five feet wide.
- f. Each required bicycle parking space should be accessible without moving another bicycle.
- g. Bicycle spaces shall be rented or leased only where motor vehicle parking is rented or leased.
- h. Areas established for required bicycle parking should be clearly marked and reserved for bicycle parking only.

### B. Recommended Minimum Bicycle Parking Requirements

#### Policy

- Local jurisdictions are encouraged to amend their comprehensive plans and zoning codes to include requirements for bicycle parking in new developments.



Bicycle parking policies found in the City of Portland's Planning and Zoning Code have been modified as guidelines for local jurisdictions to follow in determining minimum numbers of bicycle parking space to require or recommend for various land uses. These guidelines are intended to simplify the effort required by jurisdictions when adopting local bicycle parking policies.

1. Commercial, Office, Institutional and Industrial Land Uses

Bicycle parking requirements should be expressed as a percentage of motor vehicle parking provided in new construction of commercial outlets, general offices, industrial parks, parking garages, gymnasiums/arenas, regional shopping centers, auditoriums, libraries, churches and hospitals. For these uses, the number of bicycle spaces provided should be equivalent to a minimum of five percent of the total available motor vehicle parking spaces. For all of the above uses, 50 percent of the spaces should be covered.

2. Schools

Elementary and high schools should provide one bicycle parking space for every ten students. Colleges should provide at least one bicycle parking space for every 20 automobile spaces provided. All spaces at schools and colleges should be covered.

3. Multi-Family Residential

For multi-family developments, the number of bicycle parking spaces should reflect the number of units in the building. A general recommendation is to supply one bicycle parking space for every 5 to 10 units. Covered bicycle parking should be required where the development includes a basement or provides covered motor vehicle parking.

4. Other Uses

For hotels or motels, one space for every 20 employees is recommended. For all other uses, several options should be considered: 1) provide ten bicycle parking spaces; or 2) one space for every 20,000 gross square feet of building area; or 3) one space for every 20 automobile parking spaces allowed.

C. Provisions for Bicycle Parking at Major Transit Stations and Major Park and Ride Lots

Providing bicycle parking facilities at major transit stations and park and ride lots offers a unique opportunity to encourage multi-modal commuting trips throughout the region and an

opportunity to reduce the amount of costly automobile parking provided at these facilities. To be effective, bicycle parking facilities at transit stations and park and ride lots in the region should offer safe, convenient parking to the bicycle commuter. Providing such facilities will also act as an incentive for potential bicycle commuters.

Policies outlined here are intended to ensure that bicycle parking needs are accommodated at all new major transit stations because of their significance in the regional transit network. These stations include: Hollywood, Gateway, Gresham, Milwaukie, Beaverton, Tigard, Sunset, Clackamas Town Center, Oregon City, Lake Oswego, Burlingame and Vancouver. Although Vancouver is not within Metro's jurisdiction, that city is encouraged to develop similar policies of its own.

Provisions for bicycle parking at major park and ride lots in the region are also required for the following locations: Columbia/Sandy, Lents, Clackamas Town Center, Oregon City, Milwaukie, Tigard, Tualatin, Washington Square and Beaverton. On the proposed Sunset light rail line, lots at 170th Avenue, 185th Avenue and Hillsboro are also included.

Three policies related to these parking needs are described as follows:

#### Policies

1. Tri-Met shall provide a number of high security bicycle racks at major transit stations and major park and ride lots equivalent to at least one percent of the morning peak period trips using the station (usually a range of five to 30 racks). This shall be subject to funding availability and local government approval. Exceptions to this provision may be made by agreement among Metro, Tri-Met and the affected jurisdiction. Ongoing monitoring of rack usage will determine the need for additional racks. Tri-Met shall be responsible for installing and maintaining bicycle racks at each transit station.

"High security" bicycle racks are defined as those which are capable of securing both the wheels and the frame of a bicycle, with the cyclist supplying a padlock or other appropriate locking device.

2. Tri-Met and jurisdictions are encouraged to provide, where practical, high security bicycle racks at minor transit stations. Providing such racks may reduce the need for parking and "kiss and ride" trips to the station.
3. Tri-Met is encouraged to install bicycle lockers at all of the transit stations listed above when agreement can be reached with the affected jurisdiction regarding maintenance of the lockers. (Bicycle lockers offer the greatest

degree of protection from theft and the elements and are, therefore, particularly appropriate at transit stations.) A minimum of four lockers is recommended to be installed at each major transit station and park and ride lot; any additional lockers should be installed based on usage and subsequent demand for more. Metro will work with jurisdictions and Tri-Met to determine needs on a case-by-case basis.

It must be emphasized that all parking policies, with the exception of those related to bicycle racks at transit stations, are guidelines to be used at the discretion of local governments and Tri-Met, and are not required by this plan. However, all jurisdictions are urged to seriously consider these recommendations in order to provide more and better parking accommodations for bicyclists throughout the region.

## CHAPTER VI - BICYCLE REGISTRATION/LICENSING

### A. History of Bicycle Registration in the Region

A major shift in emphasis has occurred regarding regional bicycle registration during the past decade. The 1974 CRAG Bikeway Plan encouraged bicycle registration at the local level and simultaneously supported a proposal for a mandatory statewide registration and licensing program. The policy called for in the Regional Bicycle Plan, however, encourages voluntary bicycle marking programs to be operated at the local level.

Although the CRAG plan pointed out deficiencies of local registration programs (poor enforcement, insufficient revenue collected from registration fees, and low return rates of stolen bicycles), it nevertheless called for their implementation if a 1975 legislative proposal, which would have required mandatory statewide bicycle registration, did not pass. That proposal was intended to serve two purposes: 1) to deter thefts and aid recovery of stolen bicycles; and 2) to raise additional revenue from registration fees for other bicycle programs.

Most bicycling experts agreed at the time that mandatory registration programs implemented at the statewide level would be more effective in returning lost or stolen bicycles to their owners than a similar program at the local level. A central computer system run by the State would have streamlined the process of matching lost or stolen bicycles to their owners. At the same time, problems of retrieving stolen bicycles from different jurisdictions would have been virtually eliminated.

Although a mandatory, statewide bicycle registration program was preferred, the proposal presented to the 1975 Legislature was defeated. The main reason for failure of the bill was the presumed excessive administrative costs and responsibilities associated with it. Similar legislation had been proposed during Oregon's 1973 legislative session, but it was also defeated because of excessive penalties for non-registration of bicycles.

Given the fact that the Oregon Legislature has twice failed to enact legislation requiring statewide mandatory bicycle registration, it is unlikely that new legislation could be successful today without a groundswell of public support. Therefore, one of the goals of the development of the Regional Bicycle Plan was to determine what type of registration program (mandatory or voluntary, regional or local) would be feasible to implement in this region. The purpose of such a program was also examined to determine whether it should be an identification system to prevent bicycle thefts, serve as a potential source of revenue, or both. The issue of licensing bicyclists was also explored.

## Policies

The staff examined experiences in other cities and explored with the two advisory committees alternatives which could be considered in this region. The Regional Bicycle Plan thus:

1. encourages local jurisdictions to implement voluntary bicycle registration or marking programs in the Portland metropolitan area, and
2. recommends that licensing of bicyclists should not be initiated in this region.

The basis for these conclusions and variations in bicycle registration and licensing concepts are discussed below.

## Definitions

For this plan, bicycle registration is defined as the identification of a bicycle and its owner by recording an identification number (either engraved on the frame or issued as a sticker) that is kept on file at a central location. The two main purposes which registration programs serve are to deter bicycle thefts and to aid in recovery of stolen bicycles.

A variation of registration is simply bicycle "marking," where an identification number (usually a driver's license number or other identification number) is engraved on a bicycle, without the number being recorded in a central file. In the event a stolen bicycle is recovered, the number is run through a computer and matched to the driver's license of the owner. An advantage of this system is that most police departments in the nation have access to the National Crime Information System computer, which has on file recorded identification numbers of personal property. Once an identification number is recorded, it is usually a simple procedure to retrieve stolen property.

Bicycle licensing is defined as issuance of a permit (in the form of a card or license plate) to operate a bicycle after successful completion of testing the ability to operate such a vehicle. Licensing may aid in "legitimizing" the bicycle as a vehicle, increasing public awareness and acceptance of bicycles, and aiding cyclists in developing a more "responsible" image.

## B. Experience with Mandatory Registration

### Local

Bicycle registration in the Portland metropolitan area is currently administered by individual jurisdictions, whether they be mandatory or voluntary. In most cases, where programs are mandatory, they are not strictly enforced nor are the monies derived from them sufficient to help pay for other

bicycle programs or facilities. The City of Portland had a mandatory registration program which was dropped approximately two years ago because of high administrative costs and the ineffectiveness of recovering stolen bicycles. The failure of retrieving stolen bicycles under this system was due to the fact that bicycle thieves could easily scratch off or paint over an existing serial number, making it impossible to trace the stolen bicycle.

Beaverton, Lake Oswego and Hillsboro currently have mandatory registration programs required by city ordinance. Officials from all three jurisdictions have concluded that their registration or marking programs have been fairly successful in returning stolen bicycles to their owners, although enforcement of the ordinance continues to be a problem.

### National

In addition to Portland, many other cities across the country have had mandatory registration programs at one time, but have since abandoned them in favor of voluntary bicycle marking programs. The major reason cited in cities such as Kansas City, Missouri; Austin, Texas; and Seattle, Washington was the excessive administration responsibility associated with mandatory programs. Additional problems associated with these programs included: 1) defining the purpose of such a program (whether it be a source of revenue or as an aid to theft prevention); 2) change of ownership and change of address made tracking ownership of a stolen bicycle difficult; 3) registration stickers were easily removed; 4) coordination with other agencies and surrounding cities proved difficult; 5) renewal costs were often as high or higher than the original registration; and 6) the manufacturer's serial number is often hard to read and can be easily scratched off.

For a mandatory registration program to succeed, bicycle shops would probably be required to register bicycles at the point of sale. Two disadvantages are evident with this type of procedure: a) there is no real incentive for shops to assume this additional responsibility, and b) this process would bypass the large number of bicycles already on the road.

In addition, a) in most cities that have mandatory bicycle registration programs, many citizens still choose not to register their bicycles, and b) the minimal fee charged to register a bicycle is often not sufficient to even support the administrative costs of operating the program. If fees were raised to try and generate income for other bicycle programs, there would probably be even more noncompliance with the requirement. Given these experiences, a mandatory regional bicycle registration program is not recommended.

### C. Experience With Voluntary Registration

Voluntary programs have proven to be as effective as mandatory programs in returning stolen bicycles to their owners. This is because both programs use a similar system which match recorded identification numbers on the bicycle to its owner. Although mandatory registration programs have been successful in some cases in returning lost or stolen bicycles to their owners, voluntary registration programs are preferred and encouraged.

The voluntary system now used in most cities, including Portland, is to engrave an identification number (such as a driver's license number) on the bicycle frame. When a change of ownership occurs, the new owner adds his or her identification number to the frame. If a stolen bicycle is recovered, all identification numbers are contacted and the bicycle is returned to the current owner. In Portland, the Police Bureau is responsible for administering the program and has been quite successful in returning bicycles to their owners, largely because of this method of marking bicycles. To increase awareness of the engraving procedure, bicycles should be included in local crime prevention drives which engrave identification numbers on valuables. Also, marking clinics could be held by service clubs at special events and at bicycle shops.

The advantages of this system are:

1. It would be free for the bicycle owner (although the owner may have to pay the cost of renting an engraver);
2. Drivers' licenses or other identification numbers are already recorded in computer systems at police departments; and
3. There is interjurisdictional cooperation in returning lost or stolen bicycles to their owners.

In addition to providing an effective means of recovering stolen bicycles, voluntary registration or marking programs offer an added measure of theft protection by affording those persons who wish to register or mark their bicycles the opportunity to do so, without making it a requirement by law. Jurisdictions are, therefore, encouraged to implement voluntary bicycle registration or marking programs.

### D. Licensing of Bicyclists

The plan recommends that licensing of bicycle operators should not be initiated in this region. There are no known successful bicycle licensing programs anywhere in the country. The reason for this may be that the problems associated with the licensing of bicyclists are readily apparent: 1) over half of all



bicyclists are children; 2) because many people don't ride a bicycle very frequently, there is a strong probability that there would be widespread noncompliance with a licensing requirement; and 3) enforcement of such a requirement would likely be a low priority.

## CHAPTER VII - BICYCLING SAFETY EDUCATION, ENCOURAGEMENT AND ENFORCEMENT

### A. Introduction

The implementation of bicycle routes in urban areas generates a corresponding need for educating the public concerning bicycling safety, rules of the road, and laws pertaining to motorists and bicyclists. Bicycling safety education programs are a key factor in increasing awareness in these areas and in minimizing potential conflicts between bicycles and motor vehicles, pedestrians, and other bicycles. Accidents will not be reduced and bicycling encouraged unless all bicyclists and motor vehicle operators understand the rules of the road and begin to obey them.

Furthermore, police enforcement is a critical component of maintaining these laws. Without proper enforcement, laws will be neglected and the potential for accidents increased. Responsibility for implementing education and encouragement programs should not rest with any one group, but should involve a cooperative effort among local governments, police departments, schools and volunteer organizations.

### B. Safety Education Programs

The purpose of bicycling education is to teach bicyclists, motorists and pedestrians about bicycling safety. The ultimate goal is to increase public awareness and acceptance of bicycles as part of the traffic flow on streets and highways.

While bicyclists, motorists and pedestrians are equally responsible for learning and implementing proper safety techniques, it is perhaps the bicyclist who can do the most to prevent accidents. A bicyclist who develops good riding skills; who uses well-maintained and proper equipment including helmets, lights and brakes; who learns where safe bicycle routes are located; and who obeys the rules of the road can greatly reduce his or her chance of being involved in an accident.

Safety education programs should thus be used as a tool in developing skills and knowledge related to bicycling. Some examples of how responsible parties should implement these programs are discussed below.

#### 1. Local Governments, Police and Fire Departments

Because local governments are the primary providers of bicycle routes in their own locale, they should also participate in educating bicyclists and motorists on how bicycling facilities should be used. In addition, services provided by local law enforcement agencies could be incorporated into safety education programs. Thus, local governments and police or fire departments are

encouraged to implement any or all of the following measures:

- Make available bicycle safety literature, bicycle maps and other resources which include tips on how to ride in traffic and a summary of Oregon laws pertaining to bicyclists. This material could be placed in police departments, schools, libraries, bicycle shops, and city offices. An example of what the promotional material might include is shown in Appendix F. In addition, several excellent bicycle route maps have been published by local jurisdictions, as well as a recently completed regional bicycle route map.
- Maintain accurate records of bicycling accidents in order to identify poorly designed facilities, age groups of accident victims, and the type of violation which occurred. These statistics are forwarded to local police departments, who in turn submit them to the State Highway Division. They are then entered into an existing computer program which classifies accident types. This will aid in identifying age groups at which various education efforts should be directed.
- Create a position with the responsibility of developing a comprehensive bicycling education program for the local community.
- Sponsor bicycle rodeos at fairs or special events teaching youngsters proper riding technique, inspecting bicycles for necessary equipment, and marking them for protection against theft.
- In cooperation with local grade schools, conduct on-street bicycle training sessions and review rules of the road and laws pertaining to bicyclists.

## 2. Schools

Although schools are not required to include bicycle safety in their curriculum, they can play an important role in the education of young bicyclists. Individual teachers are encouraged to develop safety education programs in their own classrooms. Methods to accomplish this are:

- Establish bicycle and traffic safety classes in the classroom and on-bike training as well. A good local example of an innovative safety program was developed by a teacher in the Milwaukie school system, which is included in Appendix G.

- Include bicycling safety education information in driver education classes at the high school level.

### 3. Volunteer Organizations

Volunteer organizations are playing an increasing role in providing bicycle safety education services, especially for adults. Groups which could potentially provide such services might include local PTAs, the Optimists, American Automobile Association (AAA), bicycle clubs and others. Safety education programs might include:

- Lectures, films and rodeos conducted by these groups, aimed at educating adult bicyclists;
- Incorporating bicycle safety information in private driver education programs for adults;
- Providing maintenance and road safety techniques as part of touring services.

There may be other innovative methods of providing needed bicycling education services; these examples are merely basic strategies used by many public and private groups in this area. Informational material which may be useful to any group or individual wanting to develop a safety education program is listed below:

- a. Bicycle School Resource Packet - (\$3.00)  
Bicycle Federation  
1101 - 15th Street, N.W., Suite 309  
Washington, D.C. 20005
- b. Guide on Effective Bicycle Education Programs - (Free)  
Peter Lagerwey  
SEMCOG  
800 Book Building  
Detroit, MI 48226
- c. Montana Bicyclist Training Program  
c/o Roger and Sharon DiBrito  
11150 Napton Way  
Lolo, MT 59847
- d. Middle School Bicycle Education Program  
c/o Diana Lewiston  
1849 Newell  
Palo Alto, CA 94303  
(415) 326-3704

e. Bicycle Safety Program

Traffic Safety Education for Oregon Schools,  
Grades K-9  
Oregon Department of Education  
942 Lancaster Drive, N.E.  
Salem, OR 97310

Because many local communities are currently faced with extensive funding cutbacks, it is important that creative methods of educating and encouraging the public on bicycling safety be developed. Although fiscal constraints do pose problems, local governments must continue to be responsive to the safety needs of the bicycling public.

C. Bicycling Safety and Encouragement Program

When money can be made available, there are unique opportunities to implement innovative education and/or encouragement programs for bicycling. One nationally-recognized program which is currently being implemented in the Portland area is the Bicycling Safety and Encouragement Program. This grant was awarded jointly to the City of Portland and Metro in November 1981 by the Federal Highway Administration (FHWA). Its intent is to implement a variety of measures aimed at improving bicycling safety and ultimately increasing the number of bicyclists in the region.

To help design this program, a survey of public attitudes about bicycling was conducted. Widespread support for programs to encourage bicycling and bicycling safety was found. Recommendations by the survey consultant on what this specific program should include are:

- The program should assist recreational riders in beginning to bicycle to work.
- The program should point out the respective roles of motorists and bicyclists in improving bicycling safety.
- The program should develop and disseminate information about good bicycling routes.
- At the workplace, the program should focus on the need for secure parking, route information, and places to change clothes.
- The program should focus on bicycling opportunities during the good weather months of the year.

A number of program elements are currently being implemented in reference to these recommendations, including an extensive public information campaign conveying bicycling safety information messages, an employer contact program to encourage

bicycling to work, regional bike-to-work days, and group rides and races to increase the visibility of bicycling in the region. Private co-sponsorship of many of the elements was acquired to help with promotion.

It is hoped that programs such as this will be incorporated into local jurisdictions' bicycle programs and will have ongoing effects in promoting safe bicycling for residents of the region.

D. Enforcement

Enforcement of bicycle regulations should be a natural extension of safety education and public awareness programs. Without firm and consistent enforcement of all regulations, disregard for laws pertaining to bicyclists will continue. Some typical violations which are committed by bicyclists include running stop signs and traffic signals, riding the wrong way on streets, and riding at night without lights. To help reduce these problems:

- Local police departments are encouraged to give consideration to bicycle law enforcement as a part of the community's total law enforcement program.
- Jurisdictions are encouraged to establish regular contact and coordination between police departments, local bicycle advisory groups and planners. This can help identify types and locations of violations in order to educate the public on reducing or eliminating bicycling errors.

As a preventive measure, education of bicyclists may reduce the need for enforcement. In addition, the combination of education and community support for enforcement of bicycling laws will ultimately increase respect among bicyclists, pedestrians and motorists.

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APPENDIX A

DESCRIPTION OF OREGON BICYCLE LAW



**366.460 Construction of sidewalks within highway right of way.** The department may construct and maintain within the right of way of any state highway or section thereof sidewalks, footpaths, bicycle paths or trails for horseback riding or to facilitate the driving of livestock. Before the construction of any of such facilities the department must find and declare that the construction thereof is necessary in the public interest and will contribute to the safety of pedestrians, the motoring public or persons using the highway. Such facilities shall be constructed to permit reasonable ingress and egress to abutting property lawfully entitled to such rights.

**366.514 Use of highway fund for footpaths and bicycle trails.** (1) Out of the funds received by the department or by any county or city from the State Highway Fund reasonable amounts shall be expended as necessary to provide footpaths and bicycle trails, including curb cuts or ramps as part of the project. Footpaths and bicycle trails, including curb cuts or ramps as part of the project, shall be provided wherever a highway, road or street is being constructed, reconstructed or relocated. Funds received from the State Highway Fund may also be expended to maintain footpaths and trails and to provide footpaths and trails along other highways, roads and streets and in parks and recreation areas.

(2) Footpaths and trails are not required to be established under subsection (1) of this section:

(a) Where the establishment of such paths and trails would be contrary to public safety;

(b) If the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use; or

(c) Where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails.

(3) The amount expended by the department or by a city or county as required or permitted by this section shall never in any one fiscal year be less than one percent of the total amount of the funds received from the highway fund. However:

(a) This subsection does not apply to a city in any year in which the one percent equals \$250 or less, or to a county in any year in which the one percent equals \$1,500 or less.

(b) A city or county in lieu of expending the funds each year may credit the funds to a financial reserve or special fund in accordance with ORS 280.100, to be held for not more than 10 years, and to be expended for the purposes required or permitted by this section.

(4) For the purposes of this chapter, the establishment of paths, trails and curb cuts or ramps and the expenditure of funds as authorized by this section are for highway, road and street purposes. The department shall, when requested, provide technical assistance and advice to cities and counties in carrying out the purpose of this section. The division shall recommend construction standards for footpaths and bicycle trails. Curb cuts or ramps shall comply with the requirements of ORS 447.310. The division shall, in the manner prescribed for marking highways under ORS 487.850, provide a uniform system of signing footpaths and bicycle trails which shall apply to paths and trails under the jurisdiction of the department and cities and counties. The department and cities and counties may restrict the use of footpaths and bicycle trails under their respective jurisdictions to pedestrians and nonmotorized vehicles.

(5) As used in this section, "bicycle trail" means a publicly owned and maintained lane or way designated and signed for use as a bicycle route. [1971 c.376 §2; 1979 c.825 §1]

**366.515** [Amended by 1971 c.376 §3; 1973 c.249 §39; repealed by 1975 c.436 §7]

APPENDIX B

COMPOSITE LOCAL BICYCLE ROUTE MAP

APPENDIX C

SUPPLEMENTS AND EXCEPTIONS TO AASHTO GUIDELINES

734-20-060. The Department of Transportation adopts by reference [the manual Bikeway Design", dated January, 1974] The American Association of State Highway and Transportation Officials Guide for Development of New Bicycle Facilities, dated October 3, 1981, to establish design and construction standards, and classify bikepaths for such purposes, establish guidelines for traffic control devices on bikepaths including location and type of traffic warning signs, and to recommend illumination standards, all in accordance and pursuant to ORS 366.514.

(2) The following constitute supplements and exceptions to the October 3, 1981 edition of the "Guide for Development of New Bicycle Facilities.

(a) Signing and Marking

(1) All bicycle signing and markings on the State Highway System or installed on local City Streets or County Roads under State contract shall be in conformance with the signing and markings as shown in Exhibits 1 and 2 attached here to and made a part hereof. Any signing or markings not shown on these drawings, but which is deemed necessary and required for the bicycle facility shall conform to the Manual on Uniform Traffic Control Devices as adopted by the Oregon Transportation Commission.

(2) The standard width longitudinal painted solid line separating the vehicle travel way and a shoulder bike lane shall be as required by OAR 734-20-055.

(3) The desirable width for a one-way bike lane on the State Highway System or installed on local City Streets or County Roads under State contract is 6 feet. Where 6 feet is not practical to achieve because of physical or economic constraints, a minimum width of 4 feet may be designated as a bicycle lane.

(b) Definitions

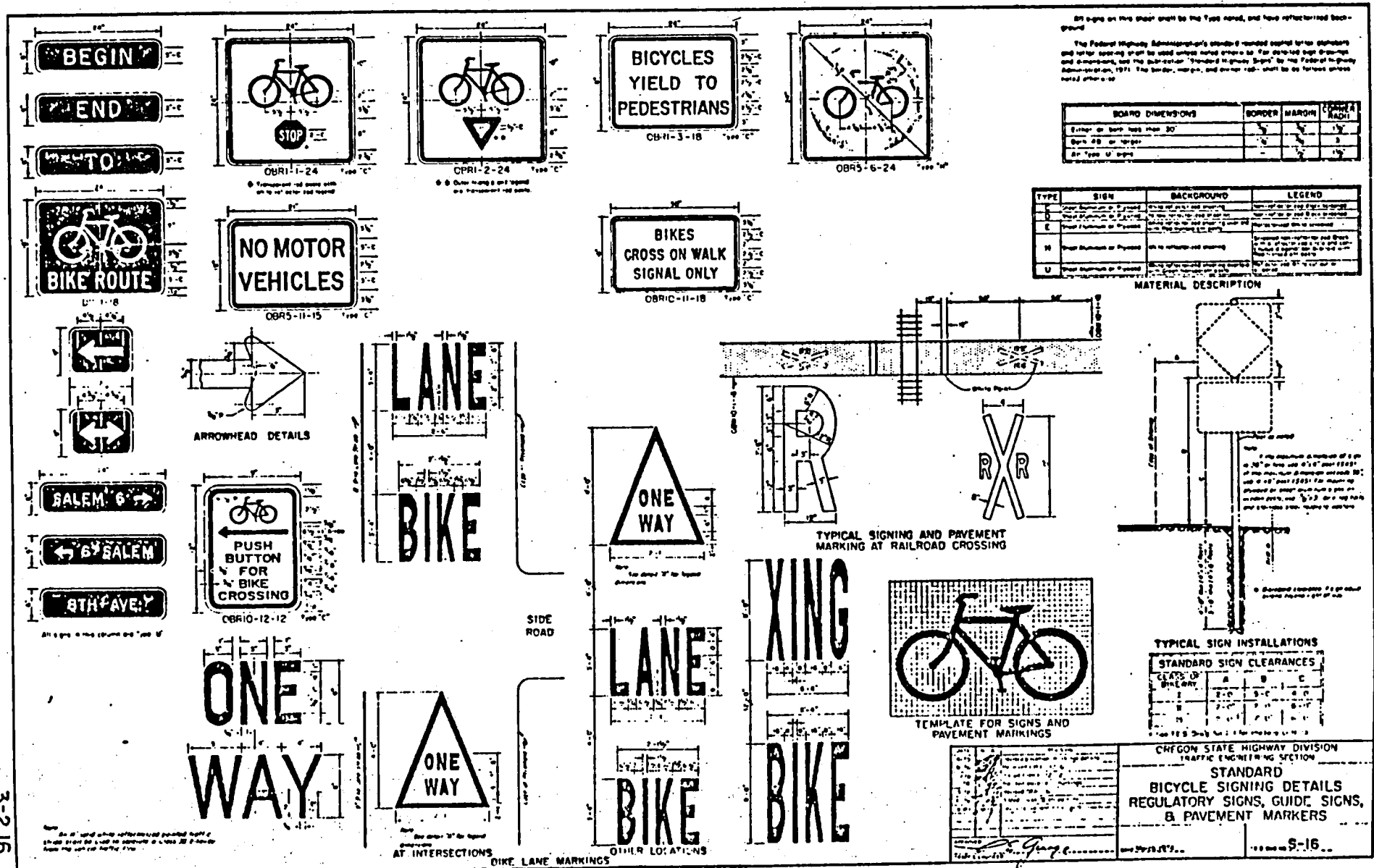
For purposes of this rule and the Guide, the definitions on page two of the Guide shall control, rather than any conflicting statutory or rule definitions. Terms not defined in the Guide shall be given their ordinary every day interpretation, even if defined otherwise for use in specific chapters in the Oregon Revised Statutes.

(OAR 734-20-060)



# Exhibit 2

(OAR 734-20-060)



(c) Applicable Oregon Law

Oregon statutes pertaining to bicycles are:

292.495 Compensation - Advisory Committee on Bicycles  
366.112 Advisory Committee  
366.460 Construction of Sidewalks, Bicycle Paths,  
Footpaths or Horse Trails  
366.514 Bicycle Fund  
447.310 Standards for Curbing - Curb Cuts  
481.004 Bicycle and Moped Defined  
483.002 Definitions - Bicycle, Bicycle Lane, Bicycle  
Path, Bicycle Trail  
483.547 Parents Responsibility  
483.549 Required Equipment  
483.552 Definitions - Public Way, Street Drain  
483.554 Bicycle Safe Drains  
483.556 Construction Guidelines  
487.750 Motor Vehicle Rules  
487.760 Unlawful Bicycle Operation  
487.765 Riding on Roadways, Bicycle Paths and Lanes  
487.770 Use of Bicycle Lane by Motor Vehicles  
Restricted  
487.775 Use of Bicycle Path by Motor Vehicles  
Prohibited  
487.785 Bicyclists on Sidewalks  
487.790 Bicycle Racing  
487.795 Clinging to a Vehicle  
487.870 Regulating Use of Freeways

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LOCATION  
SECTION

APPENDIX D

BICYCLE/FOOTPATH FUNDS TO CITIES AND COUNTIES  
(FY 1972-1982)



BICYCLE/FOOTPATH FUNDS TO CITIES  
(Based on one percent of total amount received from the State Highway Fund)

City	FY 1972	FY 1973	FY 1974	FY 1975	FY 1976	FY 1977	FY 1978	FY 1979	FY 1980	FY 1981	FY 1982	TOTAL FY 72-82
Albany	2,152	2,413	2,631	3,441	3,032	3,000	3,038	3,644	3,713	3,745	3,616	34,425
Ashland	1,482	1,658	1,784	2,295	1,993	1,938	1,932	2,212	2,169	2,157	1,994	21,614
Astoria	1,191	1,260	1,325	1,692	1,477	1,430	1,393	1,557	1,438	1,396	1,314	15,473
Baker	1,076	1,144	1,194	1,505	1,306	1,270	1,244	1,432	1,370	1,339	1,258	14,138
Bandon	*	*	*	318	285	282	283	337	350	346	314	2,515
** Beaverton	2,188	2,402	2,621	3,451	3,051	3,041	3,082	3,626	3,809	4,190	4,135	35,596
Bend	1,596	1,729	1,892	2,536	2,216	2,128	2,112	2,431	2,446	2,477	2,302	23,865
Brookings	316	341	370	483	428	427	429	496	458	466	456	4,670
Burns	377	397	425	551	482	477	473	509	494	503	466	5,154
Canby	454	513	586	814	765	766	779	962	987	1,040	1,023	8,689
Central Pt	469	519	594	817	752	747	750	892	884	888	842	8,154
Coos Bay	1,528	1,601	1,705	2,218	1,940	1,880	1,849	2,138	2,077	2,047	1,911	20,894
Coquille	490	518	562	723	623	610	603	681	635	625	593	6,663
** Cornelius	*	272	296	390	359	363	399	470	541	608	586	4,284
Corvallis	4,111	4,434	4,813	6,280	5,398	5,311	5,137	5,706	5,726	5,863	5,551	58,330
Cottage Gr	700	760	810	1,039	916	910	915	1,054	1,002	994	958	10,058
Creswell	*	*	*	*	*	*	*	250	251	*	*	501
Dallas	746	826	901	1,172	1,042	1,025	1,028	1,232	1,207	1,191	1,146	11,516
Eagle Point	*	*	*	304	311	334	341	402	381	382	370	2,825
Elgin	*	*	*	251	*	*	*	*	*	*	*	251
Enterprise	*	*	*	281	*	250	*	282	273	276	264	1,626
Estacada	*	*	*	*	*	*	*	257	*	251	*	508
Eugene	9,223	10,062	11,057	14,664	12,995	12,797	12,789	14,724	14,711	14,934	14,035	141,991
** Fairview	*	*	*	*	*	*	*	258	255	251	*	764
Florence	265	292	379	501	426	406	405	509	546	589	590	4,908
** Forest Gr	975	1,050	1,252	1,565	1,397	1,385	1,385	1,592	1,590	1,629	1,553	15,373
** Gladstone	729	812	923	1,250	1,116	1,099	1,118	1,324	1,268	1,291	1,301	12,231
Gold Beach	*	*	*	*	*	*	*	281	251	*	*	582
Grants Pass	1,416	1,529	1,639	2,114	1,852	1,805	1,790	2,090	2,046	2,069	2,030	20,380
** Gresham	1,417	1,601	1,907	3,088	2,870	2,962	3,159	4,043	4,316	4,572	4,458	34,393
Harrisburg	*	*	*	*	*	*	*	251	*	255	*	506
Subtotal	32,901	36,133	39,666	53,743	47,032	46,643	46,433	55,642	55,194	56,374	53,066	522,827

NOTE: Bicycle/footpath legislation does not apply to a city in which one percent of State Highway Fund receipts in any year equals \$250 or less.

\* One percent of State Highway Fund receipts equals less than \$250.

\*\* Cities in the Portland metropolitan area.

## Bicycle/Footpath Funds to Cities - 2

City	FY 1972	FY 1973	FY 1974	FY 1975	FY 1976	FY 1977	FY 1978	FY 1979	FY 1980	FY 1981	FY 1982	TOTAL FY 72-82
Subtotal Forwarded	32,901	36,133	39,666	53,743	47,032	46,643	46,433	55,642	55,194	56,374	53,066	522,827
Hermiston	567	615	674	896	813	842	966	1,136	1,174	1,273	1,270	10,226
** Hillsboro	1,834	1,967	2,160	2,887	2,617	2,630	2,730	3,437	3,526	3,821	3,747	31,356
Hood River	460	500	544	707	625	610	596	682	655	629	573	6,581
Independence	350	374	411	547	496	505	511	603	591	578	534	5,500
Jacksonville	*	*	*	319	284	280	279	314	291	284	266	2,317
John Day	*	*	*	280	256	255	251	293	282	280	266	2,163
Jct City	275	299	322	416	370	370	376	434	403	429	435	4,219
** King City	*	*	*	315	273	265	258	286	276	270	*	1,943
K Falls	1,808	1,916	2,011	2,565	2,241	2,201	2,206	2,566	2,509	2,425	2,262	24,710
LaGrande	1,131	1,227	1,300	1,652	1,436	1,403	1,393	1,662	1,604	1,592	1,525	15,925
** Lake Oswego	1,742	1,981	2,217	2,940	2,626	2,606	2,658	3,114	3,125	3,238	3,069	29,316
Lakeview	310	327	344	438	384	381	374	424	407	396	372	4,157
Lebanon	883	915	970	1,262	1,120	1,113	1,131	1,332	1,300	1,382	1,399	12,807
Lincoln City	494	539	575	735	629	605	596	691	684	740	732	7,020
Madras	*	*	*	306	270	269	269	308	286	304	304	2,316
McMinnville	1,246	1,423	1,524	1,963	1,724	1,082	1,678	1,994	1,953	1,799	1,889	18,275
Medford	3,439	3,696	4,033	5,300	4,684	4,612	4,666	5,539	5,444	5,513	5,294	52,223
Milton-Fwtr	473	500	528	678	603	607	618	758	754	744	689	6,952
** Milwaukie	1,927	2,090	2,222	2,865	2,507	2,299	2,276	2,619	2,557	2,543	2,373	26,278
Molalla	*	270	298	399	370	373	373	433	415	416	404	3,751
Monmouth	621	682	726	934	821	810	805	934	883	819	739	8,774
Mt. Angel	*	253	271	367	341	335	333	386	381	399	384	3,450
Myrtle Cr	308	328	351	460	416	421	423	482	470	459	444	4,562
Myrtle Pt	291	312	331	427	379	377	374	426	391	396	387	4,091
Newberg	792	901	987	1,289	1,129	1,106	1,114	1,359	1,401	1,450	1,411	12,939
Newport	606	649	696	916	825	818	822	987	1,052	1,058	1,008	9,437
N Bend	988	1,045	1,095	1,405	1,240	1,224	1,232	1,442	1,393	1,373	1,287	13,724
Nyssa	302	321	338	432	380	372	374	428	406	400	376	4,129
Oakridge	396	423	457	601	534	524	520	605	579	547	490	5,676
Ontario	773	850	917	1,199	1,071	1,051	1,052	1,242	1,216	1,220	1,176	11,767
** Ore City	1,076	1,202	1,351	1,823	1,676	1,722	1,775	2,078	2,000	2,025	1,964	18,692
Subtotal	55,993	61,738	67,319	91,066	80,172	78,711	79,462	94,636	93,602	95,176	90,135	888,010

NOTE: Bicycle/footpath legislation does not apply to a city in which one percent of State Highway Fund receipts in any year equals \$250 or less.

\* One percent of State Highway Fund receipts equals less than \$250.

\*\* Cities in the Portland metropolitan area.

## Bicycle/footpath Funds to Cities - 3

City	FY 1972	FY 1973	FY 1974	FY 1975	FY 1976	FY 1977	FY 1978	FY 1979	FY 1980	FY 1981	FY 1982	TOTAL FY 72-82
Subtotal Forwarded	55,993	61,738	67,319	91,066	80,172	78,711	79,462	94,636	93,602	95,176	90,135	888,010
Pendleton	1,527	1,635	1,738	2,226	1,953	1,912	1,880	2,141	2,027	2,041	1,929	21,009
Philomath	*	*	*	310	274	278	294	347	347	379	356	2,585
Phoenix	*	*	*	*	*	*	*	270	275	305	310	1,160
Pilot Rock	*	*	*	260	*	*	*	254	*	*	*	514
** Portland	43,754	46,344	48,413	60,619	51,843	51,057	49,929	54,474	51,309	51,883	48,549	558,174
Prineville	486	536	572	786	705	738	745	857	836	816	698	7,775
Rainier	*	*	*	289	253	*	*	285	273	*	*	1,100
Redmond	431	468	510	708	623	608	792	917	904	875	869	7,705
Reedsport	476	515	546	708	631	620	615	728	719	708	657	6,923
Roseburg	1,660	1,788	1,914	2,518	2,298	2,254	2,221	2,560	2,500	2,410	2,178	24,301
St. Helens	719	781	836	1,075	950	933	950	1,136	1,102	1,058	934	10,474
Salem	8,180	8,917	9,533	12,103	10,639	10,483	10,600	12,504	12,532	12,712	12,148	120,351
Sandy	*	*	*	301	271	284	302	367	376	404	410	2,715
Scappoose	*	264	291	396	355	364	390	455	431	442	455	3,843
Seaside	506	538	569	729	638	624	615	707	670	697	689	6,975
Sheridan	*	*	252	326	289	285	285	333	317	314	297	2,698
** Sherwood	*	*	*	275	*	258	281	312	309	328	318	2,081
Silverton	500	540	585	753	666	652	678	784	762	751	694	7,365
Springfield	3,150	3,461	3,922	5,347	4,793	4,716	4,738	5,742	5,784	5,836	5,528	53,017
Stayton	367	399	430	553	493	498	511	619	604	608	596	5,678
Sutherlin	361	403	455	617	560	577	590	668	622	629	605	6,087
Sweet Home	447	483	522	680	605	598	918	1,035	1,039	957	930	8,214
Talent	*	*	265	357	325	330	333	382	359	357	341	3,049
The Dalles	1,251	1,321	1,380	1,733	1,501	1,493	1,444	1,628	1,539	1,534	1,484	16,308
** Tigard	877	872	1,013	1,546	1,399	1,422	1,490	1,836	1,982	1,993	2,003	16,433
Tillamook	456	489	519	662	575	558	550	623	574	556	524	6,086
Toledo	329	356	377	487	434	429	422	485	449	435	420	4,623
** Troutdale	*	*	*	331	335	365	370	468	566	737	809	3,981
** Tualatin	*	*	312	444	447	472	536	768	901	1,050	1,146	6,076
Umatilla	*	*	*	*	*	270	334	408	417	445	416	2,290
Union	*	*	*	289	261	259	256	300	289	287	276	2,217
Subtotal	121,470	131,848	142,273	188,494	164,288	162,048	162,531	189,022	184,416	186,723	176,704	1,809,817

NOTE: Bicycle/footpath legislation does not apply to a city in which one percent of State Highway Fund receipts in any year equals \$250 or less.

\* One percent of State Highway Fund receipts equals less than \$250.

\*\* Cities in the Portland metropolitan area.

## Bicycle/footpath Funds to Cities - 4

City	TOTAL											FY 72-82
	FY 1972	FY 1973	FY 1974	FY 1975	FY 1976	FY 1977	FY 1978	FY 1979	FY 1980	FY 1981	FY 1982	
Subtotal Forwarded	121,470	131,848	142,273	188,494	164,288	162,048	162,531	189,022	184,416	186,723	176,704	1,809,817
Vale	*	*	*	271	*	*	*	271	258	*	*	800
Veneta	*	*	*	285	267	270	276	348	346	339	321	2,452
Vernonia	*	*	*	262	*	*	*	264	260	256	*	1,042
Warrenton	*	*	*	304	272	278	288	346	361	366	330	2,545
** West Linn	816	904	983	1,323	1,201	1,210	1,268	1,580	1,635	1,750	1,746	14,416
** Wilsonville	*	*	*	*	*	*	*	317	352	396	419	1,484
Winston	295	313	340	450	401	390	389	459	431	443	441	4,352
Woodburn	877	970	1,090	1,472	1,319	1,321	1,344	1,543	1,485	1,539	1,499	14,459
** Wood Village	*	*	256	339	328	324	292	338	331	324	308	2,840
TOTAL	123,458	134,035	144,942	193,200	168,076	165,841	166,388	194,488	189,875	192,136	181,768	1,854,207

NOTE: Bicycle/footpath legislation does not apply to a city in which one percent of State Highway Fund receipts in any year equals \$250 or less.

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\*\* Cities in the Portland metropolitan area.

BICYCLE/FOOTPATH FUNDS TO COUNTIES  
(Based on one percent of total amount received from the State Highway Fund)

County	FY 1972	FY 1973	FY 1974	FY 1975	FY 1976	FY 1977	FY 1978	FY 1979	FY 1980	FY 1981	FY 1982	TOTAL FY 72-82
Baker	1,916	2,146	2,205	2,279	2,453	2,523	2,283	2,672	2,599	2,653	2,537	26,266
Benton	4,841	5,400	5,515	5,990	6,420	6,474	6,688	7,665	7,442	7,621	7,272	71,328
** Clackamas	17,362	19,400	21,763	23,749	25,448	24,468	27,686	30,958	30,129	30,797	29,406	281,166
Clatsop	2,988	3,133	3,259	3,474	3,639	3,478	4,030	4,414	4,237	4,294	4,132	41,078
Columbia	3,317	3,513	3,883	4,178	4,575	4,721	4,664	5,413	5,202	5,240	4,963	49,669
Coos	6,570	7,133	7,278	7,797	8,185	7,983	8,398	9,363	9,007	9,002	8,321	89,037
Crook	*	1,540	1,587	1,723	1,914	2,041	1,779	2,116	2,073	2,097	2,011	18,881
Curry	1,715	1,871	1,916	2,084	2,316	2,397	2,248	2,756	2,701	2,776	2,695	25,475
Deschutes	4,143	4,759	5,233	5,793	6,460	6,667	7,150	8,521	8,759	9,273	9,081	75,839
Douglas	8,862	9,796	10,238	11,077	12,025	12,145	12,115	13,799	13,221	13,298	12,637	129,213
Gilliam	*	*	*	*	*	*	*	*	*	*	*	*
Grant	*	*	*	*	*	*	*	*	*	*	*	*
Harney	*	*	*	*	*	*	*	*	*	*	*	*
Hood River	1,736	1,894	1,924	2,079	2,304	2,394	2,302	2,652	2,524	2,562	2,461	24,832
Jackson	11,758	13,127	13,954	15,154	16,525	16,953	16,465	19,428	18,812	19,128	18,367	179,671
Jefferson	*	*	*	*	1,666	1,861	*	1,768	1,685	1,749	1,742	10,471
Josephine	4,903	5,481	5,828	6,400	7,113	7,522	7,046	8,595	8,362	8,547	8,223	78,020
Klamath	6,354	6,925	7,149	7,589	8,399	8,808	7,800	9,405	9,046	9,081	8,596	89,152
Lake	*	*	*	*	*	*	*	*	*	*	*	*
Lane	24,663	26,751	27,802	29,715	31,274	30,520	32,991	37,032	35,847	36,059	33,980	346,634
Lincoln	2,953	3,189	3,373	3,601	3,811	3,661	4,357	4,871	4,817	4,975	4,788	44,396
Linn	8,391	9,109	9,758	10,316	11,215	11,303	11,242	12,879	12,447	12,437	11,739	120,836
Malheur	3,094	3,289	3,492	3,672	4,447	5,397	3,388	4,548	4,252	4,281	4,114	43,974
Marion	16,655	17,771	18,603	20,041	21,233	10,326	23,695	25,787	25,193	25,712	24,618	239,634
Morrow	*	*	*	*	*	*	*	*	*	*	*	*
Subtotal	132,221	146,227	154,760	166,711	181,422	181,642	186,327	214,642	208,355	211,582	201,683	1,985,572

NOTE: Bicycle/footpath legislation does not apply to a county in which one percent of State Highway Fund receipts in any year equals \$1,500 or less.

\* One percent of State Highway Fund receipts equals less than \$1,500.

\*\* Counties in the Portland metropolitan area.

BICYCLE/FOOTPATH FUNDS TO COUNTIES  
(Based on one percent of total amount received from the State Highway Fund)

County	FY 1972	FY 1973	FY 1974	FY 1975	FY 1976	FY 1977	FY 1978	FY 1979	FY 1980	FY 1981	FY 1982	TOTAL FY 72-82
Subtotal from Pg. 1	132,221	146,227	154,760	166,711	181,422	181,642	186,327	214,642	208,355	211,582	201,683	1,985,572
** Multnomah	61,016	62,823	64,661	67,161	67,757	64,470	59,172	68,395	65,837	65,513	61,109	707,914
Polk	3,467	3,875	4,241	4,503	4,778	4,655	5,022	5,563	5,427	5,576	5,356	52,463
Sherman	*	*	*	*	*	*	*	*	*	*	*	*
Tillamook	2,063	2,252	2,300	2,449	2,549	2,448	2,859	3,111	3,025	3,101	3,007	29,164
Umatilla	5,857	6,208	6,483	6,929	8,191	9,290	7,590	9,474	9,115	9,248	8,874	87,259
Union	2,369	2,601	2,840	3,021	3,326	3,460	3,203	3,706	3,530	3,568	3,427	35,051
Wallowa	*	*	*	*	*	*	*	*	*	*	*	*
Wasco	2,514	2,683	2,773	2,906	3,207	3,347	3,138	3,560	3,349	3,377	3,262	34,116
** Washington	16,437	18,910	19,953	21,765	23,161	21,974	24,322	27,529	27,427	28,446	27,307	257,276
Wheeler	*	*	*	*	*	*	*	*	*	*	*	*
Yamhill	4,676	5,089	5,353	5,786	6,192	6,205	6,644	7,531	7,366	7,550	7,309	69,701
Total	230,620	250,668	263,364	281,231	300,583	297,491	298,277	343,511	333,476	337,961	320,334	3,258,516

NOTE: Bicycle/footpath legislation does not apply to a county in which one percent of State Highway Fund receipts in any year equals \$1,500 or less.

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\*\* Counties in the Portland metropolitan area.

## APPENDIX E

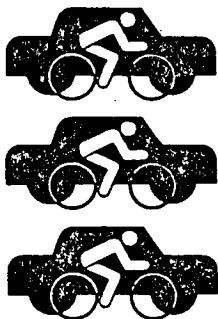
### STATE HIGHWAYS NOT DESIGNATED AS REGIONAL BICYCLE ROUTES

1. Hwy. 217 -- Sunset Hwy. to 99W
2. OR 8 (Canyon Rd.) -- Sunset Hwy. to OR 8 (T.V. Hwy.)
3. OR 210 (Scholls Ferry Rd.) -- Southern leg from Scholls Ferry Rd. to UGB
4. Hwy. 99W -- I-405 to I-5 and Hwy. 217 to McDonald St.
5. I-405
6. Hwy. 99 W (Interstate Ave.) -- I-5 to Greeley Ave.
7. I-5 (Columbia River to Barbur Blvd.)
8. OR 99E (Union Ave./McLoughlin Blvd.) -- Columbia River to I-205
9. U.S. 30 Bypass (Lombard St./Killingsworth St.) -- St. Johns Bridge to Sandy Blvd.
10. I-84 -- I-5 to I-205
11. Sandy Blvd. -- Madison St. to I-84
12. OR 213 (82nd Ave.) -- Airport Way to I-205
13. U.S. 26 (Powell Blvd.) -- Ross Island Bridge to I-205
14. Hwy. 224 -- McLoughlin Blvd. to I-205
15. Hwy. 212-224 -- I-205 to Rock Creek Rd.
16. OR 213 (Molalla Ave.) -- I-205 to UGB

APPENDIX F  
SAMPLE BICYCLE SAFETY LITERATURE



## How To Ride in Traffic



TIPS FOR PEOPLE  
WHO BICYCLE  
ON PORTLAND STREETS

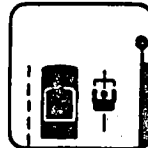


City of Portland  
Bicycle and Pedestrian Program  
Mike Lindberg, Commissioner

Reprinted from the Portland Bicycle Map

### Rule 1 Be predictable

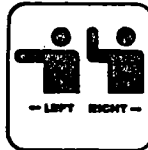
Ride so drivers can see you and predict your movements.



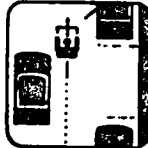
- Obey traffic signs and signals**  
Bicycles must drive like other vehicles if they are to be taken seriously by motorists.



- Never ride against traffic**  
Motorists aren't looking for bicyclists riding on the wrong side of the road.



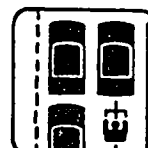
- Use hand signals**  
Hand signals tell motorists what you intend to do. Signal as a matter of law, of courtesy, and of self-protection.



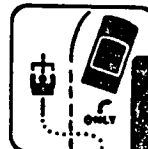
- Ride in a straight line**  
Whenever possible, ride in a straight line, to the right of traffic but about a car door away from parked cars.



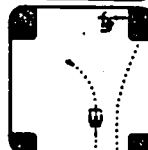
- Don't weave between parked cars**  
Don't ride out to the curb between parked cars, unless they are far apart. Motorists may not see you when you move back into traffic.



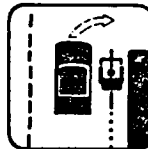
- Ride in middle of lane in slow traffic**  
Get in the middle of the lane at busy intersections and whenever you are moving at the same speed as traffic.



- Follow lane markings**  
Don't turn left from the right lane. Don't go straight in a lane marked right-turn-only.



- Choose the best way to turn left**  
There are two ways to make a left turn. (1) Like an auto. Signal, move into the left lane, and turn left. (2) Like a pedestrian.



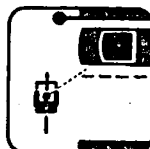
- Don't pass on the right**  
Motorists may not look for or see a bicycle passing on the right.



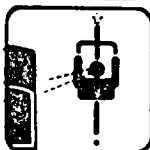
- Go slow on sidewalks**  
Pedestrians have the right of way. By law you must give pedestrians audible warning when you pass.

### Rule 2 Be alert

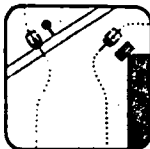
Ride defensively and expect the unexpected.



- Watch for cars pulling out**  
Make eye contact with drivers. Assume they don't see you until you are sure they do.



- Scan the road behind**  
Learn to look back over your shoulder without losing your balance or swerving left. Some riders use rear-view mirrors.



- Avoid road hazards**  
Watch out for parallel-slat sewer grates, slippery manhole covers, oily pavement, gravel, ice. Cross railroad tracks carefully at right angles.



- Keep both hands ready to brake**  
You may not stop in time if you brake one-handed. Allow extra distance for stopping in the rain.



- Watch for chasing dogs**  
Ignore them, or try a firm, loud "NO." If the dog doesn't stop, dismount with your bike between you and the dog.

### Rule 3 Be equipped

You'll ride easier and safer.



- Keep bike in good repair**  
Adjust your bike to fit you, and keep it working properly. Check brakes and tires regularly.



- Use lights at night**  
The law requires a strong headlight and rear reflector or tail light at night or when visibility is poor.



- Dress appropriately**  
In rain, wear a poncho or a parka made of fabric that "breathes." Generally dress in layers so you can adjust to temperature changes. Wear a sturdy helmet.



- Use pack or rack to carry things**  
Saddlebags, racks, baskets, backpacks all are good ways to carry packages, freeing your hands for safe riding.



- Lock your bike when you're gone**  
Lock up to a post or tree or bike rack if there is one, threading the chain or cable through both wheels and the frame.

### Summary of Oregon bicycle laws

Bicycles have the right to use all public rights of way except interstate highways in the Portland area.

Bicyclists must:

- Obey traffic lights, stop signs, one-way streets, and other basic traffic laws. A bicyclist has the same rights and duties on the road as drivers of other vehicles.
- Ride as far "as practicable" to the right (or to the outside lanes on a one-way street).
- Use a bikeline or path adjacent to a road if the facility is judged suitable for safe bicycling at reasonable speeds following a public hearing. (No Portland facilities so far are affected by this rule.)
- Yield the right of way to pedestrians. Give audible warning when overtaking a pedestrian.
- Keep at least one hand on handlebars. Keep control of bicycle at all times.
- When riding from sunset to sunrise or whenever visibility is poor, use headlight with a white light visible from at least 500 feet ahead and a red reflector visible from at least 600 feet behind.
- Keep brakes adjusted so that, when braked, your bicycle skids on a clean, dry pavement.
- Ride astride a fixed seat (kiddie seat and tandems acceptable). Riding "double" prohibited.
- Ride no more than two abreast.

For more information about bicycling in Portland contact: Bicycle and Pedestrian Program  
1120 SW Fifth Avenue Room E34  
Portland, OR 97204  
796-7082

## APPENDIX G

### SAMPLE OF A LOCAL SAFETY EDUCATION PROGRAM

Junior high teacher Doug Force has developed and used the following lesson plan for instructing students on safe and proper bicycling techniques. This innovative program has been adapted into the required Language Arts/Social Studies curriculum, and has been quite successful over the past several years.

BICYCLE SAFETY EDUCATION LESSON PLAN  
FOR MILWAUKIE SCHOOLS

WEEK ONE

Monday - Lecture/Discussion

1. Introduce Safety as primary goal of bicycling in class, and all other aspects of riding are attuned to this singular need. *Survival's Safety*
2. In class, the old attitude that a bicycle is a toy has no place as well. For us the bicycle is a serious form of transportation on public roads and as such we are entitled to certain rights and also have legal responsibilities. I also tell the students that without the use of such an energy-efficient mode of travel the program probably would not exist due to the cost of the school district supplying buses.
3. Introduce the idea that young people have a stereotyped image for most people and that I don't believe in that often negative image. That they, our school, this program and all people their age will be judged by how they are conducting themselves; especially as competent bicyclists rather than just "bike riders."
4. Lastly that the skills and techniques they learn in class are designed to help them survive in a modern metropolitan cycling environment, one in which they are the weakest component, most vulnerable and least understood form of transportation.

Tuesday - Lecture/Demonstration - Wednesday

1. Introduce concepts that develop safe bicycle riding skills

A. Visibility

1. Seeing - "Scanning" environment and cyclist awareness of what is transpiring around them - group and individual communication skills; including hand and verbal signals - predictability - for the cyclist as a safe way of blending and positively interacting with vehicular and pedestrian traffic.
2. Being seen by others - use of safety vests (bright orange) on rides
  - a) use of movement by bicyclist to enhance visibility by motorists and pedestrians. (ie-waving, friendly style, to a motorist who may not see you.)
  - b) use of eye contact and communication checks (signal your intention to move to a motorist and then "O.K." hand sign to get a response; - smile and be smiled at in return. I stress courteous behavior at all times, no matter how badly the cyclist may be treated in return.)

- B. Hazard Identification - Getting used to "defensive" driving. The idea of being able to see a potential problem and plan various ways of safely dealing with them.

- C. Hazard Avoidance Behaviors - Emphasizing ways that a cyclist can behave to avoid accidents.

1. I stress that a bicyclist can control themselves and help others not run over them by sensibly taking action themselves (responsibility of vehicle operator.) That this is preferred to having an accident, no matter who is legally right or wrong.
2. That you never want to take chances-a 7,500 lb. Cadillac is even bigger when it's parked on you!

D. Signals we use; (as seen from rear of rider) Non-Verbal(signals)  
Communication - Group Riding

LEFT TURN

1. RIGHT TURN - I know! This is not legal! But it is effective communication and it allows the rider to make a quick look over left shoulder to see if the most dangerous zone is clear.
2. Before making any maneuver or turn I teach the 4-step sequence:
  - a) "Check" - scan environment quickly all around
  - b) "Signal" - communicate your intention to maneuver - be predictable and motorists will be more willing to adjust their behavior to meet your needs.
  - c) "Check" - never assume anything is safe. Take another quick look before you maneuver - it's your life.
  - d) "Maneuver - if Safe" - If not, there is nothing in "the book" that says just because you signaled you must put yourself in jeopardy, slow or stop to avoid an accident.
3. Hazard in the Road Way - One finger pointing to the side the hazard is on. The "hazard" can be almost anything. Either hand can be used.
4. Slow/Stop                      Either hand down, with fingers fully spread.
5. Dismount - Often times, especially in heavy traffic the safest thing to do is get off your bicycle and become a pedestrian. This has some technical, legal advantages, at crosswalks at busy inter-sections when it's often much safer and faster to dismount and walk across.
6. Waving - We use this to attract attention to us across inter-sections as an opener for a directional signal. A bicyclist can be sitting in front or to the side of a day-dreaming motorist and never be "seen" until they move. Never assume you've been seen.
7. Directional Signals - Once you have a motorists attention, tap your head or chest and then point in the direction you are going to go. This helps them predict what your going to do and helps both of you maneuver safely. Then signal "O.K.?" to check to see if the communication has been received and understood. Always smile and look pleasant when you do this, it really helps!

E. Verbal Communication - Group Riding

1. Yelling "Car!"                      If someone in the line (we always ride single file) sees a vehicle approaching from the rear only, they yell "car!" It doesn't matter if it's a bus or van, just yell car. Everyone in line also yells when they hear the warning. This does two things; it warns all riders of a potential hazard and it generally causes motorists to be more aware of the cyclists and adjust their driving behavior to avoid us.

2. "The Whistle" - The last person in line carries a whistle. If anyone stops, as on a long hill, he/she blows the whistle and we all stop, dismount and walk. The whistle means stop as safely and as soon as possible. This is especially important in heavy traffic or when riding with a group of five or more people.

Thursday -

I usually give a written quiz over the signals and have asked the students to bring their bikes to school for today and tomorrow. Then we clean our bikes (no matter how clean they might be) and check them over for loose wheel nuts, fender stay bolts, etc; and any other mechanical difficulties. Minor things I take care of, major things I insist be done by a reputable bike shop. In our program, kids that don't have bikes use one supplied by the school. These bikes were furnished by the local Lion's Club and Kiwanis Club. They supplied the funds and I bought good, servicable used bikes. Spares are also provided by a small budget through the school district.

Lots of old rags and soapy water in small spray bottles are used. S.O.S. pads are good to have handy.

Friday -

Introduce "Skills" test requirements and take students onto play ground to practice on the course I've painted on black top.

1. Test 1 - Balance - The student puts one foot on a pedal and pushes bicycle but does not mount. They must coast through a lane 8" wide and 20' long without going outside of lane. They get a 5'-10' run or 3 pushes with dismounted foot.
2. Test 2 - One handed obstacle course - I layout a "track" that students pedal through with one hand. It is on and off the black top, over smooth and rough ground. They go through one way using left hand and reverse using right hand only (both if a fall is eminent).
3. Test 3 - Coasting Seated- through 8"x20' lane after a 5'-10' pedal.
4. Test 4 - Stopping - Students get a 50' - 60' run down a track lane up to 8-10 mph and then must stop with the front wheel inside a 2'x2' square. The wheel must not touch the lines and no skidding is allowed.
5. Test 5 - Signaling Test - the students ride a black top route that requires them to turn left, right and stop. They must "check" - signal(maintain signal)- check and then (if safe) maneuver before each turn and stop.
6. (optional) - Parts of Bicycle Test - This is a ditto handout I gave them (many available from AAA or bicycle repair books) listing "real" names of frame parts and components on bikes.

Everyone must pass all of these tests before we go to the road. This can be a hassel but these are basic skills that build confidence and every bike rider must be competent in before they can become "bicylists."

## WEEK TWO

Monday - Practice Skills Tests  
Tuesday - Practice Skills Tests  
Wednesday - Practice Skills Test  
Thursday - Seat and handle bar adjustments  
Friday - Skills Tests

## WEEK THREE

Monday - By this time the students generally have packets in Language Arts and Social Studies and are ready for rides.

Tuesday -  
Friday We do and discuss the "Ten Great Accidents Book." This was developed from information developed by Dr. Kenneth Cross who has added five more "Accident types" (see Bicycling Magazine)

## WEEK FOUR

Monday - I made up a map project for Portland, Oregon using the "Portland Bicycle Map" (see Bicycle Forum, No. 5, 1980) And we use these to go over routes to learning site in the city.  
Friday

## WEEK 5/6- OREGON DRIVERS MANUAL WORK, 1979-1980

These are 18 "Lessons" using the Oregon Drivers Manual and help make students aware of legal aspects of operating a vehicle on public roads in Oregon. (Sterling Karen, Olive Press, Ptld. Ore. Distributed through Northwest Textbook Depository Co. 17970 S.W. Lower Boones Ferry Road, Lake Oswego Ore. 97034)

WEEK 7/8 - I've developed Work Sheets to be used with the following Books, a work sheet per chapter.

Bicycle Commuting, Basic Riding Techniques

Both of the above books are published by Bicycling Books, 33 East Minor St Emmans, Pa. 18049

Another publication that is a superb teaching tool is the Sproket Man (comic book), Urban Scientific and Educational Research inc., W20-002, M.I.T. Cambridge, Ma. 02139.

Much of this program has benefited from Effective Cycling by John Forrester, Custom Bicycle Fitements, 782 Allen Court, Palo Alto, California 94303. To my thinking, this may be the most definitive book on modern bicycling in the United States.

One glaring point is left to be answered now. Do I teach bicycle maintenance? Yes and no. I am working on a "laboratory" series where kids take apart and put back together old hubs, cranks, pedals, head sets, and the district shop is cutting down frames and re-welding these on stands to be smaller and more manageable. Anything else I do is strictly "as the need arises. Many community school/colleges in our area teach bicycle repair and I support these. There are also certain liability reasons that do not allow me much latitude in this realm.

The rest of the students experience is based on the rides to learning sites in the Language Arts, Social Studies portion of the S.O. P. program. I lead the rides and always carry a first-aid kit, spare tubes for various size bicycles and extra water bottles. Before each ride I cover the route with the students and advise them of appropriate clothing and food for the ride and when we get to the learning site. I also carry enough money to taxi a kid back to school although I've never done that in four years. All of the kids memorize the school phone number and we cover emergency procedures if I or anyone else should require aid.

On the rides I often stop and explain difficult places, such as inter-sections and how we will negotiate them, or better, let the students develop their own options and then evaluate each of them on the spot. Again, much of the lane-position, communication skills and other parts of the riding were based on Foresters' Effective Cycling Book.

The Language Arts/Social Studies part of the course is based on a Packet-Learning Strategy. The students select the packets they want to do and then complete the various activities in the packet. Each packet is related directly to an aspect of the 8th grade Social Studies Curriculum for our district and meets basic minimum competencies established by the State and District. Those are included with each packet. I'm developing the Language Arts competencies now and they should be done by 1981-82. The "rides" or Learning Sites are listed below with the area of concentration and a brief synopsis of the on-sight learning focus.

#### Bicycle Shop - Career Education

Students complete ditto sheets designed to help them explore and experience various aspects of career planning and employment. They then travel to a local bicycle Shop (Beckwith's Schwinn Shop, 4235 S.E. Woodstock Bv. Portland, Or. 97206, 774-3531) and work on their bikes under the direction of myself and the mechanics. They learn what it would take to be a mechanic, the pros and cons of the job and other requirements an employer looks for is general. Ride length - 11½ miles.

#### John McLoughlin House - Oregon History

The students complete a research and creative writing packet that portrays the importance of fur trade and John McLoughlin's role as Chief Factor of the Hudson's Bay Company in the development of Oregon. We then ride to his restored house in Oregon City and the curator gives us a first hand glimpse of his life by sharing the articles he used and the home he lived in when alive. She also covers his life and fall as a citizen of Oregon. Ride length - 19½ miles

### Mt. Tabor - Volcanos and Geography

According to a marker on this cinder cone, Portland is the only city in the United States to have a volcano in its limits. With Mt. St. Helens, this has become a very popular ride. We work on a packet that gives basic processes in Volcanism, vocabulary and creative writing experiences and then ride to the top of this park to see the crater and observe the other cinder cones that border the Portland Metropolitan area. Ride length - 18 miles

### Milwaukie Museum - Local Milwaukie

History - The local historical society bought and restored a homestead house of one of the first settlers in our area. They converted it to a museum in which you can touch and use most of the artifacts displayed. This gives students first hand experience with the past and a new perspective on the present. Ride length - 2 miles

### Shopping Center - Consumer Education

This packet gives a greater awareness of consumer protection and marketing techniques used in modern capital economies. The ride focuses on methods of marketing and display used by current chains and specialty retail organizations to induce consumerism. Ride length - 12 miles

ALL OF THE ABOVE RIDES ARE 1/2 DAY (3-4 periods) THE LAST TWO ARE FULL DAY RIDES. During the time I'm gone the program provides a substitute teacher to fulfill my responsibilities. This is the major cost of the program.

### Portland Zoological Gardens - Land Use and Park Planning

The students do short research on animals and plan a park, recognizing that space and recreation are essential to maintenance of a healthy life style in our modern society. Ride length - 46 miles

### Oregon Historical Society - Oregon History

This packet focuses on the role of migration to Oregon of Fur trappers, Clergy, Agrarians and later still industry and commercial enterprise. It also allows students to explore the growth of Portland, physically. The Oregon Historical Society facility includes large dioramas and displays, special presentations on all aspects of Oregon History and resources for the research of topics related to Oregon History, and balances the two toher historical rides by giving general information on the region. Ride length - 38 miles



The packet system works in a two-fold way. Students complete items in the packet for a grade (A-F) and for points. Each ride is "worth" a set number of points. How much they do is determined by them and it is possible to "earn" a ride and not earn a very high or "good" grade. This program was designed to meet the needs of any level student and those who accel do as well in it as those who are slower. Students are required to do a minimum of six different packets to meet the minimum requirements of the course. At present I am adding two packets to the list and they should be done by May of 1981. Points from one packet are not transferrable to another packet.

I've found that this system helps motivate students to succeed and makes training in school much easier to relate to the world outside our cloistered halls. The community has been extremely supportive and interested, and it's a tremendous public relations move for both bicycling responsibility and the school district as a dynamic educational system.

Again, thank you for your interest, please let me know how you use or design your own program and if you need anything else don't hesitate to call or write. I have been doing 1-3 day clinics for interested groups and can send you particulars on these if you wish.

Sincerely,



Doug Force  
Lang.Arts/Social Studies  
McLoughlin Junior High  
14450 SE Johnson Road  
Milwaukie, Oregon 97222  
653-3704

Copies of the detailed bicycle course curriculum are available by contacting either Doug Force or the Metropolitan Service District.

DF/sb

STAFF REPORT

Agenda Item No. 8.1

Meeting Date August 4, 1983

CONSIDERATION OF REGIONAL DEVELOPMENT COMMITTEE  
RECOMMENDATIONS REGARDING PROJECT INITIATIVES  
PROGRAM (PIP)

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Date: July 18, 1983

Presented by: Ray Barker

FACTUAL BACKGROUND AND ANALYSIS

At the special Council meeting on June 23, 1983, the Council approved the Work Plan for the PIP and sent it to the Regional Development Committee to get the program underway.

Individual Councilors have ranked the proposed projects (drainage, parks, jails and libraries). The results are shown on the attached sheet.

It was recommended that the Development Committee review the results of the project rankings and make a decision as to which project will be reviewed first. Also, it was recommended that the Committee indicate any adjustments it would like to make to the work plan as it relates to the specific project to be studied first.

It should be noted that at the June 23 Council meeting it was suggested that the PIP work plan needs to dovetail with the future funding options now under consideration.

The Development Committee, on July 11, 1983, reviewed the project rankings and discussed the proposed projects for the PIP. Drainage was the area the Committee felt should be studied first.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer is in support of the PIP but has no preference as to the rankings of the Council.

COMMITTEE CONSIDERATION AND RECOMMENDATION

The Regional Development Committee recommends to Council that the Council Assistant begin work on the drainage project.

RB/gl  
8993B/349  
7/18/83



METROPOLITAN SERVICE DISTRICT  
527 SW. HALL ST., PORTLAND, OR. 97201, 503/221-1646

## MEMORANDUM

Date: July 1, 1983  
To: Metro Council  
From: Ray Barker, Council Assistant  
Regarding: Ranking of Projects for Project Initiatives Program (PIP)

On June 23, 1983 the Metro Council discussed the ranking of four projects for the PIP (Jails, Parks, Drainage and Libraries). A form to rank the projects was given to Councilors to complete and to be returned to the Council Assistant for compilation. The following shows the results:

### Individual Rankings and Scoring

<u>Project</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>E</u>	<u>F</u>	<u>G</u>	<u>H</u>	<u>I</u>	<u>J</u>	<u>K</u>	<u>L</u>	<u>Total</u>
Drainage	2	1	1	1	2	1	4	4	3	4	2	3	28
Jails	1	4	2	4	1	4	3	3	1	3	4	4	34
Libraries	3	4	4	3	4	4	2	2	4	1	3	2	36
Parks	4	4	3	2	4	4	1	1	2	2	1	1	29

Composite Ranking:

1. Drainage 28
2. Parks 29
3. Jails 34
4. Libraries 36

It should be noted that three Councilors did not rank the projects 1, 2, 3, and 4 as they felt that more than one project should have fourth place ranking. Their rankings therefore slightly skewed the scoring. If these rankings are scored according to the order in which they appear on the form (i.e. 1, 2, 3, 4), the results are as follows:

1. Parks 26
2. Drainage 28
3. Jails 31
4. Libraries 35



METROPOLITAN SERVICE DISTRICT  
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

## MEMORANDUM

Date: June 21, 1983  
To: Metro Council  
From: Ray Barker, Council Assistant  
Regarding: Ranking Projects for Project Initiatives Program (PIP)

During the budget process four projects were proposed for the PIP: jails, parks, libraries and drainage.

It is recommended that the Council rank the proposed projects to determine the order in which they will be reviewed. The ranking of projects could be based upon perceived need, timeliness, external support, legal authority, or some other criteria.

### Steps

1. Individual Councilors rank the projects 1 through 4.
2. Scoring:
  - a. A project ranked #1 is given one point; a project ranked #2 is given two points; a project ranked #3 is given three points; and a project ranked #4 is given four points.
  - b. The individual Councilors' scores are added together.
  - c. The program with the least number of total points is ranked #1; the one with the highest number of points is ranked last.

(please see other side)

RB/gl  
8890B/D4

EXAMPLE

Individual Rankings

<u>A</u>	<u>B</u>	<u>C</u>
1. Libraries	1. Parks	1. Jails
2. Parks	2. Jails	2. Libraries
3. Jails	3. Drainage	3. Parks
4. Drainage	4. Libraries	4. Drainage

Scoring

Individual Points

Total Points

Libraries	1, 4, 2	=	7
Parks	2, 1, 3	=	6
Jails	1, 3, 1	=	5
Drainage	4, 3, 4	=	11

Composite Ranking

1. Jails
2. Parks
3. Libraries
4. Drainage

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PLEASE RANK THE PROJECTS AND GIVE TO COUNCIL ASSISTANT:

N A M E: \_\_\_\_\_

1. \_\_\_\_\_

2. \_\_\_\_\_

3. \_\_\_\_\_

4. \_\_\_\_\_



METRO

**METROPOLITAN SERVICE DISTRICT**

527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

**MEMORANDUM**

Date: June 23, 1983  
To: Metro Council  
From: Ray Barker, Council Assistant  
Regarding: Project Initiatives Program (PIP)

This is the second draft of a suggested work plan for the PIP. It reflects additional input from Councilors and staff since the June 2, 1983 draft. The major changes are the inclusion of additional checkpoints by the Council and greater opportunity for public input throughout the process.

**PRINCIPLES**

It is recommended that the following principles be adopted and followed throughout the PIP:

1. Metro will look at approaches to solving or mitigating regional problems within the parameters of ORS 268.
2. Metro will work closely with local governments and constituent groups to develop a regional perspective on key issues.
3. Metro will determine the appropriate level of resources necessary to address the problem professionally and identify the potential sources of funding, both internally and externally.
4. Metro will develop a regional program management plan which includes a specific financing strategy.

**PROGRAM SELECTION**

The Council has indicated its intent to look at specific programs during the FY 1983-84 including: parks, correctional facilities, libraries and drainage. Inasmuch as there are insufficient resources to review all four of these program areas at the same time, it is recommended that the Council determine the order in which they will be reviewed. The ranking could be based upon the perceived need, timeliness and external support for the program areas (see separate memo dated June 21, 1983).

## WORK PROGRAM

- Task 1 Prepare a description of existing service for one of the following: parks, correctional facilities, libraries or drainage.

Work to be performed primarily by Council Assistant with support from Deputy Executive Officer, Executive Administrative Assistant and appropriate technical staff. Starting date: July 1, 1983. Estimated completion date August 31, 1983. Actual dates throughout the work program will depend upon Council actions, staff assignments given in addition to the PIP, etc.

The description of existing service should include the following information:

- a. Organization/Structure
- b. Current needs for this service
- c. Existing costs/budgets
- d. Existing resources (funding sources, people, buildings, property, etc.)
- e. Current problems/issues
- f. Existing contracts, charter
- g. Existing users/ supporters of service
- h. Identify trends
- i. Existing political boundaries
- j. Existing policies
- k. Rural versus urban aspects.

Report findings to Council. Opportunity for public input at Council meetings. Council approval necessary before beginning task "2."

- Task 2 Analyze Metro's ability to solve or mitigate problems.

Work to be performed by Council Assistant supported by Deputy Executive Officer, Executive Administrative Assistant, General Counsel and appropriate technical staff. Starting date September 5, 1983. Estimated completion date September 23, 1983.

The analysis should address the following:

- a. Political Aspects
  - power
  - authority
  - boundaries
  - policies
  - goals

- b. Legal Aspects
  - existing statutes
  - legislation required
  - contracts required
  - vote required
- c. Economics
  - tax levy
  - grants
  - user fees
  - costs
  - Metro's resources
- d. Social
- e. Environmental Aspects
- f. Organizational Aspects (Metro structure)

Present findings and recommendations to Council.  
Opportunity for public input at Council meetings.  
Council approval necessary to proceed with task "3."

Task 3 Determine level of support for Metro's involvement in program.

Work to be performed by Council Assistant supported by Deputy Executive Officer, Executive Administrative Assistant, Metro Council. Metro could also consider contracting with a consultant to conduct a survey. Estimated starting date September 26, 1983. Estimated completion date October 14, 1983.

- a. Surveys
  - Local Officials
  - Community Leaders
  - Special Interest Groups
- b. Interviews
  - Local Officials
  - Community Leaders
  - Special Interest Groups
- c. Editorials, Correspondence, etc.

Report results to Council. Opportunity for public input at Council meetings.



June 23, 1983  
Page 4

Task 4 Determine if Metro should become involved in program. Decision to be made by Metro Council. Support from Council Assistant, Executive Management, Legal Counsel, Public Affairs, Development Services. Opportunity for public input at Council meetings.

Task 5 Development of a strategy for Metro involvement (assumes decision has been made to become involved in program). Opportunity for public input at Council meetings.

Task 6 Resources Development

Grantsperson (Public Affairs) searches for funds to pay for preparation of a program management plan. Council determines whether or not a program management plan will be prepared.

Task 7 Preparation of a regional program management plan to deliver services. (Assumes a grant has been obtained to finance study. No work to commence if funding is not available.) Conducted by Development Services. Council reviews first draft. Opportunity for public input at Council meetings. Plan completed then presented to Council. Another opportunity for public input.

RB/gl  
8654B/D4

cc: Rick Gustafson  
Don Carlson  
Dan LaGrande  
Steve Siegel



**METROPOLITAN SERVICE DISTRICT**  
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

## MEMORANDUM

Date: July 21, 1983  
To: Executive Officer and Council  
From: Tom O'Connor, <sup>T.O.C.</sup> Legislative Liaison  
Regarding: Final Bill Status - 1983 Legislative Session

The following is a status report on legislation of interest to Metro in the Zoo and Solid Waste areas. Key bills will be examined in detail in a subsequent memo.

### SOLID WASTE

1. SB 405--OEC Recycling Bill. DEQ must establish "wastesheds," determine what is recyclable, and work with interest groups to establish recycling program including curbside in areas over 4,000 population. DEQ may mandate residential source separation if voluntary programs fail. Metro's role is to participate with other interest groups in establishing "wasteshed" recycling program and to provide depots at disposal sites. Supported by Metro, SB 405 passed both House and Senate with overwhelming majorities and is on the Governor's desk.
2. HB 2241--DEQ bill requiring landfill operator to provide financial assurance for closure and post-closure maintenance. Passed House 50-9, Senate 29-0, and is on the Governor's desk. Supported by Metro.
3. HB 2236--DEQ bill allowing DEQ to collect fees from disposal site operators for funding portions of DEQ Solid Waste Division. Metro supported amendments which require fee schedule to be approved by the Emergency Board and require fees to be based on services provided by DEQ such as testing and monitoring. Passed as amended, House 38-18; Senate 20-4; signed by Governor.
4. HB 2178--Introduced by State Forester. Limits liability for forest fire protection costs if reasonable effort made to extinguish fires. Applies to industrial operations (such as landfill) in a forest zone. Passed House 50-9; Senate 20-10; signed by Governor. Monitored by Metro.

5. SB 112--DEQ Pollution Control Tax Credits. Metro introduced amendment to continue credits for garbage to energy plants at current level. Amended bill passed Senate Energy and Environment 4-3; referred to Senate Revenue 16-14; Senate Revenue removed amendment and restored original DEQ bill which continues credits but on a formula determined by DEQ. Passed Senate and House, and is on the Governor's desk.
6. HB 2237/HB 2238--DEQ bills amending hazardous waste regulations and establishing fees on generators and transporters to fund program. Monitored by Metro; no impact on Metro. Both bills passed and signed by Governor.
7. HB 2242--DEQ bill requiring public notice of hazardous environmental conditions on real estate. Monitored by Metro. Tabled in Committee.
8. SB 5570--DEQ bill establishing amount of pollution control bond funds available. Amount was set at \$60 million for the biennium. Monitored by Metro. Passed House and Senate; signed by Governor.
9. HB 2757--Establishes Civilian Conservation Corps. Metro sponsored amendment to include recycling as an eligible project. CCC would be implemented only if federal funds available. Passed House and Senate, and is on Governor's desk.

ZOO

1. HJR 37--Constitutional amendment referring sales tax for property tax relief and expenditure limit to the people. Supported by Local Government/Business Coalition. Monitored by Metro. Amendments removed user fees and enterprise activities from limit focusing limit on property taxes. Passed House 31-29; tabled in Senate.
2. Super HARRP and Rate Limit--Governor's legislation also including net receipts tax. Net receipts tax failed in House Revenue. Super HARRP funded by income tax and property tax rate limit also failed in House Revenue.
3. SJR 24--Senate Republican Caucus Expenditure Limit. User fees were included under the limit. Passed Senate 25-5; House substituted HJR 37.
4. A/B Ballot--Both HJR 37 and the Governor's Super HARRP would have abolished the A/B ballot as part of the tax reform package. Action on the A/B ballot is contingent on what happens to tax reform in the coming special session.



5. SB 190--Abolishes State Public Contract Review Board replacing it with General Services Administration. Local governments may continue to form their own local PCRB. Supported by Metro. Passed Senate and House, and is on the Governor's desk.
6. HB 2284--Establishes tourism division in the Department of Economic Development. Supported by Metro. Passed House 57-3; Senate 28-1; signed by Governor.
7. HB 2051--Introduced by Secretary of State. Would have eliminated county and special district ballot measures from Voters' Pamphlet. Minority Report passed in House which restored measures to Pamphlet. Passed House; tabled in Senate Committee.
8. HB 2499--Gave preference in public contracts to Oregon bidders. Monitored by Metro. Tabled in Committee.
9. HB 2581--Gave preference in public contracts to Oregon bidders. Monitored by Metro. Tabled in Committee.
10. SB 91--Introduced by Bureau of Labor establishing fee of 1/4 of 1% on all public contracts to help fund Bureau activities. Tables in Ways and Means.
11. SB 592--Would prohibit public contracts from containing provisions waiving certain rights of contractor based on delay or omission of other party. Opposed by local governments. Died in Conference Committee.
12. HB 2363--Prejudgment Interest. Would require public body to pay interest on judgment from the date of filing. Opposed by local governments. Vetoed by Governor.
13. SB 782--Required local and state government to conduct studies on feasibility of contracting out services to private enterprise. ("Free Enterprise Bill") Opposed by local governments. Tabled in Committee.

TO:gl  
9106B/D4

cc: Donald E. Carlson  
Warren Iliff  
Kay Rich  
Dan Durig